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1998-2003
Minnesota Strategic Capital Budget Plan

Transportation

Presented by Governor Arne H. Carlson to the 80th Legislature

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MINNESOTA STRATEGIC CAPITAL BUDGET PLAN 1998-2003

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The Governor's 1998-2003 Strategic Capital Budget Plan **Executive Summary** and **Requests for Each Agency** can be viewed at the Department of Finance's web site at:
<http://www.finance.state.mn.us/bis>

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AGENCY CAPITAL BUDGET REQUEST
 Fiscal Years 1998-2003
 Dollars in Thousands (\$137,500 = \$138 thousand)

Project Title	1998 Agency Priority Ranking	Agency Project Requests for State Funds (\$ by Session)				Statewide Strategic Score	Governor's Recommendation 1998	Governor's Planning Estimate	
		1998	2000	2002	Total			2000	2002
State Patrol Training Facility-Camp Ripley	1	\$1,328	\$300	\$0	\$1,628	305	\$1,328	\$300	\$0
Total Project Requests		\$1,328	\$300	\$0	\$1,628		\$1,328	\$300	\$0

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AGENCY MISSION STATEMENT:

The mission of the Department of Public Safety is to protect people and property in Minnesota through prevention, regulation, enforcement, information and service. The achievement of this mission is fulfilled through 11 programs, one of which is the State Patrol.

The Department of Public Safety, through its State Patrol Division has the responsibility of providing for the safe and efficient movement of traffic on Minnesota highways. Through enforcement, education and assistance, the State Patrol works to ensure a safe environment on Minnesota's roadways.

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

Since the Department of Public Safety was created in 1970, the State Patrol has provided employee training at the Arden Hills Training Center owned and operated by the Department of Transportation. For many years this facility was adequate for the training needs of the times. Gradually these training needs have expanded, the volume of courses and number of employees needing training has expanded, and the facility has deteriorated. In addition, the location of that facility does not allow for expansion or renovation of the type required for today's training needs.

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

The training demands of the State Patrol have far outgrown the current facility. Sleeping rooms are in short supply, on-site food service is non-existent, the firing range is insufficient, and the noise produced by training activities adversely affects the surrounding neighborhood. Increasingly, off-site facilities are required which has increased the cost of providing training. The current facility is land-locked and has minimal expansion capability.

DESCRIBE THE AGENCY'S LONG-RANGE STRATEGIC GOALS AND CAPITAL BUDGET PLAN:

The department seeks to provide environmentally safe and secure facilities for its employees. In the last 4 years the department has moved administrative staff out of the Transportation Building to allow for renovation of that building, which was over-crowded, had fire code violations and did not have adequate facilities for employees to effectively do their jobs. The department continues to assess the space needs of its divisions and field offices to assure that all facility needs are met for providing outstanding service to its customers.

The department has assessed the training needs of the State Patrol to ensure that

the infrastructure of the program facilitates accomplishment of its goals. Included in this assessment is the plan to partner with the Department of Military Affairs in the construction of an Emergency Vehicle Operators Course in 2000. The construction of an EVOC at Camp Ripley would serve to further the department's long-range strategic goal to provide leadership and support to all state and local units of government whose responsibilities encompass safety. The EVOC will provide a model venue for local law enforcement training opportunities.

AGENCY PROCESS USED TO ARRIVE AT THESE CAPITAL REQUESTS:

The Department of Public Safety/State Patrol Division has established a long term strategic plan. The plan was developed in 1992 by an internal strategic direction planning team with facilitation and assistance of the Department of Administration/Management Analysis Division.

The original strategic direction plan identified training as one of the critical needs to accomplish the long-range vision in support of the mission. A major obstacle is the limitations imposed by the current training facility. As a result of the strategic direction recommendation, alternatives to the current facility were sought. Funding of this Capital Budget request will provide the necessary facilities for long-range training needs.

AGENCY CAPITAL BUDGET PROJECTS DURING THE LAST SIX YEARS (1992-1997):

1995 Appropriation:

Grant to Parkers Prairie to reconstruct Fire Hall and City Hall: \$410 thousand.

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PROJECT LOCATION: Camp Ripley, Little Falls, MN

AGENCY PROJECT PRIORITY: 1 of 1

1998 STATE APPROPRIATION REQUEST: \$1,328

PROJECT DESCRIPTION:

To construct a new training facility and administrative offices for State Patrol training activities on land to be leased from the Department of Military Affairs located at Camp Ripley.

The intent of this capital budget request is to construct a permanent administrative building to facilitate access and use of the present Camp Ripley facilities. Total anticipated space needs for the new facility are 7600 sq. ft., including one medium-sized classroom, 12 offices, conference room, weapons storage area, resource room, general storage area, and information systems room.

Predesign activities were conducted by MnDOT in F.Y. 1997 to evaluate existing structures at Camp Ripley and estimate the cost for construction of a permanent building. MnDOT would provide continued assistance with design and construction management activities for an approved project.

Additional construction funds of \$300 thousand will be requested in 2000 for construction of an Emergency Vehicle Operations Course to be built in partnership with the Department of Military Affairs at Camp Ripley.

PROJECT RATIONALE AND RELATIONSHIP TO AGENCY LONG-RANGE STRATEGIC PLAN AND CAPITAL PLAN:

The State Patrol Division employs a full-time training staff to provide the operational training needs of employees. State troopers are provided extensive pre-service training during a 16-week residential recruit academy. Minnesota Peace Officer Standards and Training Board (POST) rules mandate annual minimums of in-service training for troopers to maintain peace officer licensing. Firearms training and qualification, emergency vehicle operation, personal defense, community policing and emergency first responder all require annual training. Commercial vehicle inspectors, radio communication officers and support staff also require annual training to maintain efficiency and enhance job performance.

The State Patrol training activity currently operates from the MnDOT training center in Arden Hills. This facility includes office space, classrooms, an outdoor small arms weapons range, and limited dormitory sleeping rooms. It does not have all the facilities necessary to provide the full course of training required for State Patrol employees. The firearms range is limited to the use of small caliber handguns, it is

physically deteriorating due to age, and the local residential area is adversely impacted by the noise, which consequently imposes strict and unacceptable limitations on use. The Arden Hills facility does not have a motor vehicle driving track for use in emergency vehicle operations course (EVOC) training. Living space restrictions at the Arden Hills facility limit the size of recruit training classes to a maximum of 34. Overnight accommodations are not up to contemporary norms for employees in travel status for in-service training. Food service is not available on-site; meals for the residential recruit academy must be catered at a significant cost. The Arden Hills facility does not have a gymnasium for personal defense and physical fitness training.

The current facility has minimal expansion potential. The physical property is too small to allow construction of an EVOC facility. Major construction would be required to increase and improve overnight accommodations and to add a gymnasium and physical training facility. Even if reconstructed, the firing range is not suitably located for continued use as a law enforcement facility. Night-time firearms qualification is required under POST requirements; however, noise abatement restrictions caused by the proximity to a nearby residential area prohibits use for nighttime training. Long gun and rifle training requires accessibility to a multi-purpose range which allows these types of weapons to be discharged. MnDOT has indicated reluctance to construct additional facilities at the Arden Hills location.

The Department of Public Safety seeks to relocate the State Patrol training activity to a more suitable facility. Among the options considered, the most complete is the existing state-owned military training facility at Camp Ripley near Little Falls. The Camp Ripley location provides all of the features of a full-service training academy which are lacking in the Arden Hills facility: on-site access to classrooms, overnight accommodations, food service, small and large caliber firearms ranges, gymnasium-physical training facilities, and space for conducting EVOC activities. The central Minnesota location allows for easy statewide access by employees and other law enforcement agency training participants.

The Department of Military Affairs has control and responsibility of the Camp Ripley property. DPS contracted with Military Affairs to conduct the 1996 residential Recruit Academy at the Camp Ripley facility. The planned size (40) was larger than the capacity (34) of the Arden Hills facility. That experience enabled DPS to evaluate Camp Ripley's facilities for use in law enforcement training. The conclusion drawn from this experience is that the facilities available at Camp Ripley provide an exceptional venue for training. All activities were able to be conducted on-site at venues considered of highest quality.

Military Affairs extended an invitation to DPS to relocate and made a commitment to provide a suitable location for the construction of a permanent State Patrol training facility at Camp Ripley. They have agreed to a cooperative effort to share existing Camp Ripley facilities and have indicated interest in a cooperative effort to construct an EVOC, which could be utilized by state and local agencies in training emergency

vehicle operators. All required facilities are available within the Camp Ripley compound, including controlled motor vehicle driving areas, which could be utilized until construction of a permanent EVOC. The Camp Ripley compound is a controlled access area. Training can be conducted in a safe environment without encroaching on neighbors or the general public, and the availability of all facilities within the compound reduce the time expended to travel from one venue to another.

The available existing buildings at Camp Ripley will not meet functional administrative needs of the training activity, and existing structures at Camp Ripley are not suitable for rehabilitation. The predesign study recommends new construction on Camp Ripley land to be provided under a long term lease from Military Affairs.

IMPACT ON STATE AGENCY OPERATING BUDGETS (FACILITIES NOTE):

The MnDOT Training Center is functionally obsolete as a law enforcement training facility and training requirements cannot be met at the present facility. The physical property is not suitable to be upgraded, and potential liability for legal action by the surrounding community is possible as a result of required activities (nighttime firearms qualification). It is not economically practical for MnDOT to invest in major construction or reconstruction of the current facility for the sole or limited use of DPS.

Overall annual operating costs will be reduced with a relocation to Camp Ripley. DPS currently leases all space at the Arden Hills facility, and at any additional off-site facilities necessary to provide the training curriculum. Upon relocation to Camp Ripley, DPS will have full-time access to office space and one classroom. Other required facilities are available on-site at Camp Ripley at significantly lower lease rates for comparable use. On average, the total cost of providing training services will be reduced by 20%. Travel and per diem costs will be reduced due to lower cost for overnight accommodations and on-site food service. Previous experience indicates a 33% savings in per diem costs can be realized. Daily lease rates for classrooms at Camp Ripley are 35% less than at the present Arden Hills facility.

Military Affairs has control of the state-owned property at Camp Ripley. Military Affairs has made a commitment to DPS to negotiate a long-term, low-cost lease for the property to be built upon. Public Safety would be required to provide compensation for employee relocation expenses upon the initial transfer of the training activity to the Camp Ripley location. The expenses would be a one-time, non-recurring cost related to the move.

OTHER CONSIDERATIONS:

Availability of training facilities to supplement the MnDOT training center is

dependent upon market demand for those facilities. Changes in site suitability can impact access to those facilities for law enforcement training purposes. For example, DPS has had access to unused, privately-owned paved parking areas to temporarily conduct EVOC activities. Availability of this property for use was not guaranteed, and subsequently was withdrawn, delaying training until similar suitable facilities could be accessed.

DPS through the State Patrol training activity provides training to local law enforcement agencies on a variety of law enforcement topics. Courses conducted by DPS include Use of Police Traffic Radar, Commercial Vehicle Weight Enforcement, Traffic Law Enforcement, Standardized Field Sobriety Testing, Drug Recognition Expert, Basic Accident Investigation, and Accident Reconstruction. While the cost of providing the instruction is absorbed by DPS, the cost of housing and per diem is the responsibility of the local government entity. Costs to the local agencies will also be reduced at the Camp Ripley location. The central location of the Camp Ripley site will allow equal access to these training programs for some of the smaller local law enforcement agencies, which may not have the funding for the more expensive metropolitan area venue. The close access to the extensive variety of facilities available at Camp Ripley will allow the DPS to expand the types of course offerings for local agencies; i.e., EVOC.

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

Brian Erickson, Capt.
Director of Budget Planning & Research
Division of State Patrol
444 Cedar Street Suite 130
St. Paul, MN 55101-5130
(612) 296-6579
(612) 296-5937 fax
brian.erickson@state.mn.us

AGENCY CAPITAL BUDGET REQUEST
Fiscal Years 1998-2003
Dollars in Thousands (\$137,500 = \$138 thousand)

TOTAL PROJECT COSTS All Years and All Funding Sources	Project Costs All Prior Years	Project Costs FY 1998-99	Project Costs FY 2000-01	Project Costs FY 2002-03	Project Costs All Years	Project Start (Month/Year)	Project Finish (Month/Year)
1. Property Acquisition							
Land, Land and Easements, Options	\$0	\$0	\$0	\$0	\$0		
Buildings and Land	0	0	0	0	0		
SUBTOTAL	0	0	0	0	0		
2. Predesign							
SUBTOTAL	0	0	0	0	0		
3. Design Fees							
Schematic	0	8	0	0	8	08/1998	09/1998
Design Development	0	10	0	0	10	09/1998	10/1998
Contract Documents	0	20	0	0	20	11/1998	12/1998
Construction Administration	0	13	0	0	13	03/1999	09/1999
SUBTOTAL	0	51	0	0	51		
4. Project Management							
State Staff Project Management	0	0	0	0	0		
Construction Management	0	0	0	0	0		
SUBTOTAL	0	0	0	0	0		
5. Construction Costs							
Site & Building Preparation	0	85	0	0	85	04/1999	09/2000
Demolition/Decommissioning	0	0	0	0	0		
Construction	0	613	300	0	913		
Infrastructure/Roads/Utilities	0	0	0	0	0		
Hazardous Material Abatement	0	24	0	0	24		
Construction Contingency	0	0	0	0	0		
SUBTOTAL	0	722	300	0	1,022		
6. Art							
SUBTOTAL	0	6	0	0	6	07/1999	09/1999
7. Occupancy							
Furniture, Fixtures and Equipment	0	225	0	0	225	07/1999	09/1999
Telecommunications (voice & data)	0	25	0	0	25	07/1999	09/1999
Security Equipment	0	20	0	0	20	07/1999	09/1999
Commissioning	0	0	0	0	0		
SUBTOTAL	0	270	0	0	270		
8. Inflation							
Midpoint of Construction		02/1999					
Inflation Multiplier		8.10%	0.00%	0.00%			
Inflation Cost	SUBTOTAL	85	0	0	85		
9. Other							
SUBTOTAL	0	194	0	0	194	07/1999	09/1999
GRAND TOTAL	\$0	\$1,328	\$300	\$0	\$1,628		

CAPITAL FUNDING SOURCES	Prior Years	FY 1998-99	FY 2000-01	FY 2002-03	TOTAL
State Funds :					
Trunk Highway Fund	0	1,328	300	0	1,628
State Funds Subtotal	0	1,328	300	0	1,628
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	1,328	300	0	1,628

IMPACT ON STATE OPERATING COSTS	Current FY 1998-99	Projected Costs (Without Inflation)			
		FY 1998-99	FY 2000-01	FY 2002-03	FY 2004-05
Compensation -- Program and Building Operation	0	0	0	0	0
Other Program Related Expenses	381,440	328,770	276,100	276,100	276,100
Building Operating Expenses	0	6,000	12,000	12,000	12,000
State-Owned Lease Expenses	56,000	28,000	0	0	0
Nonstate-Owned Lease Expenses	0	0	0	0	0
Expenditure Subtotal	437,440	362,770	288,100	288,100	288,100
Revenue Offsets	0	0	0	0	0
TOTAL	437,440	362,770	288,100	288,100	288,100
Change from Current FY 1998-99		<74,670>	<149,340>	<149,340>	<149,340>
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)	Amount	Percent of Total
General Fund	0	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 (Legislature)
No	MS 16B.335 (1b): Project Exempt From This Review (Legislature)
No	MS 16B.335 (2): Other Projects (Legislative Notification)
Yes	MS 16B.335 (3): Predesign Requirement (Administration Dept)
Yes	MS 16B.335 (4): Energy Conservation Requirements (Agency)
Yes	MS 16B.335 (5): Information Technology Review (Office of Technology)
No	MS 16A.695: Use Agreement Required (Finance Dept)
No	MS 16A.695: Program Funding Review Required (Agency)
No	Matching Funds Required (as per agency request)

Department of Administration Analysis:

Predesign has not been submitted for this request. Until that document has been received it is not possible to comment further on the request.

Department of Finance Analysis:

This proposal would create a State Patrol training facility at the Department of Military Affairs Camp Ripley facility. It appears that operating costs and training logistics would improve.

The availability of this facility for use by local units of government may reduce requests from local jurisdictions for state funding of similar facilities.

Governor's Recommendation:

The Governor recommends a trunk highway fund appropriation of \$1.328 million for this project be made to the Department of Transportation. Also included are budget planning estimates of \$300 thousand in 2000.

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	105
Agency Priority	0/25/50/75/100	100
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	20
Contained in State Six-Year Planning Estimates	0/25/50	0
TOTAL	700 Maximum	305

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AGENCY CAPITAL BUDGET REQUEST
Fiscal Years 1998-2003
Dollars in Thousands (\$137,500 = \$138 thousand)

Project Title	1998 Agency Priority Ranking	Agency Project Requests for State Funds (\$ by Session)				Statewide Strategic Score	Governor's Recommendation 1998	Governor's Planning Estimate	
		1998	2000	2002	Total			2000	2002
Bridge Replacement & Rehabilitation	GO-1	\$30,900	\$57,400	\$66,000	\$154,300	315	\$10,000	\$10,000	\$10,000
Federal Aid Demonstration Projects	GO-2	2,500	1,000	0	3,500	175	0	0	0
Port Development Assistance	GO-3	6,000	8,000	8,000	22,000	245	0	0	0
St. Cloud Headquarters - Addn/Remod-Mn/DOT	DOT-1	11,959	0	0	11,959	340	9,429	0	0
Traffic Management Center		0	0	2,000	2,000		0	0	0
Mankato HQ Addn/Remod		0	0	5,636	5,636		0	0	0
Thief River Falls Joint Use Facility		0	0	4,000	4,000		0	0	0
Golden Valley Maint Addn		0	5,000	0	5,000		0	0	0
Jordan/Shakopee Consolidation		0	1,526	0	1,526		0	0	0
Detroit Lake HQ - Addn/Remod		0	6,100	0	6,100		0	0	0
Duluth Field Maint. Addn		0	2,500	0	2,500		0	0	0
Total Project Requests		\$51,359	\$81,526	\$85,636	\$218,521		\$19,429	\$10,000	\$10,000

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AGENCY MISSION STATEMENT:

The Minnesota Department of Transportation (Mn/DOT) was established and operates according to statutory authority "...to provide a balanced transportation system, including aeronautics, highways, motor carriers, ports, public transit, railroads, and pipelines..." Further, Mn/DOT is sanctioned to function 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 OTHERS ISSUES AFFECTING THE DEMAND FOR SERVICES, FACILITIES, OR CAPITAL PROGRAMS:

Different operating units have initiated the requests for projects in this budget document. The sections of this summary are explained separately by those operating units and are identified as follows:

- Operations - Building Section addresses all Mn/DOT owned operating buildings, statewide funded by direct appropriation from the trunk highway fund.
- State Aid addresses the need for general obligation bonds to replace deficient bridges on the local roads system and to fund the local match for one federal demonstration project.
- Office of Railroads and Waterways addresses harbor improvement needs, which are funded by general obligation bonds.

OPERATIONS - BUILDING SECTION

During the 1970's, Mn/DOT converted its snow plow and heavy vehicle fleet from gasoline to diesel engines to gain efficiency and increase the productive life of equipment from an average of 8 years for gasoline-powered vehicles to 12 years for diesel-powered vehicles. Mn/DOT also acquired more tandem axle snow plows so that trucks could carry larger loads of sand and stay on the roads longer during snow and ice removal operations.

In the 1980's, Mn/DOT increased its technological capability in order 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, requiring greater storage and shop space capacity than the department possessed. These modifications have resulted in a larger size of equipment.

The increased size of equipment, coupled with the technical sophistication, has impacted the department's ability to store, maintain, and maneuver the equipment.

Prior to 1970, most of the vehicle fleet were 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 striper trucks with crash attenuators; bridge inspection snooper trucks with multiple boom arms; and other specialty equipment that require heated storage space that 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. First, existing buildings require additional space to accommodate the larger vehicles. Second, 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 current 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, requires additional office space to accommodate them. Increasing use of computers, and the need for flexibility require open office type construction and modular work spaces which can be rearranged.

Each of the above issues combined with a need for office and storage space by the Department of Natural Resources (DNR) have given reason for remodeling the St. Cloud Headquarters Building. Mn/DOT is attempting to expand the number of buildings that are jointly used by other state agencies or local units of government. Past efforts with the Hutchinson Truck Station and Hibbing Truck Station have been successful. Normally a headquarters building contains space for the State Patrol, but the request for the St. Cloud Headquarters Building will provide office space and storage facilities for the DNR as well. The DNR has had full involvement in the development of this request and rate it as one of their highest priorities for funding.

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 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.

Historically, the state has provided the matching funds for federal demonstration projects because of the state wide significance of the projects. These projects are

selected by congress. Since 1976, the legislature has provided bond funds, 11 separate times, totaling \$183 million. Mn/DOT can not anticipate which projects will be granted demonstration funds after 1997, but it will need 20% to match federal dollars.

OFFICE OF RAILROADS AND WATERWAYS

In 1992, M.S. 457A established the Port Development Assistance Program, a program similar to the Minnesota Rail Service Improvement (MRSI) 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 would 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. The Port Development Assistance Program received \$3 million in general fund bonds in 1996.

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

Mn/DOT's capital budget requests are generally funded from 2 sources: direct appropriations from the trunk highway fund for Mn/DOT operations buildings, and general obligation bonds for rail and harbor improvement projects, local match for federal demonstration projects, and the local road bridge program.

OPERATIONS - 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. Only those projects costing more than \$1 million are requested through the capital budget process. All others are now requested in the biennial operating budget except for emergency situations where it may be necessary to request a larger truck station, e.g., in the biennial operating budget.

Mn/DOT's capital needs are currently \$9.429 million based on a current inventory of the condition of existing buildings. A base level of approximately \$21.7 million has been identified for the FY98-99 biennium to fund ongoing building needs from the trunk highway fund. That amount includes buildings requested in the biennial operating budget request and the \$9.429 million for the St. Cloud Headquarters addition currently requested in this capital budget. Our capital project list is a comprehensive list of our facilities needs and reflects careful analysis of data. DNR is asking for \$2.53 million in general fund bonds to enable that agency and Mn/DOT

to create a shared facility.

Mn/DOT's centralized operating budget for F.Y. 1998 and 1999 allocated \$3.332 million/year for maintenance, repair/replacement, and minor improvements. This amounts to \$0.85/square foot of total floor space. The American Public Works Associations suggests a \$1.40/square foot for maintenance.

STATE AID

Currently, 2,918 of the 15,161 bridges on the local road system are deficient. These 19% of the bridges, are either structurally deficient or functionally obsolete. 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. The preservation and improvement of our state's rail and waterway systems is critical to the state's economy.

The physical infrastructure of Minnesota's Mississippi River and Lake Superior ports are in need of 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.

Aging, extensive use and fluctuating lake and river levels increase the deterioration of dock walls, piers and mooring cells. Without a funding program now, 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.

Currently, 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. There is a definite and immediate need in Minnesota for a program to preserve the efficiency and effectiveness of our river and lake ports.

DESCRIBE THE AGENCY'S LONG-RANGE STRATEGIC GOALS AND CAPITAL BUDGET PLAN:

OPERATIONS - BUILDING SECTION

Mn/DOT's Operations Division long range goal is to provide indoor heated storage space for snow and ice removal equipment which is safe for the employees and adequately sized. Proper employee facilities will be provided for both sexes, which will include crew rooms for training, meeting and eating, and rest rooms.

An office environment will be provided for all district/maintenance headquarters employees which are ergonomically and technically up to date.

STATE AID

One of Mn/DOT's priorities 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.

RAILROADS AND WATERWAYS

Mn/DOT's long range strategic goals reflect a commitment to an integrated intermodal transportation network. Federal ISTEA directs the state of Minnesota to be more intermodal in its approach to transportation. Ports must be more efficient and able to handle today's shipping demands. Without broader funding sources, this cannot happen. The state of Minnesota supports truck and rail as part of our intermodal transportation system. The waterways are also part of that same system.

The preservation and improvement of our state's rail and waterway systems is vital to accomplishing this goal. This capital request is consistent with the agency's goals.

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 are in need of repair at costs beyond the means of local agencies. Environmental laws are increasing the cost of doing business. 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.

Federal dollars are hard to find for commercial navigation. Historically, local ports were responsible for development, but now are having trouble keeping the infrastructure intact especially for our agricultural and mining industries' shipping needs. The program was designed to provide state help to ensure the continued effectiveness of the lake and river systems and to help maintain employment levels.

The program is designed to work in the same way as the MRSI program. Project proposals will be prioritized based on need, employment generation, and overall

economic benefit. Loans and grants will be made to assist up to 80 percent of the total project costs.

Mn/DOT has identified a list of potential harbor improvement projects with needs exceeding \$45 million. These investment opportunities are anticipated to require bond authority from F.Y. 1998 - F.Y. 2003.

AGENCY PROCESS USED TO ARRIVE AT THESE CAPITAL REQUESTS:

OPERATIONS - BUILDING SECTION

Mn/DOT's Operations Division, which operates 99% of our facilities, formalized its capital building submission and prioritization process in July, 1991. Requests from districts and Metro Division are funnelled through the Building Section for review by our 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 district staff, then included in the 6 year budget program. Larger projects over \$500 thousand are designed by hired consultants. These estimates are reviewed and changed appropriately by our Building Section staff. One large building project is requested in this capital budget. Beginning in 1997, the Legislature approved projects costing less than \$1 million which were requested 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 bridges. This task force recommended an accelerated 20-year replacement program. The \$30 million per year is the amount required to address the need and to bring the state's bridges into a 60 year replacement cycle. The status of all bridges in Minnesota, including the estimated cost to replace, is updated annually and is available for review.

The federal demonstration project for Forest Highway 11 in Lake and St. Louis County connects Aurora-Hoyt Lakes and Silver Bay. Approximately \$20.5 million in federal funds, \$3.258 million in state bonding funds and \$2.2 million in local funds have been committed to date. We request that \$2.5 million of state bonding funds be authorized by the 1998 Legislature to complete the final paving for the project. All of the remaining segments are in Lake County.

The Mankato South Route demonstration project has been submitted for additional federal demonstration funds. If it is authorized by Congress, an additional \$1 million of state bond funds will be needed next biennium. In addition to this project, many others have been requested and could require matching funds.

RAILROADS AND WATERWAYS

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.

AGENCY CAPITAL BUDGET PROJECTS DURING THE LAST SIX YEARS (1992-1997):

OPERATIONS - BUILDING SECTION

Building projects currently under construction are: Bemidji Headquarters building replacement, Cedar Avenue Truck Station in Richfield, Patrol and Mn/DOT office addition to the Virginia Headquarters building, Patrol and Mn/DOT office addition to the Rochester Headquarters building and an addition to the Hastings Truck Station.

Significant projects completed in the last 6 years include: Spring Lake Park Truck Station replacement, Duluth District Headquarters addition and remodel, and the Maryland Avenue Truck Station in St. Paul and the purchase of the Metro Headquarters building (Water's Edge) in Roseville.

STATE AID

The state has provided \$180.3 million to date for local bridges. Future needs are expected to be \$66 million each biennium until 2014.

The state has provided \$12 million to date for federal demonstration projects because of the statewide significance of the projects. The current request will satisfy the need for those projects which were identified by the ISTEA in 1991. Other projects may be selected by the US Congress after 1997 but we can not, at this time, anticipate the amount of state matching funds which may be needed.

RAILROADS AND WATERWAYS

The Port Development Assistance Program was authorized by the Minnesota Legislature in 1991 and funded with \$3 million in State Bonds in 1996. In 1997 the Port of Duluth will spend \$1.276 million on terminal facility rehabilitation using program dollars.

FUNDING SOURCES

The Department of Transportation requests include projects funded from direct appropriations from the trunk highway fund and projects funded through the sale of bonds with debt service payments from the general fund.

Trunk highway funds, as dictated by the Constitution and state law, may be used only for projects which support the trunk highway system. Capital projects historically are 1% to 1.8% of available state trunk highway fund revenues.

The requests for bond funds are all transportation and public safety related, but are outside of the trunk highway system.

AGENCY CONTACT PERSON, TITLE AND PHONE:

Gordon Kordosky, Budget Director, (612) 296-3225
 MS 225
 395 John Ireland Blvd.
 St. Paul, MN 55155

PROJECT LOCATION: Statewide

AGENCY PROJECT PRIORITY: 1 of 3 (General Obligation Bonding Projects)

1998 STATE APPROPRIATION REQUEST: \$30,900

PROJECT DESCRIPTION: Local Bridge Replacement and Rehabilitation

To replace or rehabilitate local deficient bridges that are not eligible for federal funding. Also, to provide the state and local share (20%) to match federal funding (80%).

PROJECT RATIONALE AND RELATIONSHIP TO AGENCY LONG-RANGE STRATEGIC PLAN AND CAPITAL PLAN:

One of Minnesota Department of Transportation (Mn/DOT) priorities is to maintain the mobility of the traveling public. Bridges are critical links in the transportation network and financial assistance to the local units of government is necessary as most structures are too costly for them to finance with local funds.

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 because of the changing nature of the traffic that uses the bridges. Since 1977 we have replaced or rehabilitated 5,164 bridges with \$180 million in bond funds. There are currently 2,198 deficient bridges on the local road system. The \$5.5 million remaining of the previous authorizations is needed mainly to match the federal bridge funds we receive each year. Many of the deficient structures are less than 20 feet in length, and therefore do not qualify for federal funds.

We need to replace these bridges at the rate of 252 per year based on a 60 year life cycle. We estimate \$33 million dollars of additional bonding authority per year is needed to permit state assistance to continue.

IMPACT ON AGENCY OPERATING BUDGETS (FACILITIES NOTE):

Since 1976, the following funds have been provided for this bridge program:

Federal	\$269,285
State bonds	180,345
Local (includes state aid)	<u>262,183</u>
Total	\$711,813

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

Julie Skallman, Assistant State Aid Engineer
(612) 296-9875
MS 500
395 John Ireland Blvd.
St. Paul, Minnesota 55155

AGENCY CAPITAL BUDGET REQUEST
Fiscal Years 1998-2003
Dollars in Thousands (\$137,500 = \$138 thousand)

CAPITAL FUNDING SOURCES	Prior Years	FY 1998-99	FY 2000-01	FY 2002-03	TOTAL
State Funds :					
G.O. Bonds/Transp	0	30,900	57,400	66,000	154,300
State Funds Subtotal	0	30,900	57,400	66,000	154,300
Agency Operating Budget Funds	0	0	0	0	0
Federal Funds	0	16,000	13,200	16,000	45,200
Local Government Funds	0	33,600	36,400	24,000	94,000
Private Funds	0	0	0	0	0
Other	0	0	0	0	0
TOTAL	0	80,500	107,000	106,000	293,500

IMPACT ON STATE OPERATING COSTS	Current FY 1998-99	Projected Costs (Without Inflation)			
		FY 1998-99	FY 2000-01	FY 2002-03	FY 2004-05
Compensation -- Program and Building Operation	0	0	0	0	0
Other Program Related Expenses	0	0	0	0	0
Building Operating Expenses	0	0	0	0	0
State-Owned Lease Expenses	0	0	0	0	0
Nonstate-Owned Lease Expenses	0	0	0	0	0
Expenditure Subtotal	0	0	0	0	0
Revenue Offsets	0	0	0	0	0
TOTAL	0	0	0	0	0
Change from Current FY 1998-99		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)	Amount	Percent of Total
General Fund	30,900	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 (Legislature)
Yes	MS 16B.335 (1b): Project Exempt From This Review (Legislature)
No	MS 16B.335 (2): Other Projects (Legislative Notification)
No	MS 16B.335 (3): Predesign Requirement (Administration Dept)
No	MS 16B.335 (4): Energy Conservation Requirements (Agency)
No	MS 16B.335 (5): Information Technology Review (Office of Technology)
No	MS 16A.695: Use Agreement Required (Finance Dept)
No	MS 16A.695: Program Funding Review Required (Agency)
Yes	Matching Funds Required (as per agency request)

Department of Administration Analysis:

Predesign is not required of projects of this nature.

Department of Finance Analysis:

The state has provided funds for local bridges, those not located on state owned highways, since 1976. The department uses deficiency ratings as a basis for their request. Continuation of this program seems to be in the state's best interest.

Governor's Recommendation:

The Governor recommends a general obligation bonding of \$10 million for local bridge replacement and rehabilitation. Also included are budget planning estimates of \$10 million in 2000 and 2002.

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	105
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	420

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PROJECT LOCATION: Lake County

AGENCY PROJECT PRIORITY: 2 of 3 (General Obligation Bonding Projects)

1998 STATE APPROPRIATION REQUEST: \$2,500

PROJECT DESCRIPTION: Federal Aid Demonstration Project

State and local share to match or supplement federal funding of one specific federal aid demonstration project.

PROJECT RATIONALE AND RELATIONSHIP TO AGENCY LONG-RANGE STRATEGIC PLAN AND CAPITAL PLAN:

Demonstration projects were authorized by the Intermodal Surface Transportation Efficiency Act of 1991. The federal government authorized funds to be used on 1 project which requires state bond funds to match the federal portion or to supplement the federal dollars authorized.

The demonstration project: Forest Highway 11 in Lake County. The state intends to provide \$2.5 million to match the federal contribution.

The Mankato South Route demonstration project has been submitted for additional federal demonstration funds. If it is authorized by Congress, an additional \$1 million of state bond funds will be needed next biennium. In addition to this project, many others have been requested and could require matching funds within this six year period.

IMPACT ON AGENCY OPERATING BUDGETS (FACILITIES NOTE):

None.

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

Julie Skallman, Assistant State Aid Engineer, (612) 296-9875
MS 500
395 John Ireland Blvd.
St. Paul, Minnesota 55155

AGENCY CAPITAL BUDGET REQUEST
Fiscal Years 1998-2003
Dollars in Thousands (\$137,500 = \$138 thousand)

TOTAL PROJECT COSTS All Years and All Funding Sources	Project Costs All Prior Years	Project Costs FY 1998-99	Project Costs FY 2000-01	Project Costs FY 2002-03	Project Costs All Years	Project Start (Month/Year)	Project Finish (Month/Year)
1. Property Acquisition							
Land, Land and Easements, Options	\$0	\$0	\$0	\$0	\$0		
Buildings and Land	0	0	0	0	0		
SUBTOTAL	0	0	0	0	0		
2. Predesign							
SUBTOTAL	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		
SUBTOTAL	0	0	0	0	0		
4. Project Management							
State Staff Project Management	0	0	0	0	0		
Construction Management	0	0	0	0	0		
SUBTOTAL	0	0	0	0	0		
5. Construction Costs							
Site & Building Preparation	0	0	0	0	0		
Demolition/Decommissioning	0	0	0	0	0		
Construction	52,024	7,200	5,000	0	64,224		
Infrastructure/Roads/Utilities	0	0	0	0	0		
Hazardous Material Abatement	0	0	0	0	0		
Construction Contingency	0	0	0	0	0		
SUBTOTAL	52,024	7,200	5,000	0	64,224		
6. Art							
SUBTOTAL	0	0	0	0	0		
7. 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		
Commissioning	0	0	0	0	0		
SUBTOTAL	0	0	0	0	0		
8. Inflation							
Midpoint of Construction							
Inflation Multiplier		0.00%	0.00%	0.00%			
Inflation Cost		0	0	0	0		
SUBTOTAL		0	0	0	0		
9. Other							
SUBTOTAL	0	0	0	0	0		
GRAND TOTAL	\$52,024	\$7,200	\$5,000	\$0	\$64,224		

CAPITAL FUNDING SOURCES	Prior Years	FY 1998-99	FY 2000-01	FY 2002-03	TOTAL
State Funds :					
G.O. Bonds/Transp	12,024	2,500	1,000	0	15,524
State Funds Subtotal	12,024	2,500	1,000	0	15,524
Agency Operating Budget Funds	0	0	0	0	0
Federal Funds	40,000	4,700	4,000	0	48,700
Local Government Funds	0	0	0	0	0
Private Funds	0	0	0	0	0
Other	0	0	0	0	0
TOTAL	52,024	7,200	5,000	0	64,224

IMPACT ON STATE OPERATING COSTS	Current FY 1998-99	Projected Costs (Without Inflation)			
		FY 1998-99	FY 2000-01	FY 2002-03	FY 2004-05
Compensation -- Program and Building Operation	0	0	0	0	0
Other Program Related Expenses	0	0	0	0	0
Building Operating Expenses	0	0	0	0	0
State-Owned Lease Expenses	0	0	0	0	0
Nonstate-Owned Lease Expenses	0	0	0	0	0
Expenditure Subtotal	0	0	0	0	0
Revenue Offsets	0	0	0	0	0
TOTAL	0	0	0	0	0
Change from Current FY 1998-99		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 MN 1994, Chapter 643, Sec. 15	3,924
Laws of MN 1992, Chapter 558, Sec. 25	2,500
Laws of MN 1990, Chapter 610, Sec. 13	5,600

SOURCE OF FUNDS FOR DEBT SERVICE PAYMENTS (For bond-financed projects)	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 (Legislature)
Yes	MS 16B.335 (1b): Project Exempt From This Review (Legislature)
No	MS 16B.335 (2): Other Projects (Legislative Notification)
No	MS 16B.335 (3): Predesign Requirement (Administration Dept)
No	MS 16B.335 (4): Energy Conservation Requirements (Agency)
No	MS 16B.335 (5): Information Technology Review (Office of Technology)
No	MS 16A.695: Use Agreement Required (Finance Dept)
No	MS 16A.695: Program Funding Review Required (Agency)
Yes	Matching Funds Required (as per agency request)

Department of Administration Analysis:

Predesign is not required of projects of this nature.

Department of Finance Analysis:

Federal aid demonstration projects which are not on the trunk highway system have historically been matched with state money funded by general obligation bonds. Federal demonstration projects are chosen by congress and provide highway funds over and above the normal distribution of federal highway funds. However, the projects chosen by congress may not necessarily be in line with the Minnesota Department of Transportation's priorities.

The Department of Finance recommends that a minimum of 50% of the nonfederal share of Federal Aid Demonstration Projects be provided by the local unit of government receiving the primary benefit.

Governor's Recommendation:

The Governor does not recommend capital funds 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	35
Agency Priority	0/25/50/75/100	50
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	50
TOTAL	700 Maximum	175

PROJECT LOCATION: Statewide

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

1998 STATE APPROPRIATION REQUEST: \$6,000

PROJECT DESCRIPTION: Port Development Assistance

The Port Development Assistance Program, M.S. Sec. 457A, was enacted in response to the need of Minnesota's ports on the Great Lakes and Inland Rivers Navigation systems. The capital improvement needs of the state's public ports cannot be met with federal or local financial resources. The program involves a state (80%) and local (20%) partnership to improve public port infrastructure that will improve shipping on Minnesota's commercial waterway systems.

PROJECT RATIONALE AND RELATIONSHIP TO AGENCY LONG-RANGE STRATEGIC PLAN AND CAPITAL PLAN:

Minnesota's Department of Transportation (Mn/DOT) 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. 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."

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 our agricultural and mining industries' shipping needs. Port and harbor dredging is becoming more costly and difficult because of the 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 in the state.

IMPACT ON AGENCY OPERATING BUDGETS (FACILITIES NOTE):

This is the second round of project funding for the Port Development Assistance Program. The Seaway Port Authority of Duluth has received specific grants from the state in past years. They are currently participating in this program with improvements to their dock and terminal buildings.

OTHER CONSIDERATIONS:

Financing of port improvement projects will provide for new and replacement construction, and replacement and improvement of terminal equipment, structures and access. These improvements will help maintain existing operational levels, provide for expansion, improve safety, and create employment.

Neighboring states have made substantial financial commitments to public port improvements in recent years. This program provides the means for Minnesota to remain competitive despite certain geographic distance disadvantages.

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

Richard F. Lambert, Ports & Waterways Director (612) 296-1609
MS 470
395 John Ireland Blvd.
St. Paul, Minnesota 55155

AGENCY CAPITAL BUDGET REQUEST
Fiscal Years 1998-2003
Dollars in Thousands (\$137,500 = \$138 thousand)

TOTAL PROJECT COSTS All Years and All Funding Sources	Project Costs All Prior Years	Project Costs FY 1998-99	Project Costs FY 2000-01	Project Costs FY 2002-03	Project Costs All Years	Project Start (Month/Year)	Project Finish (Month/Year)
1. Property Acquisition							
Land, Land and Easements, Options	\$0	\$0	\$0	\$0	\$0		
Buildings and Land	0	0	0	0	0		
SUBTOTAL	0	0	0	0	0		
2. Predesign							
SUBTOTAL	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		
SUBTOTAL	0	0	0	0	0		
4. Project Management							
State Staff Project Management	0	0	0	0	0		
Construction Management	0	0	0	0	0		
SUBTOTAL	0	0	0	0	0		
5. Construction Costs							
Site & Building Preparation	0	0	0	0	0		
Demolition/Decommissioning	0	0	0	0	0		
Construction	3,750	7,500	10,000	10,000	31,250		
Infrastructure/Roads/Utilities	0	0	0	0	0		
Hazardous Material Abatement	0	0	0	0	0		
Construction Contingency	0	0	0	0	0		
SUBTOTAL	3,750	7,500	10,000	10,000	31,250		
6. Art							
SUBTOTAL	0	0	0	0	0		
7. 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		
Commissioning	0	0	0	0	0		
SUBTOTAL	0	0	0	0	0		
8. Inflation							
Midpoint of Construction							
Inflation Multiplier		0.00%	0.00%	0.00%			
Inflation Cost		0	0	0	0		
SUBTOTAL	0	0	0	0	0		
9. Other							
SUBTOTAL	0	0	0	0	0		
GRAND TOTAL	\$3,750	\$7,500	\$10,000	\$10,000	\$31,250		

AGENCY CAPITAL BUDGET REQUEST
Fiscal Years 1998-2003
Dollars in Thousands (\$137,500 = \$138 thousand)

CAPITAL FUNDING SOURCES	Prior Years	FY 1998-99	FY 2000-01	FY 2002-03	TOTAL
State Funds :					
G.O. Bonds/Transp	3,000	6,000	8,000	8,000	25,000
State Funds Subtotal	3,000	6,000	8,000	8,000	25,000
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	750	1,500	2,000	2,000	6,250
TOTAL	3,750	7,500	10,000	10,000	31,250

IMPACT ON STATE OPERATING COSTS	Current FY 1998-99	Projected Costs (Without Inflation)			
		FY 1998-99	FY 2000-01	FY 2002-03	FY 2004-05
Compensation -- Program and Building Operation	0	0	0	0	0
Other Program Related Expenses	0	0	0	0	0
Building Operating Expenses	0	0	0	0	0
State-Owned Lease Expenses	0	0	0	0	0
Nonstate-Owned Lease Expenses	0	0	0	0	0
Expenditure Subtotal	0	0	0	0	0
Revenue Offsets	0	0	0	0	0
TOTAL	0	0	0	0	0
Change from Current FY 1998-99		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 MN 1996, Chapter 463, Sec. 19, Subd. 2	3,000

SOURCE OF FUNDS FOR DEBT SERVICE PAYMENTS (For bond-financed projects)	Amount	Percent of Total
General Fund	6,000	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 (Legislature)
Yes	MS 16B.335 (1b): Project Exempt From This Review (Legislature)
No	MS 16B.335 (2): Other Projects (Legislative Notification)
No	MS 16B.335 (3): Predesign Requirement (Administration Dept)
No	MS 16B.335 (4): Energy Conservation Requirements (Agency)
No	MS 16B.335 (5): Information Technology Review (Office of Technology)
Yes	MS 16A.695: Use Agreement Required (Finance Dept)
No	MS 16A.695: Program Funding Review Required (Agency)
Yes	Matching Funds Required (as per agency request)

Department of Administration Analysis:

Predesign is not required of projects of this nature.

Department of Finance Analysis:

The Minnesota Department of Transportation is committed to promote the development of commercial navigation on Minnesota's waterways. The legislature has provided \$3 million for port development. The program is relatively new and the demand for grants from port authorities is not well documented yet. Less than one half of the \$3 million has been committed to date. The program involves an 80% state and 20% local partnership. The Department of Finance recommends that the Port Development Assistance Program, as well as other statewide grant programs, be modified to require a minimum of 50% local funding to match the state 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	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	25
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	245

Governor's Recommendation:

The Governor does not recommend capital funds for this project.

PROJECT LOCATION: St. Cloud

AGENCY PROJECT PRIORITY: 1 of 1 (MnDOT Projects)

1998 STATE APPROPRIATION REQUEST: \$11,959

PROJECT DESCRIPTION: Remodel St. Cloud Headquarters Building

This request is for funding to construct the addition and remodeling to the St. Cloud Headquarters Building which will be jointly occupied by Mn/DOT, State Patrol and DNR. The project will be jointly funded by Mn/DOT with the use of trunk highway funds and the DNR with general fund bonds.

The project is being planned and funding is being requested for a joint use facility by Mn/DOT, State Patrol and Mn/DNR. The funding will be divided between the trunk highway fund in the amount of \$9.429 million for Mn/DOT and the State Patrol and general fund bonding in the amount of \$2.530 million for DNR.

The project will consist of remodeling 30,000 sf of the existing 68,170 sf building and adding 132,500 sf of new space to the building. The existing first floor office space will be remodeled for Mn/DOT Maintenance and a portion of the existing vehicle storage area will be remodeled for Mn/DOT Maintenance crew space, sign shop and a construction lab. A four story 46,800 sf addition will be added to the office portion of the building, the basement will house large conference rooms, the first floor addition will house the state patrol, the second floor will house Mn/DOT program delivery and construction personnel and the third floor will house the DNR. A 50,000 sf addition will be added for heated storage of Mn/DOT's maintenance fleet.

The general time table for the project is to complete construction documents by May of 1998, bid the project in June of 1998 and begin construction by August 1998. The construction of the office addition should be completed by May of 1999 and then the remodeling of existing office to begin with it being complete by December 1999. The vehicle storage addition should be completed by May 1999.

PROJECT RATIONALE AND RELATIONSHIP TO AGENCY LONG-RANGE STRATEGIC PLAN AND CAPITAL PLAN:

The areas of the state served by the St. Cloud Headquarters is showing the greatest increase in population growth per Minnesota state census data. This brings increased highway use and the need for adding customer services. To keep up with these needs additional program delivery, construction and maintenance people will be added to the St. Cloud Office to meet the departments long range strategic goals.

The project will provide the much needed space in the St. Cloud area to meet the present and future needs for Mn/DOT and the State Patrol. The existing building

was built to house only Mn/DOT Maintenance and Construction operations and the State Patrol. With development in the St. Cloud area the following work units have been or will be added in St. Cloud: Preliminary Design, Right of Way, Traffic Engineering and Transportation Planning.

Customer service for both Mn/DOT and State Patrol will be improved because increased building area will provide adequate space for people to perform their jobs. State of the art radio communication equipment will be added for patrol dispatching.

The program delivery for Mn/DOT will be improved with personnel being located near their customers and the projects. The increased storage space for snow and ice removal equipment will provide for proper storage of our increasingly technical and complex vehicle fleet.

The existing building is in very good condition, existing systems have been upgraded using the agency's facilities maintenance program. This addition and remodeling is needed to correct space and program deficiencies, not to do deferred maintenance.

If the project is not funded in 1998 the district will be required to lease space off site to provide services.

No alternate site was considered for the project since there was adequate space at the site to meet the present and any future needs. The site contains additional storage buildings, a radio tower, vehicle fueling, outside storage yards that would need to be relocated if another site was considered.

Funds for construction of this project have not been requested in the past, but have been advancing progressively in our 10 year capital building plan.

IMPACT ON AGENCY OPERATING BUDGETS (FACILITIES NOTE):

The present lease for rental space for Mn/DOT Electrical Services Section will be terminated.

The utility cost of the building would increase due to the increased space added. Additional building maintenance and janitorial personnel would be added to maintain the additional space.

OTHER CONSIDERATIONS:

By deferring the project, Mn/DOT and the State Patrol would have to continue to operate in crowded inadequate conditions. ESS would continue to lease private non state owned space.

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

Ronald Lagerquist, Architect Building Section
MS 715 Transportation Building
395 John Ireland Blvd.
St. Paul, MN 55155
phone: (612) 297-4742
fax: (612) 282-9904
e-mail: ron.lagerquist@dot.state.mn.us

Mark Wallace, Facility Manager
Field Services - DNR
6th Floor, DNR Building
500 Lafayette Road
St. Paul, MN 55155
phone: (612) 282-2505
fax: (612) 297-1542
e-mail: mark.wallace@dnr.state.mn.us

AGENCY CAPITAL BUDGET REQUEST
Fiscal Years 1998-2003
Dollars in Thousands (\$137,500 = \$138 thousand)

TOTAL PROJECT COSTS All Years and All Funding Sources	Project Costs All Prior Years	Project Costs FY 1998-99	Project Costs FY 2000-01	Project Costs FY 2002-03	Project Costs All Years	Project Start (Month/Year)	Project Finish (Month/Year)
1. Property Acquisition							
Land, Land and Easements, Options	\$0	\$0	\$0	\$0	\$0		
Buildings and Land	0	0	0	0	0		
SUBTOTAL	0	0	0	0	0		
2. Predesign							
SUBTOTAL	0	0	0	0	0		
3. Design Fees							
Schematic	129	0	0	0	129		
Design Development	84	0	0	0	84		
Contract Documents	33	375	0	0	408	11/1997	06/1998
Construction Administration	0	140	0	0	140	07/1998	12/1999
SUBTOTAL	246	515	0	0	761		
4. Project Management							
State Staff Project Management	0	0	0	0	0		
Construction Management	0	0	0	0	0		
SUBTOTAL	0	0	0	0	0		
5. Construction Costs							
Site & Building Preparation	0	193	0	0	193	07/1998	01/2000
Demolition/Decommissioning	0	0	0	0	0		
Construction	0	9,595	0	0	9,595		
Infrastructure/Roads/Utilities	0	0	0	0	0		
Hazardous Material Abatement	0	0	0	0	0		
Construction Contingency	0	718	0	0	718		
SUBTOTAL	0	10,506	0	0	10,506		
6. Art							
SUBTOTAL	0	50	0	0	50	11/1999	01/2000
7. Occupancy							
Furniture, Fixtures and Equipment	0	541	0	0	541	09/1999	01/2000
Telecommunications (voice & data)	0	287	0	0	287	01/1999	01/2000
Security Equipment	0	30	0	0	30	12/1998	01/2000
Commissioning	0	30	0	0	30	03/1999	01/2000
SUBTOTAL	0	888	0	0	888		
8. Inflation							
Midpoint of Construction							
Inflation Multiplier		0.00%	0.00%	0.00%			
Inflation Cost	SUBTOTAL	0	0	0	0		
9. Other							
SUBTOTAL	0	0	0	0	0		
GRAND TOTAL	\$246	\$11,959	\$0	\$0	\$12,205		

AGENCY CAPITAL BUDGET REQUEST
Fiscal Years 1998-2003
Dollars in Thousands (\$137,500 = \$138 thousand)

CAPITAL FUNDING SOURCES	Prior Years	FY 1998-99	FY 2000-01	FY 2002-03	TOTAL
State Funds :					
G.O Bonds/State Bldgs	0	2,530	0	0	2,530
Trunk Highway Fund	246	9,429	0	0	9,675
State Funds Subtotal	246	11,959	0	0	12,205
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	246	11,959	0	0	12,205

IMPACT ON STATE OPERATING COSTS	Current FY 1998-99	Projected Costs (Without Inflation)			
		FY 1998-99	FY 2000-01	FY 2002-03	FY 2004-05
Compensation -- Program and Building Operation	597	597	801	801	801
Other Program Related Expenses	0	0	0	0	0
Building Operating Expenses	631	631	896	896	896
State-Owned Lease Expenses	0	0	0	0	0
Nonstate-Owned Lease Expenses	0	0	0	0	0
Expenditure Subtotal	1,228	1,228	1,697	1,697	1,697
Revenue Offsets	0	0	0	0	0
TOTAL	1,228	1,228	1,697	1,697	1,697
Change from Current FY 1998-99		0	469	469	469
Change in F.T.E. Personnel		0.0	2.0	2.0	2.0

PREVIOUS STATE CAPITAL APPROPRIATIONS FOR THIS PROJECT (Legal Citations)	Amount
Laws of Minnesota (year), Chapter, Section, Subdivision	
Laws of MN 1996, Chapter 463, Sec. 19, Subd. 5 (8)	156
Laws of MN 1989, Chapter 269, Sec. 2	90

SOURCE OF FUNDS FOR DEBT SERVICE PAYMENTS (For bond-financed projects)	Amount	Percent of Total
General Fund	2,530	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 (Legislature)
No	MS 16B.335 (1b): Project Exempt From This Review (Legislature)
No	MS 16B.335 (2): Other Projects (Legislative Notification)
No	MS 16B.335 (3): Predesign Requirement (Administration Dept)
Yes	MS 16B.335 (4): Energy Conservation Requirements (Agency)
Yes	MS 16B.335 (5): Information Technology Review (Office of Technology)
No	MS 16A.695: Use Agreement Required (Finance Dept)
No	MS 16A.695: Program Funding Review Required (Agency)
No	Matching Funds Required (as per agency request)

Department of Finance Analysis:

The Department of Transportation share will be funded from a direct appropriation of \$9.429 from the Trunk Highway Fund. This project has received pre-design and design funding. It is in line with MNDOT's long range plan for building maintenance and construction. The Department of Natural Resources is also requesting General Obligation Bond funds in the amount of \$2.530 million and intends to share this facility.

Governor's Recommendation:

The Governor recommends the appropriation of \$9.429 million for the Department of Transportation portion of this request. 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	80
Safety/Code Concerns	0/35/70/105	35
Customer Service/Statewide Significance	0/35/70/105	35
Agency Priority	0/25/50/75/100	100
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	40
Contained in State Six-Year Planning Estimates	0/25/50	50
TOTAL	700 Maximum	340