

TRANSPORTATION

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2002-07 Minnesota Capital Budget

Presented by
Governor Jesse Ventura
to the 82nd Legislature



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— Minn. Stat. 16A.11

2002-07 CAPITAL BUDGET

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TRANSPORTATION AND OTHER AGENCIES

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The *Executive Summary* of the 2002-2007 Minnesota Capital Budget and 9-volume set of detailed requests can be viewed at the Department of Finance's web site at: www.finance.state.mn.us

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**STATE OF MINNESOTA
Agency Request**

F.Y. 2002-2007

**GOVERNOR'S RECOMMENDATIONS
(BY FUNDING SOURCES)**

(\$ In Thousands)

Project description	Agency Strategic Priority	Score	Funding Source	Agency Request			Governor's Recommendation	Governor's Planning Estimates	
				F.Y. 2002	F.Y. 2004	F.Y. 2006	F.Y. 2002	F.Y. 2004	F.Y. 2006

Administration, Department of

Statewide CAPRA	1	470	GO	27,700	25,000	25,000	17,000	17,000	17,000
			GF	300	0	0	0	0	0
Agency Relocation	2	270	GF	7,601	1,500	3,000	1,500	0	0
DOT Exterior Repair	3	235	THF	5,046	4,720	5,044	5,046	4,720	5,044
New State Buildings	4	445	GO	84,589	0	0	84,589	0	0
			GF	0	9,200	0	0	9,200	0
Renovation of 1246 University	6	265	GO	11,827	0	0	0	0	0
			GF	0	300	0	0	0	0
Capitol Complex Electrical Work	7	350	GO	3,231	0	0	3,231	0	0
Governor's Residence Renovation & Repair	8	275	GO	4,246	0	0	4,246	0	0
			GF	45	0	0	45	0	0
Stassen Buildout/Rice & University Predesign	9	245	GO	2,730	4,407	0	0	0	0
			GF	427	0	0	0	0	0
Property Acquisition	10	140	GO	1,500	7,500	15,000	0	0	0
New State Buildings			GO	0	75,000	75,000	0	0	0
Administration Ramp Replacement			GO	0	0	6,000	0	0	0

Funding Source

GF = General Fund
GO = General Obligation Bonds

OTH = Other Funding Sources
THB = Trunk Highway Fund Bonding

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(BY FUNDING SOURCES)
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			F.Y. 2002	F.Y. 2004	F.Y. 2006	F.Y. 2002	F.Y. 2004	F.Y. 2006

Administration, Department of

IT Data Center		GO	0	0	300	0	0	0
Environmental Cluster Predesign		GO	0	0	300	0	0	0
Cedar Street Armory Demolition		GO	0	0	1,500	0	0	0

Project Total	\$149,242	\$127,627	\$131,144	\$115,657	\$30,920	\$22,044
General Obligation Bonding	\$135,823	\$111,907	\$123,100	\$109,066	\$17,000	\$17,000
General Fund Projects (GF)	\$8,373	\$11,000	\$3,000	\$1,545	\$9,200	\$0
Trunk Highway Fund (THF)	\$5,046	\$4,720	\$5,044	\$5,046	\$4,720	\$5,044

Agriculture, Department of

Rural Finance Authority Loan Participation	1	400	GO/UF	20,000	20,000	20,000	15,000	15,000	15,000
Minnesota Farmers Market Hall	2	221	GO	11,597	0	0	0	0	0
Expansion of Metro Greenhouse & Storage Bay	3	175	GO	292	0	0	0	0	0

Project Total	\$31,889	\$20,000	\$20,000	\$15,000	\$15,000	\$15,000
General Obligation Bonding	\$11,889	\$0	\$0	\$0	\$0	\$0
User Finance Bonding	\$20,000	\$20,000	\$20,000	\$15,000	\$15,000	\$15,000

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				F.Y. 2002	F.Y. 2004	F.Y. 2006	F.Y. 2002	F.Y. 2004	F.Y. 2006

Amateur Sports Commission

Sport Event Center	1	316	GO	5,250	0	0	4,250	0	0
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Project Total	\$5,250	\$0	\$0	\$4,250	\$0	\$0
General Obligation Bonding	\$5,250	\$0	\$0	\$4,250	\$0	\$0

Capitol Area Architectural Planning Bd

Capitol Building: Interior Renovation Design	1	350	GO	2,111	25,281	36,324	0	0	0
Capitol 2005: Restore Floors G-2 & Hist. Elevators	2	325	GO	1,933	0	3,305	1,933	0	3,305
			GF	646	0	0	646	0	0
Signage: Capitol Building and Grounds	3	300	GO	712	0	156	712	0	156
Predesign/Design & Const. for New Capitol Annex			GO	0	276	55,300	0	0	0

Project Total	\$5,402	\$25,557	\$95,085	\$3,291	\$0	\$3,461
General Obligation Bonding	\$4,756	\$25,557	\$95,085	\$2,645	\$0	\$3,461
General Fund Projects (GF)	\$646	\$0	\$0	\$646	\$0	\$0

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Children, Families & Learning

Early Childhood Facilities Grants	1	275	GO	5,000	5,000	5,000	0	0	0
Red Lake School Additions and Renovations	2	300	GO	40,125	0	0	12,400	0	0
Public Library Accessibility Grants	3	260	GO	1,000	1,000	1,000	0	0	0
Library for the Blind Renovation	4	200	GO	500	9,824	0	0	0	0

Project Total	\$46,625	\$15,824	\$6,000	\$12,400	\$0	\$0
General Obligation Bonding	\$46,625	\$15,824	\$6,000	\$12,400	\$0	\$0

Commerce, Department of

Energy Investment Loan Program	1	400	GO/UF	6,000	6,000	6,000	6,000	6,000	6,000
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Project Total	\$6,000	\$6,000	\$6,000	\$6,000	\$6,000	\$6,000
User Finance Bonding	\$6,000	\$6,000	\$6,000	\$6,000	\$6,000	\$6,000

Funding Source

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Corrections, Department of

MCF-LL - 416-Bed Offender Housing Unit	1	356	GO	4,160	0	0	4,160	0	0
DOC - Asset Preservation	2	445	GO	23,100	15,000	15,000	23,100	15,000	15,000
MCF-SHK - ILC Renovation & Support Space	3	250	GO	3,070	0	0	3,070	0	0
MCF-STW - New Seg. Unit Design/Predesign	4	260	GO	906	0	0	90	0	0
MCF-RW - New Vocational Building	5	260	GO	4,938	0	0	0	0	0
MCF-FRB - Kitchen Renovation Predesign/Design	6	135	GO	346	0	0	0	0	0
MCF-WR/ML - Activities Building	7	195	GO	1,523	0	0	0	0	0
MCF-SCL - New Vocational Building	8	100	GO	8,070	0	0	0	0	0
MCF-SHK - 62-Bed Living Unit (Phase II)			GO	0	3,409	0	0	0	0
MCF-STW - Renovation of Old Ed & Admin Bldg.			GO	0	1,500	0	0	0	0
MCF-STW - Electronic Locks for CHA & CHD			GO	0	4,000	0	0	0	0
MCF-OPH - Security System Upgrade			GO	0	4,029	0	0	0	0
MCF-WR/ML - Industry Warehouse - ML			GO	0	596	0	0	0	0
MCF-WR/ML - Vehicle Garage - ML			GO	0	148	0	0	0	0
MCF-WR/ML - Kitchen Expansion - WR			GO	0	34	0	0	0	0
MCF-WR/ML - Industry Building Addition - ML			GO	0	51	708	0	0	0

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Corrections, Department of

MCF-WR/ML - Building Maint. Shop - ML		GO	0	116	0	0	0	0
MCF-STW - Electrical Upgrade - Industry		GO	0	800	0	0	0	0
MCF-STW - Sewer Vent - Replace Water Main		GO	0	2,000	0	0	0	0
MCF-STW - Receiving Complex & Warehouse		GO	0	17,608	0	0	0	0
MCF-STW - Tuckpointing		GO	0	800	0	0	0	0
MCF-STW - Master Control Renovation		GO	0	1,611	0	0	0	0
MCF-OPH - Razor Ribbon Replacement		GO	0	350	0	0	0	0
MCF-SCL - Replace Facility Sewer System		GO	0	3,214	0	0	0	0
MCF-SCL - Replace Phone Equipment & Lines		GO	0	444	0	0	0	0
Dept. - Roof & Window Replacement		GO	0	7,776	7,776	0	0	0
MCF-SCL - Expand Floor - Balcony Level		GO	0	0	318	0	0	0
MCF-SCL - Toilet Carrier Replacement		GO	0	0	493	0	0	0
MCF-SCL - Remodel Administration Building		GO	0	0	4,504	0	0	0
MCF-SCL - Facility Climate Control		GO	0	0	1,291	0	0	0
MCF-SCL - Construct New Warehouse		GO	0	0	1,171	0	0	0
MCF-SCL - Retube Boilers		GO	0	0	517	0	0	0

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Corrections, Department of

MCF-SCL - Upgrade Security System			GO	0	0	749	0	0	0
MCF-RW - New Living Unit			GO	0	0	1,470	0	0	0
MCF-LL - Replace HVAC Systems - Living Units			GO	0	0	700	0	0	0
MCF-SCL - Loop Wiring, High Voltage			GO	0	0	350	0	0	0
MCF-SCL - Install Sprinkler System			GO	0	0	500	0	0	0
MCF-RW - Admin. Building Porch Repair			GO	0	0	125	0	0	0
MCF-STW - Second Floor Kitchen Renovation			GO	0	0	75	0	0	0

Project Total	\$46,113	\$63,486	\$35,747	\$30,420	\$15,000	\$15,000
General Obligation Bonding	\$46,113	\$63,486	\$35,747	\$30,420	\$15,000	\$15,000

Finance, Department of

Bond Sale Expenses	1		GO	800	800	800	800	459	459
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Project Total	\$800	\$800	\$800	\$800	\$459	\$459
General Obligation Bonding	\$800	\$800	\$800	\$800	\$459	\$459

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Grants to Political Subdivisions

Regional Sludge Management Demonstration Project	ARL-1	GO	500	0	0	0	0	0
Blazing Star Trail	AUS-1	GO	2,500	0	0	0	0	0
Bayport Storm Sewer Reconstruction	BAY-1	GO	1,550	0	0	0	0	0
Bloomington Center for the Arts	BLO-1	GO	1,000	0	0	0	0	0
Dakota County Flood Mitigation	DAK-1	GO	750	0	0	0	0	0
Coleraine Street and Utility Improvements	COL-1	GO	50	250	0	0	0	0
North Shore Sanitary Districts	DUA-1	GO	11,638	0	0	0	0	0
Duluth -- Aerial Lift Bridge Repainting	DUL-1	GO	1,900	0	0	0	0	0
Eveleth Sanitary Sewer Collection Improvements	EVE-1	GO	251	0	0	0	0	0
Duluth -- Spirit Mountain Improvements	DUL-2	GO	3,175	0	0	0	0	0
Municipal Solid Waste Combustor Replacement	FF-1	GO	1,150	0	0	0	0	0
Fergus Falls Public Library Expansion	FF-2	GO	1,835	0	0	0	0	0
Visitor Center at Historic Murphy's Landing	HP-1	GO	3,191	0	0	0	0	0
Campaign for the Children's Theatre Company	HEN-1	GO	12,000	0	0	0	0	0
Colin Powell Youth Leadership Center	HEN-2	GO	6,000	0	0	0	0	0
Restoration of Historic Fort Belmont	JAC-1	GO	200	200	100	0	0	0

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Grants to Political Subdivisions

Regional Cold Weather Testing Facility	KOO-1	GO	3,628	0	0	0	0	0
Big Bear Education Center	KOO-2	GO	6,200	0	0	0	0	0
Trollwood Performing Arts School	MOR-1	GO	5,500	0	0	0	0	0
Minneapolis Park Improvements	MPB-1	GO	33,102	0	0	0	0	0
Minneapolis Empowerment Zone Projects	MPL-1	GO	12,000	7,900	8,400	0	0	0
Minnesota Space Discovery Center & Planetarium	MPL-2	GO	30,000	0	0	0	0	0
Guthrie Theater on the River	MPL-3	GO	35,000	0	0	0	0	0
Minnesota Shubert Performing Arts Center	MPL-4	GO	10,000	0	0	0	0	0
Minnesota Valley Academy	MPS-1	GO	3,500	0	0	0	0	0
Minnetonka -- Affordable Scattered Site Housing	MTK-1	GO	1,000	0	0	0	0	0
Glencoe -- Railroad Switching Yard	MTK-1	GO	796	0	0	0	0	0
Casey Jones Trail	MUR-1	GO	4,200	3,400	3,600	0	0	0
Minnesota Prairie Line Rehabilitation	MV-1	GO	7,500	0	0	0	0	0
Olmsted County Materials Recovery Facility	OLM-1	GO	3,000	0	0	0	0	0
Minnesota Center for Agricultural Innovation	OLV-1	GO	2,000	0	0	0	0	0
Pipestone County Museum Improvements	PIP-1	GO	125	0	0	0	0	0

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Grants to Political Subdivisions

Gibbs Museum Interpretive Center	RAM-1	GO	137	1,436	0	0	0	0
Regional Public Safety Training Center	ROC-1	GO	550	1,286	0	0	0	0
The New Rochester Arts Center	ROC-2	GO	2,300	0	0	0	0	0
DM&E Railroad Corridor Mitigation	ROC-3	GO	50,000	0	0	0	0	0
Improving Access to the Ports of Savage	SAV-1	GO	11,500	0	0	0	0	0
St. Louis Park -- Pedestrian/Trail Crossing	SLP-1	GO	492	0	0	0	0	0
St. Paul -- The New Roy Wilkins Auditorium	STP-1	GO	70,000	0	0	0	0	0
St. Paul -- Phalen Boulevard	STP-2	GO	8,000	0	0	0	0	0
St. Paul -- Como Park Conservatory Restoration	STP-3	GO	2,700	0	0	0	0	0
St. Paul -- 2004 Renaissance Project	STP-4	GO	8,375	0	0	0	0	0
Neighborhood House/El Rio Vista Facility Expansion	STP-5	GO	5,000	0	0	0	0	0
American Lung Association Healthy Design Project	STP-6	GO	3,000	0	0	0	0	0
St. Cloud Civic Center Expansion	ST-1	GO	45,000	0	0	0	0	0
Central Minnesota Regional Parks and Trails	STC-1	GO	8,560	0	0	0	0	0
New Ulm Recreational Trail	ULM-1	GO	1,150	0	0	0	0	0
Virginia/Eveleth Progress Park Expansion	VEE-1	GO	1,500	0	0	0	0	0

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Grants to Political Subdivisions

District Steam Heating System Infrastructure	VIR-1	GO	5,000	0	0	0	0	0
Northeast Park Community Center -- Waseca	WAS-1	GO	1,800	0	0	0	0	0
WMEP Southwest Integration Magnet School	WES-1	GO	27,714	0	0	0	0	0
Winona Harbor Intermodal Transp Improvements	WIN-1	GO	6,300	0	0	0	0	0

Project Total	\$464,319	\$14,472	\$12,100	\$0	\$0	\$0
General Obligation Bonding	\$464,319	\$14,472	\$12,100	\$0	\$0	\$0

Health, Department of

Dental Clinic at State Colleges and Universities	150	GO	775	0	0	0	0	0
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Project Total	\$775	\$0	\$0	\$0	\$0	\$0
General Obligation Bonding	\$775	\$0	\$0	\$0	\$0	\$0

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Housing Finance Agency

Publicly Owned Transitional Housing Loans	1	285	GO	19,500	2,500	2,500	4,461	2,500	2,500
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Project Total				\$19,500	\$2,500	\$2,500	\$4,461	\$2,500	\$2,500
General Obligation Bonding				\$19,500	\$2,500	\$2,500	\$4,461	\$2,500	\$2,500

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Human Services, Department of

System-Wide Roof Replacement	1	470	GO	2,789	4,167	2,145	2,789	1,500	1,500
System-Wide Asset Preservation	2	470	GO	6,500	8,450	8,400	6,500	4,000	4,000
FFRTC - Upgrade Program Facilities	3	385	GO	3,000	3,000	0	0	0	0
System-Wide Building/Structure Demolition	4	395	GO	2,250	1,650	1,065	2,000	1,650	1,065
BRHSC - Building #20 Improvements	5	315	GO	6,305	0	0	0	0	0
SPRTC - Convert Power Plant to Low Pressure	6	280	GO	3,619	0	0	3,619	0	0
BRHSC - Convert Power Plant to Low Pressure	7	255	GO	2,965	4,414	0	0	0	0
AGC - B/C Residential Unit Remodeling			GO	0	2,750	0	0	0	0
AGC - A/D Residential Unit Remodeling			GO	0	2,750	0	0	0	0
AMRTC - Remodel Miller Building			GO	0	6,000	0	0	0	0
AMRTC - Construct Vehicle Maintenance/Storage Bldg			GO	0	250	0	0	0	0
BRHSC - Remodel Dietary Department			GO	0	1,000	0	0	0	0
MSPPTC - Reconfigure Industry Ship/Rec. Area			GO	0	250	0	0	0	0
MSPPTC - Construct Storage Building			GO	0	100	0	0	0	0
SPRTC - Bartlett/Sunrise Building Improvements			GO	0	4,000	0	0	0	0
SPRTC - Storm/Saniatary Sewer Separation/Upgrades			GO	0	1,500	0	0	0	0

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Human Services, Department of

AGC - B/C Residential Unit Remodeling	GO			0	2,750	0	0	0	0
BRHSC - Building #19 Improvements	GO			0	6,200	0	0	0	0
SPRTC - Phase II Upgrade Shantz & Pexton	GO			0	9,500	0	0	0	0
AGC - Remodel E-Building & Install Elevator	GO			0	0	3,200	0	0	0
AGC - Install Fire Sprinklers	GO			0	0	1,100	0	0	0
MSSPTC - Construct 50-Bed Addition	GO			0	0	9,900	0	0	0
WRTC - Upgrade HVAC/Mechanical Systems Bldg. #8	GO			0	0	1,500	0	0	0

Project Total	\$27,428	\$58,731	\$27,310	\$14,908	\$7,150	\$6,565
General Obligation Bonding	\$27,428	\$58,731	\$27,310	\$14,908	\$7,150	\$6,565

Funding Source

GF = General Fund
 GO = General Obligation Bonds

OTH = Other Funding Sources
 THB = Trunk Highway Fund Bonding

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STATE OF MINNESOTA
Agency Request
 F.Y. 2002-2007

GOVERNOR'S RECOMMENDATIONS
(BY FUNDING SOURCES)
 (\$ In Thousands)

Project description	Agency Strategic Priority	Strategic Score	Funding Source	Agency Request			Governor's Recommendation	Governor's Planning Estimates	
				F.Y. 2002	F.Y. 2004	F.Y. 2006	F.Y. 2002	F.Y. 2004	F.Y. 2006

Iron Range Resources & Rehabilitation Bd

Mesabi Station	1	229	GO	2,783	0	0	0	0	0
Giants Ridge Sports Dorm Renovation	2	250	GO	441	0	0	0	0	0
Giants Ridge Chalet/Winter Sports Operations	3	170	GO	939	0	0	0	0	0
Giants Ridge Magic Carpet	4	150	GO	71	0	0	0	0	0
Ironworld Library Expansion	5	125	GO	652	0	0	0	0	0
Ironworld Interpretive Center Energy Efficiency	6	145	GO	1,439	0	0	0	0	0
Ironworld Discovery Center Roof Replacement	7	155	GO	218	0	0	0	0	0
Ironworld Water and Sewer Upgrade/Extension	8	95	GO	284	0	0	0	0	0

Project Total	\$6,827	\$0	\$0	\$0	\$0	\$0
General Obligation Bonding	\$6,827	\$0	\$0	\$0	\$0	\$0

Funding Source

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GOVERNOR'S RECOMMENDATIONS
(BY FUNDING SOURCES)
 (\$ In Thousands)

Project description	Agency Priority	Strategic Score	Funding Source	Agency Request			Governor's Recommendation	Governor's Planning Estimates	
				F.Y. 2002	F.Y. 2004	F.Y. 2006	F.Y. 2002	F.Y. 2004	F.Y. 2006

Metropolitan Council

Northwest Metro Busway	1	351	GO	50,000	50,000	50,000	50,000	0	0
Livable Communities Grant Program	2	275	GO	10,000	10,000	10,000	10,000	10,000	10,000
Snelling Bus Garage	3	336	GO	10,000	10,000	10,000	10,000	0	0
Transit Passenger Facilities	4	200	GO	10,000	10,000	10,000	0	0	0
CSO Reliever Sewer	5	160	GO	2,500	20,000	0	0	0	0

Project Total	\$82,500	\$100,000	\$80,000	\$70,000	\$10,000	\$10,000
General Obligation Bonding	\$82,500	\$100,000	\$80,000	\$70,000	\$10,000	\$10,000

Funding Source

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STATE OF MINNESOTA
Agency Request
 F.Y. 2002-2007

GOVERNOR'S RECOMMENDATIONS
(BY FUNDING SOURCES)
 (\$ In Thousands)

Project description	Agency Priority	Strategic Score	Funding Source	Agency Request			Governor's Recommendation	Governor's Planning Estimates	
				F.Y. 2002	F.Y. 2004	F.Y. 2006	F.Y. 2002	F.Y. 2004	F.Y. 2006

Military Affairs, Department of

Asset Preservation & Kitchen Repair	1	380	GO	2,500	2,500	2,500	2,500	2,500	2,500
Facility Life/Safety	2	245	GO	1,000	1,000	1,000	1,000	1,000	1,000
Americans with Disabilities Act (ADA)	3	220	GO	857	796	822	857	796	822
Indoor Firing Range Rehab	4	195	GO	1,018	0	0	0	0	0
Military Affairs/Emergency Mgmt Facility	5	230	GO	3,235	39,284	0	0	0	0
Stillwater Training/Community Center (Armory)			GO	0	9,104	0	0	0	0
Blaine Training/Community Center (Armory)			GO	0	0	8,100	0	0	0
Anoka Training/Community Center (Armory)			GO	0	0	8,300	0	0	0

Project Total	\$8,610	\$52,684	\$20,722	\$4,357	\$4,296	\$4,322
General Obligation Bonding	\$8,610	\$52,684	\$20,722	\$4,357	\$4,296	\$4,322

Funding Source

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STATE OF MINNESOTA
Agency Request
 F.Y. 2002-2007

GOVERNOR'S RECOMMENDATIONS
(BY FUNDING SOURCES)
 (\$ In Thousands)

Project description	Agency Priority	Strategic Score	Funding Source	Agency Request			Governor's Recommendation	Governor's Planning Estimates	
				F.Y. 2002	F.Y. 2004	F.Y. 2006	F.Y. 2002	F.Y. 2004	F.Y. 2006

Minnesota Historical Society

Asset Preservation – Historic Sites Network	1	450	GO	5,545	4,035	4,140	1,500	1,500	1,500
County and Local Historic Preservation Grants	2	385	GF	1,500	1,000	1,000	0	0	0
			GO	1,500	1,000	1,000	0	0	0
State Capitol 2005 Furnishings Project	3	290	GF	550	0	700	0	0	0
Sibley Historic Site Preservation	4	265	GO	542	1,000	0	0	0	0
Kelley Farm Historic Site Land Acquisition	5	125	GO	655	0	0	0	0	0
Historic Fort Snelling Site Improvements	6	220	GO	500	4,600	0	0	0	0
Heritage Trails	7	135	GO	384	250	250	0	0	0
Historic Sites Network Master Plan	8	125	GF	500	500	0	0	0	0
Improve Collections Storage Facilities			GO	0	2,000	500	0	0	0
Kelley Farm Maintenance Building			GO	0	600	0	0	0	0
St Anthony Falls Heritage Zone Implementation			GO	0	0	2,000	0	0	0
Split Rock Barn Reconstruction			GO	0	0	500	0	0	0
History Center Parking Ramp			GO	0	0	1,000	0	0	0

Project Total	\$11,676	\$14,985	\$11,090	\$1,500	\$1,500	\$1,500
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Funding Source

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STATE OF MINNESOTA
Agency Request
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GOVERNOR'S RECOMMENDATIONS
(BY FUNDING SOURCES)
 (\$ In Thousands)

Project description	Agency Priority	Strategic Score	Funding Source	Agency Request			Governor's Recommendation	Governor's Planning Estimates	
				F.Y. 2002	F.Y. 2004	F.Y. 2006	F.Y. 2002	F.Y. 2004	F.Y. 2006

Minnesota Historical Society

General Obligation Bonding	\$9,126	\$13,485	\$9,390	\$1,500	\$1,500	\$1,500
General Fund Projects (GF)	\$2,550	\$1,500	\$1,700	\$0	\$0	\$0

Funding Source

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STATE OF MINNESOTA
Agency Request
 F.Y. 2002-2007

GOVERNOR'S RECOMMENDATIONS
(BY FUNDING SOURCES)
 (\$ In Thousands)

Project description	Agency Strategic Priority	Strategic Score	Funding Source	Agency Request			Governor's Recommendation	Governor's Planning Estimates	
				F.Y. 2002	F.Y. 2004	F.Y. 2006	F.Y. 2002	F.Y. 2004	F.Y. 2006

Minnesota State Academies

Asset Preservation	1	415	GO	2,000	2,000	2,000	1,500	1,500	1,500
West Wing Noyes Hall Phase Two	2	315	GO	2,896	0	0	0	0	0
Safety Improvements/Roadway Related Construction	3	280	GO	1,400	0	0	0	0	0
MSAB Dorm Expansion			GO	0	3,225	0	0	0	0
Mott Hall Vocational Renovation			GO	0	2,416	0	0	0	0
MSAD Frechette Renovation			GO	0	4,247	0	0	0	0
MSAD Rodman Dining			GO	0	0	6,359	0	0	0
MSAB Vocational Building/Industrial Building			GO	0	0	1,257	0	0	0
MSAD Garage			GO	0	0	1,034	0	0	0
MSAD Lauritsen Recreation & Fitness Center			GO	0	0	5,217	0	0	0

Project Total	\$6,296	\$11,888	\$15,867	\$1,500	\$1,500	\$1,500
General Obligation Bonding	\$6,296	\$11,888	\$15,867	\$1,500	\$1,500	\$1,500

Funding Source

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STATE OF MINNESOTA
Agency Request
 F.Y. 2002-2007

GOVERNOR'S RECOMMENDATIONS
(BY FUNDING SOURCES)
 (\$ In Thousands)

Project description	Agency Priority	Strategic Score	Funding Source	Agency Request			Governor's Recommendation	Governor's Planning Estimates	
				F.Y. 2002	F.Y. 2004	F.Y. 2006	F.Y. 2002	F.Y. 2004	F.Y. 2006

Minnesota State Colleges & Universities

Roof Replacement & Repair	1	470	GO	33,264	30,000	25,000	0	0	0
Mechanical/Electr Infrastructure Replacement	1	470	GO	30,851	30,000	30,000	0	0	0
HEAPR	1	470	GO	35,885	40,000	45,000	35,000	35,000	35,000
Normandale CC - Science Remodel Phase 2	2	353	GO/UF	9,900	0	0	9,900	0	0
Minneapolis C&TC - Consolidation Remodel Phs 2	3	393	GO/UF	9,000	3,625	0	12,625	0	0
Metro SU - Library & Info Technology Center	4	308	GO/UF	17,442	0	0	17,442	0	0
Alexandria TC - Classroom/Technology Bldg	5	333	GO/UF	9,150	0	0	9,150	0	0
Winona SU - New Science Building	6	378	GO/UF	30,000	9,772	0	30,000	9,772	0
MSU Moorhead - New Science Building	7	343	GO/UF	18,955	10,022	0	18,955	10,022	0
Systemwide Science Lab Renovations	8	313	GO/UF	1,900	2,000	2,000	1,900	2,000	2,000
Systemwide Land Acquisition	9	208	GO/UF	2,000	2,000	2,000	0	0	0
Bemidji SU/NWTC Co-Location Design	10	208	GO/UF	850	10,000	5,000	0	0	0
NWTC Moorhead - Health & Appl Tech Addition	11	288	GO/UF	400	5,000	0	0	0	0
St. Cloud SU - Centennial, Riverview Remodel Phs 1	12	273	GO/UF	10,000	8,500	0	0	0	0
MSU Mankato - Athletic Facility Phase 3	13	168	GO/UF	8,400	0	0	0	0	0
Southwest SU - Library Remodel	14	298	GO/UF	9,200	0	0	0	0	0

Funding Source

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STATE OF MINNESOTA
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 F.Y. 2002-2007

GOVERNOR'S RECOMMENDATIONS
(BY FUNDING SOURCES)
 (\$ In Thousands)

Project description	Agency Priority	Strategic Score	Funding Source	Agency Request			Governor's Recommendation	Governor's Planning Estimates	
				F.Y. 2002	F.Y. 2004	F.Y. 2006	F.Y. 2002	F.Y. 2004	F.Y. 2006

Minnesota State Colleges & Universities

Hennepin TC - "D" Wing Remodel & Driveway	15	238	GO/UF	3,500	0	0	0	0	0
NEHED Virginia - Lab, Classroom, LRC Remodel	16	248	GO/UF	5,496	0	0	0	0	0
Lake Superior C&TC - Design Academic Addition	17	158	GO/UF	700	8,000	0	0	0	0
MSC-SETC - Student Services Remodel	18	238	GO/UF	580	1,169	0	0	0	0
Dakota TC - Design Info Tech/Telecomm Remodel	19	213	GO/UF	500	6,000	0	0	0	0
St. Cloud TC - Design Workforce Center Add/Remodel	20	133	GO/UF	700	12,500	0	0	0	0
Ridgewater C&TC - Science Labs Remodel	21	188	GO/UF	2,880	0	0	0	0	0
Century C&TC - Design Intermediate Space Remodel	22	188	GO/UF	1,500	3,400	0	0	0	0
South Central TC - Design Applied Labs Remodel	23	188	GO/UF	300	4,199	0	0	0	0
Fergus Falls CC - Design IT & Student Services Add	24	213	GO/UF	760	6,500	0	0	0	0
MnWest Worthington CTC - Science, Nursing Remodel	25	208	GO/UF	6,300	0	0	0	0	0
Inver Hills CC - Design Student Services Addition	26	148	GO/UF	500	6,000	0	0	0	0
2004 /2006 Capital Improvement Program			GO/UF	0	51,313	141,000	0	0	0

Project Total	\$250,913	\$250,000	\$250,000	\$134,972	\$56,794	\$37,000
General Obligation Bonding	\$201,116	\$201,163	\$201,160	\$101,983	\$49,603	\$36,340
User Finance Bonding	\$49,797	\$48,837	\$48,840	\$32,989	\$7,191	\$660

Funding Source

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STATE OF MINNESOTA
Agency Request
 F.Y. 2002-2007

GOVERNOR'S RECOMMENDATIONS
(BY FUNDING SOURCES)
 (\$ In Thousands)

Project description	Agency Priority	Strategic Score	Funding Source	Agency Request			Governor's Recommendation	Governor's Planning Estimates	
				F.Y. 2002	F.Y. 2004	F.Y. 2006	F.Y. 2002	F.Y. 2004	F.Y. 2006

Natural Resources, Department of

State Park Initiative	DNR-1	520	GO	31,000	13,000	13,000	31,000	7,300	7,300
Field Office Renovation & Improvements	B-1	335	GO	7,000	1,500	1,500	7,000	1,500	1,500
Statewide Asset Preservation	B-2	395	GO	2,900	2,900	2,900	2,900	2,900	2,900
Office Facilities Development	B-3	335	GO	4,600	7,507	10,168	4,600	4,600	4,600
ADA Compliance	B-4	390	GO	1,000	2,000	2,000	1,000	1,000	1,000
Fish Hatchery Improvements	B-5	310	GO	300	300	300	300	300	300
Dam Repair/Reconstruction/Removal	NB-1	350	GO	700	2,000	2,000	700	1,000	1,000
Reforestation	NB-2	335	GO	2,500	2,500	2,500	2,500	1,500	1,500
Forest Roads and Bridges	NB-3	320	GO	1,200	1,000	1,000	1,200	1,000	1,000
Metro Greenways and Natural Areas	NB-4	260	GO	1,000	1,500	1,500	1,000	1,000	1,000
SNA's Acquisition & Development	NB-5	375	GO	500	1,000	1,000	500	500	500
RIM - Consolidated Wildlife/Critical Habitat	NB-6	360	GO	3,000	5,000	5,000	3,000	3,000	3,000
Stream Protection & Restoration	NB-7	260	GO	500	1,000	1,000	500	500	500
Water Access Acq. Better, & Fishing Piers	NB-8	365	GO	1,500	3,000	3,000	1,500	1,500	1,500
State Trail Acquisition & Development	NB-9	325	GO	2,550	2,000	2,000	2,550	2,000	2,000

Funding Source

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STATE OF MINNESOTA
Agency Request
 F.Y. 2002-2007

GOVERNOR'S RECOMMENDATIONS
(BY FUNDING SOURCES)
 (\$ In Thousands)

Project description	Agency Strategic Priority	Score	Funding Source	Agency Request			Governor's Recommendation	Governor's Planning Estimates	
				F.Y. 2002	F.Y. 2004	F.Y. 2006	F.Y. 2002	F.Y. 2004	F.Y. 2006

Natural Resources, Department of

Well Sealing	NB-10	255	GO	425	0	0	600	0	0
			GF	175	0	0	0	0	0
Fisheries Acquisition and Improvement	NB-11	250	GO	500	500	500	500	500	500
State Park Acquisition	NB-12	345	GO	1,000	1,500	1,500	1,000	1,000	1,000
Prairie Bank Easements	NB-13	290	GO	500	500	500	500	500	500
Flood Hazard Mitigation Grants	NB-14	380	GO	15,500	15,000	15,000	15,500	15,000	15,000
State Forest Land Acquisition	NB-15	295	GO	500	1,000	2,000	500	500	500
Lake Superior Safe Harbors	NB-16	300	GO	1,750	6,500	8,000	0	0	0
Trust Fund Lands	NB-17	90	GO	0	1,000	1,000	0	0	0
Natural and Scenic Area Grants	G-1	270	GO	1,000	1,000	1,000	1,000	1,000	1,000
State Trail Connections	G-2	235	GO	500	1,000	1,000	500	500	500
Metro Regional Parks Capital Improvements	G-3	285	GO	8,000	15,400	15,900	8,000	5,000	5,000
			OTH	0	7,260	0	0	0	0

Project Total	\$90,100	\$96,867	\$95,268	\$88,350	\$53,600	\$53,600
General Obligation Bonding	\$89,925	\$89,607	\$95,268	\$88,350	\$53,600	\$53,600
Env & Natural Resources (OTH)	\$0	\$7,260	\$0	\$0	\$0	\$0

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STATE OF MINNESOTA
Agency Request
 F.Y. 2002-2007

GOVERNOR'S RECOMMENDATIONS
(BY FUNDING SOURCES)
 (\$ In Thousands)

Project description	Agency Priority	Strategic Score	Funding Source	Agency Request			Governor's Recommendation	Governor's Planning Estimates	
				F.Y. 2002	F.Y. 2004	F.Y. 2006	F.Y. 2002	F.Y. 2004	F.Y. 2006

Natural Resources, Department of

General Fund Projects (GF)	\$175	\$0	\$0	\$0	\$0	\$0
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Office of Environmental Assistance

Capital Assistance Program	1	429	GO	12,500	8,000	12,000	3,000	3,000	3,000
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Project Total	\$12,500	\$8,000	\$12,000	\$3,000	\$3,000	\$3,000
General Obligation Bonding	\$12,500	\$8,000	\$12,000	\$3,000	\$3,000	\$3,000

Funding Source

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STATE OF MINNESOTA
Agency Request
 F.Y. 2002-2007

GOVERNOR'S RECOMMENDATIONS
(BY FUNDING SOURCES)
 (\$ In Thousands)

Project description	Agency Priority	Strategic Score	Funding Source	Agency Request			Governor's Recommendation	Governor's Planning Estimates	
				F.Y. 2002	F.Y. 2004	F.Y. 2006	F.Y. 2002	F.Y. 2004	F.Y. 2006

Perpich Center for Arts Education

Performance Hall Cat Walk	1	275	GO	125	0	0	125	0	0
Asset Preservation	2	305	GO	643	300	300	643	300	300
Foodservice Kitchen Renovation	3	280	GO	570	0	0	570	0	0
Repair & Maintenance Building	4	230	GO	1,817	0	0	326	1,660	0

Project Total	\$3,155	\$300	\$300	\$1,664	\$1,960	\$300
General Obligation Bonding	\$3,155	\$300	\$300	\$1,664	\$1,960	\$300

Pollution Control Agency

Closed Landfill Bonding	1	410	GO	10,795	25,260	0	10,000	26,055	0
Brownfield to Green Space Grant Program	2	245	GO	5,000	0	5,000	0	0	0

Project Total	\$15,795	\$25,260	\$5,000	\$10,000	\$26,055	\$0
General Obligation Bonding	\$15,795	\$25,260	\$5,000	\$10,000	\$26,055	\$0

Funding Source

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STATE OF MINNESOTA
Agency Request
 F.Y. 2002-2007

GOVERNOR'S RECOMMENDATIONS
(BY FUNDING SOURCES)
 (\$ In Thousands)

Project description	Agency Priority	Strategic Score	Funding Source	Agency Request			Governor's Recommendation	Governor's Planning Estimates	
				F.Y. 2002	F.Y. 2004	F.Y. 2006	F.Y. 2002	F.Y. 2004	F.Y. 2006

Trade & Economic Development

Redevelopment Grant Program	1	390	GO	10,000	10,000	10,000	10,000	10,000	10,000
State Matching Funds	2	436	GO	16,000	16,000	16,000	16,000	16,000	16,000
Wastewater Infrastructure Fund	3	378	GO	30,000	30,000	30,000	4,000	4,000	4,000
			GF	600	600	600	80	80	80
Clean Water Partnership	4	255	GF	3,000	3,000	3,000	0	0	0

Project Total	\$59,600	\$59,600	\$59,600	\$30,080	\$30,080	\$30,080
General Obligation Bonding	\$56,000	\$56,000	\$56,000	\$30,000	\$30,000	\$30,000
General Fund Projects (GF)	\$3,600	\$3,600	\$3,600	\$80	\$80	\$80

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STATE OF MINNESOTA
Agency Request
 F.Y. 2002-2007

GOVERNOR'S RECOMMENDATIONS
(BY FUNDING SOURCES)
 (\$ In Thousands)

Project description	Agency Priority	Strategic Score	Funding Source	Agency Request			Governor's Recommendation	Governor's Planning Estimates	
				F.Y. 2002	F.Y. 2004	F.Y. 2006	F.Y. 2002	F.Y. 2004	F.Y. 2006

Transportation, Department of

Northstar Corridor Rail Project	GO-1	319	GO	120,000	0	0	120,000	0	0
Local Bridge Replacement and Rehabilitation	GO-2	385	GO	48,000	65,000	70,000	30,000	30,000	30,000
Red Rock Corridor Rail Project	GO-3	270	GO	5,000	12,000	163,000	0	0	0
Midwest Regional Rail Initiative (Inter-City)	GO-4	256	GO	10,000	30,000	30,000	0	0	0
Rail Service Improvement	GO-5	270	GO	12,000	6,000	6,000	0	0	0
Port Development Assistance	GO-6	230	GO	8,000	8,000	6,000	0	0	0
Statewide Public Safety Radio System	GO-7	95	GO	36,690	35,000	35,000	0	0	0
Consolidated Operations Support Facility	THF-1	160	THF	9,500	0	0	9,500	0	0
Mankato Headquarters Building	THF-2	175	THF	14,000	0	0	14,000	0	0
Communications Backbone Digital Conversion	THF-3	145	THF	11,000	0	0	2,000	0	0
Rochester Headquarters Addition			THF	0	4,000	0	0	0	0
Golden Valley Building Addition			THF	0	4,000	0	0	0	0
Materials Lab Building Addition			THF	0	3,490	0	0	0	0
Training Center Building Addition			THF	0	4,600	0	0	0	0
State Bridge Replacement and Rehabilitation			THB	0	70,000	70,000	0	0	0
Duluth Headquarters Addition/Remodel			THF	0	0	1,250	0	0	0

Funding Source

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 UF = User Finance Bonding

STATE OF MINNESOTA
Agency Request
 F.Y. 2002-2007

GOVERNOR'S RECOMMENDATIONS
(BY FUNDING SOURCES)
 (\$ In Thousands)

Project description	Agency Strategic Priority Score	Funding Source	Agency Request			Governor's Recommendation	Governor's Planning Estimates	
			F.Y. 2002	F.Y. 2004	F.Y. 2006	F.Y. 2002	F.Y. 2004	F.Y. 2006

Transportation, Department of

Crookston Headquarters Building Addition		THF	0	0	1,000	0	0	0
Willmar Headquarters Building Addition		THF	0	0	1,700	0	0	0
Shakopee/Jordan Truck Station Addition		THF	0	0	4,675	0	0	0
Eden Prairie Truck Station Addition		THF	0	0	2,000	0	0	0
Maple Grove Truck Station Replacement		THF	0	0	2,500	0	0	0
Plymouth Truck Station Addition		THF	0	0	2,000	0	0	0

Project Total	\$274,190	\$242,090	\$395,125	\$175,500	\$30,000	\$30,000
General Obligation Bonding	\$239,690	\$156,000	\$310,000	\$150,000	\$30,000	\$30,000
Trunk Highway Fund (THF)	\$34,500	\$16,090	\$15,125	\$25,500	\$0	\$0
Trunk Hwy Fund Bonding (THB)	\$0	\$70,000	\$70,000	\$0	\$0	\$0

Funding Source

GF = General Fund
 GO = General Obligation Bonds

OTH = Other Funding Sources
 THB = Trunk Highway Fund Bonding

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STATE OF MINNESOTA
Agency Request
 F.Y. 2002-2007

GOVERNOR'S RECOMMENDATIONS
(BY FUNDING SOURCES)
 (\$ In Thousands)

Project description	Agency Strategic Priority	Score	Funding Source	Agency Request			Governor's Recommendation	Governor's Planning Estimates	
				F.Y. 2002	F.Y. 2004	F.Y. 2006	F.Y. 2002	F.Y. 2004	F.Y. 2006

University of Minnesota

Systemwide - HEAPR	1	470	GO	80,000	80,000	80,000	35,000	35,000	35,000
St. Paul - Plant Growth Facilities, Phase II	2	428	GO/UF	18,700	0	0	3,400	14,300	0
Duluth - Laboratory Science Building	3	288	GO/UF	25,500	0	0	25,500	0	0
Minneapolis - Nicholson Hall	4	298	GO/UF	24,000	0	0	10,000	0	0
Minneapolis - Mineral Resources Research Center	5	298	GO/UF	18,400	0	0	0	0	0
Systemwide - Classroom Improvements	6	213	GO/UF	4,000	4,000	1,500	4,000	0	0
Minneapolis - Translational Research Facility	7	233	GO/UF	37,000	0	0	0	0	0
Crookston - Bede Hall Replacement	8	313	GO/UF	7,701	0	0	7,701	0	0
Morris - Social Science Building & Sprinklers	9	213	GO/UF	9,000	0	0	0	0	0
Minneapolis - Teaching & Technology Center	10	213	GO/UF	3,000	0	0	0	0	0
Statewide - Research & Outreach Centers	11	248	GO/UF	3,000	3,000	3,000	0	0	0
Minneapolis - Northrop Auditorium	12	248	GO/UF	2,000	10,000	0	0	0	0
Minneapolis - AHC Precinct Plan Phase I			GO/UF	0	20,000	0	0	0	0
Crookston - Academic Program Improvement I			GO/UF	0	4,500	0	0	0	0
Minneapolis - Folwell Hall			GO/UF	0	27,000	0	0	0	0
Morris - Academic Program Improvements I			GO/UF	0	3,000	0	0	0	0

Funding Source

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STATE OF MINNESOTA
Agency Request
 F.Y. 2002-2007

GOVERNOR'S RECOMMENDATIONS
(BY FUNDING SOURCES)
 (\$ In Thousands)

Project description	Agency Strategic Priority Score	Funding Source	Agency Request			Governor's Recommendation	Governor's Planning Estimates	
			F.Y. 2002	F.Y. 2004	F.Y. 2006	F.Y. 2002	F.Y. 2004	F.Y. 2006

University of Minnesota

Minneapolis - Pillsbury Hall Design		GO/UF	0	1,000	0	0	0	0
Minneapolis - Teaching and Technology Center		GO/UF	0	42,000	0	0	0	0
Minneapolis - Lind Hall Renovation		GO/UF	0	18,000	0	0	0	0
St. Paul - North Project		GO/UF	0	24,000	0	0	0	0
Duluth - Kirby Plaza Project		GO/UF	0	12,000	0	0	0	0
Minneapolis - AHC Precinct Plan Phase II		GO/UF	0	0	52,500	0	0	0
Minneapolis - Pillsbury Hall		GO/UF	0	0	15,000	0	0	0
Minneapolis - Scott Hall		GO/UF	0	0	12,000	0	0	0
Minneapolis - Peik Hall		GO/UF	0	0	12,000	0	0	0
Morris - Academic Program Improvements II		GO/UF	0	0	4,500	0	0	0
Minneapolis - Tate Laboratory of Physics I		GO/UF	0	0	21,000	0	0	0
St. Paul - Food Science & Nutrition		GO/UF	0	0	15,000	0	0	0
St. Paul - Plant Science Teaching & Outreach		GO/UF	0	0	4,000	0	0	0
Duluth - Chemistry / Life Science Vacated Space		GO/UF	0	0	9,000	0	0	0
Duluth - Bulldog Sports Center		GO/UF	0	0	16,751	0	0	0
Crookston - Academic Program Improvements II		GO/UF	0	0	6,000	0	0	0

Funding Source

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STATE OF MINNESOTA
Agency Request
 F.Y. 2002-2007

GOVERNOR'S RECOMMENDATIONS
(BY FUNDING SOURCES)
 (\$ In Thousands)

Project description	Agency Strategic Priority Score	Funding Source	Agency Request			Governor's Recommendation	Governor's Planning Estimates	
			F.Y. 2002	F.Y. 2004	F.Y. 2006	F.Y. 2002	F.Y. 2004	F.Y. 2006

University of Minnesota

Project Total	\$232,301	\$248,500	\$252,251	\$85,601	\$49,300	\$35,000
General Obligation Bonding	\$186,596	\$197,899	\$196,223	\$73,762	\$49,300	\$35,000
User Finance Bonding	\$45,705	\$50,601	\$56,028	\$11,839	\$0	\$0

Funding Source

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STATE OF MINNESOTA
Agency Request
 F.Y. 2002-2007

GOVERNOR'S RECOMMENDATIONS
(BY FUNDING SOURCES)
 (\$ In Thousands)

Project description	Agency Priority	Strategic Score	Funding Source	Agency Request			Governor's Recommendation	Governor's Planning Estimates	
				F.Y. 2002	F.Y. 2004	F.Y. 2006	F.Y. 2002	F.Y. 2004	F.Y. 2006

Veterans Homes Board

Hastings Building Preservation	1	470	GO	8,553	0	0	8,553	0	0
Silver Bay Roof Replacement	2	395	GO	2,345	0	0	2,345	0	0
Silver Bay Master Plan Renovation	3	340	GO	3,659	0	0	0	0	0
Minneapolis Dining/Kitchen Renovation	4	315	GO	4,375	0	0	0	0	0
Asset Preservation	5	420	GO	4,690	4,406	4,963	2,000	2,000	2,000
Luverne Dementia Unit/Wander Area	6	345	GO	766	0	0	766	0	0
Minneapolis Adult Day Care	7	210	GO	2,825	0	0	0	0	0
Minneapolis Assisted Living	8	210	GO	2,710	0	0	0	0	0
Fergus Falls Wing-Dementia/Wander Additions			GO	0	5,034	0	0	0	0

Project Total	\$29,923	\$9,440	\$4,963	\$13,664	\$2,000	\$2,000
General Obligation Bonding	\$29,923	\$9,440	\$4,963	\$13,664	\$2,000	\$2,000

Funding Source

GF = General Fund
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OTH = Other Funding Sources
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STATE OF MINNESOTA
Agency Request
 F.Y. 2002-2007

GOVERNOR'S RECOMMENDATIONS
(BY FUNDING SOURCES)
 (\$ In Thousands)

Project description	Agency Strategic Priority	Score	Funding Source	Agency Request			Governor's Recommendation	Governor's Planning Estimates	
				F.Y. 2002	F.Y. 2004	F.Y. 2006	F.Y. 2002	F.Y. 2004	F.Y. 2006

Water & Soil Resources Board

Reinvest In Minnesota	1	340	GO	20,000	20,000	20,000	7,000	7,000	7,000
			GF	1,634	1,634	1,634	0	0	0
Local Government Road Wetland Replacement	2	275	GO	5,200	4,600	4,600	0	0	0
			GF	900	800	800	0	0	0
Streambank, Lakeshore and Roadside Erosion Control	3	215	GO	4,740	4,740	4,740	0	0	0
			GF	260	260	260	0	0	0

Project Total	\$32,734	\$32,034	\$32,034	\$7,000	\$7,000	\$7,000
General Obligation Bonding	\$29,940	\$29,340	\$29,340	\$7,000	\$7,000	\$7,000
General Fund Projects (GF)	\$2,794	\$2,694	\$2,694	\$0	\$0	\$0

Zoological Gardens

Zoo Master Plan Design/Construction	1	370	GO	18,563	67,442	0	7,184	0	0
Asset Preservation	2	410	GO	3,000	3,000	3,000	3,000	3,000	3,000

Project Total	\$21,563	\$70,442	\$3,000	\$10,184	\$3,000	\$3,000
General Obligation Bonding	\$21,563	\$70,442	\$3,000	\$10,184	\$3,000	\$3,000

Funding Source

GF = General Fund	OTH = Other Funding Sources	THF = Trunk Highway Fund
GO = General Obligation Bonds	THB = Trunk Highway Fund Bonding	UF = User Finance Bonding

**STATE OF MINNESOTA
Agency Request**

F.Y. 2002-2007

**GOVERNOR'S RECOMMENDATIONS
(BY FUNDING SOURCES)**

(\$ In Thousands)

Project description	Agency Strategic Priority	Agency Strategic Score	Funding Source	Agency Request			Governor's Recommendation	Governor's Planning Estimates	
				F.Y. 2002	F.Y. 2004	F.Y. 2006	F.Y. 2002	F.Y. 2004	F.Y. 2006

Grand Total	\$1,942,026	\$1,557,087	\$1,573,906	\$844,559	\$357,114	\$289,331
General Obligation Bonding	\$1,762,840	\$1,314,785	\$1,341,875	\$745,914	\$314,923	\$262,547
User Finance Bonding	\$121,502	\$125,438	\$130,868	\$65,828	\$28,191	\$21,660
Env & Natural Resoures (OTH)	\$0	\$7,260	\$0	\$0	\$0	\$0
General Fund Projects (GF)	\$18,138	\$18,794	\$10,994	\$2,271	\$9,280	\$80
Trunk Highway Fund (THF)	\$39,546	\$20,810	\$20,169	\$30,546	\$4,720	\$5,044
Trunk Hwy Fund Bonding (THB)	\$0	\$70,000	\$70,000	\$0	\$0	\$0

Funding Source

GF = General Fund
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AGENCY CAPITAL BUDGET REQUEST
 Fiscal Years 2002-2007
 Dollars in Thousands (\$137,500 = \$138)

Project Title	2002 Agency Priority Ranking	Agency Project Requests for State Funds (\$ by Session)				Statewide Strategic Score	Governor's Recommendations 2002	Governor's Planning Estimate	
		2002	2004	2006	Total			2004	2006
Northwest Metro Busway	1	\$50,000	\$50,000	\$50,000	\$150,000	351	\$50,000	\$0	\$0
Livable Communities Grant Program	2	10,000	10,000	10,000	30,000	275	10,000	10,000	10,000
Snelling Bus Garage	3	10,000	10,000	10,000	30,000	336	10,000	0	0
Transit Passenger Facilities	4	10,000	10,000	10,000	30,000	200	0	0	0
CSO Reliever Sewer	5	2,500	20,000	0	22,500	160	0	0	0
Total Project Requests		\$82,500	\$100,000	\$80,000	\$262,500		\$70,000	\$10,000	\$10,000

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AGENCY MISSION STATEMENT:

The Metropolitan Council's purpose is to improve regional competitiveness in the global economy, so this region is one of the best places to live, raise a family, work, and do business.

Strategies:

- Provide high quality transit and wastewater treatment services.
- Provide smart growth tools and support so cities can build communities where people want to live, work, raise a family, and do business.
- Build support among the public and decision-makers for regional approaches.
- Focus Metropolitan Council members and staff on achieving these purposes.

TRENDS, POLICIES AND OTHER ISSUES AFFECTING THE DEMAND FOR SERVICES, FACILITIES, OR CAPITAL PROGRAMS:

The Twin Cities is growing and projected to continue to grow. This will increase the number of trips taken each day in the region.

	Population	Households	Employment	Trips/day
1990	2,288,000	875,000	1,273,000	9,154,000
2000	2,608,000	1,011,000	1,527,000	10,435,000
2010	2,838,000	1,138,000	1,709,000	11,354,000
2020	3,091,000	1,269,000	1,808,000	12,365,000

Congestion continues to worsen

Congestion is worsening in the Twin Cities. In 1982, 11% of freeway trips during peak periods were made in congested conditions. In 1999, 65% of peak period trips on highways were made in congestion. (Source: Texas Transportation Institute)

Percent of Freeway Trips during Peak Period in Congestion

1982	1985	1990	1995	1999
11%	15%	27%	52%	65%

On average, each Twin City resident wasted 38 hours and \$670 in congestion in 1999.

The Twin Cities moved from the 34th most congested region in the country in 1992 to the 14th most congested region in 1999. (Texas Transportation Institute) In 1999, this congestion resulted in:

- Citizens wasting 89 million hours in congestion, up from 31 million hours in 1990. In 1999, this was 38 hours for every person in the Twin Cities region.
- 141 million gallons of gasoline wasted due to congestion, up from 49 million gallons in 1990
- The cost to citizens of this congestion was \$1.6 billion dollars in 1999 or \$670 dollars for every person in the region.

Citizens recognize the impact of traffic congestion.

The 2000 Metropolitan State University Civic Confidence Survey found that 37% of respondents listed traffic congestion and urban sprawl as their number one concern "Traffic congestion is seen as the metro area's biggest problem. Traffic congestion far outpaces crime as the number one problem for suburban residents, while crime and traffic congestion are equally important problems for the core cities of Minneapolis and St. Paul." (Page 1).

The 2001 University of Minnesota Twin Cities Survey found that 77% of residents surveyed said that traffic congestion had worsened in the past year.

Highway performance degrading

Congestion is degrading the performance of Twin Cities highways. Travel speeds are declining, reducing the efficiency of the highway and arterial systems.

Average Travel Speeds during Peak Periods

	1982	1985	1990	1995	1999
Freeways	58 mph	57 mph	54 mph	49 mph	45 mph
Principal Arterials	34 mph	33 mph	31 mph	30 mph	28 mph

Transit improves freeway operations and reduces the need for additional lanes

A freeway is full when it carries approximately 2,000 cars per lane per hour. Adding a couple hundred additional vehicles, however, will change that freeway from functioning to falling into severe congestion. Severe congestion results in drastically reduced speeds, increased numbers of accidents, massive backups, and dangerously little space between vehicles. A few hundred people choosing to take the bus instead of driving can make the difference between a freeway that functions reasonably well and gridlock.

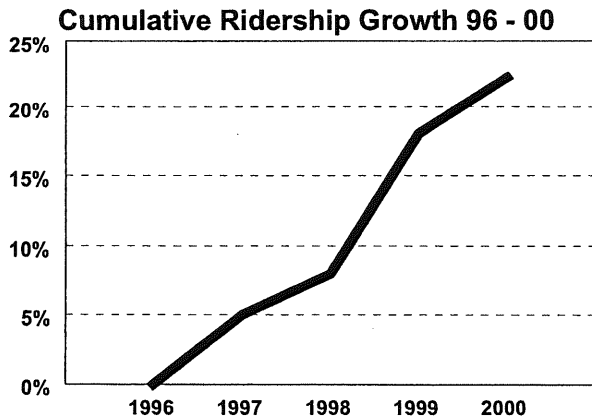
In the Twin Cities, transit already has a large impact on highway capacity. For example, from 7:00 am to 8:00 am on an average day:

- I-394 at Penn, 63 buses carry 2,100 people or 25% of the people travelling in that corridor. This is the equivalent of one additional highway lane.
- I-35W at Lake, 97 buses carry 3,400 people or 28% of the people travelling in that corridor. This is the equivalent of more than one and a half highway lanes.
- I-94 at Hwy 280 there are 30 buses carrying 1,050 passengers or 14% of the people travelling in that corridor. This is the equivalent of half a highway lane.

Additional highway capacity will be added over the next 20 year but will not be sufficient to meet growing travel demand. An enhanced transit system that provides an attractive and convenient alternative to driving must be part of the long-term solution to congestion.

Citizens turn to transit

As congestion has worsened, more people choose transit as an alternative to driving on congested highways. Between FY 1996 and FY 2000, transit ridership increased

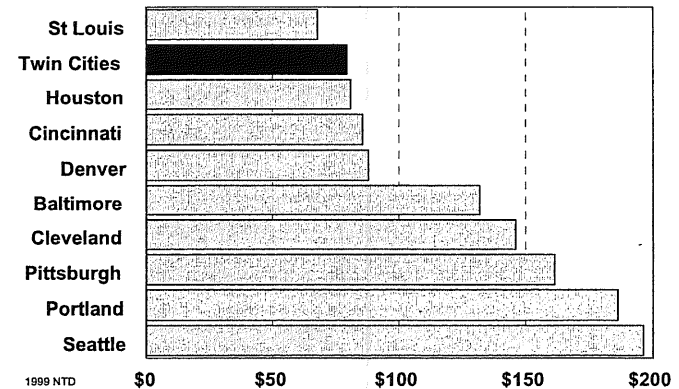


22%. This has put the transit system under a considerable amount of stress. Buses are full, park and rides are full, and demand for service continues to increase.

Existing Levels of Transit Funding Limit Transit in the Twin Cities

Twin Cities transit funding lags behind funding in other regions, limiting the amount

Operating Spending Per Capita



of transit service that can be provided.

DESCRIBE THE AGENCY'S LONG-RANGE STRATEGIC GOALS IN RELATION TO CAPITAL REQUESTS:

THE GOAL: DOUBLE TRANSIT RIDERSHIP BY 2020

In 2000, the Metropolitan Council set a goal of doubling transit ridership by 2020 to address increased population growth, congestion, and urban sprawl. Benefits of achieving this goal include:

- Eliminates 200,000 daily vehicle trips, equivalent to one to two lanes of traffic in dedicated transit corridors
- Reduces vehicle-miles traveled by 450 million miles per year
- Saves 22 million gallons of fuel per year
- Reduces 5,400 tons of carbon monoxide emissions per year

The key strategies to meet this goal are:

- To double the capacity of the bus system, the backbone of the transit system
- To develop a network of dedicated transit corridors

PROVIDE A SELF-ASSESSMENT OF THE CONDITION, SUITABILITY, AND FUNCTIONALITY OF PRESENT FACILITIES, CAPITAL PROJECTS, OR ASSETS:

Highway System

The highway system is experiencing growing problems due to congestion. Since 1982, average highway speeds during peak periods have declined from 58 mph to 45 mph. The amount of time citizens wasted in congestion in 1999, averaged 38 hours for every person in the region, three times more than in 1990.

Current projections for highway expenditures over the next 20 years do not provide for the amount of expansion that would be necessary to address growing congestion and delays. An improved transit system is needed to provide an alternative to congested highways.

Transit System Infrastructure

Bus garages - Currently Metro Transit has a fleet of approximately 900 40-foot buses. These buses are maintained and housed in five transit garages located around the metropolitan area. The current five garages are capable of servicing the existing fleet only. As the fleet grows, additional garage space is needed. The Metropolitan Council's Garage Facility Plan calls for five additional garages to be built to house the expanded fleet. These garages ideally should be constructed in advance of the expansion of the fleet so service facilities are in place as the fleet expands.

Passenger Facilities – Most large park and ride, transit stations, and hubs in the Twin Cities are full. People are parking illegally on surrounding streets or lots. Large unmet demand exists for additional transit facilities.

AGENCY PROCESS USED TO ARRIVE AT THESE CAPITAL REQUESTS:

In 2000, the Metropolitan Council developed the "2020 Transit Master Plan" at the direction of the legislature. This plan was developed in coordination with the Department of Transportation, regional railroad authorities, county and city governments, citizen groups and other organizations. It went through an extensive public comment period. The key components of the plan are:

- Building four to six new dedicated transit corridors (light rail, commuter rail, and/or dedicated busways)

- Doubling the bus fleet size by adding 900 new buses and increasing operating funds commensurately
- Building five more garages to service the expanded fleet
- Developing a strong network of passenger facilities such as park-ride lots, transit hubs, and transit stations

AGENCY CAPITAL BUDGET PROJECTS DURING THE LAST SIX YEARS (1996-2001):

Over the last six years, the legislature has funded transitways and bus garages:

- \$100 million for the Hiawatha Light Rail Transit Corridor
- \$10 million toward a new garage, in accordance with the Metropolitan Council's Garage Facility Plan
- \$6.3 million for transitway planning
- \$44 million for busways (Riverview Corridor)

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2002 STATE APPROPRIATION REQUEST: \$50,000,000

AGENCY PROJECT PRIORITY: 1 of 5

PROJECT LOCATION: Northwest Metropolitan Area

PROJECT DESCRIPTION AND RATIONALE:

This request is for a grant to the Metropolitan Council to fund the next Twin Cities' next dedicated busway: Northwest Metro, which parallels Hennepin County County Road 81 Corridor. This corridor runs from downtown Minneapolis through Golden Valley, Robbinsdale, Crystal, Brooklyn Park, Osseo, Maple Grove, Dayton to Rogers. The length of the corridor is 25 miles.

This busway will include segments of a dedicated roadway used solely for buses. It will have a limited number of crossings with other roads and have priority at stoplights. Park and ride facilities will be constructed along the route to allow people to drive to the busway. Other bus routes will bring riders to the line, with timed transfers so the two buses arrive at the same time.

Total cost is estimated to be in the range of \$92 million. This will fund the reconstruction of the roadway into a six lane highway with two dedicated bus lanes; acquisition of needed right-of-way; construction of transit stations and park and rides; purchase of buses; and priority for buses at signals. It is expected that \$50 million of the total funding will come from the state, with \$30 million from Hennepin County and \$12 million from the Metropolitan Council.

This busway will reduce traffic in the I-94, I-494, Highway 100, and Highway 169 Corridors. Ridership in 2020 is expected to be over 15,000 passengers per day. This is the equivalent of two additional highway lanes of traffic during peak periods.

Advances the "2020 Transit Master Plan" and the "Moving Minnesota" Plan

The legislature directed the development of a plan for transit in the Twin Cities. Among other elements, the 2020 Transit Master Plan calls for the development of dedicated busways to provide an alternative to buses travelling on already crowded highways. The legislature provided funding for the Riverview Corridor in the 2000 session. This request is for funding for the state's portion of the Northwest Metro Busway.

The Cities in this Corridor will grow by 20% in the next 20 years, increasing congestion in this corridor.

The cities of Golden Valley, Robbinsdale, Crystal, Brooklyn Park, Osseo, Maple Grove, Dayton, Rogers, Brooklyn Center, Champlin, Hassan, and Corcoran will grow

by over 20% in the next 20 years. This will create additional stress on the existing transit system.

Feasibility and environmental studies well underway

This project is well into its planning. If funding is made available, the project is ready to be advanced immediately.

Traffic on County Road 81 will be at Service Level F (beyond the roadway's capacity) by 2010 and will continue to degrade.

Congestion is worsening on County Road 81 and will continue to worsen. Projections of daily traffic show that the road will exceed its capacity by 2010 and continue to degrade. Growth in traffic on this roadway are projected to be:

Daily Traffic at:	2000	2020	% Change
CR 153 (Lowery)	15,400	27,500	79%
TH 100	17,900	41,000	129%
CR 10	24,700	45,500	84%
TH 169	24,100	49,500	105%
CR 202	16,700	39,000	134%

Strong local commitment to Smart Growth principles in a corridor with potential for development and redevelopment

As suburban development occurred in this area originally, the land adjacent to the corridor was devoted to warehousing, industrial, and commercial uses that underutilized the land. Today, these underdeveloped tracts provide a significant opportunity for commercial, residential, and light industrial redevelopment.

This corridor contains 245,000 persons currently. This will increase to approximately 300,000 persons by 2020. In addition, a significant amount of employment already exists in this corridor, with downtown Minneapolis, the Crystal Airport, North Memorial Hospital, several corporate headquarters, and established commercial centers along the corridor. The comprehensive plans for the cities along the corridor envision road and transit improvements that will support new mixed use projects embracing residential, commercial, and office uses.

Northwest Partnership reflects strong local support for busway

The Northwest Partnership has been created to ensure development and redevelopment of the corridor is coordinated and uses the same Smart Growth Principles. The Partnership includes cities, companies, and non-profit organizations in and along the corridor.

IMPACT ON STATE AGENCY OPERATING BUDGETS (FACILITIES NOTE):

It is expected that there will be approximately a \$6 million per year transit operating subsidy needed.

PROJECT CONTACT PERSON, TITLE, ADDRESS, PHONE, FAX, AND E-MAIL:

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AGENCY CAPITAL BUDGET REQUEST
Fiscal Years 2002-2007
Dollars in Thousands (\$137,500 = \$138)

TOTAL PROJECT COSTS All Years and All Funding Sources	Project Costs All Prior Years	Project Costs FY 2002-03	Project Costs FY 2004-05	Project Costs FY 2006-07	Project Costs All Years	Project Start (Month/Year)	Project Finish (Month/Year)
1. Property Acquisition							
Land, Land Easements, Options	\$0	\$0	\$0	\$0	\$0		
Land and Buildings	0	0	0	0	0		
2. Predesign Fees	0	0	0	0	0		
3. Design Fees							
Schematic	0	0	0	0	0		
Design Development	0	0	0	0	0		
Contract Documents	0	0	0	0	0		
Construction Administration	0	0	0	0	0		
4. Project Management							
State Staff Project Management	0	0	0	0	0		
Non-State Project Management	0	0	0	0	0		
Commissioning	0	0	0	0	0		
Other Costs	0	0	0	0	0		
5. Construction Costs						01/2003	01/2004
Site & Building Preparation	0	0	0	0	0		
Demolition/Decommissioning	0	0	0	0	0		
Construction	0	0	0	0	0		
Infrastructure/Roads/Utilities	0	0	0	0	0		
Hazardous Material Abatement	0	0	0	0	0		
Construction Contingency	0	0	0	0	0		
Other Costs	50,300	92,000	50,000	50,000	242,300		
6. One Percent for Art	0	0	0	0	0		
7. Relocation Expenses	0	0	0	0	0		
8. Occupancy							
Furniture, Fixtures and Equipment	0	0	0	0	0		
Telecommunications (voice & data)	0	0	0	0	0		
Security Equipment	0	0	0	0	0		
Other Costs	0	0	0	0	0		
SUBTOTAL: (items 1 – 8)	50,300	92,000	50,000	50,000	242,300		
9. Inflation							
Midpoint of Construction							
Inflation Multiplier		0.00%	0.00%	0.00%			
Inflation Cost		0	0	0	0		
GRAND TOTAL	\$50,300	\$92,000	\$50,000	\$50,000	\$242,300		

CAPITAL FUNDING SOURCES	Prior Years	FY 2002-03	FY 2004-05	FY 2006-07	TOTAL
State Funds :					
G.O. Bonds/Transp	50,300	50,000	50,000	50,000	200,300
State Funds Subtotal	50,300	50,000	50,000	50,000	200,300
Agency Operating Budget Funds	0	0	0	0	0
Federal Funds	0	0	0	0	0
Local Government Funds	0	42,000	0	0	42,000
Private Funds	0	0	0	0	0
Other	0	0	0	0	0
TOTAL	50,300	92,000	50,000	50,000	242,300

CHANGES IN STATE OPERATING COSTS	Changes in State Operating Costs (Without Inflation)			
	FY 2002-03	FY 2004-05	FY 2006-07	FY 2008-09
Compensation -- Program and Building Operation	0	0	0	0
Other Program Related Expenses	0	8,000	24,000	40,000
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	8,000	24,000	40,000
Revenue Offsets	0	<2,000>	<6,000>	<10,000>
TOTAL CHANGES	0	6,000	18,000	30,000
Change in F.T.E. Personnel	0.0	0.0	0.0	0.0

PREVIOUS STATE CAPITAL APPROPRIATIONS FOR THIS PROJECT (Legal Citations)	Amount
Laws of Minnesota (year), Chapter, Section, Subdivision	
2000, Chapter 492 Sction 2 Subdivision 1	50,300
TOTAL	50,300

SOURCE OF FUNDS FOR DEBT SERVICE PAYMENTS (for bond-financed projects only)	Amount	Percent of Total
General Fund	50,000	100.0%
User Financing	0	0.0%

STATUTORY AND OTHER REQUIREMENTS	
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 (1b): Project Exempt From This Review (by Legislature)
No	MS 16B.335 (2): Other Projects (require legislative notification)
No	MS 16B.335 (3): Predesign Review Required (by Administration Dept)
Yes	MS 16B.335 (4): Energy Conservation Requirements
No	MS 16B.335 (5): Information Technology Review (by Office of Technology)
Yes	MS 16A.695: Public Ownership Required (as per Finance Dept.)
No	MS 16A.695: Use Agreement Required (as per Finance Dept)
No	MS 16A.695: Program Funding Review Required (by granting agency)
Yes	Matching Funds Required (as per agency request)
Yes	Project Cancellation in 2007 (as per Finance Dept)

Department of Administration Analysis:

NA

Department of Finance Analysis:

This proposal is to provide state portion of funding for the Northwest Metro Busway, along the Hennepin County Road 81 Corridor. The busway would be part of a larger redevelopment plan for the entire corridor. This project would promote the Metropolitan Council's vision of developing a number of busways over the next two decades.

Governor's Recommendation:

The Governor recommends general obligation bonding of \$50 million for this project, contingent on local match funding.

STATEWIDE STRATEGIC SCORE		
Criteria	Values	Points
Critical Life Safety Emergency - Existing Hazards	0/700	0
Critical Legal Liability - Existing Liability	0/700	0
Prior Binding Commitment	0/700	0
Strategic Linkage - Agency Six Year Plan	0/40/80/120	120
Safety/Code Concerns	0/35/70/105	0
Customer Service/Statewide Significance	0/35/70/105	35
Agency Priority	0/25/50/75/100	100
User and Non-State Financing	0-100	46
State Asset Management	0/20/40/60	0
State Operating Savings or Operating Efficiencies	0/20/40/60	0
Contained in State Six-Year Planning Estimates	0/25/50	50
Total	700 Maximum	351

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2002 STATE APPROPRIATION REQUEST: \$10,000,000

AGENCY PROJECT PRIORITY: 2 of 5

PROJECT LOCATION: Metropolitan area

PROJECT DESCRIPTION AND RATIONALE:

This proposal is to provide funds for public infrastructure to cities to facilitate development and redevelopment opportunities, according to livable community principles, in the Twin Cities metropolitan area. Funds would be used for public infrastructure such as roads, public utilities, land acquisition public site improvements, open space, parking structures, transit passenger facilities, bicycle trails, and pedestrian walkways. These expenditures would be made to ensure integration of land use and transportation needs in the development of communities that are convenient, walkable, with easy access to open space, amenities, transportation, and transit options. These investments would also be targeted to developments that support housing production.

Goals

The goals of these investments are to:

- Integrate transportation and development more closely, locating growth centers along transportation corridors.
- Save tax dollars by providing cost effective, efficient services (such as sewers, roads, transit, parks).
- Capture a portion of future growth and market interest through reinvestment in older cities.
- Ensure new development is as efficient as possible.
- Increase housing production.

Potential Projects

Candidates for funding include, but are not limited to the six opportunity sites recently identified by the Council as having great potential for development and redevelopment and sites along major transportation and transit corridors. Other development and redevelopment proposals that promote livable community principles would also be eligible.

The six opportunity sites are:

- **Brooklyn Center:** redeveloping an existing large scale retail center into a diversified mixed-use activity center that includes retail, services, jobs, civic, and recreational activities.

- **Chaska:** a large scale new suburban development with better connections within the area, as well as to an historic downtown and connections to jobs via new Hwy 212 and other main roads.
- **St Paul/Hillcrest:** expanding older strip retail center into a mixed-use center that is better connected/integrated into surrounding residential areas.
- **St Paul/Harriet Island District del Sol:** redevelopment/infill of the primarily industrial area, creating a better focused and recognizable retail/commercial area, and establishing better connections to the river, regional park, nearby jobs and existing neighborhoods.
- **Ramsey:** new development to enhance connections to adjacent neighborhoods and office development and jobs; incorporating diversified housing that accommodates pedestrian activity and access to transit options; and connecting to nearby natural and recreational areas.
- **St Anthony:** developing affordable, life-cycle housing in a mixed-use urban village with pedestrian/bicycle connections to nearby neighborhoods and natural areas, improving storm water drainage and water quality of Silver Lake, and developing a potential transit hub or park & ride facilities

Projects along major transportation and transit corridors would promote land development and redevelopment at key nodes into compact, mixed-use, transit-oriented uses.

Public Participation Process

The Metropolitan Council supports strong public participation in pursuing development and redevelopment opportunities throughout the region. Each of the project selected will implement plans that have strong community and public support.

IMPACT ON STATE AGENCY OPERATING BUDGETS (FACILITIES NOTE):

No impact

PROJECT CONTACT PERSON, TITLE, ADDRESS, PHONE, FAX, AND E-MAIL:

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AGENCY CAPITAL BUDGET REQUEST
Fiscal Years 2002-2007
Dollars in Thousands (\$137,500 = \$138)

TOTAL PROJECT COSTS All Years and All Funding Sources	Project Costs All Prior Years	Project Costs FY 2002-03	Project Costs FY 2004-05	Project Costs FY 2006-07	Project Costs All Years	Project Start (Month/Year)	Project Finish (Month/Year)
1. Property Acquisition							
Land, Land Easements, Options	\$0	\$0	\$0	\$0	\$0		
Land and Buildings	0	0	0	0	0		
2. Predesign Fees	0	0	0	0	0		
3. Design Fees							
Schematic	0	0	0	0	0		
Design Development	0	0	0	0	0		
Contract Documents	0	0	0	0	0		
Construction Administration	0	0	0	0	0		
4. Project Management							
State Staff Project Management	0	0	0	0	0		
Non-State Project Management	0	0	0	0	0		
Commissioning	0	0	0	0	0		
Other Costs	0	0	0	0	0		
5. Construction Costs							
Site & Building Preparation	0	0	0	0	0		
Demolition/Decommissioning	0	0	0	0	0		
Construction	0	0	0	0	0		
Infrastructure/Roads/Utilities	0	10,000	10,000	10,000	30,000		
Hazardous Material Abatement	0	0	0	0	0		
Construction Contingency	0	0	0	0	0		
Other 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							
Furniture, Fixtures and Equipment	0	0	0	0	0		
Telecommunications (voice & data)	0	0	0	0	0		
Security Equipment	0	0	0	0	0		
Other Costs	0	0	0	0	0		
SUBTOTAL: (items 1 - 8)	0	10,000	10,000	10,000	30,000		
9. Inflation							
Midpoint of Construction							
Inflation Multiplier		0.00%	0.00%	0.00%			
Inflation Cost		0	0	0	0		
GRAND TOTAL	\$0	\$10,000	\$10,000	\$10,000	\$30,000		

CAPITAL FUNDING SOURCES	Prior Years	FY 2002-03	FY 2004-05	FY 2006-07	TOTAL
State Funds :					
G.O Bonds/State Bldgs	0	10,000	10,000	10,000	30,000
State Funds Subtotal	0	10,000	10,000	10,000	30,000
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
TOTAL	0	10,000	10,000	10,000	30,000

CHANGES IN STATE OPERATING COSTS	Changes in State Operating Costs (Without Inflation)			
	FY 2002-03	FY 2004-05	FY 2006-07	FY 2008-09
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
TOTAL CHANGES	0	0	0	0
Change in F.T.E. Personnel	0.0	0.0	0.0	0.0

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

STATUTORY AND OTHER REQUIREMENTS	
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 (1b): Project Exempt From This Review (by Legislature)
No	MS 16B.335 (2): Other Projects (require legislative notification)
No	MS 16B.335 (3): Predesign Review Required (by Administration Dept)
Yes	MS 16B.335 (4): Energy Conservation Requirements
No	MS 16B.335 (5): Information Technology Review (by Office of Technology)
Yes	MS 16A.695: Public Ownership Required (as per Finance Dept.)
No	MS 16A.695: Use Agreement Required (as per Finance Dept)
No	MS 16A.695: Program Funding Review Required (by granting agency)
No	Matching Funds Required (as per agency request)
Yes	Project Cancellation in 2007 (as per Finance Dept)

Department of Administration Analysis:

NA

Department of Finance Analysis:

Grants from this program link transportation and transit with smart growth land-use planning, environmental planning, housing and economic development. The project review and grant award process serves as a model for involving participants from many different levels of government and interdisciplinary skills.

Governor's Recommendation:

The Governor recommends general obligation bonding of \$10 million for this project. Also included are budget planning estimates of \$10 million in 2004 and \$10 million in 2006.

STATEWIDE STRATEGIC SCORE		
Criteria	Values	Points
Critical Life Safety Emergency - Existing Hazards	0/700	0
Critical Legal Liability - Existing Liability	0/700	0
Prior Binding Commitment	0/700	0
Strategic Linkage - Agency Six Year Plan	0/40/80/120	80
Safety/Code Concerns	0/35/70/105	0
Customer Service/Statewide Significance	0/35/70/105	70
Agency Priority	0/25/50/75/100	75
User and Non-State Financing	0-100	50
State Asset Management	0/20/40/60	0
State Operating Savings or Operating Efficiencies	0/20/40/60	0
Contained in State Six-Year Planning Estimates	0/25/50	0
Total	700 Maximum	275

2002 STATE APPROPRIATION REQUEST: \$10,000,000

AGENCY PROJECT PRIORITY: 3 of 5

PROJECT LOCATION: Snelling Avenue, St. Paul

PROJECT DESCRIPTION AND RATIONALE:

This proposal is to construct a bus garage for an expanded Metro Transit bus fleet at the site of the soon to be demolished Snelling Avenue Garage.

The council has set a goal of doubling transit ridership by 2020. This will require doubling the region's bus fleet. Metro Transit currently operates approximately 900 buses and a doubled fleet will have approximately 1,800 buses. Over the next five years, it is believed that funds can be secured for most of this expansion primarily from federal sources such as Congestion Mitigation/Air Quality, federal formula funds, and regional transit capital bonds.

Currently, buses are serviced at five garages around the Twin Cities. Doubling the fleet to 1,800 buses over the next 20 years, will require the construction of five additional garages. These bus garages need to be constructed prior to the fleet expansion so there is a place to service buses when they become part of the fleet.

Long-range Bus Garage Plan

The Metropolitan Council's "Long Range Bus Garage Needs Study" identifies the following new garages (in order of construction):

- New Snelling Garage facility (on the site of the Old Snelling Garage)
- Heywood Expansion (at the existing Heywood site in Minneapolis)
- Ruter Expansion (at the existing Ruter Brooklyn Center)
- Fourth and fifth garage facilities not yet sited

These new facilities would be funded with a combination of state funds, federal grant funds, and Metropolitan Council property tax-supported bonds.

New Snelling Garage

This proposal is to match non-state funds for a new garage at the site of the soon-to-be demolished Snelling Avenue garage. It is expected that this facility would house 100 buses and cost approximately \$32 million (with construction complete in 2004). The building itself would have about 208,000 sq ft used as follows:

Administration	18,000 sq ft
Bus Storage	120,000 sq ft

Bus Maintenance 70,000 sq ft

Costs per square foot total are approximately \$130 per square foot, with construction costs at \$98 per square foot.

The garage would use approximately four acres of the 9.5-acre site. The balance of the site will be reserved for the potential development of a new state armory to replace the existing facility at 12th and Cedar Streets in St. Paul.

Ridership/Service Gains due to New Snelling Garage

One hundred new buses will provide approximately 7.7 million additional bus rides and 180,000 additional hours of bus service. This will help advance the Council's goal of attracting 10% of the increase in the number of trips made in the region by 2020.

New Dedicated Busways require Garage Space

The state has undertaken a program of constructing dedicated busways through the Twin Cities to help alleviate congestion. The first, Riverview, is under development and funding is requested for the second, Minneapolis Northwest. Additional garage space is needed for the buses that will be used in this service.

IMPACT ON STATE AGENCY OPERATING BUDGETS (FACILITIES NOTE):

The Metropolitan Council receives approximately one-third of its operating costs from the state to provide transit services. A portion of the operating costs of the facility would be included in future state funding requests.

OTHER CONSIDERATIONS:

The state has participated in other garage facility construction projects.

The facility at the intersection of I-94 and Snelling Avenue (the Old Snelling Garage) was constructed in 1907 to build streetcars. It was structurally deficient and functionally obsolete and has been replaced with the new East Metro Garage. The Old Snelling Garage will be demolished but the Metropolitan Council will retain control of the site for the New Snelling Garage, to be built on the same site.

PROJECT CONTACT PERSON, TITLE, ADDRESS, PHONE, FAX, AND E-MAIL:

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AGENCY CAPITAL BUDGET REQUEST
Fiscal Years 2002-2007
Dollars in Thousands (\$137,500 = \$138)

TOTAL PROJECT COSTS All Years and All Funding Sources	Project Costs All Prior Years	Project Costs FY 2002-03	Project Costs FY 2004-05	Project Costs FY 2006-07	Project Costs All Years	Project Start (Month/Year)	Project Finish (Month/Year)
1. Property Acquisition							
Land, Land Easements, Options	\$0	\$0	\$0	\$0	\$0		
Land and Buildings	0	0	0	0	0		
2. Predesign Fees	0	0	0	0	0		
3. Design Fees							
Schematic	0	0	0	0	0		
Design Development	0	0	0	0	0		
Contract Documents	0	0	0	0	0		
Construction Administration	0	0	0	0	0		
4. Project Management							
State Staff Project Management	0	0	0	0	0		
Non-State Project Management	0	0	0	0	0		
Commissioning	0	0	0	0	0		
Other Costs	0	0	0	0	0		
5. Construction Costs						06/2002	12/2007
Site & Building Preparation	0	0	0	0	0		
Demolition/Decommissioning	0	0	0	0	0		
Construction	0	0	0	0	0		
Infrastructure/Roads/Utilities	0	0	0	0	0		
Hazardous Material Abatement	0	0	0	0	0		
Construction Contingency	0	0	0	0	0		
Other Costs	39,300	32,000	36,800	16,700	124,800		
6. One Percent for Art	0	0	0	0	0		
7. Relocation Expenses	0	0	0	0	0		
8. Occupancy							
Furniture, Fixtures and Equipment	0	0	0	0	0		
Telecommunications (voice & data)	0	0	0	0	0		
Security Equipment	0	0	0	0	0		
Other Costs	0	0	0	0	0		
SUBTOTAL: (items 1 - 8)	39,300	32,000	36,800	16,700	124,800		
9. Inflation							
Midpoint of Construction		06/2003	06/2005	06/2007			
Inflation Multiplier		8.00%	16.90%	26.70%			
Inflation Cost		2,560	6,219	4,459	13,238		
GRAND TOTAL	\$39,300	\$34,560	\$43,019	\$21,159	\$138,038		

AGENCY CAPITAL BUDGET REQUEST
Fiscal Years 2002-2007
Dollars in Thousands (\$137,500 = \$138)

CAPITAL FUNDING SOURCES	Prior Years	FY 2002-03	FY 2004-05	FY 2006-07	TOTAL
State Funds :					
G.O Bonds/State Bldgs	10,000	10,000	10,000	10,000	40,000
State Funds Subtotal	10,000	10,000	10,000	10,000	40,000
Agency Operating Budget Funds	0	0	0	0	0
Federal Funds	18,600	0	0	0	18,600
Local Government Funds	10,700	24,560	33,019	11,159	79,438
Private Funds	0	0	0	0	0
Other	0	0	0	0	0
TOTAL	39,300	34,560	43,019	21,159	138,038

CHANGES IN STATE OPERATING COSTS	Changes in State Operating Costs (Without Inflation)			
	FY 2002-03	FY 2004-05	FY 2006-07	FY 2008-09
Compensation -- Program and Building Operation	0	0	0	0
Other Program Related Expenses	0	0	28,000	56,000
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	28,000	56,000
Revenue Offsets	0	0	<8,000>	<16,000>
TOTAL CHANGES	0	0	20,000	40,000
Change in F.T.E. Personnel	0.0	0.0	195.0	390.0

PREVIOUS STATE CAPITAL APPROPRIATIONS FOR THIS PROJECT (Legal Citations)	Amount
Laws of Minnesota (year), Chapter, Section, Subdivision	
2000 Chapter 479 Section 3 Subdivision 2	10,000
TOTAL	10,000

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

STATUTORY AND OTHER REQUIREMENTS	
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)
No	MS 16B.335 (1b): Project Exempt From This Review (by Legislature)
No	MS 16B.335 (2): Other Projects (require legislative notification)
Yes	MS 16B.335 (3): Predesign Review Required (by Administration Dept)
Yes	MS 16B.335 (4): Energy Conservation Requirements
Yes	MS 16B.335 (5): Information Technology Review (by Office of Technology)
Yes	MS 16A.695: Public Ownership Required (as per Finance Dept.)
No	MS 16A.695: Use Agreement Required (as per Finance Dept)
No	MS 16A.695: Program Funding Review Required (by granting agency)
Yes	Matching Funds Required (as per agency request)
Yes	Project Cancellation in 2007 (as per Finance Dept)

Department of Administration Analysis:

NA

Department of Finance Analysis:

This project is to build a new bus garage on the site of the former Snelling Avenue garage. Metro Transit anticipates needing five new garages over the next few decades to achieve its goal of doubling transit ridership. This project would be the first of the proposed additional garages (East Metro garage replaced capacity at Snelling).

This request is in addition to \$10 million appropriated for this purpose in Laws of Minnesota, 2000, Chapter 479, Section 3, Subdivision 2.

Governor's Recommendation:

The Governor recommends general obligation bonding of \$10 million for this project, contingent on a site plan that accommodates the replacement of the Cedar Street armory at the Snelling Bus Garage site as part of a broad, mixed-use development.

STATEWIDE STRATEGIC SCORE		
Criteria	Values	Points
Critical Life Safety Emergency - Existing Hazards	0/700	0
Critical Legal Liability - Existing Liability	0/700	0
Prior Binding Commitment	0/700	0
Strategic Linkage - Agency Six Year Plan	0/40/80/120	120
Safety/Code Concerns	0/35/70/105	0
Customer Service/Statewide Significance	0/35/70/105	70
Agency Priority	0/25/50/75/100	50
User and Non-State Financing	0-100	71
State Asset Management	0/20/40/60	0
State Operating Savings or Operating Efficiencies	0/20/40/60	0
Contained in State Six-Year Planning Estimates	0/25/50	25
Total	700 Maximum	336

2002 STATE APPROPRIATION REQUEST: \$10,000,000

AGENCY PROJECT PRIORITY: 4 of 5

PROJECT LOCATION: Twin Cities Seven County Metropolitan Area

PROJECT DESCRIPTION AND RATIONALE:

This proposal is to build park and rides, transit hubs, and transit stations in the Twin Cities. This would support bus usage and encourage alternatives to single occupancy vehicle travel, thus reducing congestion on the region's highways.

These facilities would be large parking lots or decks, with pull-in facilities for buses, space for passenger loading and unloading, areas for cars to drop off passengers, and heated waiting areas. They would be served by multiple bus routes and function as a transfer point among routes and as a terminus for some. These facilities would be built and operated by the Metropolitan Council or the opt out community that the facility is located in.

Funding includes a mix of state, Met Council Regional Transit Capital Bonds, and Federal Funds. Locations and funding sources include:

	State	Council/ Federal	Total
Maple Grove	\$1.7	\$8.9	\$10.6 M
Brooklyn Center	\$2.6	\$2.4	\$5.0 M
Roseville	\$1.2		\$1.2 M
Rice Street	\$0.5	\$2.0	\$2.5 M
I-494 Corridor	\$2.0	\$1.5	\$3.0 M
Downtown St Paul	\$2.0		\$2.0 M
Total (in millions)	\$10.0	\$14.8	\$24.8 M

Demand for transit is increasing and in response, the Metropolitan Council has set a goal of doubling the transit system

Transit ridership has increased 22% over the last four years. In addition to increasing congestion, demand is fueled by population growth, employment growth, more elderly citizens, the increasing cost of driving, and business transit incentives.

Over the next twenty years, the region is projected to grow by 500,000 people or by one-quarter. Growth in highway lane miles will not keep pace. Increased transit is part of a balanced response to this growth. The Council has set a goal of doubling transit ridership by 2020. This would capture 10% of the travel demand growth in the region by 2020. Increasing the number of transit hubs allows focusing this removal of single occupant vehicles from highways and increases transit usage.

Passenger facilities increase transit ridership and thus reduce congestion.

Passenger facilities allow people to park their cars and take transit. Low-density development makes it cost-prohibitive to provide bus service within walking distance of many homes. Park and rides allow people to drive to one location so service can be provided efficiently. It also allows higher levels of service to an area, making it possible for a wider range of people to use transit.

Passenger Facilities Improve Highway Functioning

Corridors directly improved by this proposal are:

- Maple Grove: I-494, I-94, and Highway 100
- Brooklyn Center: I-94
- Roseville: Highway 36, I-35W
- Rice Street: I-35E
- I-494 Corridor: I-494, I-35W, and Highway 55
- Downtown St Paul: I-35E, I-94

Most existing hubs are full

Because of the increased transit usage, most large transit hubs are full. New or expanded facilities are needed for additional service.

IMPACT ON STATE AGENCY OPERATING BUDGETS (FACILITIES NOTE):

There will be a minimal impact on maintenance costs. The Metropolitan Council receives approximately one-third of its operating costs from the state to provide transit services. A portion of the operating costs of the facilities would be included in future state funding requests.

PROJECT CONTACT PERSON, TITLE, ADDRESS, PHONE, AND E-MAIL:

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TOTAL PROJECT COSTS All Years and All Funding Sources	Project Costs All Prior Years	Project Costs FY 2002-03	Project Costs FY 2004-05	Project Costs FY 2006-07	Project Costs All Years	Project Start (Month/Year)	Project Finish (Month/Year)
1. Property Acquisition							
Land, Land Easements, Options	\$0	\$0	\$0	\$0	\$0		
Land and Buildings	0	0	0	0	0		
2. Pre-design Fees	0	0	0	0	0		
3. Design Fees							
Schematic	0	0	0	0	0		
Design Development	0	0	0	0	0		
Contract Documents	0	0	0	0	0		
Construction Administration	0	0	0	0	0		
4. Project Management							
State Staff Project Management	0	0	0	0	0		
Non-State Project Management	0	0	0	0	0		
Commissioning	0	0	0	0	0		
Other Costs	0	0	0	0	0		
5. Construction Costs						09/2002	12/2007
Site & Building Preparation	0	0	0	0	0		
Demolition/Decommissioning	0	0	0	0	0		
Construction	0	0	0	0	0		
Infrastructure/Roads/Utilities	0	0	0	0	0		
Hazardous Material Abatement	0	0	0	0	0		
Construction Contingency	0	0	0	0	0		
Other Costs	0	24,800	10,000	10,000	44,800		
6. One Percent for Art	0	0	0	0	0		
7. Relocation Expenses	0	0	0	0	0		
8. Occupancy							
Furniture, Fixtures and Equipment	0	0	0	0	0		
Telecommunications (voice & data)	0	0	0	0	0		
Security Equipment	0	0	0	0	0		
Other Costs	0	0	0	0	0		
SUBTOTAL: (items 1 – 8)	0	24,800	10,000	10,000	44,800		
9. Inflation							
Midpoint of Construction							
Inflation Multiplier		0.00%	0.00%	0.00%			
Inflation Cost		0	0	0	0		
GRAND TOTAL	\$0	\$24,800	\$10,000	\$10,000	\$44,800		

AGENCY CAPITAL BUDGET REQUEST
Fiscal Years 2002-2007
Dollars in Thousands (\$137,500 = \$138)

CAPITAL FUNDING SOURCES	Prior Years	FY 2002-03	FY 2004-05	FY 2006-07	TOTAL
State Funds :					
G.O. Bonds/Transp	0	10,000	10,000	10,000	30,000
State Funds Subtotal	0	10,000	10,000	10,000	30,000
Agency Operating Budget Funds	0	0	0	0	0
Federal Funds	0	10,000	0	0	10,000
Local Government Funds	0	0	0	0	0
Private Funds	0	4,800	0	0	4,800
Other	0	0	0	0	0
TOTAL	0	24,800	10,000	10,000	44,800

CHANGES IN STATE OPERATING COSTS	Changes in State Operating Costs (Without Inflation)			
	FY 2002-03	FY 2004-05	FY 2006-07	FY 2008-09
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
TOTAL CHANGES	0	0	0	0
Change in F.T.E. Personnel	0.0	0.0	0.0	0.0

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

STATUTORY AND OTHER REQUIREMENTS	
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)
No	MS 16B.335 (1b): Project Exempt From This Review (by Legislature)
No	MS 16B.335 (2): Other Projects (require legislative notification)
Yes	MS 16B.335 (3): Predesign Review Required (by Administration Dept)
Yes	MS 16B.335 (4): Energy Conservation Requirements
Yes	MS 16B.335 (5): Information Technology Review (by Office of Technology)
Yes	MS 16A.695: Public Ownership Required (as per Finance Dept.)
No	MS 16A.695: Use Agreement Required (as per Finance Dept)
No	MS 16A.695: Program Funding Review Required (by granting agency)
Yes	Matching Funds Required (as per agency request)
Yes	Project Cancellation in 2007 (as per Finance Dept)

Department of Administration Analysis:

NA

Department of Finance Analysis:

This proposal is to add six park and ride facilities, transit hubs and transit stations. These facilities support transit use and encourage alternatives to single occupancy vehicle travel.

Governor's Recommendation:

The Governor does not recommend capital funding for this request.

STATEWIDE STRATEGIC SCORE		
Criteria	Values	Points
Critical Life Safety Emergency - Existing Hazards	0/700	0
Critical Legal Liability - Existing Liability	0/700	0
Prior Binding Commitment	0/700	0
Strategic Linkage - Agency Six Year Plan	0/40/80/120	80
Safety/Code Concerns	0/35/70/105	0
Customer Service/Statewide Significance	0/35/70/105	35
Agency Priority	0/25/50/75/100	25
User and Non-State Financing	0-100	60
State Asset Management	0/20/40/60	0
State Operating Savings or Operating Efficiencies	0/20/40/60	0
Contained in State Six-Year Planning Estimates	0/25/50	0
Total	700 Maximum	200

2002 STATE APPROPRIATION REQUEST: \$2,500,000

AGENCY PROJECT PRIORITY: 5 of 5

PROJECT LOCATION: Minneapolis/Mississippi River

PROJECT DESCRIPTION AND RATIONALE:

This proposal is to construct a new relief interceptor sewer in Minneapolis that will divert peak combined sewage nearly two miles to an existing interceptor that has available peak flow capacity. This should eliminate about 70 to 80% of the discharge. The city of Minneapolis is in the process of taking other actions aimed at eliminating the remaining 20 to 30%.

In 1996, a 10-year program was completed to eliminate the discharge of untreated sewage into the Mississippi River. At that time it was unknown if changes in the sewer system were adequate to eliminate all of the overflows. Flows were monitored for five years and it was found that in Minneapolis there are still approximately 50 million gallons of combined sewage overflows into the Mississippi River on an annual basis. This is occurring because there is excessive stormwater inflow into the sanitary sewer system that results, which exceeds interceptor capacity on the west side of the Mississippi River. Additional interceptor capacity is available on the east side of the river but would require a relief interceptor to connect the two systems.

The Metropolitan Council has been operating under a permit from the Pollution Control Agency for the last five years. During this time the permit has allowed the Council to discharge combined sewage into the Mississippi River during precipitation events. This permit expires in mid-2001. The new PCA permit will most likely require the elimination of all overflows within the next five years. Non compliance most likely will result in a lawsuit from entities downstream or a revocation of the permit from the state.

This interceptor will run from approximately TH55 & I-94 across the Mississippi River to 3rd Ave NE & 5th St NE. The tunnel would be 30 to 75 feet deep through bedrock in a developed urban area. Planning, design and construction will take four to five years.

Fecal coliform bacterial levels will be reduced.

The Minneapolis stretch of the Mississippi River has elevated levels of fecal coliform bacteria during wet weather periods, because of combined sewer overflows (CSOs) and direct stormwater discharges. These elevated levels of bacteria pose a public health threat, and result in occasional violations of the state water quality standard for bacteria. Elimination of the remaining CSO discharges will improve the situation from a public health and environmental perspective, but will also provide additional water

quality benefits, including a marked reduction in other pollutants associated with untreated wastewater.

Improving Mississippi River water quality has statewide benefits.

The Mississippi River is an integral part of the state's heritage. Improving river water quality through elimination of remaining CSOs would provide a statewide benefit by enhancing recreational and economic opportunities in Minneapolis, the metro area, and points downstream.

Long-range plan.

The Metropolitan Council long-range plan is to have the quality of water leaving the metro area be equal in quality to the water entering the metro area. Elimination of CSOs is part of a long-range plan to achieve that objective.

IMPACT ON STATE AGENCY OPERATING BUDGETS (FACILITIES NOTE):

The Metropolitan Council and city of Minneapolis do not use state operating funds for the sewer systems. This request will not have an impact on the state operating budget.

PROJECT CONTACT PERSON, TITLE, ADDRESS, PHONE, FAX, AND E-MAIL:

William G. Moore, General Manager, Wastewater Services Department
230 E. 5th Street
St. Paul, MN 55101
Phone: 651-602-1162
Fax: 651-602-1110
E-mail: bill.moore@metc.state.mn.us

AGENCY CAPITAL BUDGET REQUEST
Fiscal Years 2002-2007
Dollars in Thousands (\$137,500 = \$138)

TOTAL PROJECT COSTS All Years and All Funding Sources	Project Costs All Prior Years	Project Costs FY 2002-03	Project Costs FY 2004-05	Project Costs FY 2006-07	Project Costs All Years	Project Start (Month/Year)	Project Finish (Month/Year)
1. Property Acquisition							
Land, Land Easements, Options	\$0	\$0	\$0	\$0	\$0		
Land and Buildings	0	0	0	0	0		
2. Predesign Fees	0	0	0	0	0		
3. Design Fees							
Schematic	0	0	0	0	0		
Design Development	0	0	0	0	0		
Contract Documents	0	0	0	0	0		
Construction Administration	0	0	0	0	0		
4. Project Management							
State Staff Project Management	0	0	0	0	0		
Non-State Project Management	0	0	0	0	0		
Commissioning	0	0	0	0	0		
Other Costs	0	0	0	0	0		
5. Construction Costs						06/2002	06/2007
Site & Building Preparation	0	0	0	0	0		
Demolition/Decommissioning	0	0	0	0	0		
Construction	0	0	0	0	0		
Infrastructure/Roads/Utilities	0	0	0	0	0		
Hazardous Material Abatement	0	0	0	0	0		
Construction Contingency	0	0	0	0	0		
Other Costs	0	5,000	40,000	0	45,000		
6. One Percent for Art	0	0	0	0	0		
7. Relocation Expenses	0	0	0	0	0		
8. Occupancy							
Furniture, Fixtures and Equipment	0	0	0	0	0		
Telecommunications (voice & data)	0	0	0	0	0		
Security Equipment	0	0	0	0	0		
Other Costs	0	0	0	0	0		
SUBTOTAL: (items 1 – 8)	0	5,000	40,000	0	45,000		
9. Inflation							
Midpoint of Construction							
Inflation Multiplier		0.00%	0.00%	0.00%			
Inflation Cost		0	0	0	0		
GRAND TOTAL	\$0	\$5,000	\$40,000	\$0	\$45,000		

AGENCY CAPITAL BUDGET REQUEST
Fiscal Years 2002-2007
Dollars in Thousands (\$137,500 = \$138)

CAPITAL FUNDING SOURCES	Prior Years	FY 2002-03	FY 2004-05	FY 2006-07	TOTAL
State Funds :					
G.O Bonds/State Bldgs	0	2,500	20,000	0	22,500
State Funds Subtotal	0	2,500	20,000	0	22,500
Agency Operating Budget Funds	0	0	0	0	0
Federal Funds	0	0	0	0	0
Local Government Funds	0	2,500	20,000	0	22,500
Private Funds	0	0	0	0	0
Other	0	0	0	0	0
TOTAL	0	5,000	40,000	0	45,000

CHANGES IN STATE OPERATING COSTS	Changes in State Operating Costs (Without Inflation)			
	FY 2002-03	FY 2004-05	FY 2006-07	FY 2008-09
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
TOTAL CHANGES	0	0	0	0
Change in F.T.E. Personnel	0.0	0.0	0.0	0.0

SOURCE OF FUNDS FOR DEBT SERVICE PAYMENTS (for bond-financed projects only)	Amount	Percent of Total
General Fund	2,500	100.0%
User Financing	0	0.0%

STATUTORY AND OTHER REQUIREMENTS	
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 (1b): Project Exempt From This Review (by Legislature)
No	MS 16B.335 (2): Other Projects (require legislative notification)
No	MS 16B.335 (3): Predesign Review Required (by Administration Dept)
No	MS 16B.335 (4): Energy Conservation Requirements
No	MS 16B.335 (5): Information Technology Review (by Office of Technology)
Yes	MS 16A.695: Public Ownership Required (as per Finance Dept.)
No	MS 16A.695: Use Agreement Required (as per Finance Dept)
No	MS 16A.695: Program Funding Review Required (by granting agency)
Yes	Matching Funds Required (as per agency request)
Yes	Project Cancellation in 2007 (as per Finance Dept)

Department of Administration Analysis:

NA

Department of Finance Analysis:

This proposal is to construct a new relief interceptor sewer in Minneapolis that will divert peak combined sewage nearly two miles to an existing interceptor that has available peak flow capacity. The project's goal is to eliminate the discharge of untreated sewage into the Mississippi River. The previous 10-year program achieved over 90% reduction in these discharges; the proposed project would address most of the remaining issue. The previous 10-year program required a local match from communities that were partners with the state in the program.

Governor's Recommendations:

The Governor does not recommend capital funding for this request.

STATEWIDE STRATEGIC SCORE		
Criteria	Values	Points
Critical Life Safety Emergency - Existing Hazards	0/700	0
Critical Legal Liability - Existing Liability	0/700	0
Prior Binding Commitment	0/700	0
Strategic Linkage - Agency Six Year Plan	0/40/80/120	0
Safety/Code Concerns	0/35/70/105	70
Customer Service/Statewide Significance	0/35/70/105	70
Agency Priority	0/25/50/75/100	0
User and Non-State Financing	0-100	0
State Asset Management	0/20/40/60	20
State Operating Savings or Operating Efficiencies	0/20/40/60	0
Contained in State Six-Year Planning Estimates	0/25/50	0
Total	700 Maximum	160

AGENCY CAPITAL BUDGET REQUEST
 Fiscal Years 2002-2007
 Dollars in Thousands (\$137,500 = \$138)

Project Title	2002 Agency Priority Ranking	Agency Project Requests for State Funds (\$ by Session)				Statewide Strategic Score	Governor's Recommendations 2002	Governor's Planning Estimate	
		2002	2004	2006	Total			2004	2006
Northstar Corridor Rail Project	GO-1	\$120,000	\$0	\$0	\$120,000	319	\$120,000	\$0	\$0
Local Bridge Replacement and Rehabilitation	GO-2	48,000	65,000	70,000	183,000	385	30,000	30,000	30,000
Red Rock Corridor Rail Project	GO-3	5,000	12,000	163,000	180,000	270	0	0	0
Midwest Regional Rail Initiative (Inter-City)	GO-4	10,000	30,000	30,000	70,000	256	0	0	0
Rail Service Improvement	GO-5	12,000	6,000	6,000	24,000	270	0	0	0
Port Development Assistance	GO-6	8,000	8,000	6,000	22,000	230	0	0	0
Statewide Public Safety Radio System	GO-7	36,690	35,000	35,000	106,690	95	0	0	0
Consolidated Operations Support Facility	THF-1	9,500	0	0	9,500	160	9,500	0	0
Mankato Headquarters Building	THF-2	14,000	0	0	14,000	175	14,000	0	0
Communications Backbone Digital Conversion	THF-3	11,000	0	0	11,000	145	2,000	0	0
State Bridge Replacement and Rehabilitation		0	70,000	70,000	140,000		0	0	0
Training Center Building Addition		0	4,600	0	4,600		0	0	0
Golden Valley Building Addition		0	4,000	0	4,000		0	0	0
Rochester Headquarters Addition		0	4,000	0	4,000		0	0	0
Materials Lab Building Addition		0	3,490	0	3,490		0	0	0
Shakopee/Jordan Truck Station Addition		0	0	4,675	4,675		0	0	0
Maple Grove Truck Station Replacement		0	0	2,500	2,500		0	0	0
Plymouth Truck Station Addition		0	0	2,000	2,000		0	0	0
Eden Prairie Truck Station Addition		0	0	2,000	2,000		0	0	0
Willmar Headquarters Building Addition		0	0	1,700	1,700		0	0	0
Duluth Headquarters Addition/Remodel		0	0	1,250	1,250		0	0	0
Crookston Headquarters Building Addition		0	0	1,000	1,000		0	0	0
Total Project Requests		\$274,190	\$242,090	\$395,125	\$911,405		\$175,500	\$30,000	\$30,000

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AGENCY MISSION STATEMENT:

The Minnesota Department of Transportation (Mn/DOT) was established and operates in accordance with statutory authority "...to provide a balanced transportation system, including aeronautics, highways, motor carriers, ports, public transit, railroads, and pipelines..." Further, Mn/DOT functions as the "...principal agency of the state for the development, implementation, administration, consolidation, and coordination of state transportation policies, plans, and programs."

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:

- Program Support–Building Section addresses all Mn/DOT owned buildings, statewide, funded by direct appropriation from the trunk highway fund. Generally, building projects included in the capital budget cost \$1 million or more. If projects are less than \$1 million, they are requested in the biennial budget.
- State Aid for Local Transit (State Aid) addresses the need for general obligation bonds to replace deficient bridges on the local roads system.
- Office of Railroads and Waterways addresses rail service improvement projects and harbor improvement needs, which are funded by general obligation bonds.
- Office of Passenger Rail addresses the need for commuter and high-speed rail projects to provide transportation options and intermodal connections as part of a comprehensive regional and statewide transportation system.
- Office of Electronic Communications addresses requests for an upgrade of the agency's communication backbone and for Mn/DOT's share of a statewide public safety radio system.

PROGRAM SUPPORT – BUILDING SECTION

During the 1970s, Mn/DOT converted its snowplow and heavy vehicle fleet from gasoline to diesel engines to gain efficiency and increase the productive life of equipment from an average of eight years for gasoline-powered vehicles to 12 years for diesel-powered vehicles. Mn/DOT also acquired more tandem axle snowplows so that trucks could carry larger loads of sand and stay on the roads longer during snow and ice removal operations.

In the 1980s and 1990s, Mn/DOT increased its technological capability to meet the challenges of constructing and maintaining the transportation infrastructure and to

provide for the safety of the public and the Mn/DOT work force. Mn/DOT purchased highly technical attachments for its existing equipment resulting in larger pieces of equipment, which requires greater storage and shop space capacity.

The increased size of equipment, coupled with the technical sophistication, has impacted the department's ability to store, maintain, and maneuver the equipment in many of its truck station and equipment storage buildings. Prior to 1970, most of the vehicle fleet was single axle trucks with the plow attachment requiring 33 feet to park. The current tandem trucks require 44 feet to park. Other specialty equipment that requires large storage and maneuvering space include: 45-foot tandem stripper trucks with crash attenuators; bridge inspection snooper trucks with multiple boom arms; and other specialty equipment that require heated storage space to allow for maximum use and life span.

The result of retaining the large and diverse fleet is that the space and air quality conditions of existing buildings are greatly impacted: 1) existing buildings require additional space to accommodate the larger vehicles; and 2) the diesel engines emit fumes that are difficult to diffuse and require extensive mechanical retrofit of existing buildings. Based on an evaluation of building ventilation rates, the Mn/DOT environmental hygienist has recommended that storage and shop sites be upgraded with additional or replacement ventilation and tempered air.

Environmental regulations and procedures have created a shift from field maintenance positions to design and compliance professionals, which in turn, require additional office space to accommodate them. Increased use of computers, and the need for flexibility require open office type construction and modular work 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 deficient bridges 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.

The local agencies are required to participate in the projects by providing the engineering, approach work and in removing the old structure. Mn/DOT, through its district state aid engineers, reviews each application for these funds and determines whether the individual bridge should be replaced, abandoned or if a road could be built in its place. This is done in an attempt to spend the dollars where they are most needed as well as to reduce the total number of bridges that may need to be replaced in the future.

OFFICE OF RAILROADS AND WATERWAYS

The Minnesota Rail Service Improvement (MRSI) Program was created in 1976. Funding for the MSRI program was authorized in 1978. In 1982, a constitutional amendment allowed General Obligation bonds to be used for the MSRI program. The MSRI program has received General Fund appropriations totaling \$14.5 million and General Obligation bond appropriations totaling \$25.5 million over the life of the program. These funds were granted or loaned to rail users and rail carriers to rehabilitate deteriorating rail lines, to improve rail shipping opportunities, and to preserve and maintain abandoned rail corridors for future transportation use. Recently, funds have been used for improving, extending, and moving rail sidings, construction of grain storage bins, fertilizer storage, building warehouses along the rail siding, and improving the speed of loading rail cars. The success of this program has enabled it to fund itself for the last 25 years.

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.

In 1991, M.S. 457A established the Port Development Assistance Program, a program similar to the Minnesota Rail Service Improvement program. Its purpose is to provide loans or grants in partnership with local units of government and port authorities for port and terminal improvements that would 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. Passenger boat facilities and commercial fishing terminal facilities are also eligible as well as freight terminals. 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, \$10.5 million has been appropriated for the Port Development Assistance program.

OFFICE OF PASSENGER RAIL

A study legislatively mandated study commissioned by Mn/DOT determined that selected freight railroad corridors in the metro area could support commuter rail service in a cost effective manner. Of the six corridors analyzed in detail, two corridors were identified as the most cost effective components of an initial commuter rail service network. This request includes engineering and construction funds for the Northstar Corridor and funds for preliminary engineering studies for the Red Rock Corridor.

The Northstar Corridor is currently at the stage at which final design and construction dollars can be requested. The Northstar Corridor runs from St Cloud to downtown Minneapolis and roughly follows the route of Highway 10. The Minnesota Department of Transportation is legislatively mandated to plan, design, construct and operate improvements along the corridor. These improvements include safety and highway upgrades, commuter and freight rail service, recreational trails, park and ride sites, intelligent transportation systems, and other improvements related to land use issues. Other regional stakeholders include the Northstar Corridor Development Authority (NCDA), which advises the commissioner.

Two other passenger rail initiatives are at earlier stages, but still require money for design studies and preliminary engineering. These initiatives are:

- the Red Rock Corridor, a commuter rail route from Hastings to downtown Minneapolis on existing trackage, will require money for environmental studies and preliminary engineering in 2002-2004
- Midwest High-Speed Rail Initiative - This is a multi-state program with heavy federal involvement to upgrade the rail corridor between the Twin Cities and Chicago for high-speed passenger rail service. The immediate requirement is for funds for environmental studies and preliminary engineering.

It is Mn/DOT's intention to ensure that all these initiatives are executed in an integrated manner which will allow all transportation users easy access to multiple modes while easing highway congestion.

OFFICE OF ELECTRONIC COMMUNICATIONS

Mn/DOT has the largest mobile vehicle fleet in state government. Because of the specialized public safety and public service functions of this fleet, most units are equipped with radios. The Office of Electronic Communications also serves the mobile communication needs of the Departments of Public Safety and Natural Resources.

Each of these agencies operates its own radio communication system. These systems were designed and implemented in the 1970s. The overall technology used in all these systems (wideband analog) is not compatible with proposed Federal Communications Commission (FCC) changes. The state is faced with replacing all existing systems with independent digital narrowband systems or with implementing a single shared digital radio system. County and municipal governments are facing the same challenge.

Consistent with Mn/DOT's desire to consolidate systems and partner with other agencies at all levels, the department is developing a coordinated statewide

network encompassing various technologies to meet the voice, data, and video communication needs of this agency and our partners.

DESCRIBE THE AGENCY'S LONG-RANGE STRATEGIC GOALS IN RELATION TO CAPITAL REQUESTS:

PROGRAM SUPPORT – BUILDING SECTION

Long range goals of Mn/DOT regarding buildings are to:

- Provide safe, adequately sized heated storage space for snow and ice removal equipment,
- Provide adequate training and meeting facilities, lunchrooms, and rest rooms for maintenance workers of both sexes.
- Provide an office environment for all district headquarters employees that allows them to take advantage of advances in technology and ergonomics in doing their work.

STATE AID

One of Mn/DOTs goals is to maintain 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's long range budget plan is to obtain a continuous adequate level of funding for a local bridge replacement and rehabilitation program. Further, it is to overall balance resources to safeguard existing structures and to replace deficient structures where appropriate.

RAILROADS AND WATERWAYS

Mn/DOTs long range strategic goals reflect a commitment to an integrated intermodal transportation network. Federal TEA-21 continues to direct the state of Minnesota to be more intermodal in its approach to transportation.

Mn/DOTs Long-Range Direction is to:

- Safeguard the existing transportation systems,
- Increase Minnesota's economic competitiveness,
- Continually improve the management of its resources.

These three strategic directions reinforce the continued need for the MRSI Program.

The Port Development Assistance Program was approved in response to needs in the commercial navigation system, which could not be met with local resources. Many of the public terminals and docks need repair at costs beyond the means of local agencies. Port and harbor dredging is becoming more difficult because the placement of dredge material is restricted to fewer locations. Dredge material must be transported further to approved disposal or temporary storage sites. This program will help offset the increased costs of doing business and provide a funding source for making investments that comply with higher environmental standards. Loans and grants will be made to assist up to 80% of the total project costs.

OFFICE OF PASSENGER RAIL

Among Mn/DOTs strategic objectives is that of increasing travel options for moving people and goods by providing multimodal options. The commuter rail initiative is expected to help meet this objective by improving travel time, security, and quality of service to the greater metropolitan area. These commuter rail corridors, including the Northstar and Red Rock Corridors, are planned as part of an integrated system that includes bus service, the Light Rail Transit system currently under construction, and park and ride lots. Mn/DOT works with a number of regional partners on these and future passenger rail initiatives, including the Midwest Regional Rail Initiative.

OFFICE OF ELECTRONIC COMMUNICATIONS

The Office of Electronic Communications supports the overall goals of the agency by:

- Providing a reliable communication system to meet the needs of Mn/DOT and its partners to improve the safety and mobility of the traveling public.
- Creating partnerships with local governments to share resources to develop a statewide shared radio system.
- Converting all existing analog systems to digital

PROVIDE A SELF-ASSESSMENT OF THE CONDITION, SUITABILITY, AND FUNCTIONALITY OF PRESENT FACILITIES, CAPITAL PROJECTS, OR ASSETS:

PROGRAM SUPPORT – BUILDING SECTION

Mn/DOT has about 150 operations sites with multiple buildings, plus rest areas, weigh stations, and radio/communications sites. Increases in equipment size and lack of office space are the primary justification for recent building projects. Mn/DOTs capital needs are currently \$119 million based on a current inventory of the condition of existing buildings. A base level of approximately \$34.5 million has

been identified for the FY 2002-03 biennium to fund ongoing building needs from the trunk highway fund. That amount includes buildings requested in the biennial operating budget request and the \$9.5 million for the Consolidated Operations Support Facility and \$14.0 million for replacement of the Mankato Headquarters Building, currently requested in this capital budget. Our capital project list is a comprehensive list of our facilities needs and reflects careful analysis of data.

STATE AID

Currently, 1,956 of approximately 15,000 bridges on the local road system are deficient. These 13% of the bridges are either structurally deficient or functionally obsolete. A structurally deficient bridge indicates poor condition of the structural elements of the bridge such as the superstructure or substructure. A functionally obsolete bridge may be considered structurally adequate but have such poor deck geometry, usually a narrow width, that it poses a safety hazard to the motorist. The local road authorities are seeking assistance to replace these structures. These bridges are critical links in the state's transportation system and must be serviceable to move people and goods where needed.

OFFICE OF RAILROADS AND WATERWAYS

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 rehabilitation to provide competitive choices for shippers. Without assistance from the MRSJ Program many of these railroads will be 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 heavier rail cars are an enormous burden on Minnesota's shortline and regional railroads. These railroads need access to low- or no-interest loans to rehabilitate their track and continue their economic viability. The Minnesota Rail Service Improvement 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). The waterways will help 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 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.

The ports of Duluth, Minneapolis, St. Paul, Red Wing and Winona have identified over \$45 million of projects that need funding for repair, upgrading and expansion to meet the shippers' needs of today.

OFFICE OF PASSENGER RAIL

These are new initiatives; no commuter rail facilities currently exist in the state.

OFFICE OF ELECTRONIC COMMUNICATIONS

Mn/DOT maintains a communications network for itself and its partner agencies consisting of 6,100 mobile and 4,000 portable radios, 736 base station transmitters, 238 microwave radios and 180 mobile data terminals. The agency holds 409 FCC radio licenses. In addition, Mn/DOT manages maintains 116 communication sites, including towers, shelters, and backup generators.

Mn/DOT maintains and supports mobile radios in vehicles ranging from snowplow trucks to State Patrol vehicles to highway construction management vehicles, as well as fixed base stations and support facilities. These vehicles and their radio systems are essential to public safety and mobility. All these systems are in need of upgrade or replacement to accommodate increased message volume and maintain reliability, and to meet FCC requirements.

This request will support update of the facilities of all these systems. Without funding, the radio systems will continue to decline. Without action now, it will become even more costly to replace systems because of the massive changes that will be required.

AGENCY PROCESS USED TO ARRIVE AT THESE CAPITAL REQUESTS:

PROGRAM SUPPORT – BUILDING SECTION

Mn/DOTs Program Delivery Division, which operates 99% of our facilities, formalized its capital building submission and prioritization process in July, 1991. Requests from districts and Metro are routed through the Building Section for review by the agency architect. These requests are then programmed based on uniform space standards. Estimates are arrived at by using historical and industry cost guides. A uniform construction cost estimating sheet is used to try to capture the cost of miscellaneous items. Requests are reviewed by top management, then prioritized and included in the six-year budget program. Larger projects over \$500,000 are usually designed by hired consultants. These estimates are reviewed

AGENCY CAPITAL BUDGET REQUEST
Fiscal Years 2002-2007

Transportation, Department of

Strategic Planning Summary

and changed appropriately by our Building Section staff. Two large building projects are requested in this capital budget. Beginning in 1997, projects costing less than \$1 million are included in the biennial operating budget.

STATE AID

A task force was established in 1988 to review the bridge replacement program in Minnesota and to recommend an appropriate level of replacement funding to reduce the number of bridges. This task force recommended an accelerated 20-year replacement program. The status of all bridges in Minnesota, including the estimated cost to replace, is updated annually and is available for review.

The 2000 Legislature appropriated \$39 million to rehabilitate or replace deficient local bridges. This amount was based on local agency resolutions submitted to Mn/DOT. The current local bridge program need for the 2002-2003 biennium is \$48 million based on a similar local commitment.

RAILROADS AND WATERWAYS

The MRSI Program is based on analysis of rail user and rail carrier application. 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 by Mn/DOT site inspections.

OFFICE OF PASSENGER RAIL

A legislatively mandated study commissioned by Mn/DOT determined that selected freight railroad corridors throughout the greater metropolitan area could support commuter rail service in a cost effective manner. Further discussions with stakeholders, such as counties, cities, regional rail authorities, and the Met Council, helped refine the strategic direction and set project priorities for commuter rail. The Northstar Corridor Rail project has completed a preliminary design process in which cost estimates were refined and an environmental impact statement prepared.

OFFICE OF ELECTRONIC COMMUNICATIONS

The Office of Electronic Communications developed a preliminary plan that laid out a conceptual statewide network including towers, fixed radio and microwave equipment, and site development. The costs from the Metro area were then extended to the outstate area.

AGENCY CAPITAL BUDGET PROJECTS DURING THE LAST SIX YEARS
(1996-2001):

PROGRAM SUPPORT – BUILDING SECTION

Significant projects completed in the last six years include the following:

Rochester District Headquarters and State Patrol center addition
Hastings truck station addition
Hibbing equipment storage building (joint project)
Bemidji Headquarters building replacement
Maryland Avenue Truck Station in St. Paul
Cedar Avenue Truck Station in Richfield and
Purchase of the Metro Division Headquarters building
(Water's Edge) in Roseville

STATE AID

The state has provided \$242.5 million from the inception of the local bridge replacement program in 1976.

RAILROADS AND WATERWAYS

From 7-1-96 to 6-30-01, the Minnesota Rail Service Improvement Program has helped fund 110 projects amounting to \$18.1 million.

The Port Development Assistance Program was authorized by the legislature in 1991 and funded with \$3 million in state bonds in 1996. In 1998 the legislature added \$1.5 million in General Fund appropriations and \$3 million in General Obligation bonds. The program received an additional \$2 million in 2000 and \$1 million in 2001 from the General Fund. Since 1996 the Port Development Assistance Program has received \$10.5 million to assist Minnesota's public ports with 15 projects.

OFFICE OF PASSENGER RAIL

NONE-New Initiative.

OFFICE OF ELECTRONIC COMMUNICATIONS

\$9.9 million for costs of the 800MHZ system were received through the biennial budget process in 1998-99.

\$15 million, including \$7.5 million from the Trunk Highway Fund, was authorized for the Metro 800MHZ backbone system by the 1996 legislature.

FUNDING SOURCES

The Department of Transportation requests include building projects funded from direct appropriations from the trunk highway fund and non-building projects funded through the sale of bonds with debt service payments from the General Fund. The requests for general obligation bond funds are all transportation and public safety related, but are outside of the trunk highway system.

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2002 STATE APPROPRIATION REQUEST: \$120,000,000

AGENCY PROJECT PRIORITY: 1 of 7 (General Obligation Bonding Projects)

PROJECT LOCATION: Minneapolis to St Cloud/Rice

PROJECT DESCRIPTION AND RATIONALE:

This request for \$120 million in state funds is to acquire land, design, construct, and equip a commuter rail system serving Minnesotans from St. Cloud/Rice to downtown Minneapolis, a distance of 82 miles. Also included in this project is the Multimodal Connection, an extension of Hiawatha Light Rail Transit (LRT) from its current terminus in downtown Minneapolis at First Avenue North to a new terminus near Fifth Avenue North adjacent to the proposed commuter rail station.

The Northstar Corridor Rail project will use an existing rail corridor to provide a high quality, environmentally sound and cost effective transportation option for people who cannot or choose not to drive. This rationale is in line with the Moving Minnesota initiative as a whole and the Governor's Big Plan in that it supports greater metro area growth and also provides for statewide multimodal options. The Northstar Corridor Development Authority (NCDA), a statutory Joint Powers Board consisting of more than 30 local units of government, has brought together the needed local consensus and has completed a number of the studies and other documentation for this project.

The preliminary engineering package was submitted to the FTA on 6-1-01. The Advanced Corridor Plan, which includes specifics about the stations, had public hearings in September 2000 and impacted cities have commented on the plan. Ten of the 11 station sites have been approved by local jurisdictions. Approval of the 11th and final station is expected in early 2002. The federal government has provided financial support for the studies to this point.

The next steps are to seek a state funding commitment, complete environmental documentation, conduct value engineering, negotiate track improvements with the Burlington Northern Santa Fe Railroad, and apply for FTA authorization to proceed to final design. Following is the project timeline as of December 2001:

Preliminary Engineering Complete	June 2001
Secure State and Local Funding	Summer 2002
Final Environmental Impact Statement	Early 2002
Environmental Record of Decision	Spring 2002
Value Engineering	Mid 2002
Final Design*	2002-2003
Full Funding Grant Agreement*	2003
Construction/Procurement*	2003-2005
System Open*	December 2005

*Activities dependent on state funding commitment.

The capital costs for the commuter rail from Minneapolis to Rice were estimated during preliminary engineering at \$270.6 million. The Multimodal Connection was estimated at \$23.6 million for a total project cost of \$294.0 million, in fiscal year 2006 dollars. The funding stakeholders for the commuter rail portion are: Federal (50%), state (40%), and counties and Regional Rail Authorities (10%). The Federal government and the state will each pay 50% of the cost of the Multimodal Connection.

It is critical that the full state and local funding commitments be in place before seeking a FTA commitment for funding the project. Federal money totaling \$6.3 million has been awarded for this project for studies, planning, and preliminary engineering done to date. The state share of this project will be bond eligible.

Cost estimates are as follows: (fiscal 2006 dollars)

Total Cost-Commuter Rail to St. Cloud/Rice	\$270.6 million
Total Cost-Multimodal Connection (LRT Extension)	<u>23.4 million</u>
Total Project Capital Cost	\$294.0 million
State Share:	
Commuter Rail (40%)	108.3 million
Multimodal Connection (50%)	<u>11.7 million</u>
Total State Request:	\$120.0 million

IMPACT ON STATE AGENCY OPERATING BUDGETS (FACILITIES NOTE):

Based on preliminary engineering estimates, operating and maintenance costs will be approximately \$15.7 million per year (FY 2007 dollars – the first full fiscal year of operations). The source of these funds is proposed to be split fairly evenly among passenger revenue, FTA preventative maintenance grants, and the state of Minnesota. For example, the FY 2007 projection calls for \$5.13 million from passenger revenue, \$5.39 million from the FTA, and \$5.13 million from the state. The availability and future reliability of the FTA preventative maintenance grants have been confirmed with the FTA.

PROJECT CONTACT PERSON, TITLE, ADDRESS, PHONE, FAX, AND E-MAIL:

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AGENCY CAPITAL BUDGET REQUEST
Fiscal Years 2002-2007
Dollars in Thousands (\$137,500 = \$138)

TOTAL PROJECT COSTS All Years and All Funding Sources	Project Costs All Prior Years	Project Costs FY 2002-03	Project Costs FY 2004-05	Project Costs FY 2006-07	Project Costs All Years	Project Start (Month/Year)	Project Finish (Month/Year)
1. Property Acquisition						06/1999	06/2004
Land, Land Easements, Options	\$3,033	\$9,963	\$0	\$0	\$12,996		
Land and Buildings	0	0	0	0	0		
2. Predesign Fees	450	0	0	0	450	05/1998	12/1999
3. Design Fees							
Schematic	2,969	200	0	0	3,169	07/2000	08/2002
Design Development	0	12,666	0	0	12,666	06/2002	01/2004
Contract Documents	0	400	0	0	400	12/2003	03/2004
Construction Administration	0	865	0	0	865	04/2004	12/2005
4. Project Management						05/1998	12/2005
State Staff Project Management	267	8,359	0	0	8,626		
Non-State Project Management	1,291	2,177	0	0	3,468		
Commissioning	0	1,570	0	0	1,570		
Other Costs	390	610	0	0	1,000		
5. Construction Costs						05/2003	12/2005
Site & Building Preparation	0	71	0	0	71		
Demolition/Decommissioning	0	331	0	0	331		
Construction	0	106,800	0	0	106,800		
Infrastructure/Roads/Utilities	0	2,096	0	0	2,096		
Hazardous Material Abatement	0	2,500	0	0	2,500		
Construction Contingency	0	40,950	0	0	40,950		
Other Costs	0	51,244	0	0	51,244		
6. One Percent for Art	0	194	0	0	194		
7. Relocation Expenses	0	0	0	0	0		
8. Occupancy						05/2003	12/2005
Furniture, Fixtures and Equipment	0	4,339	0	0	4,339		
Telecommunications (voice & data)	0	2,152	0	0	2,152		
Security Equipment	0	0	0	0	0		
Other Costs	0	0	0	0	0		
SUBTOTAL: (items 1 - 8)	8,400	247,487	0	0	255,887		
9. Inflation							
Midpoint of Construction		02/2005					
Inflation Multiplier		15.40%	0.00%	0.00%			
Inflation Cost		38,113	0	0	38,113		
GRAND TOTAL	\$8,400	\$285,600	\$0	\$0	\$294,000		

CAPITAL FUNDING SOURCES	Prior Years	FY 2002-03	FY 2004-05	FY 2006-07	TOTAL
State Funds :					
G.O Bonds/State Bldgs	1,500	120,000	0	0	121,500
State Funds Subtotal	1,500	120,000	0	0	121,500
Agency Operating Budget Funds	267	0	0	0	267
Federal Funds	6,350	138,821	0	0	145,171
Local Government Funds	283	26,779	0	0	27,062
Private Funds	0	0	0	0	0
Other	0	0	0	0	0
TOTAL	8,400	285,600	0	0	294,000

CHANGES IN STATE OPERATING COSTS	Changes in State Operating Costs (Without Inflation)			
	FY 2002-03	FY 2004-05	FY 2006-07	FY 2008-09
Compensation -- Program and Building Operation	0	0	0	0
Other Program Related Expenses	0	0	0	0
Building Operating Expenses	0	0	16,980	18,060
Building Repair and Replacement Expenses	0	0	9,430	8,950
State-Owned Lease Expenses	0	0	0	0
Nonstate-Owned Lease Expenses	0	0	0	0
Expenditure Subtotal	0	0	26,410	27,010
Revenue Offsets	0	0	<15,550>	<17,860>
Other Offsets	0	0	0	0
TOTAL CHANGES	0	0	10,860	9,150
Change in F.T.E. Personnel	0.0	0.0	10.5	14.0

PREVIOUS STATE CAPITAL APPROPRIATIONS FOR THIS PROJECT (Legal Citations)	Amount
Laws of Minnesota (year), Chapter, Section, Subdivision	
Laws 1998, Chapter 404, Sec. 17, Subd. 3	1,500
TOTAL	1,500

SOURCE OF FUNDS FOR DEBT SERVICE PAYMENTS (for bond-financed projects only)	Amount	Percent of Total
General Fund	120,000	100.0%
User Financing	0	0.0%

STATUTORY AND OTHER REQUIREMENTS	
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 (1b): Project Exempt From This Review (by Legislature)
No	MS 16B.335 (2): Other Projects (require legislative notification)
No	MS 16B.335 (3): Predesign Review Required (by Administration Dept)
No	MS 16B.335 (4): Energy Conservation Requirements
No	MS 16B.335 (5): Information Technology Review (by Office of Technology)
Yes	MS 16A.695: Public Ownership Required (as per Finance Dept.)
No	MS 16A.695: Use Agreement Required (as per Finance Dept)
No	MS 16A.695: Program Funding Review Required (by granting agency)
Yes	Matching Funds Required (as per agency request)
Yes	Project Cancellation in 2007 (as per Finance Dept)

Department of Administration Analysis:

NA

Department of Finance Analysis

The Northstar project will use an existing freight rail line to provide commuter rail service from St. Cloud/Rice to Minneapolis. The Legislature appropriated planning funds for this project in the 1998 bonding bill. The Governor recommended this project in 2001.

This request is to secure state commitment of funds that would be used as local support for in an application to FTA for federal funds to the project. In the event that state funds are not committed in the 2002 session, federal funds could still be pursued but evidence of local support will greatly assist the application for federal funds.

The project request notes that an important future step is to negotiate track improvements with the BNSF railroad. The cost of these improvements will be an important factor in keeping the project within budget.

The Northstar Commuter Rail project will have operating costs that require state funding of approximately \$5 million per year.

Governor's Recommendation:

The Governor recommends general obligation bonding of \$120 million for this project, contingent on \$139 million in additional federal funds and \$27 million in local funding commitments.

STATEWIDE STRATEGIC SCORE		
Criteria	Values	Points
Critical Life Safety Emergency - Existing Hazards	0/700	0
Critical Legal Liability - Existing Liability	0/700	0
Prior Binding Commitment	0/700	0
Strategic Linkage - Agency Six Year Plan	0/40/80/120	40
Safety/Code Concerns	0/35/70/105	0
Customer Service/Statewide Significance	0/35/70/105	70
Agency Priority	0/25/50/75/100	100
User and Non-State Financing	0-100	59
State Asset Management	0/20/40/60	0
State Operating Savings or Operating Efficiencies	0/20/40/60	0
Contained in State Six-Year Planning Estimates	0/25/50	50
Total	700 Maximum	319

2002 STATE APPROPRIATION REQUEST: \$48,000,000

AGENCY PROJECT PRIORITY: 2 of 7 (General Obligation Bonding Projects)

PROJECT LOCATION: Statewide

PROJECT DESCRIPTION AND RATIONALE:

This project provides funding to replace or rehabilitate deficient bridges owned by local governments.

One of Mn/DOTs priorities is to maintain the mobility of the traveling public. Bridges are critical links in the transportation network and financial assistance to local units of government is necessary because many structures are too costly to replace or rehabilitated with local funds alone.

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

Federal aid provides up to 80% of the bridge funding for eligible projects; the local governments are responsible for providing the matching funds. Projects chosen for federal aid are typically larger and more expensive, making even a 20% match a significant cost for a local agency to bear. The money in this request provides the matching funds for such projects.

On the state aid system, the funds in this request 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 money; the requested funds are used as a supplement. The cost split is usually 50/50.

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

The second way these funds are used is to provide money for bridges that have no other source of federal or state aid. County bridges not on the County State Aid Highway (CSAH) system are not eligible for state aid or township bridge funds. Bridges on city street system are also not eligible for state aid or township bridge funds. Bridges less than 20 feet long are not eligible for federal aid, and there is not enough federal aid available to replace all the bridges that are eligible. The requested funds are used for 100% of the eligible construction costs for non-CSAH county bridges and city street bridges.

Local governments share in the project by assuming all costs for design and construction engineering, right of way, bridge removal, ineligible items, and items not directly attributable to the bridge, such as approach grading and 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, or abandoning the road are commonly used. Local bridge replacement funds up to the cost of the equivalent bridge replacement may be used to make these alternative improvements and thus permanently remove a structure from the bridge inventory.

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. Since 1977, as of June 2001, 6,304 bridges have been replaced or rehabilitated, of which 5,069 utilized \$242 million of Local Bridge and Rehabilitation funds. There are currently 2,377 deficient bridges in Minnesota, of which 1,956 are on the local road systems. Since 1976, the following total amount has been provided for the local bridge replacement and rehabilitation program from all sources:

State Funds	\$242,490
Federal Aid	228,815
Local and State-Aid Funds	<u>181,622</u>
Total	\$652,927

In January 2000 a legislative study was conducted of the local bridge replacement program. The study identified 687 bridges in the 2000-2001 biennium as being programmed for replacement. That number included bridges to be replaced with township bridge funds. Although all township bridges are eligible for bond money, most do not use it.

It is estimated that the town bridge and bridge replacement bonding programs will have replaced a total of 600 bridges from the 2000-2001 program, slightly less than the 687 which were originally projected. The difference is in the township bridge account, which will fund 275 bridge projects rather than the 350 estimated in the study. The legislative report stated that 337 bridges on city and county roads were planned for replacement. These are typically state bond funded projects. It is now estimated that 325 of these projects will actually be completed.

In the January 2000 legislative study, a graph illustrated the age distribution of existing bridges. Bridge replacement programs are currently concentrating on bridges at least 50 years old. On the local systems, another 5,630 bridges will

reach the age of 50 in the next 20 years. Those bridges have an average sufficiency rating of 87 and 650 are already classified as deficient. By comparison, 10 years ago there were only 2,407 bridges in that age group, of which 575 were deficient.

This request will rehabilitate or replace 235 deficient or obsolete bridges on local systems. This is significantly less than the 325 completed in the previous biennium due primarily to the \$13.5 million included in this request to replace the Sauk Rapids Bridge over the Mississippi River.

IMPACT ON STATE AGENCY OPERATING BUDGETS (FACILITIES NOTE):

None

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Transportation, Department of
Local Bridge Replacement and Rehabilitation

AGENCY CAPITAL BUDGET REQUEST
Fiscal Years 2002-2007
Dollars in Thousands (\$137,500 = \$138)

Project Cost

TOTAL PROJECT COSTS All Years and All Funding Sources	Project Costs All Prior Years	Project Costs FY 2002-03	Project Costs FY 2004-05	Project Costs FY 2006-07	Project Costs All Years	Project Start (Month/Year)	Project Finish (Month/Year)
1. Property Acquisition							
Land, Land Easements, Options	\$0	\$0	\$0	\$0	\$0		
Land and Buildings	0	0	0	0	0		
2. Predesign Fees	0	0	0	0	0		
3. Design Fees							
Schematic	0	0	0	0	0		
Design Development	0	0	0	0	0		
Contract Documents	0	0	0	0	0		
Construction Administration	0	0	0	0	0		
4. Project Management							
State Staff Project Management	0	0	0	0	0		
Non-State Project Management	0	0	0	0	0		
Commissioning	0	0	0	0	0		
Other Costs	0	0	0	0	0		
5. Construction Costs						07/2002	12/2007
Site & Building Preparation	0	0	0	0	0		
Demolition/Decommissioning	0	0	0	0	0		
Construction	0	0	0	0	0		
Infrastructure/Roads/Utilities	706,892	105,500	148,000	159,300	1,119,692		
Hazardous Material Abatement	0	0	0	0	0		
Construction Contingency	0	0	0	0	0		
Other 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							
Furniture, Fixtures and Equipment	0	0	0	0	0		
Telecommunications (voice & data)	0	0	0	0	0		
Security Equipment	0	0	0	0	0		
Other Costs	0	0	0	0	0		
SUBTOTAL: (items 1 – 8)	706,892	105,500	148,000	159,300	1,119,692		
9. Inflation							
Midpoint of Construction							
Inflation Multiplier		0.00%	0.00%	0.00%			
Inflation Cost		0	0	0	0		
GRAND TOTAL	\$706,892	\$105,500	\$148,000	\$159,300	\$1,119,692		

CAPITAL FUNDING SOURCES	Prior Years	FY 2002-03	FY 2004-05	FY 2006-07	TOTAL
State Funds :					
G.O. Bonds/Transp	265,945	48,000	65,000	70,000	448,945
State Funds Subtotal	265,945	48,000	65,000	70,000	448,945
Agency Operating Budget Funds	0	0	0	0	0
Federal Funds	243,903	31,600	39,400	42,400	357,303
Local Government Funds	197,044	25,900	43,600	46,900	313,444
Private Funds	0	0	0	0	0
Other	0	0	0	0	0
TOTAL	706,892	105,500	148,000	159,300	1,119,692

CHANGES IN STATE OPERATING COSTS	Changes in State Operating Costs (Without Inflation)			
	FY 2002-03	FY 2004-05	FY 2006-07	FY 2008-09
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
TOTAL CHANGES	0	0	0	0
Change in F.T.E. Personnel	0.0	0.0	0.0	0.0

PREVIOUS STATE CAPITAL APPROPRIATIONS FOR THIS PROJECT (Legal Citations)	Amount
Laws of Minnesota (year), Chapter, Section, Subdivision	
Laws of 2001 Special Session, Chapter 12, Sec. 7	10,000
Laws of 2000, Chapter 479, Sec. 2, Subd. 11	39,000
Laws of 1999, Chapter 240, Art. 2, Sec. 9	34,000
Laws of 1998, Chapter 404, Sec. 17	0
Laws of 1997, Chapter 246, Sec. 8	3,000
Laws of 1997, Chapter 246, Sec. 22 (add to Laws 1994, Chap 643, Sec.15)	2,500
Laws of 1996, Chapter 463, Sec. 19	10,000
Laws of 1995 Special, Chapter 2, Sec. 8	4,500
Laws of 1994, Chapter 643, Sec. 15	12,445
Laws of 1993, Chapter 373, Sec. 14	3,000
Laws of 1992, Chapter 558, Sec. 25, Subd. 4	5,000
Laws of 1990, Chapter 610	5,600
Laws of 1989, Chapter 300, Art. 1, Sec. 34	8,000
Laws of 1987, Chapter 400, Sec. 14, Subd. 8	5,000
TOTAL	265,945

SOURCE OF FUNDS FOR DEBT SERVICE PAYMENTS (for bond-financed projects only)	Amount	Percent of Total
General Fund	48,000	100.0%
User Financing	0	0.0%

STATUTORY AND OTHER REQUIREMENTS	
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 (1b): Project Exempt From This Review (by Legislature)
No	MS 16B.335 (2): Other Projects (require legislative notification)
No	MS 16B.335 (3): Predesign Review Required (by Administration Dept)
No	MS 16B.335 (4): Energy Conservation Requirements
No	MS 16B.335 (5): Information Technology Review (by Office of Technology)
Yes	MS 16A.695: Public Ownership Required (as per Finance Dept.)
No	MS 16A.695: Use Agreement Required (as per Finance Dept)
No	MS 16A.695: Program Funding Review Required (by granting agency)
Yes	Matching Funds Required (as per agency request)
Yes	Project Cancellation in 2007 (as per Finance Dept)

Department of Administration Analysis:

NA

Department of Finance Analysis

Since 1976, the state has provided varying amounts of funding for local bridges (those not located on the state highway system). Projects are solicited from local highway officials and prioritized, if necessary, based on bridge condition and likelihood of project delivery. Requests made in 2000 total \$57.4 million in 2002-03 and \$66.0 million in 2004-05.

This program has been successful in reducing the number of deficient local bridges from 4,856 in 1977 to 1,956 in 2001. (About 1,000 bridges were added to deficient total in 1989 as a result of a change in federal criteria so progress has actually been greater than implied by these data). An estimated 235 bridges would be replaced or rehabilitated with the proposed funding, many of which are deficient structures of less than 20 feet in length and do not qualify for federal funds. 80% of funds are expected to be awarded to projects in greater-Minnesota.

Governor's Recommendation:

The Governor recommends general obligation bonding of \$30 million for this request as part of his statewide asset preservation and facility repair initiative. Also included are budget planning estimates of \$30 million in 2004 and \$30 million in 2006.

To encourage rapid expenditure of these capital funds for immediate economic stimulus, the Governor recommends a sunset date of 6-30-2004 for the 2002 appropriation. Any portion of these funds not spent or encumbered by that date should be cancelled.

STATEWIDE STRATEGIC SCORE		
Criteria	Values	Points
Critical Life Safety Emergency - Existing Hazards	0/700	0
Critical Legal Liability - Existing Liability	0/700	0
Prior Binding Commitment	0/700	0
Strategic Linkage - Agency Six Year Plan	0/40/80/120	80
Safety/Code Concerns	0/35/70/105	35
Customer Service/Statewide Significance	0/35/70/105	70
Agency Priority	0/25/50/75/100	100
User and Non-State Financing	0-100	50
State Asset Management	0/20/40/60	0
State Operating Savings or Operating Efficiencies	0/20/40/60	0
Contained in State Six-Year Planning Estimates	0/25/50	50
Total	700 Maximum	385

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2002 STATE APPROPRIATION REQUEST: \$5,000,000

AGENCY PROJECT PRIORITY: 3 of 7 (General Obligation Bonding Projects)

PROJECT LOCATION: Metro

PROJECT DESCRIPTION AND RATIONALE:

This project would use existing rail lines to transport commuter trains from Hastings to the St. Paul Union Depot (SPUD) in downtown St. Paul (18.4 miles) to downtown Minneapolis (approximately 11 miles depending on the alignment).

The Red Rock Corridor Rail Project will provide a high quality, environmentally sound transportation option for people who cannot or choose not to drive. This commuter rail service will use the capacity of the existing rail network to efficiently address commuter needs. It supports greater metro area growth and provides for statewide multimodal options.

The Red Rock Corridor Rail Project includes service between downtown Minneapolis and downtown St. Paul that was initially part of the Central Corridor. Consolidation of these corridors completes the connection to the Northstar Corridor Commuter Rail Project from Minneapolis to St. Cloud/Rice.

The project is currently completing feasibility and scoping activities. The federal government has provided financial support for the studies thus far. With this state funding commitment Mn/DOT can complete an Environmental Impact Statement (EIS), perform preliminary engineering, conduct value engineering, perform final engineering, and negotiate track improvements with the railroad companies. In addition, feasibility and scoping activities regarding multimodal hubs in St. Paul and Minneapolis would be completed.

Project Timeline as of June 2001:

Secure State and Local Funding	Summer 2001-2002
Complete Scoping and Feasibility Study	2001-2002
EIS	2002-2004
PE/Final Design/Construction	2004-2006
System Open	2007-2010

Financial Summary and State Appropriation Request:

The Red Rock Feasibility Study estimated a total project cost of \$440 million in 2010 dollars, including the improvements necessary to accommodate Red Rock Commuter rail at multi-modal facilities in downtown St. Paul and Minneapolis. It is critical that the state and local funding commitment be in place before seeking Federal Funds.

The funding stakeholders are: FTA (50%); State (40%); Counties and Regional Rail Authorities (10%). Cost estimates for the state's share are as follows:

2002 – EIS/Preliminary Engineering	\$5 million
2004 – Design	\$12 million*
2006 – Construction	\$163 million
Total State Share	\$180 million

*Includes Purchase of SPUD	\$3.5 million
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IMPACT ON STATE AGENCY OPERATING BUDGETS (FACILITIES NOTE):

Based on preliminary engineering estimates and depending on fares, net operating costs will be approximately \$7 to \$12 million per year (2010 dollars).

OTHER ISSUES:

The above numbers are estimates only and will be refined as preliminary engineering estimates and intermodal transfer facility development are completed, including development at the St. Paul Union Depot. Another significant assumption in the above cost estimate is that the Midwest Regional Rail Initiative (Inter-city) will not be completed in advance of this project. If funding for the Midwest Regional Rail Initiative is approved at the federal level in advance of the Red Rock Project, the state share for the Red Rock Corridor Rail Project may decrease because both projects share certain track segments.

PROJECT CONTACT PERSON, TITLE, ADDRESS, PHONE, FAX, AND E-MAIL:

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TOTAL PROJECT COSTS All Years and All Funding Sources	Project Costs All Prior Years	Project Costs FY 2002-03	Project Costs FY 2004-05	Project Costs FY 2006-07	Project Costs All Years	Project Start (Month/Year)	Project Finish (Month/Year)
1. Property Acquisition							
Land, Land Easements, Options	\$0	\$0	\$0	\$0	\$0		
Land and Buildings	0	0	0	0	0		
2. Predesign Fees	0	5,000	0	0	5,000	07/2002	06/2005
3. Design Fees							
Schematic	0	0	0	0	0		
Design Development	0	0	0	0	0		
Contract Documents	0	0	0	0	0		
Construction Administration	0	0	0	0	0		
4. Project Management							
State Staff Project Management	0	0	0	0	0		
Non-State Project Management	0	0	0	0	0		
Commissioning	0	0	0	0	0		
Other Costs	0	0	0	0	0		
5. Construction Costs							
Site & Building Preparation	0	0	0	0	0		
Demolition/Decommissioning	0	0	0	0	0		
Construction	0	0	0	0	0		
Infrastructure/Roads/Utilities	0	0	12,000	163,000	175,000		
Hazardous Material Abatement	0	0	0	0	0		
Construction Contingency	0	0	0	0	0		
Other 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							
Furniture, Fixtures and Equipment	0	0	0	0	0		
Telecommunications (voice & data)	0	0	0	0	0		
Security Equipment	0	0	0	0	0		
Other Costs	0	0	0	0	0		
SUBTOTAL: (items 1 – 8)	0	5,000	12,000	163,000	180,000		
9. Inflation							
Midpoint of Construction							
Inflation Multiplier		0.00%	0.00%	0.00%			
Inflation Cost		0	0	0	0		
GRAND TOTAL	\$0	\$5,000	\$12,000	\$163,000	\$180,000		

CAPITAL FUNDING SOURCES	Prior Years	FY 2002-03	FY 2004-05	FY 2006-07	TOTAL
State Funds :					
G.O Bonds/State Bldgs	0	5,000	12,000	163,000	180,000
State Funds Subtotal	0	5,000	12,000	163,000	180,000
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
TOTAL	0	5,000	12,000	163,000	180,000

CHANGES IN STATE OPERATING COSTS	Changes in State Operating Costs (Without Inflation)			
	FY 2002-03	FY 2004-05	FY 2006-07	FY 2008-09
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
TOTAL CHANGES	0	0	0	0
Change in F.T.E. Personnel	0.0	0.0	0.0	0.0

SOURCE OF FUNDS FOR DEBT SERVICE PAYMENTS (for bond-financed projects only)	Amount	Percent of Total
General Fund	5,000	100.0%
User Financing	0	0.0%

STATUTORY AND OTHER REQUIREMENTS	
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 (1b): Project Exempt From This Review (by Legislature)
No	MS 16B.335 (2): Other Projects (require legislative notification)
Yes	MS 16B.335 (3): Predesign Review Required (by Administration Dept)
Yes	MS 16B.335 (4): Energy Conservation Requirements
Yes	MS 16B.335 (5): Information Technology Review (by Office of Technology)
Yes	MS 16A.695: Public Ownership Required (as per Finance Dept.)
No	MS 16A.695: Use Agreement Required (as per Finance Dept)
No	MS 16A.695: Program Funding Review Required (by granting agency)
No	Matching Funds Required (as per agency request)
Yes	Project Cancellation in 2007 (as per Finance Dept)

Department of Administration Analysis:

NA

Department of Finance Analysis:

This project would use existing freight railway lines to provide commuter rail service from Hastings to Minneapolis by way of St. Paul.

This request is to secure a commitment of state funds that would be used as local support in an application to FTA for federal funds. The state funding commitment is critical for the federal application to have a high chance of success.

The request notes that operating costs will require state funding of \$7 to \$12 million per year.

Governor's Recommendation:

The Governor does not recommend capital funding for this request.

STATEWIDE STRATEGIC SCORE		
Criteria	Values	Points
Critical Life Safety Emergency - Existing Hazards	0/700	0
Critical Legal Liability - Existing Liability	0/700	0
Prior Binding Commitment	0/700	0
Strategic Linkage - Agency Six Year Plan	0/40/80/120	40
Safety/Code Concerns	0/35/70/105	0
Customer Service/Statewide Significance	0/35/70/105	70
Agency Priority	0/25/50/75/100	75
User and Non-State Financing	0-100	60
State Asset Management	0/20/40/60	0
State Operating Savings or Operating Efficiencies	0/20/40/60	0
Contained in State Six-Year Planning Estimates	0/25/50	25
Total	700 Maximum	270

2002 STATE APPROPRIATION REQUEST: \$10,000,000

AGENCY PROJECT PRIORITY: 4 of 7 (General Obligation Bonding Projects)

PROJECT LOCATION: La Crescent to Twin Cities

PROJECT DESCRIPTION AND RATIONALE:

This high-speed (110 mph) rail project encompasses a 525-mile corridor from the Twin Cities to Chicago. The Minnesota portion of the study includes 135 miles in southeastern Minnesota from LaCrescent to St. Paul/Minneapolis. Preliminary projects studies are currently nearing completion of the evaluation phase (ridership, financing, and track improvement). Funding is now needed to move into preliminary engineering, environmental studies, and final design. Enhancement of regional connectivity and transportation alternatives is the goal.

Since 1996, the Midwest Regional Rail Initiative (MWRRI) advanced from a series of service concepts to a well-defined vision of creating a 21st century regional passenger rail system. The Midwest Regional Rail System (MWRRS) Plan elements include:

- Use of 3,000 miles of existing rail right-of-way to connect rural and urban areas
- Operation of a hub and spoke passenger rail system
- Introduction of modern trains operating at speeds up to 110 mph
- Provision of multi-modal connections to improve system access

For Minnesota, the benefit of an improved rail service is the addition of six trains daily to Chicago with a reduction in travel time from eight and a half hours to five and a half hours. To reach this goal, Minnesota should begin preliminary engineering (PE) activities. PE takes the project from the planning stage to a design level that allow more accurate estimates of cost and impacts. The resulting technical and financial information will be the basis for subsequent funding and implementation decisions.

The sponsors of the Midwest Regional Rail System are nine Midwest states (Indiana, Illinois, Iowa, Michigan, Minnesota, Missouri, Nebraska, Ohio, and Wisconsin). In addition to the nine states, Amtrak and the Federal Railroad Administration are also planning partners.

As of August 2001, the US Senate and House are both considering High Speed Rail funding bills; there is broad support for these bills in both houses of Congress. The final version of this bill will allocate federal funds to this effort and determine the needed state match. It is imperative that Minnesota remains ready to take advantage of the availability of federal funds and this study will determine costs and show Minnesota's commitment to this effort.

Milestones/Proposed Schedule:

End of 2001	Feasibility Study Complete
2002-2004	Preliminary Engineering, EIS and Final Design
2005-2006	Construction
2007-2011	System Open

Current Issues:

Mn/DOT is presently working on capacity modeling, ridership projections and determining capital costs. \$10 million is needed for preliminary engineering, environmental documentation and final design. A firmer schedule and updated cost alternatives will also be developed during this phase.

Financial Summary and State Appropriation Request:

It is critical that a state commitment be in place before seeking funds that become federally available as the High Speed Rail Investment Bill is passed. The amount requested at this time is \$10 million. Upon completion of the EIS and PE work, Minnesota will be able to determine the state's share of this regional network of high-speed service. System cost allocation and rolling stock requirements will be determined as on-going system planning continues, federal funding levels are determined, and cost sharing formulas with sponsors and planning partners are agreed upon.

Based on preliminary estimates from feasibility studies, Minnesota's share of construction costs, shared system costs, and investment in rolling stock through project completion in 2011 will approximate \$165 million. With this request for pre-construction funds, the total cost is projected at \$175 million. The total system-wide cost for this project (in all states) is currently estimated to be \$4-5 billion.

This request includes funding for pre-construction plans and documents necessary to process the project from conception to operation and maintenance. These pre-construction activities include: project development, management, scheduling and scoping activities; corridor and hub studies, surveying and mapping; preliminary design; environmental impact documentation; public involvement activities; and some final design work.

IMPACT ON STATE AGENCY OPERATING BUDGETS (FACILITIES NOTE):

There is likely to be an operating subsidy that will be required from the state – the amount of which will be determined in the preliminary engineering phase of the work.

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TOTAL PROJECT COSTS All Years and All Funding Sources	Project Costs All Prior Years	Project Costs FY 2002-03	Project Costs FY 2004-05	Project Costs FY 2006-07	Project Costs All Years	Project Start (Month/Year)	Project Finish (Month/Year)
1. Property Acquisition						07/2002	07/2005
Land, Land Easements, Options	\$0	\$4,250	\$0	\$0	\$4,250		
Land and Buildings	0	0	0	0	0		
2. Predesign Fees	0	0	0	0	0		
3. Design Fees							
Schematic	0	0	0	0	0		
Design Development	0	2,750	0	0	2,750	07/2002	12/2005
Contract Documents	0	3,000	0	0	3,000	07/2002	12/2005
Construction Administration	0	0	0	0	0		
4. Project Management							
State Staff Project Management	0	0	0	0	0		
Non-State Project Management	0	0	0	0	0		
Commissioning	0	0	0	0	0		
Other Costs	0	0	0	0	0		
5. Construction Costs							
Site & Building Preparation	0	0	0	0	0		
Demolition/Decommissioning	0	0	0	0	0		
Construction	0	0	0	0	0		
Infrastructure/Roads/Utilities	0	0	0	0	0		
Hazardous Material Abatement	0	0	0	0	0		
Construction Contingency	0	0	0	0	0		
Other Costs	0	0	30,000	30,000	60,000		
6. One Percent for Art	0	0	0	0	0		
7. Relocation Expenses	0	0	0	0	0		
8. Occupancy							
Furniture, Fixtures and Equipment	0	0	0	0	0		
Telecommunications (voice & data)	0	0	0	0	0		
Security Equipment	0	0	0	0	0		
Other Costs	0	0	0	0	0		
SUBTOTAL: (items 1 - 8)	0	10,000	30,000	30,000	70,000		
9. Inflation							
Midpoint of Construction							
Inflation Multiplier		0.00%	0.00%	0.00%			
Inflation Cost		0	0	0	0		
GRAND TOTAL	\$0	\$10,000	\$30,000	\$30,000	\$70,000		

CAPITAL FUNDING SOURCES	Prior Years	FY 2002-03	FY 2004-05	FY 2006-07	TOTAL
State Funds :					
G.O Bonds/State Bldgs	0	10,000	30,000	30,000	70,000
State Funds Subtotal	0	10,000	30,000	30,000	70,000
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
TOTAL	0	10,000	30,000	30,000	70,000

CHANGES IN STATE OPERATING COSTS	Changes in State Operating Costs (Without Inflation)			
	FY 2002-03	FY 2004-05	FY 2006-07	FY 2008-09
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
TOTAL CHANGES	0	0	0	0
Change in F.T.E. Personnel	0.0	0.0	0.0	0.0

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

STATUTORY AND OTHER REQUIREMENTS	
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 (1b): Project Exempt From This Review (by Legislature)
No	MS 16B.335 (2): Other Projects (require legislative notification)
Yes	MS 16B.335 (3): Predesign Review Required (by Administration Dept)
Yes	MS 16B.335 (4): Energy Conservation Requirements
Yes	MS 16B.335 (5): Information Technology Review (by Office of Technology)
Yes	MS 16A.695: Public Ownership Required (as per Finance Dept.)
No	MS 16A.695: Use Agreement Required (as per Finance Dept)
No	MS 16A.695: Program Funding Review Required (by granting agency)
No	Matching Funds Required (as per agency request)
Yes	Project Cancellation in 2007 (as per Finance Dept)

Department of Administration Analysis:

NA

Department of Finance Analysis:

This project is to build a high speed rail connection from the Twin Cities to Chicago. Minnesota would partner with other Midwestern states.

The financing of this project is dependent on a significant Federal contribution to the overall cost. The current estimate (from 1998) of \$4.2 billion in total costs is assumed to be funded by the Federal government (\$3 billion) and the participating states (\$1.2 billion). A new cost estimate will be made by February 2002. Congress is considering a bill with a total of \$12 billion funds for high-speed rail, of which the Midwest share would not exceed about \$3 billion. If the cost estimate increases, or Congress appropriates less than \$12 billion, or the Midwest gets a smaller share than \$3 billion, the Midwestern states' costs for the project could rise significantly above the \$1.2 billion currently estimated. A 10% cost increase and full Federal contribution of \$3 billion would increase total states' costs by 35%.

The narrative notes that an operating subsidy will be required but that it has not been estimated at this time.

State general obligation bonding cannot fund a number of elements of this project, such as the purchase of sets of railcars that would operate in Minnesota, Wisconsin and Illinois. G.O. bonds may be used to build publicly owned rail stations. Bonds are also eligible to improve and rehabilitate existing railroad rights-of-way and other rail facilities in Minnesota, subject to the limitation in the Minnesota Constitution Article XI, Section 5(i).

Governor's Recommendation:

The Governor does not recommend capital funding for this request.

STATEWIDE STRATEGIC SCORE		
Criteria	Values	Points
Critical Life Safety Emergency - Existing Hazards	0/700	0
Critical Legal Liability - Existing Liability	0/700	0
Prior Binding Commitment	0/700	0
Strategic Linkage - Agency Six Year Plan	0/40/80/120	40
Safety/Code Concerns	0/35/70/105	0
Customer Service/Statewide Significance	0/35/70/105	70
Agency Priority	0/25/50/75/100	75
User and Non-State Financing	0-100	71
State Asset Management	0/20/40/60	0
State Operating Savings or Operating Efficiencies	0/20/40/60	0
Contained in State Six-Year Planning Estimates	0/25/50	0
Total	700 Maximum	256

2002 STATE APPROPRIATION REQUEST: \$12,000,000

AGENCY PROJECT PRIORITY: 5 of 7 (General Obligation Bonding Projects)

PROJECT LOCATION: Statewide

PROJECT DESCRIPTION AND RATIONALE:

This program is designed to preserve and improve rail-shipping opportunities in Minnesota. The program primarily serves the freight community within the state. Agreements to provide loans or grants to regional railroad authorities, railroads, and shippers to improve rail facilities are a key component of this program.

The Office of Freight, Railroads, and Waterways addresses rail transportation needs in part through the Minnesota Rail Service Improvement (MRSI) Program, which aids rail users for rail line and rolling stock improvements necessary to improve rail service or reduce the impact of discontinuance of rail service. With the numerous changes in the railroad industry, particularly in the larger railroads such as Burlington Northern Santa Fe, Union Pacific, Canadian Pacific, and Canadian National, the need for shortline and regional railroads has increased significantly. The influx of mergers has created additional spin-off and abandoned rail lines. This has increased the demand for the MRSI Program.

Some of Minnesota's shortlines and regional railroads are in need of rehabilitation to provide competitive choices for Minnesota's shippers. Without assistance from the MRSI Program many of these railroads will be abandoned and shippers will be forced to truck all their freight, relocate along a Class 1 railroad, go out of business, or leave the state.

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

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

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

Rail Bank Program-This program acquires and preserves abandoned rail lines and right of way for future public transportation use. Mn/DOT has a financial responsibility to maintain abandoned railroad property once it is acquired and placed in the Rail Bank program.

The program has received a total of \$40 million in state funds since 1978, including General Fund appropriation and General Obligation bonds. These funds, combined with federal grants and funding from railroads, shippers, and local governments have driven project investments exceeding \$105 million in the state.

Usually, MRSI investments are loans. Revenue from the repayment of these loans is placed in the Minnesota Rail Service Improvement account in the special revenue fund for future project investments. Past loans under this program have been used for building and improving rail spurs, building storage bins, and improving loading facilities at rail shipping points. Rehabilitation funding is used to improve rail lines that are only marginally operable by providing ties, ballast, drainage, or rail. Rehabilitation loans have included 24 major rehabilitation projects and assistance to rail authorities to purchase short lines or regional rail railroads within the state. The MSRI program has not had a default in its history. Shippers and railroads continue to be quite interested in participating in the MSRI program.

IMPACT ON STATE AGENCY OPERATING BUDGETS (FACILITIES NOTE):

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

AGENCY CAPITAL BUDGET PROJECTS DURING THE LAST SIX YEARS (1996-2001):

From 7-1-96 to 6-30-01, the Minnesota Rail Service Improvement Program has helped to fund 104 projects amounting to \$18.8 million in state funds.

OTHER CONSIDERATIONS:

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

Although Mn/DOT anticipates a stable program level from 2002 through 2006, it is expected that reduced bonding authority will be needed in 2004 and 2006. This is because MSRI is a revolving loan program and loan repayments should increase in 2004 and 2006, reducing the need for additional bonding authority.

We do not anticipate that private sector lending institutions will take an increased role in this area. Loans like the ones made by MSRI, and the short line railroad business in general, are high-risk ventures. Mn/DOTs experience has been that private lending institutions are reluctant to participate

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AGENCY CAPITAL BUDGET REQUEST
Fiscal Years 2002-2007
Dollars in Thousands (\$137,500 = \$138)

TOTAL PROJECT COSTS All Years and All Funding Sources	Project Costs All Prior Years	Project Costs FY 2002-03	Project Costs FY 2004-05	Project Costs FY 2006-07	Project Costs All Years	Project Start (Month/Year)	Project Finish (Month/Year)
1. Property Acquisition							
Land, Land Easements, Options	\$0	\$0	\$0	\$0	\$0		
Land and Buildings	0	0	0	0	0		
2. Predesign Fees	0	0	0	0	0		
3. Design Fees							
Schematic	0	0	0	0	0		
Design Development	0	0	0	0	0		
Contract Documents	0	0	0	0	0		
Construction Administration	0	0	0	0	0		
4. Project Management							
State Staff Project Management	0	0	0	0	0		
Non-State Project Management	0	0	0	0	0		
Commissioning	0	0	0	0	0		
Other Costs	0	0	0	0	0		
5. Construction Costs						07/2002	06/2005
Site & Building Preparation	0	0	0	0	0		
Demolition/Decommissioning	0	0	0	0	0		
Construction	0	0	0	0	0		
Infrastructure/Roads/Utilities	103,792	13,200	6,000	6,000	128,992		
Hazardous Material Abatement	0	0	0	0	0		
Construction Contingency	0	0	0	0	0		
Other 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							
Furniture, Fixtures and Equipment	0	0	0	0	0		
Telecommunications (voice & data)	0	0	0	0	0		
Security Equipment	0	0	0	0	0		
Other Costs	0	0	0	0	0		
SUBTOTAL: (items 1 – 8)	103,792	13,200	6,000	6,000	128,992		
9. Inflation							
Midpoint of Construction							
Inflation Multiplier		0.00%	0.00%	0.00%			
Inflation Cost		0	0	0	0		
GRAND TOTAL	\$103,792	\$13,200	\$6,000	\$6,000	\$128,992		

CAPITAL FUNDING SOURCES	Prior Years	FY 2002-03	FY 2004-05	FY 2006-07	TOTAL
State Funds :					
G.O Bonds/State Bldgs	25,500	12,000	6,000	6,000	49,500
General Fund Projects	16,000	0	0	0	16,000
State Funds Subtotal	41,500	12,000	6,000	6,000	65,500
Agency Operating Budget Funds	0	0	0	0	0
Federal Funds	18,804	0	0	0	18,804
Local Government Funds	0	600	0	0	600
Private Funds	22,815	600	0	0	23,415
Other	20,673	0	0	0	20,673
TOTAL	103,792	13,200	6,000	6,000	128,992

CHANGES IN STATE OPERATING COSTS	Changes in State Operating Costs (Without Inflation)			
	FY 2002-03	FY 2004-05	FY 2006-07	FY 2008-09
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
TOTAL CHANGES	0	0	0	0
Change in F.T.E. Personnel	0.0	0.0	0.0	0.0

PREVIOUS STATE CAPITAL APPROPRIATIONS FOR THIS PROJECT (Legal Citations)	Amount
Laws of Minnesota (year), Chapter, Section, Subdivision	
2001 1st Special Session Ch 8 Art 1 Sec 2 Subd 4	1,000
2000 Ch 479 Art 1 Sec 2 Subd 7	5,000
1980 Ch 610 Sec 2	13,500
1984 Ch 597 Sec 11 Subd 4	12,000
1976 Ch 204 Sec 11 Subd 1	3,000
1977 Ch 454 Sec 5 Subd 2	3,000
1979 2d Special Session, Ch 1 Sec 4	3,000
1981 Ch 357 Sec 2 Subd 4	1,000
TOTAL	41,500

SOURCE OF FUNDS FOR DEBT SERVICE PAYMENTS (for bond-financed projects only)	Amount	Percent of Total
General Fund	12,000	100.0%
User Financing	0	0.0%

STATUTORY AND OTHER REQUIREMENTS	
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 (1b): Project Exempt From This Review (by Legislature)
No	MS 16B.335 (2): Other Projects (require legislative notification)
No	MS 16B.335 (3): Predesign Review Required (by Administration Dept)
No	MS 16B.335 (4): Energy Conservation Requirements
No	MS 16B.335 (5): Information Technology Review (by Office of Technology)
No	MS 16A.695: Public Ownership Required (as per Finance Dept.)
Yes	MS 16A.695: Use Agreement Required (as per Finance Dept)
No	MS 16A.695: Program Funding Review Required (by granting agency)
Yes	Matching Funds Required (as per agency request)
No	Project Cancellation in 2007 (as per Finance Dept)

Department of Administration Analysis:

NA

Department of Finance Analysis:

The Minnesota Department of Transportation uses this program to support rail as an option for shippers in Minnesota by lending funds to improve rail access, rehabilitate deteriorating track, and by rail banking rights-of-way for possible future use.

The program continues to operate as a revolving loan program, with repayments being available to make future loans. In recent years, for the special revenue fund, annual repayment receipts have been sufficient to finance new loans and to allow the balance in the special revenue fund to grow to over \$3 million by November 2001. An additional \$5.1 million is available from the \$6 million in General Fund appropriations made in 2000 and 2001.

Governor's Recommendation:

The Governor does not recommend capital funding for this request.

STATEWIDE STRATEGIC SCORE		
Criteria	Values	Points
Critical Life Safety Emergency - Existing Hazards	0/700	0
Critical Legal Liability - Existing Liability	0/700	0
Prior Binding Commitment	0/700	0
Strategic Linkage - Agency Six Year Plan	0/40/80/120	80
Safety/Code Concerns	0/35/70/105	0
Customer Service/Statewide Significance	0/35/70/105	70
Agency Priority	0/25/50/75/100	50
User and Non-State Financing	0-100	20
State Asset Management	0/20/40/60	0
State Operating Savings or Operating Efficiencies	0/20/40/60	0
Contained in State Six-Year Planning Estimates	0/25/50	50
Total	700 Maximum	270

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2002 STATE APPROPRIATION REQUEST: \$8,000,000

AGENCY PROJECT PRIORITY: 6 of 7 (General Obligation Bonding Projects)

PROJECT LOCATION: Statewide

PROJECT DESCRIPTION AND RATIONALE:

Port Development Assistance

The Port Development Assistance Program was authorized by M.S. 457A in response to infrastructure needs of Minnesota's ports on the Great Lakes and inland rivers navigation systems. The program involves a state and local partnership to improve freight handling efficiency on Minnesota's commercial waterway system. Minnesota's public ports are Duluth, Minneapolis, St Paul, Red Wing, and Winona.

Mn/DOTs long-range strategic goals reflect a commitment to an integrated intermodal transportation network. The preservation and improvement of the waterway system is vital to accomplishing these goals. Waterway transportation is a low cost mode for moving Minnesota's bulk freight. This capital request is consistent with the agency's goals.

The latest Minnesota Statewide Transportation Plan includes a clear commitment to Minnesota's ports "The state has responsibility for promoting the development of commercial navigation on the Mississippi River system and Great Lakes - St. Lawrence Seaway System." The use of waterways has economic, social and environmental advantages over the land modes; waterway use should be promoted and increased for the benefit of the Minnesota economy.

Many of the public terminals and docks in the state are in need of repair at costs beyond the means of local agencies. Local port authorities are having trouble keeping the aging infrastructure intact especially for the agricultural and mining industries' shipping needs. Also, dredging of ports and harbors is becoming more costly and difficult because of more stringent environmental regulations.

Project proposals are prioritized based on need, employment generated, and overall economic benefit. The benefits of these projects accrue to the entire state by facilitating more efficient movement of goods and commodities produced or used in the state.

The legislature originally appropriated \$2 million for this program in 1996. To date, appropriations have totaled \$10.5 million for the Port Development Assistance Program. State dollars committed to date have generated 15 projects representing a total investment of over \$13 million. Projects completed include improvements and

rehabilitation of road and rail access, terminal buildings, docks, seawalls, and such safety features as lighting and sprinkler systems.

Neighboring states have had port development assistance programs dating from 1980 and have committed over \$30 million to port infrastructure rehabilitation projects similar to Minnesota's. Programs in neighboring states are on a grant only basis.

Minnesota is further from the Atlantic Ocean and the Gulf of Mexico than all of our neighboring waterway states. This puts Minnesota shippers at a competitive disadvantage by increasing transportation costs to international markets for their products. This program is intended to redress this disadvantage.

IMPACT ON STATE AGENCY OPERATING BUDGETS (FACILITIES NOTE):

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

OTHER CONSIDERATIONS:

The Minnesota legislature has limited this program to publicly owned facilities in order to protect the taxpayer's investment from default or abandonment. As the program matures from terminal rehabilitation to facility expansion, the agency foresees a change from grants to loans; this would allow Port Development Assistance to become a self-sustaining revolving loan program. The department would also hope to see the program expanded to include aid to private terminals.

According to Minnesota law, Port Development Assistance funds cannot be added to other state-sponsored port investments. Port Development funds can be used to leverage federal and local funds. An example of this is the rehabilitation of Port Terminal Drive in Duluth. Federal and city funds were used along with state Port Development Assistance money. In this case, state, federal, and local funds were used to complete a total infrastructure project that would not have been possible without such a partnership.

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TOTAL PROJECT COSTS All Years and All Funding Sources	Project Costs All Prior Years	Project Costs FY 2002-03	Project Costs FY 2004-05	Project Costs FY 2006-07	Project Costs All Years	Project Start (Month/Year)	Project Finish (Month/Year)
1. Property Acquisition							
Land, Land Easements, Options	\$0	\$0	\$0	\$0	\$0		
Land and Buildings	0	0	0	0	0		
2. Predesign Fees	0	0	0	0	0		
3. Design Fees							
Schematic	0	0	0	0	0		
Design Development	0	0	0	0	0		
Contract Documents	0	0	0	0	0		
Construction Administration	0	0	0	0	0		
4. Project Management							
State Staff Project Management	0	0	0	0	0		
Non-State Project Management	0	0	0	0	0		
Commissioning	0	0	0	0	0		
Other Costs	0	0	0	0	0		
5. Construction Costs						07/2002	12/2004
Site & Building Preparation	0	0	0	0	0		
Demolition/Decommissioning	0	0	0	0	0		
Construction	0	0	0	0	0		
Infrastructure/Roads/Utilities	13,125	10,000	10,000	7,500	40,625		
Hazardous Material Abatement	0	0	0	0	0		
Construction Contingency	0	0	0	0	0		
Other 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							
Furniture, Fixtures and Equipment	0	0	0	0	0		
Telecommunications (voice & data)	0	0	0	0	0		
Security Equipment	0	0	0	0	0		
Other Costs	0	0	0	0	0		
SUBTOTAL: (items 1 – 8)	13,125	10,000	10,000	7,500	40,625		
9. Inflation							
Midpoint of Construction							
Inflation Multiplier		0.00%	0.00%	0.00%			
Inflation Cost		0	0	0	0		
GRAND TOTAL	\$13,125	\$10,000	\$10,000	\$7,500	\$40,625		

CAPITAL FUNDING SOURCES	Prior Years	FY 2002-03	FY 2004-05	FY 2006-07	TOTAL
State Funds :					
G.O Bonds/State Bldgs	6,000	8,000	8,000	6,000	28,000
General Fund Projects	4,500	0	0	0	4,500
State Funds Subtotal	10,500	8,000	8,000	6,000	32,500
Agency Operating Budget Funds	0	0	0	0	0
Federal Funds	0	0	0	0	0
Local Government Funds	2,625	2,000	2,000	1,500	8,125
Private Funds	0	0	0	0	0
Other	0	0	0	0	0
TOTAL	13,125	10,000	10,000	7,500	40,625

CHANGES IN STATE OPERATING COSTS	Changes in State Operating Costs (Without Inflation)			
	FY 2002-03	FY 2004-05	FY 2006-07	FY 2008-09
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
TOTAL CHANGES	0	0	0	0
Change in F.T.E. Personnel	0.0	0.0	0.0	0.0

PREVIOUS STATE CAPITAL APPROPRIATIONS FOR THIS PROJECT (Legal Citations)	Amount
Laws of Minnesota (year), Chapter, Section, Subdivision	
2001 1st Special Session Ch 8 Art 1 Sec 2 Subd 4	1,000
2000 Ch 479 Art 1 Sec 2 Subd 10	2,000
1998 Ch 404 Sec 17 Subd 6	4,500
1996 Ch 463 Sec 19 Subd 2	3,000
TOTAL	10,500

SOURCE OF FUNDS FOR DEBT SERVICE PAYMENTS (for bond-financed projects only)	Amount	Percent of Total
General Fund	8,000	100.0%
User Financing	0	0.0%

STATUTORY AND OTHER REQUIREMENTS	
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 (1b): Project Exempt From This Review (by Legislature)
No	MS 16B.335 (2): Other Projects (require legislative notification)
No	MS 16B.335 (3): Predesign Review Required (by Administration Dept)
No	MS 16B.335 (4): Energy Conservation Requirements
No	MS 16B.335 (5): Information Technology Review (by Office of Technology)
Yes	MS 16A.695: Public Ownership Required (as per Finance Dept.)
Yes	MS 16A.695: Use Agreement Required (as per Finance Dept)
No	MS 16A.695: Program Funding Review Required (by granting agency)
Yes	Matching Funds Required (as per agency request)
Yes	Project Cancellation in 2007 (as per Finance Dept)

Department of Administration Analysis:

NA

Department of Finance Analysis:

The port development program helps publicly owned ports in Minnesota with financing improvements to port infrastructure. The program operates as a grant program, with 20% local match required.

Governor's Recommendation:

The Governor does not recommend capital funding for this request.

STATEWIDE STRATEGIC SCORE		
Criteria	Values	Points
Critical Life Safety Emergency - Existing Hazards	0/700	0
Critical Legal Liability - Existing Liability	0/700	0
Prior Binding Commitment	0/700	0
Strategic Linkage - Agency Six Year Plan	0/40/80/120	40
Safety/Code Concerns	0/35/70/105	0
Customer Service/Statewide Significance	0/35/70/105	70
Agency Priority	0/25/50/75/100	50
User and Non-State Financing	0-100	20
State Asset Management	0/20/40/60	0
State Operating Savings or Operating Efficiencies	0/20/40/60	0
Contained in State Six-Year Planning Estimates	0/25/50	50
Total	700 Maximum	230

2002 STATE APPROPRIATION REQUEST: \$36,690,000

AGENCY PROJECT PRIORITY: 7 of 7 (General Obligation Bonding Projects)

PROJECT LOCATION: Statewide (Starting Rochester-St Cloud)

PROJECT DESCRIPTION AND RATIONALE:

The events of September 11 make funding for a shared public radio safety network a priority. In New York City and Washington, D.C., police departments could not directly communicate with fire departments or medical personnel because they did not have a share communications system. The nation saw firsthand the negative results a lack of communication in a crisis can cause. Without this ability, it is virtually impossible to efficiently evacuate an area, communicate which roads or bridges are open and for emergency personnel to conduct efficient response and rescue efforts. An inadequate communications system can literally cost lives and resources. However, it is not just critical for a crisis of the magnitude of September 11. For Minnesota, the need to communicate during times of floods, tornadoes, natural gas explosions, multiple-vehicle accidents, and other emergencies require, is critical.

This funding request is supported by a number of state agencies and users groups. Primary advocates for this system are the Departments of Public Safety, Transportation, Natural Resources and Administration. Funding will enable these state agencies to consolidate their radio communications systems with those of other state and local agencies, while replacing obsolete equipment with new technology. Regardless of whether it goes with a shared system or not, the state will need to replace its aging equipment. This is also true for local units of government as well. It is critical, however, that the state takes the lead so that both state and local units of government can communicate with each other. Only the state can coordinate this kind of effort. Other units of government have local or regional needs, but few, if any, have a statewide commitment. In addition, state agencies (primarily Mn/DOT) have the technical resources in place to design, implement and manage a statewide system.

A shared statewide radio system will cost \$183 million. This budget request funds the first phase of infrastructure construction in Rochester and St. Cloud areas, including land, towers, shelters, generators, repeaters, antenna systems, controllers and microwave equipment.

The proposed system is a quantum leap in technology, moving from the current 1960s technology to a system for the next century. It technology is already in use for the Metro Digital Trunked Radio System and will be fully constructed in the Metro area in 2002. It also employs open architecture standards that are flexible and allow for future system upgrades.

A shared public safety radio network allows sharing of resources such as frequencies, towers, land, and infrastructure equipment. It provides 95% reliable coverage for portable radios throughout the state. Local agencies can fill in coverage. It enables state or local units of government in one area of the state to communicate with other areas of the state, creating a seamless system.

This system allows cost sharing and lowered overall costs. It would cost \$700 million to \$1.4 billion for all public safety entities to upgrade on their own. By contrast, the proposed shared system would cost \$400-700 million in total.

This improved technology also makes unauthorized monitoring of transmissions difficult, and makes optimum use of radio frequency spectrum that is already assigned to state and local jurisdictions. It will also be fully compatible with, and utilize components of the existing Metro Digital Trunked Radio System.

IMPACT ON STATE AGENCY OPERATING BUDGETS (FACILITIES NOTE):

An operating budget request will be made by each independent agency to fund the mobile and portable radios to operate on the system. The communications site utility and maintenance budget for communications system infrastructure managed by the Office of Electronic Communications will need to increase. Additional FTEs will be needed to support the increased number of communications sites and additional users of the network.

OTHER CONSIDERATIONS:

This project is a great opportunity for state agencies to partner with each other and with local agencies. MN/DOT is already partnering with other agencies on communications with great success, through the Metro 800MHz radio system and the Transportation Operations Communication Center program. A statewide public safety radio network would build on these key partnerships.

PROJECT CONTACT PERSON, TITLE, ADDRESS, PHONE, FAX, AND E-MAIL:

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TOTAL PROJECT COSTS All Years and All Funding Sources	Project Costs All Prior Years	Project Costs FY 2002-03	Project Costs FY 2004-05	Project Costs FY 2006-07	Project Costs All Years	Project Start (Month/Year)	Project Finish (Month/Year)
1. Property Acquisition						07/2002	07/2004
Land, Land Easements, Options	\$0	\$800	\$763	\$763	\$2,326		
Land and Buildings	0	0	0	0	0		
2. Predesign Fees	0	0	0	0	0		
3. Design Fees							
Schematic	0	0	0	0	0		
Design Development	900	1,125	1,075	1,075	4,175	07/2002	07/2004
Contract Documents	0	0	0	0	0		
Construction Administration	0	0	0	0	0		
4. Project Management						07/2002	07/2007
State Staff Project Management	0	0	0	0	0		
Non-State Project Management	2,100	2,630	2,509	2,509	9,748		
Commissioning	0	0	0	0	0		
Other Costs	0	0	0	0	0		
5. Construction Costs						07/2003	07/2007
Site & Building Preparation	6,000	6,552	6,251	6,251	25,054		
Demolition/Decommissioning	0	0	0	0	0		
Construction	0	0	0	0	0		
Infrastructure/Roads/Utilities	19,000	25,583	24,402	24,402	93,387		
Hazardous Material Abatement	0	0	0	0	0		
Construction Contingency	0	0	0	0	0		
Other 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							
Furniture, Fixtures and Equipment	0	0	0	0	0		
Telecommunications (voice & data)	0	0	0	0	0		
Security Equipment	0	0	0	0	0		
Other Costs	0	0	0	0	0		
SUBTOTAL: (items 1 – 8)	28,000	36,690	35,000	35,000	134,690		
9. Inflation							
Midpoint of Construction							
Inflation Multiplier		0.00%	0.00%	0.00%			
Inflation Cost		0	0	0	0		
GRAND TOTAL	\$28,000	\$36,690	\$35,000	\$35,000	\$134,690		

CAPITAL FUNDING SOURCES	Prior Years	FY 2002-03	FY 2004-05	FY 2006-07	TOTAL
State Funds :					
G.O Bonds/State Bldgs	7,500	36,690	35,000	35,000	114,190
Trunk Highway Fund	7,500	0	0	0	7,500
Misc Special Revenue	13,000	0	0	0	13,000
State Funds Subtotal	28,000	36,690	35,000	35,000	134,690
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
TOTAL	28,000	36,690	35,000	35,000	134,690

CHANGES IN STATE OPERATING COSTS	Changes in State Operating Costs (Without Inflation)			
	FY 2002-03	FY 2004-05	FY 2006-07	FY 2008-09
Compensation -- Program and Building Operation	725	6,073	6,073	6,073
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	725	6,073	6,073	6,073
Revenue Offsets	0	0	0	0
TOTAL CHANGES	725	6,073	6,073	6,073
Change in F.T.E. Personnel	0.0	0.0	0.0	0.0

PREVIOUS STATE CAPITAL APPROPRIATIONS FOR THIS PROJECT (Legal Citations)	Amount
Laws of Minnesota (year), Chapter, Section, Subdivision	
1996 Ch 463 Sec 19	28,000
TOTAL	28,000

SOURCE OF FUNDS FOR DEBT SERVICE PAYMENTS (for bond-financed projects only)	Amount	Percent of Total
General Fund	36,690	100.0%
User Financing	0	0.0%

STATUTORY AND OTHER REQUIREMENTS	
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 (1b): Project Exempt From This Review (by Legislature)
No	MS 16B.335 (2): Other Projects (require legislative notification)
No	MS 16B.335 (3): Predesign Review Required (by Administration Dept)
No	MS 16B.335 (4): Energy Conservation Requirements
Yes	MS 16B.335 (5): Information Technology Review (by Office of Technology)
Yes	MS 16A.695: Public Ownership Required (as per Finance Dept.)
No	MS 16A.695: Use Agreement Required (as per Finance Dept)
No	MS 16A.695: Program Funding Review Required (by granting agency)
No	Matching Funds Required (as per agency request)
Yes	Project Cancellation in 2007 (as per Finance Dept)

Department of Administration Analysis:

NA

Department of Finance Analysis:

The project is to begin implementation of a statewide radio system in Greater Minnesota. This system was the subject of a report to the 2001 Legislature. A similar system is being implemented in the metropolitan area under the direction of the Metropolitan Radio Board.

The proposal to implement a 800 mhz system statewide will need a governance structure, agreements on local match, and discussion as to how best maximize the system's use by state and local agencies and thus achieve the highest degree of overall cost saving as older systems are upgraded.

Governor's Recommendation:

The Governor does not recommend capital funding for this request.

STATEWIDE STRATEGIC SCORE		
Criteria	Values	Points
Critical Life Safety Emergency - Existing Hazards	0/700	0
Critical Legal Liability - Existing Liability	0/700	0
Prior Binding Commitment	0/700	0
Strategic Linkage - Agency Six Year Plan	0/40/80/120	0
Safety/Code Concerns	0/35/70/105	0
Customer Service/Statewide Significance	0/35/70/105	70
Agency Priority	0/25/50/75/100	25
User and Non-State Financing	0-100	0
State Asset Management	0/20/40/60	0
State Operating Savings or Operating Efficiencies	0/20/40/60	0
Contained in State Six-Year Planning Estimates	0/25/50	0
Total	700 Maximum	95

2002 STATE APPROPRIATION REQUEST: \$9,500,000

AGENCY PROJECT PRIORITY: 1 of 3 (Trunk Highway Fund)

PROJECT LOCATION: Metro

PROJECT DESCRIPTION AND RATIONALE:

This project will allow the Mn/DOT Office of Maintenance to consolidate in one location, the services provided to Mn/DOT and other state agencies. This facility will include:

- Central Shop – This operation builds approximately 65-70 snowplow units per year, and serves as the central point for specifying, purchase, receiving, and distribution of highway equipment for Mn/DOT. The existing space required to perform these functions is inadequate because of the increasing size of equipment required. Shop and facility equipment needed for this work is fast approaching, or already has become obsolete in the areas of ventilation, bay size, lighting etc.
- Electrical Services – This unit is responsible for the manufacture, installation and maintenance of all traffic signals and electronic informational devices throughout the state. Increasing age, size, and complexity of signal requirements requires additional space for layout, manufacture and supporting ancillary test and installation equipment, including housing in tempered space of larger capacity crane trucks. (As in new snowplows, tempered space is required for on board technologies used while performing assigned tasks).
- Central Inventory Center – Currently three operations which would be combined into one unit, allowing for simplified and efficient inventory ordering, reception and distribution.

This project will consist of a heated building of approximately 103,000 square feet, a cold storage building of approximately 17,500 square feet, site work including grading, utilities, storm sewer, roadways, site paving, lighting, fencing and landscaping. A desired timetable for construction would begin in 2002.

IMPACT ON STATE AGENCY OPERATING BUDGETS (FACILITIES NOTE):

The utility budget for the Central Services Building managed by Central Shop will need to increase because of the larger and more demanding power requirements.

OTHER CONSIDERATIONS:

The present location is inadequate for current operation as well as future plans, specifically sign shop operations and the expanded electrical services section, nor does it achieve the operating efficiencies of consolidating inventory center operations and other central maintenance functions. There is also the need to relocate the Central Services Facility due to limitations identified in recent land use plans at the Fort Snelling site for adjacent federal properties.

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TOTAL PROJECT COSTS All Years and All Funding Sources	Project Costs All Prior Years	Project Costs FY 2002-03	Project Costs FY 2004-05	Project Costs FY 2006-07	Project Costs All Years	Project Start (Month/Year)	Project Finish (Month/Year)
1. Property Acquisition							
Land, Land Easements, Options	\$0	\$0	\$0	\$0	\$0		
Land and Buildings	0	0	0	0	0		
2. Predesign Fees	0	0	0	0	0		
3. Design Fees							
Schematic	0	0	0	0	0		
Design Development	0	200	0	0	200	05/2002	09/2002
Contract Documents	0	0	0	0	0		
Construction Administration	0	0	0	0	0		
4. Project Management							
State Staff Project Management	0	0	0	0	0		
Non-State Project Management	0	0	0	0	0		
Commissioning	0	0	0	0	0		
Other Costs	0	0	0	0	0		
5. Construction Costs						09/2002	10/2003
Site & Building Preparation	0	592	0	0	592		
Demolition/Decommissioning	0	0	0	0	0		
Construction	0	7,678	0	0	7,678		
Infrastructure/Roads/Utilities	0	100	0	0	100		
Hazardous Material Abatement	0	0	0	0	0		
Construction Contingency	0	215	0	0	215		
Other Costs	0	200	0	0	200		
6. One Percent for Art	0	0	0	0	0		
7. Relocation Expenses	0	0	0	0	0		
8. Occupancy						11/2003	12/2003
Furniture, Fixtures and Equipment	0	400	0	0	400		
Telecommunications (voice & data)	0	55	0	0	55		
Security Equipment	0	60	0	0	60		
Other Costs	0	0	0	0	0		
SUBTOTAL: (items 1 – 8)	0	9,500	0	0	9,500		
9. Inflation							
Midpoint of Construction							
Inflation Multiplier		0.00%	0.00%	0.00%			
Inflation Cost		0	0	0	0		
GRAND TOTAL	\$0	\$9,500	\$0	\$0	\$9,500		

CAPITAL FUNDING SOURCES	Prior Years	FY 2002-03	FY 2004-05	FY 2006-07	TOTAL
State Funds :					
Trunk Highway Fund	0	9,500	0	0	9,500
State Funds Subtotal	0	9,500	0	0	9,500
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
TOTAL	0	9,500	0	0	9,500

CHANGES IN STATE OPERATING COSTS	Changes in State Operating Costs (Without Inflation)			
	FY 2002-03	FY 2004-05	FY 2006-07	FY 2008-09
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
TOTAL CHANGES	0	0	0	0
Change in F.T.E. Personnel	0.0	0.0	0.0	0.0

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

STATUTORY AND OTHER REQUIREMENTS	
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)
No	MS 16B.335 (1b): Project Exempt From This Review (by Legislature)
No	MS 16B.335 (2): Other Projects (require legislative notification)
Yes	MS 16B.335 (3): Predesign Review Required (by Administration Dept)
Yes	MS 16B.335 (4): Energy Conservation Requirements
Yes	MS 16B.335 (5): Information Technology Review (by Office of Technology)
Yes	MS 16A.695: Public Ownership Required (as per Finance Dept.)
No	MS 16A.695: Use Agreement Required (as per Finance Dept)
No	MS 16A.695: Program Funding Review Required (by granting agency)
No	Matching Funds Required (as per agency request)
Yes	Project Cancellation in 2007 (as per Finance Dept)

Department of Administration Analysis:

Admin is concerned that inadequate information is provided to determine the anticipated project costs. No Design fees, inflation, Contingency, or Project Management fees are indicated. If provided with an appropriation for this project, the applicant will need to closely monitor project costs.

Department of Finance Analysis:

This project would consolidate a number of functions of Mn/DOTs Office of Maintenance on a single site. The existing sites are either inadequate for current needs, too small for efficient operation, or incompatible with changes in adjacent land use.

Governor's Recommendation:

The Governor recommends a trunk highway fund appropriation of \$9.5 million for this project.

STATEWIDE STRATEGIC SCORE		
Criteria	Values	Points
Critical Life Safety Emergency - Existing Hazards	0/700	0
Critical Legal Liability - Existing Liability	0/700	0
Prior Binding Commitment	0/700	0
Strategic Linkage - Agency Six Year Plan	0/40/80/120	40
Safety/Code Concerns	0/35/70/105	0
Customer Service/Statewide Significance	0/35/70/105	70
Agency Priority	0/25/50/75/100	25
User and Non-State Financing	0-100	0
State Asset Management	0/20/40/60	0
State Operating Savings or Operating Efficiencies	0/20/40/60	0
Contained in State Six-Year Planning Estimates	0/25/50	25
Total	700 Maximum	160

2002 STATE APPROPRIATION REQUEST: \$14,000,000

AGENCY PROJECT PRIORITY: 2 of 3 (Trunk Highway Fund)

PROJECT LOCATION: Intersection of TH 60 and TH 22 east of Mankato

PROJECT DESCRIPTION AND RATIONALE:

This request is for funding to construct a replacement headquarters building and support facilities on a new site near TH60 and TH22 east of Mankato. Mn/DOT, State Patrol, and Drivers License Examination employees will jointly occupy the building.

This project has been planned since pre-design studies were completed during the mid-1980s, and for several reasons, has shifted from a major remodeling and rehabilitation project, to new construction.

- Preliminary remodeling and rehabilitation studies for the existing facilities show a very non-conforming, crowded site plan. Equipment storage and maintenance spaces, personnel spaces, and ancillary storage facilities are required for support and maintenance of the District mission. Larger, more technology, driven snowplows and highway equipment, has required facility infrastructure to grow, adapt and become more technology oriented. Personnel requirements for highway engineering, laboratory testing and administrative spaces have grown such that in 1993 a temporary, wooden, prefabricated unit was attached to existing facilities to provide additional square footage. In order to accommodate our requirements, personnel have been placed in available nooks remotely located from others performing the same work, taking advantage of every possible space. This site cannot absorb facility additions or more structures without having an impact on outside vehicle, materials and other equipment storage. We are at the point where putting more funding into an inadequate facility will not satisfy the additional requirements.
- The city of Mankato is highly interested in acquiring this site in order to vacate their current Public Works facility, allowing for downtown expansion and redevelopment. Because of this, Mn/DOT has acquired the new site with a previous land appropriation, at a location that is mutually acceptable to Mn/DOT, Public Safety and the city of Mankato.
- Third, the cost estimates for an addition to this facility, plus remodeling and rehabilitation of existing spaces, are at least at 85% of the replacement cost for this facility.

Constructing a new facility on a larger site will allow Mn/DOT to gain efficiencies of scale and management cohesion. We will be able to consolidate like functions, and to build a facility of a size to accommodate larger snowplows and other highway engineering equipment. We would take advantage of new construction methods, build to current codes, allow for future expansion, and apply state of the art

technologies in construction, communications, energy management, and the health and welfare of our employees.

The project will consist of construction of a 163,000 square foot building with offices, materials testing laboratory, vehicle storage and maintenance shop, and specialty shops for bridge maintenance, radio, electrical services, signs, and building maintenance. An inventory center will support all district functions. Cold storage buildings and a roadway chemical storage shed will also be located at this site. The general timetable is for the city of Mankato to begin site work in late summer 2001, building construction to begin in the summer of 2002, with completion in late 2003.

This project has been planned since the mid-1980s as a key to providing transportation planning, design and construction for south and southwestern Minnesota, (Mn/DOT District 7). The original headquarters was constructed in the 1960s and has become inadequate for current requirements. The increasing traveler needs, as well as the need to support the agencies long-range strategic goals such as upgrading regional corridors, require that we provide a quality facility.

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

IMPACT ON STATE AGENCY OPERATING BUDGETS (FACILITIES NOTE):

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

OTHER CONSIDERATIONS:

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

PROJECT CONTACT PERSON, TITLE, ADDRESS, PHONE, FAX, AND E-MAIL:

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TOTAL PROJECT COSTS All Years and All Funding Sources	Project Costs All Prior Years	Project Costs FY 2002-03	Project Costs FY 2004-05	Project Costs FY 2006-07	Project Costs All Years	Project Start (Month/Year)	Project Finish (Month/Year)
1. Property Acquisition							
Land, Land Easements, Options	\$404	\$0	\$0	\$0	\$404		
Land and Buildings	0	0	0	0	0		
2. Predesign Fees	0	0	0	0	0		
3. Design Fees							
Schematic	126	0	0	0	126	07/2001	10/2001
Design Development	169	0	0	0	169	10/2001	01/2002
Contract Documents	222	56	0	0	278	01/2002	06/2003
Construction Administration	0	268	0	0	268	07/2002	06/2004
4. Project Management						05/2002	08/2003
State Staff Project Management	0	0	0	0	0		
Non-State Project Management	0	50	0	0	50		
Commissioning	0	100	0	0	100		
Other Costs	0	0	0	0	0		
5. Construction Costs						05/2002	08/2003
Site & Building Preparation	669	500	0	0	1,169		
Demolition/Decommissioning	0	0	0	0	0		
Construction	0	11,026	0	0	11,026		
Infrastructure/Roads/Utilities	0	0	0	0	0		
Hazardous Material Abatement	0	0	0	0	0		
Construction Contingency	0	500	0	0	500		
Other Costs	0	400	0	0	400		
6. One Percent for Art	0	50	0	0	50		
7. Relocation Expenses	0	0	0	0	0		
8. Occupancy						08/2003	09/2003
Furniture, Fixtures and Equipment	0	750	0	0	750		
Telecommunications (voice & data)	0	200	0	0	200		
Security Equipment	0	100	0	0	100		
Other Costs	0	0	0	0	0		
SUBTOTAL: (items 1 – 8)	1,590	14,000	0	0	15,590		
9. Inflation							
Midpoint of Construction							
Inflation Multiplier		0.00%	0.00%	0.00%			
Inflation Cost	0	0	0	0	0		
GRAND TOTAL	\$1,590	\$14,000	\$0	\$0	\$15,590		

CAPITAL FUNDING SOURCES	Prior Years	FY 2002-03	FY 2004-05	FY 2006-07	TOTAL
State Funds :					
Trunk Highway Fund	0	14,000	0	0	14,000
State Funds Subtotal	0	14,000	0	0	14,000
Agency Operating Budget Funds	1,590	0	0	0	1,590
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
TOTAL	1,590	14,000	0	0	15,590

CHANGES IN STATE OPERATING COSTS	Changes in State Operating Costs (Without Inflation)			
	FY 2002-03	FY 2004-05	FY 2006-07	FY 2008-09
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
TOTAL CHANGES	0	0	0	0
Change in F.T.E. Personnel	0.0	0.0	0.0	0.0

PREVIOUS STATE CAPITAL APPROPRIATIONS FOR THIS PROJECT (Legal Citations)	Amount
Laws of Minnesota (year), Chapter, Section, Subdivision	
None	0
TOTAL	0

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

STATUTORY AND OTHER REQUIREMENTS	
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)
No	MS 16B.335 (1b): Project Exempt From This Review (by Legislature)
No	MS 16B.335 (2): Other Projects (require legislative notification)
Yes	MS 16B.335 (3): Predesign Review Required (by Administration Dept)
Yes	MS 16B.335 (4): Energy Conservation Requirements
Yes	MS 16B.335 (5): Information Technology Review (by Office of Technology)
Yes	MS 16A.695: Public Ownership Required (as per Finance Dept.)
No	MS 16A.695: Use Agreement Required (as per Finance Dept)
No	MS 16A.695: Program Funding Review Required (by granting agency)
No	Matching Funds Required (as per agency request)
Yes	Project Cancellation in 2007 (as per Finance Dept)

Department of Administration Analysis:

Admin review of building construction cost document shows year old estimate is not updated. If provided with an appropriation for this project, the applicant will need to closely monitor project costs.

Department of Finance Analysis:

This project is to build a new headquarters building for Mankato District on a new site. The facility would also serve the Department of Public Safety's State Patrol and Drivers' License Exam functions.

The existing site will likely be acquired by the city of Mankato to move its Public Works facility. Mn/DOTs analysis shows that building on a new site has significant advantages to renovating the existing facility, and the cost difference is relatively small. The new site has already been acquired by Mn/DOT.

Governor's Recommendation:

The Governor recommends a trunk highway fund appropriation of \$14 million for this project.

STATEWIDE STRATEGIC SCORE		
Criteria	Values	Points
Critical Life Safety Emergency - Existing Hazards	0/700	0
Critical Legal Liability - Existing Liability	0/700	0
Prior Binding Commitment	0/700	0
Strategic Linkage - Agency Six Year Plan	0/40/80/120	80
Safety/Code Concerns	0/35/70/105	0
Customer Service/Statewide Significance	0/35/70/105	70
Agency Priority	0/25/50/75/100	0
User and Non-State Financing	0-100	0
State Asset Management	0/20/40/60	0
State Operating Savings or Operating Efficiencies	0/20/40/60	0
Contained in State Six-Year Planning Estimates	0/25/50	25
Total	700 Maximum	175

2002 STATE APPROPRIATION REQUEST: \$11,000,000

AGENCY PROJECT PRIORITY: 3 of 3 (Trunk Highway Fund)

PROJECT LOCATION: Statewide

PROJECT DESCRIPTION AND RATIONALE:

This project will begin to convert the existing Mn/DOT analog microwave backbone to digital equipment. This will increase capacity of the network to move towards the final goal of a coordinated network to support voice, data, and video needs of customers. The existing microwave system was implemented over 20 years ago. The equipment uses analog technology. Mn/DOTs microwave has limited channel capacity that prohibits system growth. There have been no upgrades to the system since its initial installation. Due to technological improvements and operational advantages inherent to digital microwave equipment, the industry has slowly migrated users from analog to digital technology. In recent years manufacturers have stopped manufacturing analog equipment, and have also indicated that parts supplies will only be carried for a limited period of time (approx. 2005).

Additionally, the FCC has reallocated the two GHz frequency band used by the current system, Mn/DOT would become a secondary user on the two GHz frequencies. Secondary status on these channels would ultimately result in the loss of the channel to the PCS or Satellite services. Upgrading the current system to digital technology, and changing to the six GHz band eliminates the above-described situation. State agencies have proposed projects and operational applications such as Mobile Data Computers (MDCs), Road Weather Information Systems (RWIS), and Intelligent Transportation Systems (ITS) that use a digital format for communications. The present microwave system cannot support the proposed projects, and in some cases existing projects, because of the digital format. The new system will provide four time the current capacity and is also capable of expansion to provide additional channel capacity as needed.

IMPACT ON STATE AGENCY OPERATING BUDGETS (FACILITIES NOTE):

This technology replacement will improve service levels to the customers of the office of Electronic Communications. This system replacement will be designed and installed using existing staff resources. Ongoing maintenance will be provided out of existing operational budget from the Office of Electronic Communications.

OTHER CONSIDERATIONS:

This project will also benefit the Department of Public Safety and the Department of Natural Resources. These partner agencies rely on the existing Mn/DOT communications system backbone. The replacement of analog equipment with

digital equipment will assure reliable operation of their current systems supported by the Mn/DOT backbone.

PROJECT CONTACT PERSON, TITLE, ADDRESS, PHONE, FAX, AND E-MAIL:

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TOTAL PROJECT COSTS All Years and All Funding Sources	Project Costs All Prior Years	Project Costs FY 2002-03	Project Costs FY 2004-05	Project Costs FY 2006-07	Project Costs All Years	Project Start (Month/Year)	Project Finish (Month/Year)
1. Property Acquisition						07/2002	07/2004
Land, Land Easements, Options	\$0	\$334	\$0	\$0	\$334		
Land and Buildings	0	0	0	0	0		
2. Predesign Fees	0	0	0	0	0		
3. Design Fees							
Schematic	0	0	0	0	0		
Design Development	0	0	0	0	0		
Contract Documents	0	0	0	0	0		
Construction Administration	0	0	0	0	0		
4. Project Management							
State Staff Project Management	0	0	0	0	0		
Non-State Project Management	0	0	0	0	0		
Commissioning	0	0	0	0	0		
Other Costs	0	0	0	0	0		
5. Construction Costs						07/2003	07/2006
Site & Building Preparation	0	3,970	0	0	3,970		
Demolition/Decommissioning	0	0	0	0	0		
Construction	0	0	0	0	0		
Infrastructure/Roads/Utilities	0	6,696	0	0	6,696		
Hazardous Material Abatement	0	0	0	0	0		
Construction Contingency	0	0	0	0	0		
Other 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							
Furniture, Fixtures and Equipment	0	0	0	0	0		
Telecommunications (voice & data)	0	0	0	0	0		
Security Equipment	0	0	0	0	0		
Other Costs	0	0	0	0	0		
SUBTOTAL: (items 1 – 8)	0	11,000	0	0	11,000		
9. Inflation							
Midpoint of Construction							
Inflation Multiplier		0.00%	0.00%	0.00%			
Inflation Cost		0	0	0	0		
GRAND TOTAL	\$0	\$11,000	\$0	\$0	\$11,000		

CAPITAL FUNDING SOURCES	Prior Years	FY 2002-03	FY 2004-05	FY 2006-07	TOTAL
State Funds :					
Trunk Highway Fund	0	11,000	0	0	11,000
State Funds Subtotal	0	11,000	0	0	11,000
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
TOTAL	0	11,000	0	0	11,000

CHANGES IN STATE OPERATING COSTS	Changes in State Operating Costs (Without Inflation)			
	FY 2002-03	FY 2004-05	FY 2006-07	FY 2008-09
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
TOTAL CHANGES	0	0	0	0
Change in F.T.E. Personnel	0.0	0.0	0.0	0.0

PREVIOUS STATE CAPITAL APPROPRIATIONS FOR THIS PROJECT (Legal Citations)	Amount
Laws of Minnesota (year), Chapter, Section, Subdivision	
None	0
TOTAL	0

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

STATUTORY AND OTHER REQUIREMENTS	
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 (1b): Project Exempt From This Review (by Legislature)
No	MS 16B.335 (2): Other Projects (require legislative notification)
No	MS 16B.335 (3): Predesign Review Required (by Administration Dept)
No	MS 16B.335 (4): Energy Conservation Requirements
Yes	MS 16B.335 (5): Information Technology Review (by Office of Technology)
Yes	MS 16A.695: Public Ownership Required (as per Finance Dept.)
No	MS 16A.695: Use Agreement Required (as per Finance Dept)
No	MS 16A.695: Program Funding Review Required (by granting agency)
No	Matching Funds Required (as per agency request)
Yes	Project Cancellation in 2007 (as per Finance Dept)

Department of Administration Analysis:

NA

Department of Finance Analysis:

The project is to upgrade Mn/DOTs statewide communication system by replacing existing analog equipment with a digital system. Over the next several years, it will be increasingly difficult to maintain the existing analog system, and a new digital system would bring significant new capabilities to the users of the radio system.

Governor's Recommendation:

The Governor recommends a partial appropriation of \$2 million for the agency's immediate communication needs. This appropriation is from the trunk highway fund.

STATEWIDE STRATEGIC SCORE		
Criteria	Values	Points
Critical Life Safety Emergency - Existing Hazards	0/700	0
Critical Legal Liability - Existing Liability	0/700	0
Prior Binding Commitment	0/700	0
Strategic Linkage - Agency Six Year Plan	0/40/80/120	40
Safety/Code Concerns	0/35/70/105	0
Customer Service/Statewide Significance	0/35/70/105	105
Agency Priority	0/25/50/75/100	0
User and Non-State Financing	0-100	0
State Asset Management	0/20/40/60	0
State Operating Savings or Operating Efficiencies	0/20/40/60	0
Contained in State Six-Year Planning Estimates	0/25/50	0
Total	700 Maximum	145

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