

# Transportation

# Projects Summary

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2022	2024	2026
High Priority Bridges	1	THB	\$ 800,000	\$ 0	\$ 0
ARMER Radio Tower and Equipment Building Replacements	2	GO	\$ 12,500	\$ 0	\$ 0
Local Bridge Replacement Program	3	GO	\$ 200,000	\$ 100,000	\$ 100,000
Local Road Improvement Fund Grants	4	GO	\$ 150,000	\$ 100,000	\$ 100,000
Aeronautics Infrastructure	5	GO	\$ 30,000	\$ 30,000	\$ 30,000
Highway Railroad Grade Crossing-Warning Devices Replacement	6	GO	\$ 18,000	\$ 18,000	\$ 18,000
Port Development Assistance Program	7	GO	\$ 10,000	\$ 10,000	\$ 10,000
Safe Routes to School	8	GO	\$ 2,000	\$ 2,000	\$ 2,000
Active Transportation	9	GO	\$ 7,000	\$ 7,000	\$ 7,000
		GF	\$ 1,000	\$ 1,000	\$ 1,000
Statewide Freight Safety Investments	10	THB	\$ 14,000	\$ 0	\$ 0
Minnesota Rail Service Improvement Program	11	GO	\$ 10,000	\$ 10,000	\$ 10,000
Greater Minnesota Transit Capital Program	12	GO	\$ 5,000	\$ 5,000	\$ 5,000
Facilities Capital Improvement Program	13	THB	\$ 71,200	\$ 40,000	\$ 40,000
Rail Corridor Capacity Improvements	14	GO	\$ 96,000	\$ 0	\$ 0
Utility Aircraft Replacement	15	GO	\$ 7,000	\$ 0	\$ 0
<b>Total Project Requests</b>			<b>\$ 1,433,700</b>	<b>\$ 323,000</b>	<b>\$ 323,000</b>
<b>General Obligation Bonds (GO) Total</b>			<b>\$ 547,500</b>	<b>\$ 282,000</b>	<b>\$ 282,000</b>
<b>General Fund Cash (GF) Total</b>			<b>\$ 1,000</b>	<b>\$ 1,000</b>	<b>\$ 1,000</b>
<b>Trunk Highway Bonds (THB) Total</b>			<b>\$ 885,200</b>	<b>\$ 40,000</b>	<b>\$ 40,000</b>

High Priority Bridges

**AT A GLANCE**

<b>2022 Request Amount:</b>	\$800,000
<b>Priority Ranking:</b>	1
<b>Project Summary:</b>	\$800 million in state funds for major transportation investments to fund high priority state managed bridge projects.

**Project Description**

This capital request will be used to fund high priority bridge needs across the state, which would require multiple years of MnDOT’s annual state road construction (SRC) bridge budget at current program levels. MnDOT will identify bridge projects that will be given priority and this request will provide for the capital costs of construction, as well as project development and engineering activities, allowing the department to utilize this funding most efficiently.

These bridges alone could use most, if not all, of MnDOT’s annual bridge funds to complete. Focusing annual bridge funds on these specific bridges leaves MnDOT unable to address numerous other bridges deteriorating into poor condition across the state. One example of a high priority bridge is the Blatnik Bridge in Duluth, which is in deteriorating condition, jeopardizing the ability to provide critical freight and commercial access to the state highway system. For illustrative purposes, other priority projects within the next five to ten years include:

- US 14 / Riverfront Drive in Mankato
- I-90 / I-35 Interchange in Albert Lea
- TH 6 over Big Fork River near Big Fork
- TH 55 over North Fork of the Crow River in Paynesville
- US 10 over Buffalo River near Glyndon
- TH 60 over Des Moines River in Windom
- Robert Street Bridge in St Paul
- US 2 over 4th St NW in East Grand Forks
- TH 74 over Whitewater River in Elba
- TH 15 over North Fork Crow River in Kingston
- I-394 over Dunwoody Blvd in Minneapolis
- US 59 over Pelican River in Erhards Grove
- US 212 over Buffalo Creek in Helen
- US 212 over Minnesota River in Granite Falls

Funding a portion of these projects through the use of bonds would free up MnDOT's annual bridge funds to address dozens of other smaller bridges across the state. Any remaining bond funding would be allocated to other priority bridge projects.

MnDOT recommends a strategic approach to bonding where bond funding aligns with the critical needs identified through the long-range project planning in the 10-Year Capital Highway Investment Plan (CHIP) and other planning processes. The CHIP has identified these high priority bridge needs in the planning horizon. Aligning bonding with these projects would reduce the negative impacts to performance outcomes.

The CHIP indicates such critical needs will begin impacting MnDOT's program in FY 2026. This bonding request would utilize the majority of available capacity against the agency's 20 percent debt service policy. This request would authorize \$160 million per year over five fiscal years, beginning in FY2026.

### **Project Rationale**

Capital funding enables the agency to invest in the state highway system to achieve both performance targets and key system goals. The goal is an integrated transportation system that optimizes the movement of people and goods across the state. With this capital funding MnDOT will:

- Improve asset management through preserving and modernizing existing bridges
- Complete strategic expansion on key bridges throughout the state
- Lower the number of bridges in poor condition over the next ten years to help MnDOT meet bridge condition targets
- Minimize the impact to other bridges due to redirecting regular capital program funds to the high priority bridge needs
- Remove uncertainty caused by high priority bridge needs in project schedules and funding through 2029
- Provide time to work with Wisconsin to fully fund the multistate Blatnik Bridge project and allows time to work with Minneapolis on projects that impact both MnDOT and city systems

These bridges are excellent bond candidates because the resulting fix lasts at least 20 years. They are highly visible projects impacting critical connections that have a direct impact on the state's commerce. Committing existing bond capacity now would align the bond funds with peaking bridge needs beginning in FY 2026.

Without this funding, there will be an increasing deterioration of bridges throughout the state. The percent of bridge deck pavement in poor condition is estimated to increase significantly in the next 10 years. Minnesota cannot preserve and improve the quality and performance of the state's transportation systems in future years without making this investment.

## **Project Timeline**

Not currently determined.

## **Other Considerations**

The state of Minnesota is authorized to issue General Obligation bonds for trunk highway purposes under Article XIV, section 11, of the Constitution. Bonds are purchased to advance construction projects beyond what the State Road Construction and Federal funding programs can support in a given period. The Trunk Highway Fund, rather than the State's General Fund, pays all of the debt service for Trunk Highway Bonds.

Bond debt, particularly when interest rates are low, is an important strategy for funding transportation projects. This requires balancing the needs of the transportation system by maximizing the funding resources available within a financially sound debt management policy. MnDOT policy states that debt service cannot exceed 20 percent of annual projected state revenues to the Trunk Highway Fund.

## **Impact on Agency Operating Budgets**

The administration of this program is funded with existing budgets within MnDOT.

## **Description of Previous Appropriations**

2016: \$0

2017: \$940 million Trunk Highway Bonds (\$300 million for Corridors of Commerce Program)

2018: \$400 million Trunk Highway Bonds (Corridors of Commerce Program)

2019: \$0

2020: \$242 million Trunk Highway Bonds (state highway construction, rail grade separations, project development, and flood mitigation projects)

2021: \$413 million Trunk Highway Bonds (state highway construction and Corridors of Commerce Program)

## **Project Contact Person**

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**ARMER Radio Tower and Equipment Building Replacements**

**AT A GLANCE**

<b>2022 Request Amount:</b>	\$12,500
<b>Priority Ranking:</b>	2
<b>Project Summary:</b>	\$12.5 million in state funds for the replacement of Allied Radio Matrix for Emergency Response (ARMER) system backbone radio communication towers and equipment buildings.

**Project Description**

This capital request will provide funding to replace eleven aging ARMER radio towers, nine equipment buildings owned by the state and replace two radio communication towers owned by Cook County that are used for the ARMER system backbone. These towers were originally constructed in the late 1950s and 1960s and do not meet current structural radio communication tower standards. The five buildings requiring replacement are undersized for their current use and need updates to the electrical and HVAC systems.

**Project Rationale**

The ARMER system is a critical system for all public safety communications in Minnesota. This is Minnesota’s shared public safety radio communication system that provides around the clock interoperable radio communication service to multiple federal, tribal, state, and local agencies. ARMER serves the day-to-day and emergency two-way radio communication needs of MnDOT, the Department of Public Safety (DPS) and other state agencies, as well as the majority of local and regional law enforcement agencies. This includes fire, emergency medical, and public works services.

This system needs to be operational and available during all public safety day to day operations, emergency, or disaster events. The facilities that support the ARMER system are just as critically important. Having radio communication towers that meet the TIA-222 structural standards for radio communication towers ensures survivability during high winds and storms.

The original ARMER system construction made use of existing state and county-owned radio communication towers and buildings that were built in the 1950s and 1960s. These facilities met the initial ARMER implementation needs without replacement. As the construction of the ARMER project was nearing completion, the original project plans included replacing these older facilities with the remaining ARMER project funds. Several towers and buildings were replaced with the ARMER project funds. There were insufficient funds available to replace all the radio communication towers and buildings that had structural deficiencies.

**Project Timeline**

Nine of the radio tower replacements are planned to be a one for one replacement and will not require new environmental consultation. These towers along with the buildings would be ready for construction bidding once funding is available. These sites can be ready for the 2023 construction season.

Two of the radio communication tower replacements increase the height of the tower and will require environmental consultation. These sites would be ready for construction in the 2024 construction season.

**Other Considerations**

None

**Impact on Agency Operating Budgets**

Administration of this program through MnDOT Statewide Radio Communications will be completed using the existing organization and budget.

**Description of Previous Appropriations**

In the past, MnDOT has received funding for radio communication towers and equipment buildings, including GO and Revenue Bonds. Most recently in 2007 MnDOT received \$186 million in Revenue and fund from the 911 Account.

**Project Contact Person**

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**Local Bridge Replacement Program**

**AT A GLANCE**

<b>2022 Request Amount:</b>	\$200,000
<b>Priority Ranking:</b>	3
<b>Project Summary:</b>	\$200 million in state funds for the rehabilitation or replacement of local bridges across the state.

**Project Description**

This capital request will provide funding to replace or rehabilitate deficient bridges owned by local governments throughout the state. The 2020 MnDOT Bridge Annual Report identifies 15,152 bridges on the local system. Of these bridges, 9,565 are deficient, 786 in poor condition, and 1,438 have a load posting requirement restricting the weight/size of a vehicle that can cross it. The average construction cost to replace a bridge in 2020 was is \$708,143. Counties and Cities pass city council or county board resolutions and have prioritized 772 deficient bridges in need of replacement over the next five years with an estimated total replacement cost of \$453 million. In 2020, local agencies replaced or rehabilitated 136 bridges statewide, totaling approximately \$67.3 million in construction costs. These bridges were funded from the following sources: federal aid (\$7.3 million), state aid (\$18.4 million), state transportation bonds (\$17.9 million), township (\$14.6 million), and local (\$9.1 million) funds.

**Project Rationale**

Preserving the structural integrity of Minnesota’s bridges is a priority for MnDOT, counties, cities, and townships. Bridges are a critical link in the state’s transportation system and benefit the state’s economy by providing connections for people and markets throughout the state, regionally, and around the world. State financial assistance to local units of government is necessary because of the significant number of bridges and the associated cost of replacement of this important highway asset. Rehabilitation and replacement of bridges are too much for local agency transportation budgets to bear with local funds alone.

Local bridge replacement program funds are used in two important ways: 1) to leverage or supplement other types of bridge replacement funding, including federal-aid, state-aid, and town bridge funds, and 2) for engineering and construction of local bridges in cities with a population less than 5,000 and county and city bridges with limited other transportation funding sources. The majority of these bridges require local governments to assume costs for design and construction engineering, right of way, bridge removal, and items not directly attributable to the bridge, such as roadway approach grading on either side of the bridge and roadway surfacing costs.

A small percentage of local bridges are eligible for federal aid through the Area Transportation Partnership (ATP) process if they are on the federal aid system or selected by qualifications if they are

off the federal aid system. These federal projects require a match of local funds that may range from 20 percent or more of the total project cost. The bridge bond funds are considered a priority for the local match on federal bridge projects in the State Transportation Improvement Plan (STIP). The current STIP has 12 local federal bridge projects of regional significance identified for federal funding in the FY2022-23 biennium, with \$8.55 million in federal funds requiring an estimated local match of \$4.42 million in funding.

An important major bridge on the priority bridge replacement list is the Historic Duluth Lift Bridge, Bridge L6116. The estimated rehabilitation cost for the iconic Historic Duluth Lift Bridge is approximately \$13 million. To fund major local bridges over \$7 million, a specific appropriation needs to be made to MS 174.50 Subd 6d.

Of the 772 bridges prioritized by the counties and cities, 62 of these are large bridges with an estimated replacement cost between \$1 and \$5 million. Funding these larger bridge replacements can be challenging for the local agencies because of the size and cost of the projects and the local agency's limited transportation resources.

### **Project Timeline**

The bridge program has projects designed, approved, and waiting for funding. Typically the timeline for awarding bridge projects is winter/spring to have a full construction season to build the bridges. Counties and cities anticipate funding in the bridge program and have projects in various stages of design ready to go. The program has a history of being able to spend the funds within the biennium the funding is approved. Currently, plans are approved or in various stages of design anticipating the funding.

### **Other Considerations**

MnDOT manages several capital programs that widely impact traveler safety, critical connections, and asset management across the state. The Local Bridge Replacement Program keeps up with the replacement of deficient bridges on local road systems that cannot be funded locally and that do not have sufficient funding through the state capital program. Critical freight, commerce, agriculture, or regular vehicular connections often include bridges as part of that transportation connection. Replacement of deficient bridges strengthens the connections alleviating detours and creating continuity.

### **Impact on Agency Operating Budgets**

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

### **Description of Previous Appropriations**

2016: \$0

2017: \$16.537 million GO Bond

\$31.875 million GO Bond - City of Minneapolis/Historic 10th Ave Bridge



\$0.8 million GO Bond - City of Isle/Malone Island Bridge

2018: \$5 million GO Bond

2019: \$0

2020: \$30 million GO Bond

\$52 million GO Bond - City of St. Paul/Kellogg Ave. Bridge

2021: \$14 million General Funds

**Project Contact Person**

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Local Road Improvement Fund Grants

**AT A GLANCE**

<b>2022 Request Amount:</b>	\$150,000
<b>Priority Ranking:</b>	4
<b>Project Summary:</b>	\$150 million in state funds for rural road safety projects, routes of regional significance projects, and the local share of trunk highway improvements.

**Project Description**

This capital request will provide funding assistance to local agencies for construction, reconstruction, or reconditioning projects. This includes:

- Assistance for counties with rural road safety projects to reduce traffic crashes resulting in deaths, injuries, and property damage.
- Assistance for cities, counties, or townships with local road projects with statewide or regional significance and reduce traffic crashes, deaths, injuries, and property damage. Projects may support economic development, provide capacity or congestion relief, provide connections to interregional corridors, other major highways, and eliminate hazards.
- Assistance for local agencies to pay for their share of local road improvements impacted by trunk highway projects.

**Project Rationale**

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

State assistance is needed to supplement local efforts and the Highway User Tax Distribution (HUTD) Fund in financing capital improvements to preserve and develop a balanced transportation system throughout the state. In 2002, the legislature created the Local Road Improvement Program (Minn. Stat. 174.52) to help local communities finance transportation improvements on township, city, and county roads that meet the eligibility criteria of being regionally significant.

The most recent solicitation was completed in May of 2021 for \$75 million of funding appropriated by the legislature in the Minnesota Laws of 2020, 5th Special Session, Chapter 3. This resulted in the submittal of 425 applications for the program funding. The requested need for those applications was over \$344 million with a total project cost of \$835 million. Bond funds from the current request will

be used in combination with local sources to fully fund the projects. The \$75 million awarded in 2021 will fund 75 local road projects throughout the state. This current request for \$150 million will be used to fund additional local road projects. These projects could be selected from the 350 remaining unfunded applications submitted in the 2021 solicitation, through a future solicitation for new applications, or a combination of both.

### **Project Timeline**

The Local Road Improvement Program is managed by an open solicitation for projects after an appropriation has been signed into law. The exception is projects identified and selected by the legislature as specified in the law. Local agencies apply for the funding through a solicitation process administered by MnDOT State Aid for Local Transportation Division. The process includes project selection, developing plans for state aid approval, and awarding a construction contract which results in the construction of a local road improvement. The design and construction process takes approximately two to three years to complete depending on the size and complexity of the improvement.

### **Other Considerations**

MnDOT manages several capital programs that widely impact traveler safety, critical connections, and asset management across the state. There is an existing demand to improve the safety and mobility for rural roads, routes of regional significance, and fund the local share of trunk highway improvements.

### **Impact on Agency Operating Budgets**

Administration of this program is funded with existing budgets within MnDOT's State Aid for Local Transportation Division.

### **Description of Previous Appropriations**

2015: \$8.9 million GO Bond

2016: \$0

2017: \$115.932 million GO Bond

- \$90.63 million for projects identified in legislation
- \$25.3 million for Local Road Improvement Program open solicitation

2018: \$78.6 million GO Bond

- \$43.6 million for projects identified in legislation
- \$35 million for Local Road Improvement Program open solicitation

2019: \$0

2020: \$148.959 million GO Bond

- \$73.959 million for projects identified in legislation
- \$75 million for Local Road Improvement Program open solicitation

2021: \$5.5 million General Funds

**Project Contact Person**

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Aeronautics Infrastructure

**AT A GLANCE**

<b>2022 Request Amount:</b>	\$30,000
<b>Priority Ranking:</b>	5
<b>Project Summary:</b>	\$30 million in state funds for significantly delayed system maintenance of critical airport safety and essential airfield technology. Specifically, for state-owned navigational aids, underlying electrical upgrades, and lighting systems improvements.

**Project Description**

MnDOT is requesting funds to replace at least 75 of the 80 pieces of equipment and the underlying electrical infrastructure required to operate Automated Weather Observing Systems (AWOS). The State of Minnesota owns the vast majority of AWOS equipment. Without these 70 percent of the local weather information would not be available. This information is critical to supporting all aviation services.

These funds would replace 45 Vaisala Model VB AWOS systems which have been out of production for more than 20 years. The manufacturer stopped making new parts for this model more than 15 years ago. The manufacturer stated life expectancy is 20 years; placing each of these systems well outside their designed life expectancy. Currently, there are no new parts available. MnDOT has kept these systems functional through purchases from other states that have decommissioned their equipment. Without immediate investment airports from every region of the state can anticipate no longer having accurate local weather information and less predictable airport operations.

This proposal also allows for the preservation or replacement of the 30 Vaisala Model VC AWOS still active in the State of Minnesota. This Model is no longer in production and these systems require parts that are rapidly becoming extinct. Deliberate steps must be taken to avoid them shutting down. An event like a power surge or lightning strike would prohibit repairs. Communities and airports across the state will be greatly impacted without urgent attention.

Further, there are 11 Instrument Landing Systems (ILS) in the state. These ceased manufacturing a decade or more ago. The manufacturer of these systems no longer produces replacement parts and we rely on scavenged parts from other systems when repairs need to be made. This leaves our system vulnerable to the availability of second-hand sources and is not a reliable way to keep the system operational. They require significant planning to replace and recommission through the FAA process. These systems are at our larger key airports and in many cases support scheduled airline service to those communities. If we do not move forward with a replacement plan on this equipment it may jeopardize commercial airline services. Commencing this work now will allow the following communities to continue offering safe landing opportunities with well-established technology.

## **Project Rationale**

Passenger travel is just the beginning of how Minnesotans use aviation. Farmers reap benefits from agricultural spraying, increasing crop yields through more efficient fertilizing. Aerial firefighting, mapping, and patrolling of utility lines help protect forested regions. Mail and package deliveries move goods throughout the state. Emergency response and patient transport services utilize heliports and runways at hospitals as well as airfields. Most ubiquitous is the weather data relied on by anyone who needs a forecast specific to their community. Aviation infrastructure is a benefit to every Minnesotan and a tool people and businesses rely on every day.

Navigational Aids (Nav Aids) and Automated Weather Observing Systems (AWOS) may be the most impactful component of the aviation system to the everyday lives of Minnesotans. The 450 Nav Aids and 80 AWOS are the backbones of aviation transportation. The AWOS systems maintained by MnDOT are National Weather Service (NWS) certified. Weather data is fed into a verification process (NADIN) and validated for quality through a 3rd party service. This process allows pilots to operate at locations that do not have a federally operated AWOS system.

Nav Aids and AWOS are the tools that allow for weather forecasting in local communities. This detailed weather information is critical to take off, fly, and land. Without it, commercial traffic like airplane charter operators, shipping services, drones, and regularly scheduled flights would be severely hindered. However, weather has impacts well beyond aviation and AWOS are used for MnDOT's snowplowing operations, boats, and waterways, and weather reports broadcasted on local television and radio stations. Without significant investment, our ability to provide useful information to the public will be dramatically reduced. In the attached table, the map on the left is the state and federal AWOS capability while the map on the right is federal capability without the state's largely antiquated system. Absent additional dollars critical services like air medical transportation will be unable to fly leaving Minnesotans at the mercy of good weather and ground transportation.

## **Project Timeline**

The majority of the airport improvement projects would be constructed in FY 2022, 2023, and 2024, however, some work may extend until 2025.

## **Other Considerations**

### **Impact on Agency Operating Budgets**

Although grants would be administered by MnDOT staff, MnDOT does not anticipate new or additional operating budget needs related to this activity. Many of these projects rehabilitate the existing aviation system. MnDOT does not anticipate new or additional local government operating needs for those projects.

### **Description of Previous Appropriations**

MnDOT receives an annual appropriation from the state airports fund to acquire, construct, improve,

maintain, and operate airports, and other air navigation facilities. The funds are not indexed and have not been significantly altered in previous decades to keep up with inflation. The annual appropriation has remained stagnant as the system has aged. The increasing need by local communities has not been matched and we are at a critical juncture.

In addition, MnDOT has received General Obligation Bonds for statewide runway pavement projects. Individual airports have received General Obligation Bonds for airport improvement projects, such as the reconstruction of airport terminal buildings.

2016: \$0

2017: \$3 million in GO Bonds

2018: \$0

2019: \$0

2020: \$18.7 million in GO Bonds

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Highway Railroad Grade Crossing-Warning Devices Replacement

**AT A GLANCE**

<b>2022 Request Amount:</b>	\$18,000
<b>Priority Ranking:</b>	6
<b>Project Summary:</b>	\$18 million in state funds to be used for the replacement of aging or the installation of new highway/rail grade crossing safety gates and signal warning systems, along with closure/consolidation of highway/rail crossings.

**Project Description**

This capital request will provide funding to repair or replace a portion of the aging grade crossing warning devices in the state and to install new warning systems at high-risk locations. The oldest highway/rail grade crossing signal systems on local roads in the state will be replaced with flashing light signals and gates, which cost approximately \$300,000 per location. New systems will be installed at the highest risk locations at approximately \$300,000 per location. The cost of closures and consolidations varies dependent on the roadwork necessary to eliminate the crossing.

Aging signal systems are prioritized and submitted as candidate projects by each operating railroad. MnDOT then selects projects based on multiple factors, including roadway traffic volumes, train counts, cost participation, and safety concerns.

Existing crossings that will be closed or consolidated are the highest investment priority for the grade crossing safety program. MnDOT also uses federal funds for the installation of new and antiquated systems at hazardous locations on both local and state roads.

A federal set-aside program pays up to 90 percent of the cost of these safety improvements. The remaining percentage comes from matching funds from the railroad and/or the participating local road authority. The \$6 million in federal funds, available annually, provides funding for only an estimated 20 projects of all types per year. This is a small percentage of the grade crossing safety needs throughout the state.

**Project Rationale**

The safety of people who use the roads at Minnesota's 4,000-plus railroad grade crossings has improved in recent decades. In the early 1990s, over 100 automotive crashes and 10 fatalities per year occurred at rail crossings in Minnesota. Currently, the state records about 36 crashes per year, of which five involve fatalities. 2020 was the first time in over a decade where there was only one fatality. MnDOT oversees crossings on all public roadways. Only four percent of crossings are on state highways.



The reliability of grade crossing warning devices is of utmost importance to the traveling public. Rapid advancements in technology have made older grade crossing warning devices obsolete and, at times, difficult to repair due to lack of parts. When a crossing signal malfunctions, the lights flash in the same manner as if a train were approaching the crossing. Flashing lights continue until the problem is corrected, which could take several hours. Drivers can confuse a signal with a long warning time with one that is malfunctioning. This confusion can lead a driver to assume that a signal has malfunctioned and lead a driver to cross the tracks despite the flashing signal or lowered gates. Altering driver expectations in this manner can have dangerous consequences at a crossing and every other crossing that the driver encounters.

There are approximately 1,600 railroad highway/rail grade crossings signals in the state of Minnesota. The normal life cycle for highway/rail grade crossing signals is 20 years. These signal systems need to be replaced as they get to the end of their useful life. Based on inventory data prepared by MnDOT, there are over 750 signal systems that should be replaced. MnDOT has developed a statewide life cycle planning process to manage system replacement. This includes a proposed funding mechanism to make these improvements that will administer the state's investment in grade crossing warning devices. This life cycle planning process must address the need to replace approximately 75 signal systems per year. To date, sufficient funding has not yet been identified.

Since older signal systems tend to experience more problems with malfunctioning equipment than newer equipment, signal modernization needs to be an integral component of MnDOT's efforts to maintain safety at highway/rail grade crossings. MnDOT estimates it will cost approximately \$22.5 million per year (75 crossings per year x \$300,000) to fully address the state's highway/rail grade crossing signal modernization needs. This request will address a significant portion of this need.

MnDOT has developed a risk ranking system to select passive crossings for the installation of new warning devices. This system uses grade crossing characteristics to rank the risk at each crossing in the state. This includes deficient approaching and clearing sight distances as well as geometric factors such as skew and vertical alignments. This request will address a significant portion of the need to upgrade high-risk crossings.

### **Project Timeline**

- Project selection, includes solicitation, technical review, estimate: 4 months
- Agreement development and execution: 2 months
- Project Construction: up to 18 months
- Project Closeout, includes final inspection, audit: 4 months

### **Other Considerations**

Traveler safety is of the utmost importance to MnDOT. To advance this priority MnDOT monitors the safety performance of approximately 1,600 railroad highway/rail grade crossings signals throughout the state and looks to invest in reliable devices that limit accidents and ensure travelers' safety.

A portion of appropriated funds for this activity may be used for consultant project management assistance. A small portion of federal funds may be included in each project to ensure pre-emption of state and railroad tort liability.

### **Impact on Agency Operating Budgets**

The funding of this program will require resources to develop and administer the agreements with the railroads. Since most crossings are not on the Trunk Highway system and not eligible for Trunk Highway funds, MnDOT will attempt to identify internal resources and possibly seek a funding increase if necessary.

### **Description of Previous Appropriations**

2016: \$0

2017; \$1.0 million GO Bond

2018: \$0

2019: \$0

2020: \$0

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

### **Project Contact Person**

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**Port Development Assistance Program**

**AT A GLANCE**

<b>2022 Request Amount:</b>	\$10,000
<b>Priority Ranking:</b>	7
<b>Project Summary:</b>	\$10 million in state funds for the Minnesota Port Development Assistance Program, which supports the infrastructure needs of Minnesota’s public ports on the Great Lakes and Inland River Navigation Systems.

**Project Description**

This capital request is for the Port Development Assistance Program. The purpose of this program is to:

- Expedite the movement of commodities and passengers on the commercial navigation system.
- Enhance the commercial vessel construction and repair industry in Minnesota.
- Promote economic development in and around ports and harbors in the state.

Eligible projects are funded by program grants that provide up to 80 percent state funds and a minimum 20 percent local share.

Past project examples include replacement of a warehouse roof, rehabilitation of a barge terminal dock wall, a newly constructed municipal dock, and rehabilitation of a dock area for truck parking.

**Project Rationale**

The Port Development Assistance Program helps to improve access to waterway transportation that benefits Minnesota industries and the public by upgrading facilities and infrastructure, as well as rehabilitating and expanding port capacity. Ports across the state provide multimodal connection options and access for freight. Ports also reduce truck demand on the highway and rail system. When designed, maintained, and operated adequately, connector routes facilitate the best use of the marine system, and improve the overall efficiency of the road and rail system.

The four public ports have provided a list of future project needs for 2022 and beyond. These needs total between \$30-40 million. This \$10 million request will be used to carry out some of the projects on this list which will be prioritized based on need, employment generated, and overall economic benefit.

**Project Timeline**

Example project timeline:

July 2022 - State Register Notice of Funds Availability/Request for Project Proposal Applications  
September 2022 - Deadline for Submission of Application  
March 2023 - Execution of Grant Agreement(s) and Encumbrance  
April 2023 – Project Construction Begins  
April 2024 – Mid-point of Project Construction  
March 2025 – Project Construction Complete

### **Other Considerations**

Critical connections are a key factor in enhancing commerce and industry. The four public ports in the state are a critical link in shipping routes. Modernization and improvements are needed to maintain these links and be competitive.

Port Development Assistance Program funds can be used with federal and local dollars to complete projects that benefit a port. An example of this is the rehabilitation of Port Terminal Drive in Duluth. Federal and city funds were used with Port Development Assistance funds to complete a total road project that would not have been possible without this partnership.

### **Impact on Agency Operating Budgets**

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

### **Description of Previous Appropriations**

2016: \$0

2017: \$5.0 million GO Bond

2018: \$5.2 million GO Bond

2019: \$0

2020: \$14.0 million GO Bond

### **Project Contact Person**

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Safe Routes to School

**AT A GLANCE**

<b>2022 Request Amount:</b>	\$2,000
<b>Priority Ranking:</b>	8
<b>Project Summary:</b>	\$2 million in state funds for transportation infrastructure projects focused on improving safety and encouraging more walking and biking to and from school in communities throughout Minnesota.

**Project Description**

This capital request will provide \$2 million in General Obligation (GO) Bonds to assist cities, counties, and towns eligible to receive funding for infrastructure projects for students walking and bicycling to and from school. Projects may include, but are not limited to, new sidewalks and bicycle trails, ADA improvements, traffic diversion controls, and enhanced crosswalk markings and devices.

Safe Routes to School (SRTS) projects have numerous benefits including enhancing safety, reducing congestion around schools, reducing school transportation costs, and providing an opportunity for physical activity, which decreases obesity, improves health, and supports academic achievement.

**Project Rationale**

SRTS Program was created in 2006 as a federal program and funded under federal authorization. Since that time, the past two federal authorization bills have not identified specific funding for the SRTS Program. In 2012, a state SRTS Program was established to assist in capital investments for safe and appealing non-motorized transportation to and from schools. The Minnesota program follows many of the guidelines established for the federal SRTS legislation. The law identifies specific program administration requirements and evaluation criteria.

In 2017 and 2018, the legislature appropriated \$1 million each year toward the SRTS infrastructure program. The most recent solicitation for infrastructure projects in 2018 received 29 applications requesting \$6.7 million for infrastructure improvements near schools. The committee selected 12 projects utilizing the \$2 million in funding. In 2020, the state legislature approved a bonding bill that included 3 million dollars in infrastructure funds, those projects will be solicited in the Fall of 2021.

Over the past year, MnDOT initiated a statewide Minnesota SRTS strategic planning process with the goal of updating a five-year Strategic Plan that will be helpful to the many agencies, organizations, and individuals working on SRTS initiatives across the State of Minnesota.

Since its creation, the non-infrastructure part of the SRTS program has funded Safe Routes to School plans in over 500 schools in Minnesota that engage community members, identify barriers, and develop priorities for making it safer and easier to walk and bike to school. These plans are often the

first step in evaluating and developing potential strategies that lead to implementation of infrastructure projects.

### **Project Timeline**

Summer/Fall 2022 – Application Materials Developed

Fall/Winter 2022 – Solicitation Opens and Applications Available

Winter/Spring 2023 – Project Selections Made and Announced

Summer 2023 – Contracting Begins

Summer 2025 – Projects Completed

### **Other Considerations**

SRTS supports goals of many partnering organizations working towards safety, health, and educational excellence of school children. Funding provides opportunities for local agencies and schools to invest in providing school-aged children improved opportunities to walk or ride their bicycle to school.

### **Impact on Agency Operating Budgets**

Administration of the program and delivery of infrastructure projects is absorbed by the office of State Aid for Local Transportation.

### **Description of Previous Appropriations**

2017: \$1 million GO Bonds

2018: \$1 million GO Bonds

2019: \$0

2020: \$3 million GO Bonds

2021: \$5 million General Funds

### **Project Contact Person**

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**Active Transportation**

**AT A GLANCE**

<b>2022 Request Amount:</b>	\$8,000
<b>Priority Ranking:</b>	9
<b>Project Summary:</b>	\$8 million in state funds for active transportation infrastructure projects focused on improving safety and encouraging more walking and biking throughout Minnesota. \$1 million in General Funds for pedestrian safety projects on state reservations.

**Project Description**

This capital request will provide \$8 million in General Obligation (GO) Bonds to assist cities, counties, and towns eligible to receive funding for infrastructure projects for walking and bicycling. This capital request will also provide \$1 million in General Funds to partner with Minnesota tribes to develop pedestrian safety projects on state reservations. This is due to restrictions on using bond funds on state reservations. MnDOT and tribal representatives would collaborate in evaluating and identify projects.

Projects may include, but are not limited to, new sidewalks and bicycle trails, ADA improvements, traffic diversion controls, and enhanced crosswalk markings and devices. Walking and biking projects have numerous benefits including enhancing safety, reducing congestion, and providing an opportunity for physical activity which decreases obesity, improves health, and supports academic achievement. Examples of projects improving safety and encouraging walking and biking in recent years include:

- Complete Streets improvements in Pelican Rapids, Henning, Barnesville, Frazee, and Winona
- Extension of State Trails, including the Gitchi-Gami State Trail and the Blazing Star State Trail
- A pedestrian safety sidewalk retrofit project within the Mille Lacs Band’s Vineland community and HAWK crossing system in Vineland

MnDOT’s Office of Tribal Affairs has been working with each of the federally recognized Sovereign Tribal Nations to better understand their transportation needs, including those related to walking. Tribal citizens living on or near the reservation have limited access to motor vehicles and public transit and walk along highways to reach community destinations. There is an elevated risk of serious injury and death along these roadways because people walking must share space with people driving at high speeds.

**Project Rationale**

The Active Transportation Program was created in 2017 as an unfunded state program. The law

required the commissioner must establish a project evaluation and selection process that is competitive, criteria-based, and objective. The State Non-Motorized Transportation Advisory Committee's 2017 Annual Report includes guidance for the establishment of an Active Transportation Program, including a full list of eligible projects, local government participation, and scoring criteria.

Pedestrian paths provide critical access to goods and services. Creating accessible routes for non-motorized transportation will enhance safety, reduce congestion, and provide opportunities for physical activity. The estimated cost of pedestrian crashes over the next 20 years if current trends continue is \$4 billion. Implementing proven safety countermeasures can reduce crash risk at a fraction of the cost of crashes.

### **Project Timeline**

- Summer/Fall 2022 – Application Materials Developed
- Fall/Winter 2022 – Solicitation Opens and Applications Available
- Winter/Spring 2023 – Project Selections Made and Announced
- Summer 2023 – Contracting Begins
- Summer 2025 – Projects Completed

### **Other Considerations**

Active transportation supports the goals of many partnering organizations working towards safety and health. Funding for the program provides opportunities for local agencies to invest in providing improved opportunities to walk or bike.

### **Impact on Agency Operating Budgets**

For the administration of the program and delivery of infrastructure projects, the commissioner is prohibited from expending more than one percent of available funds in a fiscal year under this section on program administration.

### **Description of Previous Appropriations**

- 2016: \$0
- 2017: \$0
- 2018: \$0
- 2019: \$0
- 2020: \$0
- 2021: \$5 million General Funds

### **Project Contact Person**

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Statewide Freight Safety Investments

**AT A GLANCE**

<b>2022 Request Amount:</b>	\$14,000
<b>Priority Ranking:</b>	10
<b>Project Summary:</b>	\$10 million in state funds is requested to acquire land, predesign, design, construct, furnish and equip a new Class A Weigh Station near St. Cloud for the Department of Transportation and Department of Public Safety. An additional \$4 million in state funds is requested to add trucking parking spaces at key locations in the state to increase safety for truck drivers.

**Project Description**

This capital request will include the construction of a full weigh station, including scale and building. The scale will be designed to allow legal size/weight vehicles to bypass within or near the site. This site will be staffed by the Department of Public Safety (DPS) and open approximately 60-80 hours/week. The weigh station will feature a permanent building (approx. 5,000 sq.ft.) and will be enhanced with additional technology (weigh-in-motion, over-height detection, vehicle detection). Scales will be on multiple platforms to allow most trucks to be weighed in one stage.

Improvements to rest areas at the Big Spunk in Avon and Enfield Rest Areas will increase the number of truck parking stalls between 8-10 stalls at each site, make site modifications, and replace or install lighting, curb, and gutter as needed.

**Project Rationale**

Weigh stations are an important part of Minnesota’s truck size and weight enforcement efforts. They play a key role in protecting the state’s roadway infrastructure and protecting motorists from unsafe vehicles and unqualified drivers. According to the draft Weight Enforcement Investment Plan (WEIP), this Interstate location qualifies for a Class A facility. Analysis on I-94 westbound showed that only 5 percent of trucks at St. Croix would be screened on I-94 west of Minneapolis, which is far below desired screening levels. Therefore, it is recommended that a Class A facility on I-94 be considered at this location.

In the last 10 years, overall tonnage carried by trucks has increased by nearly 25 percent. Truck drivers are often faced with a tough decision: find a safe parking location before exhausting their allowed Hours-of-Service (and lose productivity) or risk proceeding with uncertain parking expectations. If parking is unavailable when their hours elapse, drivers often park in unauthorized locations. As part of the 2019 Minnesota Statewide Truck Parking Study, the Big Spunk and Enfield Rest Areas were identified as areas of high need. These sites are routinely over capacity for available parking space. Increasing truck parking will provide safe rest space for drivers and assist in compliance

with commercial vehicle operation regulations.

### **Project Timeline**

FY 2022/2023 Location scoping and property acquisition

FY 2024 Predesign and Engineering

FY 2025 Engineering/Design

FY 2026 Construction

FY 2027 Staffing and Operation

### **Other Considerations**

A portion of appropriated funds for this activity may be used for consultant project management assistance and/or preliminary design.

### **Impact on Agency Operating Budgets**

Since the proposed facility is on a Trunk Highway, this program is eligible for Trunk Highway funds.

### **Description of Previous Appropriations**

The Weigh Station program receives \$2.5 million annually in State Road Construction (SRC) funds. This does not include the cost of routine maintenance activities, such as mowing, snow removal, and janitorial services which are done by MnDOT districts.

### **Project Contact Person**

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Minnesota Rail Service Improvement Program

**AT A GLANCE**

<b>2022 Request Amount:</b>	\$10,000
<b>Priority Ranking:</b>	11
<b>Project Summary:</b>	\$10 million in state funds is requested for the Minnesota Rail Service Improvement (MRSI) Program to acquire land, predesign, design, and construct freight rail projects that improve freight rail service in Minnesota. These funds would provide grants and long-term no-interest loans to regional railroad authorities, shortline/regional railroads, and shippers to improve rail facilities, increase rail shipping, and support economic development.

**Project Description**

This capital request will provide funds for the MRSI Program. Solicitations for grants and loans will be issued and applications taken. Regional and statewide freight studies, as well as the State Rail Plan, also identify needs that may be addressed by the MRSI Program.

Funds appropriated to the MRSI fund are used for projects in the following program areas:

*Freight Rail Economic Development Grant Program:*

This program provides grants to railroads, shippers, local governments, and other qualified applicants for eligible public or privately owned freight rail projects that demonstrate a clear tie to economic development.

*Capital Improvement Loan Program:*

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

*Rail Line Rehabilitation Program:*

This a partnership program with a rail authority, rail shippers, and MnDOT. This program loans money to rail authorities to rehabilitate operating, but deteriorating, rail lines. The program requires shippers’ financial participation and projects must meet criteria to protect the investment of Minnesota’s taxpayers. Rehabilitation loans have included 29 state-funded rehabilitation projects.

*Rail Bank Program:*

This program acquires and preserves abandoned rail lines and right-of-way for future transportation use. Once acquired, MnDOT has a financial responsibility to maintain abandoned railroad property placed in the Rail Bank Program.

## **Project Rationale**

Minnesota's short line and regional railroads provide a critical function in the rail network. Shortline and regional railroads are lighter-density railroad lines that have typically been spun off larger railroads and operate independently. Short line and regional railroads provide important freight connections between communities and national and international markets served by the Class 1 railroads. Many of the smaller railroads in Minnesota need capital improvements and rehabilitation to be able to operate safely and reliably. In addition, businesses that wish to ship or receive goods by rail must have adequate rail infrastructure, such as rail spurs, sidings, and loading equipment. The MRSI Program assists with such needs. The grant program was appropriated \$4 million in FY 2020 and MnDOT received over \$21 million in grant requests for this funding.

## **Project Timeline**

Timelines for projects funded under this program will be project-specific, but will generally follow the following timeline:

Spring/Summer 2022 – grant applications open

Fall 2022 – deadline for grant applications

Winter 2022/Spring 2023 – grants awarded

Spring/Summer 2023 – construction on projects begins

## **Other Considerations**

Total state appropriations, combined with federal grants and funding from railroads, shippers, and local units of government, and with loan repayment proceeds, have driven rail investments exceeding \$159 million. Since its inception, the program has helped fund 209 capital improvement projects to railroads and shippers, 25 rail line rehabilitation projects, five purchase assistance projects to regional rail authorities, and 17 rail bank purchase projects.

The Freight Rail Economic Development Grant Program was established by the Minnesota Legislature in 2017 after a need to provide financial assistance for rail improvements beyond the capabilities of the Capital Improvement Loan Program was identified. Traditionally, demand for the loan program fluctuates based on the economy, condition of the freight rail system, commercially available interest rates, emerging trends, and many other factors. The grant program allows for funding of projects supporting economic development that may not otherwise qualify for public or private financing. It will also work to further the goals of the Minnesota State Rail Plan.

## **Impact on Agency Operating Budgets**

This would fund an existing program. There is no known impact to state operating budgets at this time.

## **Description of Previous Appropriations**

2017: \$1 million in GO bonds (grants only)

2018: \$0

2019: \$0

2020: \$4 million in GO Bonds (grants only)

2021: \$13 million in General Funds

**Project Contact Person**

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Greater Minnesota Transit Capital Program

**AT A GLANCE**

<b>2022 Request Amount:</b>	\$5,000
<b>Priority Ranking:</b>	12
<b>Project Summary:</b>	\$5 million in state funds to support public transit service throughout Greater Minnesota. Funding will be used to preserve current public transit facilities and improve and expand service, including conducting predesign and design activities, constructing, and equipping transit facilities throughout the state.

**Project Description**

Greater Minnesota transit systems are maturing and require facilities specifically designed to meet their needs for garaging and maintaining vehicles, as well as office space for dispatching and other administrative activities. In the absence of appropriate space, these functions are often separated and poorly housed. Suitable facilities add useful life to transit vehicles, provide safe storage, and improve overall vehicle and service performance, as well as making pre- and post-trip inspections more thorough.

With support from the MnDOT, Minnesota’s rural transit agencies (those serving rural areas and cities of less than 50,000 in population) have completed their first individual five-year transit investment plans. Minnesota’s small urban systems (serving cities with a population of 50,000 to 200,000) maintain transit development plans. Both the five-year system plans and the transit development plans include facility needs throughout the projected duration of each plan.

In September of 2020, OTAT completed a solicitation for capital projects to be scheduled in calendar years 2024 and 2025. MnDOT received 37 applications for major rehabilitation/expansion of existing facilities or construction of new facilities with an estimated total cost of greater than \$40 million. MnDOT has developed a four-year program of candidate projects. These are prioritized based on a criteria-based assessment of need, local support, and construction readiness or ability to become construction ready. Available federal, state, and local funding for facility development and other capital investments over this period is anticipated to fall far short of the identified need. A capital project solicitation will occur again this year, with the solicitation opening in July and closing in September.

**Project Rationale**

There are three primary rationales for facility investment:

Obsolescence: Existing facilities have reached the end of their useful life. Facilities have become structurally deficient or functionally obsolete to the point that replacement or major renovation is the best alternative for maintaining efficiency.

Growth: The transit system has outgrown its current facilities.

Regionalization: Over the past five years several smaller rural transit agencies have merged. Although overall operational efficiency is gained, the purpose and location of facilities may no longer match the current service design.

### **Project Timeline**

Summer 2021– Solicitation Opens and Applications Available

Fall 2021– Project Selections Made and incorporated into four-year program

Summer 2023 – Contracting Begins

Fall/Winter 2023– Projects Completed

### **Other Considerations**

The Public Transit Participation Program provides grants for capital assistance to Greater Minnesota transit agencies on an annual basis. The bond funds will be targeted toward larger capital projects that cannot otherwise be accommodated within the statewide capital budget.

Critical connections are a key factor in enhancing commerce, tourism, and industry. Funding these facilities will ensure vehicles are available and increase access for persons and businesses to ensure economic well-being and quality of life.

### **Impact on Agency Operating Budgets**

There will be an increase in the transit agencies' operational expenses. Historically transit systems operating budgets reflect new expenses in the range of \$2.00 to \$2.50 per square foot. This cost will be re-evaluated as part of the 2021 solicitation.

### **Description of Previous Appropriations**

Bond funds were appropriated in the following years and amounts for other Greater Minnesota transit projects:

2016: \$0

2017: \$0

2018: \$2.5 million GO Bonds

2019: \$0

2020: \$2.0 million GO Bonds



**Project Contact Person**

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**Facilities Capital Improvement Program**

**AT A GLANCE**

<b>2022 Request Amount:</b>	\$71,200
<b>Priority Ranking:</b>	13
<b>Project Summary:</b>	\$71.2 million in state funds for MnDOT’s Facilities Capital Improvement Program. The funds extend the useful life of existing facilities through renovation and expansion to meet current operational needs. When renovation and expansion of existing facilities are not feasible, new buildings may be constructed under this program. Strategic investments reduce long-term operating costs and improve energy efficiency.

**Project Description**

This capital funding request will provide support for MnDOT’s building infrastructure needs. Agency facilities are strategically located across the entire state so that customer needs, especially snow and ice operations and system emergencies, are addressed promptly. These facilities provide building space for staff, equipment, and material, including snowplows and salt. MnDOT has custodial control of 897 individual buildings at 279 sites. The types of buildings include truck stations, regional headquarters, maintenance sites, research facilities, training facilities, salt/sand storage, brine storage, cold storage, rest areas, and weigh scales.

Facility plans are based on data captured in the Enterprise Real Property Facilities Condition Assessment completed on facilities managed and maintained by the facility managers and craftspeople in MnDOT’s eight districts and five special service sites. This assessment indicates that overall, 179 buildings are rated excellent, 415 are rated good, 231 are rated fair, 52 are rated poor, and 20 are rated crisis/emergency. The capital funds would begin to address these needs and be used for renovation and expansion, as well as constructing buildings to meet current operational needs.

MnDOT has traditionally used a two-phase process that includes “Design Fee Funding” and “Construction Funding” requests. More recently, improved project scoping efforts have allowed for the combination of the two as part of a capital funding request. “Design Fee Funding” requests include consultant fees for schematic design, design development, land acquisition, and construction documents, including construction cost estimates completed at each stage. “Construction Funding Requests” include cost of construction, special inspections and testing, construction administration by the design consultants, and incidental costs related to contract letting.

MnDOT has determined that there are significant deferred maintenance and capital funding needs based on improved data acquisition and planning analysis. The listed project proposals that follow have been prioritized based on need, condition and, operational deficiencies of the existing facilities, and overall economic benefit.

MnDOT identifies a list of potential improvement projects for 2022 and beyond. For each project, MnDOT estimated a range for costs; the amounts below reflect the high end of project estimates to account for risks and potential unforeseen expenses.

*Construction Funding:*

- New Virginia Headquarters Building and Maintenance Campus, \$51.3 million

*Design Fees and Construction Funding:*

- St. Cloud Headquarters - Mechanics Addition, \$10.6 million
- Hutchinson Area Transportation Services Addition, \$2.2 million. This is a partnership with the City of Hutchinson and McLeod County where the City and County will request General Obligation bonds. Total project cost is \$7.1 million.

*Design Fees:*

- Hermantown Truck Station Campus (Pike Lake replacement), \$2.7 million
- MnDOT Training & Emergency Operations Center, \$2.2 million
- Mankato Sub-District Truck Station Improvements, \$2.2 million

**Project Rationale**

The purpose of the Facilities Capital Improvement Program is to provide a systematic approach to the maintenance, renovation, and replacement of MnDOT buildings. Continued maintenance and improvement to facilities are essential to supporting MnDOT's core mission:

*Plan, build, operate and maintain a safe, accessible, efficient and reliable multimodal transportation system that connects people to destinations and markets throughout the state, regionally and around the world.*

**Project Timeline**

Below are the start and end dates for each project; all dates are subject to change based on current and future project schedules and staffing.

- New Virginia Headquarters Building and Maintenance Campus: buildings have aged and equipment size has increased
  - Construction: February 2024 – September 2025
- St. Cloud Mechanics Addition: space and modernization needs
  - Design: December 2022 - December 2023
  - Construction: May 2024 – May 2025
- Hutchinson Area Transportation Services: space needs at co-located facility with McLeod County and City of Hutchinson – partnership contribution

- Design and Construction timeline determined by project lead
- Hermantown Truck Station Campus: moves operations from leased space at Pike Lake Truck Station, Electrical Services Section from Nopeming Truck Station and maintenance operations and vehicles from Duluth HQ
  - Design: November 2023 – November 2024
- MnDOT Training & Emergency Operations Center (TEOC): relocates MnDOT classroom training and State Patrol administrative functions, provides state-owned/operated Records Storage, establishes more formalized emergency/continuity of operations
  - Design: February 2023 – February 2024
- Mankato Sub-District Truck Station Improvements
  - Design: February 2024 – September 2025

**Other Considerations**

MnDOT manages several capital programs and facilities that widely impact the safety of travelers and their employees throughout the state. Traveler and employee safety are of the utmost importance to MnDOT and resources are managed strategically to ensure that facilities provide safety and security of our assets, employees, and the traveling public.

**Impact on Agency Operating Budgets**

These funds will assist MnDOT facilities' adherence to Executive Order 11-12 requirements by reducing energy use on a BTU/square foot/year basis.

**Description of Previous Appropriations**

All previous appropriations were given on a project basis

- 2016: \$0
- 2017: \$0
- 2018: \$0
- 2019: \$0
- 2020: \$58 million TH bonds
- 2021: \$0

**Project Contact Person**

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**Rail Corridor Capacity Improvements**

**AT A GLANCE**

<b>2022 Request Amount:</b>	\$96,000
<b>Priority Ranking:</b>	14
<b>Project Summary:</b>	\$96 million in state funds to address freight rail corridor improvements in the Twin Cities metro area and between Minneapolis and Duluth. These improvements will also support passenger rail services in the state and connect Minnesota to the upper Midwest passenger rail network.

**Project Description**

This project will address longstanding freight rail capacity and safety projects. It will also complete design and environmental work on key corridors where future passenger rail service is proposed.

- **Freight rail capacity and safety enhancements between Minneapolis and Duluth, \$86 million:** This will enable the construction of freight rail capacity and safety enhancements, including a Burlington Northern Santa Fe Railway (BNSF) third main line in Anoka County and grade crossing safety improvements between Minneapolis and Duluth. These projects will increase freight rail operational efficiency and enhance safety at crossings to the motoring public.
- **Downtown to downtown connection improvements, \$10 million:** This will enable project development and environmental work for downtown St. Paul to downtown Minneapolis connection improvements. This work is necessary to address capacity limitations for existing freight trains and potential future passenger rail trains. This corridor is a critical link in the Twin Cities rail network.

**Project Rationale**

MnDOT is responsible for freight rail planning and crossing improvements. MnDOT also works with the railroads and road authorities to address planning and construction of grade crossings projects.

Minnesota Statutes charges MnDOT with planning, designing, developing, and constructing passenger rail services.

MnDOT works in partnership with local governments, regional rail authorities, neighboring state Departments of Transportation, the Federal Railroad Administration, community groups, corridor advocates, and host railroads to deliver rail services that are federally compliant, environmentally friendly, and sustainable.

## **Project Timeline**

- **Freight capacity and safety improvements between Minneapolis and Duluth:** Final design and construction to begin in 2022- 2023.
- **Downtown to downtown connection improvements:** Project development and environmental work starting as soon as 2022.

## **Other Considerations**

MnDOT will continue to work to improve the rail system by addressing changing infrastructure needs, safety, and capacity constraints. MnDOT develops the expertise within the agency to manage the design and construction of freight and passenger rail projects.

## **Impact on Agency Operating Budgets**

Passenger rail planning is not eligible for trunk highway funding. Passenger rail planning and project development activities are funded through general fund appropriations. Corridor-specific project implementation activities may be funded through general obligation bonds and/or general fund appropriations.

## **Description of Previous Appropriations**

MnDOT annually receives state and federal funds to address grade crossing improvements in the state. Approximately \$6 million is received through the FRA's Section 130 Safety Program and \$1 million from the State's Grade Crossing Safety Account.

2009: \$26 million GO Bonds for passenger rail corridor development

2021: \$10 million general fund appropriation for state match share of a \$31.8 million FRA capital grant for the TCMC- 2nd daily train to Chicago.

## **Project Contact Person**

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Utility Aircraft Replacement

**AT A GLANCE**

<b>2022 Request Amount:</b>	\$7,000
<b>Priority Ranking:</b>	15
<b>Project Summary:</b>	\$7 million to replace the two utility aircraft used for transporting MnDOT Aeronautics employees who serve nearly 500 seaplane bases, heliports, and airports in every county of the state.

**Project Description**

MnDOT operates a pair of “pickups in the sky” (Beechcraft Bonanzas 14MN and 16MN) which are due for replacement. High quality maintenance has kept them operating; however, they are increasingly unreliable. The older of the two aircraft is over 40 years old and has more than 9,000 hours on its frame (imagine a 40-year-old pickup with a million miles on the odometer).

These planes have served the State of Minnesota well. They are used by MnDOT employees to bring technicians and replacement parts to airports to minimize the impact of equipment failures on the system of airports in Minnesota. The aircraft play a crucial role in serving the state’s public airports. The ability for MnDOT to quickly provide technical expertise in any portion of the state is essential to keep Minnesota’s aviation systems operational.

**Project Rationale**

Aviation and the associated infrastructure (airports, weather stations, navigational tools, air highways) touches every corner of the state every day. Aviation infrastructure allows time-critical connections to destinations for people, products, and businesses of Minnesota. MnDOT Aeronautics employees enforce state and federal safety standards through inspection and licensure of airports. This ensures aviation remains a key component of the multimodal transportation system within the state and region.

MnDOT relies heavily on state-owned and operated utility aircraft to visit the seaplane bases, heliports, and airports across the state in a timely and efficient manner. As the state agency charged with overseeing aviation safety in Minnesota, MnDOT visits airports to monitor their condition and coordinates with airport officials to resolve any urgent concerns that may prevent an airport from operating.

**Project Timeline**

Not applicable

**Other Considerations****Impact on Agency Operating Budgets**

None

**Description of Previous Appropriations**

2015: \$0

2016: \$0

2017: \$0

2018: \$0

2019: \$0

2020: \$0

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