

(\$ in thousands)

Project Title	Priority Ranking	Funding Source	Project Requests for State Funds		
			2024	2026	2028
Parking Equipment and Technology Improvements Phase I	1	GF	\$ 9,000	\$ 0	\$ 0
ADA Capitol Tunnel Accessibility Upgrades	2	GO	\$ 8,500	\$ 0	\$ 0
State Electric Vehicle Service Equipment Fund	3	AP	\$ 8,000	\$ 0	\$ 0
State Facility Renewable Energy and Storage Fund	4	GF	\$ 5,000	\$ 0	\$ 0
ADA Building Accommodation Fund	5	GF	\$ 2,000	\$ 2,000	\$ 2,000
Capitol Complex Security Upgrades Phase III	6	GO	\$ 27,140	\$ 0	\$ 0
		GF	\$ 14,010	\$ 0	\$ 0
Moving the Capitol Complex Towards Net Zero Energy Consumption	7	GF	\$ 3,000	\$ 0	\$ 0
Capital Asset Preservation and Replacement Account (CAPRA)	8	GO	\$ 5,000	\$ 10,000	\$ 10,000
Bureau of Criminal Apprehension Maryland Facility Parking Ramp	9	GO	\$ 13,500	\$ 0	\$ 0
Centennial Office Building Demolition	10	GF	\$ 100	\$ 4,000	\$ 0
Ford Site and Lot C Redevelopment Planning	11	GF	\$ 500	\$ 0	\$ 0
Total Project Requests			\$ 95,750	\$ 16,000	\$ 12,000
General Obligation Bonds (GO) Total			\$ 54,140	\$ 10,000	\$ 10,000
Appropriation Bonds (AP) Total			\$ 8,000	\$ 0	\$ 0
General Fund Cash (GF) Total			\$ 33,610	\$ 6,000	\$ 2,000

Parking Equipment and Technology Improvements Phase I

AT A GLANCE

2024 Request Amount:	\$9,000
Priority Ranking:	1
Project Summary:	\$9 million from the general fund to complete Phase I of the Parking Equipment and Technology Improvement project at parking facilities in the Capitol Complex and complete design on Phase II of this improvement project.

Project Description

This project phase will provide equipment and technology improvements at approximately eleven parking facilities in the Capitol Complex.

Improvements will include adding parking access controls to several facilities, replacement and expansion of pay stations for daily and hourly parking, and completion of related engineering work.

Modern access management controls will allow authorized individuals to enter and exit their assigned parking facility using their state identification badge and eliminate the antiquated and cumbersome hangtag system currently in place. It will also provide better data on facility vacancy rates and usage patterns which will allow the state to more effectively manage the parking inventory on the Capitol Complex. Most importantly, it will allow for more flexible parking alternatives where a combination of working in the office and working remotely has become the norm for many of the government entities located on the complex.

Project Rationale

Only two of the state parking facilities have parking management access controls which make our overall parking system outdated in today's urban parking environment. This lack of technology and control makes management of 6,391 parking stalls difficult and inefficient. Currently, Admin must manually count space usage to assess occupancy and vacancy rates.

Work locations and schedules have changed in the last few years, making it critical that the parking systems become more flexible to meet the current and future needs of parking contract holders and to remain a viable business operation. Real time understanding of parking usage will allow the state to sell parking contracts in different models.

Installation of controls that capture daily occupancy rates will allow parking administrators to better identify usage rates, resulting in more efficiently assigning parking contracts across the Capitol Complex parking portfolio. It will also allow for more flexible parking alternatives for today's state

workforce, including accommodations for those who will be working partial workdays or work weeks on the complex. This will minimize unnecessary parking space vacancies and will facilitate parking patrons' ability to park in their facility of preference faster. These changes will help keep the parking business competitive.

The pay stations on the Capitol Complex have passed the end of their useful life and need replacement. Their reliability has noticeably deteriorated resulting in reduced revenue and decreased customer satisfaction. All paystations would be replaced or upgraded as part of this project.

Project Timeline

DESIGN: August 2023 – July 2024 using Parking & Transit program funds

CONSTRUCTION: August 2024 – September 2025

Other Considerations

N/A

Impact on Agency Operating Budgets

Although many parking projects have been user-financed in the past, Admin does not recommend user-financing for this project because it would place additional burdens on an account that is already facing significant financial challenges as a result of the change in work locations.

Description of Previous Appropriations

N/A

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ADA Capitol Tunnel Accessibility Upgrades**AT A GLANCE**

2024 Request Amount:	\$8,500
Priority Ranking:	2
Project Summary:	\$8.5 million from general obligation bonds to design, modify, construct, and equip improvements to a portion of the tunnel connecting the State Capitol Building and the State Office Building to improve accessibility.

Project Description

The project will build a new 15-foot-wide by 85-foot-long adjacent section at the east end of the tunnel connecting the Capitol and State Office buildings. This improvement will meet the slope requirements of 12 units of horizontal run for every 1 unit of vertical rise (8.3%), as required by the Americans with Disabilities Act (ADA). Work will also include the installation of an elevator that will convey wheelchairs and pedestrians with disabilities between the new ADA tunnel and the basement levels of the Capitol Building. The current tunnel will remain in place to serve those who can use it and to maintain the current usage volume capacity of the tunnel section.

Project Rationale

The project will provide improved access for all Minnesotans to participate in state government. The eastern half of the tunnel between the Capitol and the State Office Building is especially steep with a grade of over 10.5% which far exceeds the maximum slope permitted by the the ADA of 8.3%. The steep slope makes it very difficult, if not impossible, for those in non-powered wheelchairs and pedestrians with other mobility impairments to travel between the Capitol and State Office buildings. Creating this new tunnel section will provide an accessible route that can be used by all state officials and the public who do business in those two buildings.

Project Timeline

Design: August 2024 – June 2025

Construction: August 2025 – December 2026

Other Considerations

The project timeline will allow completion of the tunnel upgrades to coincide with completion of the State Office Building project.

Impact on Agency Operating Budgets

This improvement will have a minor impact on annual maintenance as the result of an additional elevator on the Capitol Complex. The costs for this maintenance will be recovered through lease rates to tenants in buildings directly connected to the Capitol Complex tunnel system.

Description of Previous Appropriations

2020: \$500,000

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State Electric Vehicle Service Equipment Fund

AT A GLANCE**2024 Request Amount:** \$8,000**Priority Ranking:** 3**Project Summary:** \$8 million from appropriation bonds to install approximately 16 Direct Current Fast Chargers (level 3 chargers) and 200 dual port Level Two charging stations and the associated electrical infrastructure and upgrades at state-owned locations throughout Minnesota. Funds will also be used to administer the program.**Project Description**

Electric vehicle (EV) charging equipment and associated infrastructure will be installed at state-owned facilities throughout the state. These funds will enable the transition of the state's light fleet vehicles from internal combustion to electric with the buildout of 216 total charging stations.

Equipment selection, either level two charging equipment or level three charging equipment will be selected based on need of agencies' fleet operating at individual locations or the need of agencies' fleets to travel between locations. Charging equipment will be primarily intended for use of the fleet, with considerations for public charging where equipment might otherwise be underutilized.

All state agencies with owned facilities, or facilities under their custodial control, including the Metropolitan Council, will be eligible to apply for funding. Funding requests will be reviewed by the Department of Administration's (Admin) Office of Enterprise Sustainability (OES) and recommended for approval to the Commissioner of Administration. With assistance from OES, Admin's Division of Real Estate Management and Construction Services or other appropriate state agencies will manage the renewable energy projects.

These funds may also be used for matching funds for other electric vehicle supply equipment (EVSE) grants, including the federal Infrastructure Investment and Jobs Act's National Electric Vehicle Infrastructure, Competitive Discretionary program, which requires a 20% match.

A considerable share of the cost, is to complete electrical infrastructure and associate physical upgrades. Often, transformers, distribution panels, switchgear, and considerable trenching or boring are necessary to install electric vehicle service equipment.

Funds will also be utilized to cover .5 FTE to coordinate the fund.

Project Rationale

Electric vehicles provide numerous benefits to fleet operations. EVs have a lower total cost of ownership, reduce greenhouse gas emissions, and reduce staff time dedicated to fueling and maintenance. EVs are also a growing share of the light vehicle market, with many manufacturers having publicly stated timelines for no longer producing internal combustion vehicles. Studies have been completed by state fleet managers to identify vehicles suitable for replacement with EVs. These studies include the total cost of ownership in their assessment. Additionally, EVs are the priority in purchasing for the light fleet identified in M.S. 16C.137, the state fleet vehicle purchasing hierarchy.

To enable the replacement of internal combustion vehicles in our fleet with electric vehicles, more charging equipment and infrastructure is needed.

Project Timeline

January-June, 2024 – Begin already identified projects totaling \$2.2 million, complete interagency agreements for funding, initiate projects with Admin’s Real Estate and Construction Services or other appropriate entity with delegated authority.

July-December, 2024 – Design-build route: Agencies release RFP for design-build services. Design-bid-build: Agencies release RFP for design.

January-June, 2025 – Design-build route: Agencies execute contracts and begin design-build process. Design-bid-build: Design completed and RFP for installation released.

July-December 2025 – Design-build: Installation and interconnection completed. Design-bid-build: Installation and interconnection completed.

Other projects identified on an ongoing basis will follow appropriate timelines.

Other Considerations

M.S. 16B.137 requires agencies to first consider an electric vehicle when purchasing a new fleet vehicle. This choice is not possible where agency fleet vehicles do not have electric vehicle service equipment.

M.S. 16B.372 directs the Office of Enterprise Sustainability to assist agencies in their sustainability efforts and outlines the office’s duties.

Impact on Agency Operating Budgets

As transportation costs increase, this provides an opportunity to avoid operating costs comparatively, to reduce operating budget increases.

Description of Previous Appropriations

2020: \$2 million in appropriation bonds

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State Facility Renewable Energy and Storage Fund

AT A GLANCE

2024 Request Amount: \$5,000

Priority Ranking: 4

Project Summary: \$5 million from the general fund to advance renewable energy production and storage systems through the investigation, design, and installation of systems at state-owned facilities to reduce energy-related operating costs at state-owned facilities. Funds will also be used to administer the program.

Project Description

Several projects at agencies have already been identified, including the Departments of Administration (Admin), Corrections, Natural Resources, Veterans Affairs, and Transportation, and additional projects will be identified by agencies in partnership with the Office of Enterprise Sustainability.

With funding, projects at state-owned facilities would include solar, wind, biomass energy systems, and other renewable energy projects defined in M.S. 216.2422. Projects may include energy storage systems, which allow for greater cost avoidance when partnered with renewable energy systems. Storage may also be deployed independently as back-up power.

This appropriation would also cover .5 FTE to manage the fund.

Funding may be used to leverage other funding sources as appropriate, including the Direct Payment In Lieu of Tax Credits for Non-taxed Entities created in the federal Inflation Reduction Act.

Agencies have identified 12 projects for funding, and the Office of Enterprise Sustainability (OES) will continue to work with state agencies to identify future site-specific opportunities.

All state agencies, including the Metropolitan Council, will be eligible to apply for funding. Funding requests will be reviewed by OES and recommended for approval to the Commissioner of Administration. With assistance from OES, Admin’s Division of Real Estate Management and Construction Services or other appropriate state agencies will manage the renewable energy projects.

Project Rationale

Minnesota has abundant cost-effective renewable energy resources including wind, solar, and

biomass. Due to technology advances, solar and wind energy costs have declined. Storage technology can aid in optimizing the cost-effectiveness and therefore benefit of renewable systems. Renewable energy systems reduce the total net energy requirements of a building, and can reduce peak demand charges, reducing the total operating costs of a building. Energy storage can optimize the benefits of renewable systems or function as stand alone systems to reduce the peak demand charges of a facility or provide back-up power.

Funds are needed to realize this renewable energy and storage opportunity for all state buildings. The significant upfront costs deter agencies from prioritizing these projects with existing funding.

Renewable energy systems also reduce the greenhouse gas emissions resulting from state operations, either from electric or thermal energy demand. Storage optimizes these systems or can reduce energy demand during peak periods, when energy is often most greenhouse gas emission intensive.

Project Timeline

January-June, 2024 – Begin already identified projects, complete interagency agreements for funding, initiate projects with Admin’s Real Estate and Construction Services or other appropriate entity with delegated authority.

July-December, 2024 – Design-build route: Agencies release RFP for design-build services. Design-bid-build: Agencies release RFP for design.

January-June, 2024 – Design-build route: Agencies execute contracts and begin design-build process. Design-bid-build: Design completed and RFP for installation released.

July-December, 2025 – Design-build: Installation and interconnection completed. Design-bid-build: Installation and interconnection completed.

Other projects identified on an ongoing basis will follow appropriate timelines.

Other Considerations

M.S. 16B.325 directs Admin and the Department of Commerce to develop sustainable building guidelines that achieve the lowest possible lifetime cost for new building and major renovations and “must consider the long-term operating costs of the building, including the use of renewable energy sources.”

M.S. 216B.241 subd. 9 establishes cost-effective building performance standards, Sustainable Building 2030, for energy use and associated carbon dioxide emissions per square foot in buildings compared to the average energy usage of similar buildings in 2003. Every five years, the total carbon emissions target from buildings is reduced with an 80% reduction in 2020, 90% reduction in 2025 and 100% reduction (net zero carbon) is achieved in 2030.

M.S. 16B.372 directs the Office of Enterprise Sustainability to assist agencies in their sustainability efforts and outlines the office’s duties.

Impact on Agency Operating Budgets

Net operating budgets for energy utility costs will be avoided. As energy costs are increasing, this is one opportunity to mitigate the increasing operating costs and comparatively avoid operating costs.

Description of Previous Appropriations

N/A

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ADA Building Accommodation Fund**AT A GLANCE****2024 Request Amount:** \$2,000**Priority Ranking:** 5

Project Summary: \$2 million from the general fund to implement a centralized funding source for use by state agencies, boards, and commissions, the legislative and judicial branches of government, and constitutional offices to correct physical barriers in state-owned and state-leased buildings in order to improve the public's physical access to state services and employment opportunities.

Project Description

This appropriation will be used for the design and construction of building infrastructure and building equipment to remove physical barriers and improve the public's access to state services and employment opportunities.

Example projects include:

- Install automatic door operators
- Additional or improved signage
- Reduce changes in elevation
- Modify fixtures in breakrooms, restrooms, and shower facilities
- Install drop-off zones, curb ramps, and ramps exterior to buildings
- Install handrails
- Add or modify public seating with bariatric benches
- Modify conference room and auditorium seating
- Lighting changes to accommodate state and federal Americans with Disabilities Act (ADA) requirements
- Install auditory and sight assistance equipment
- Modify work areas

The Minnesota Council on Disability (MCD) will review each request and recommend approval or denial. Department of Administration's (Admin) Real Estate and Construction Services Division will manage the fund and deliver the construction improvements.

Project Rationale

This program will provide financial assistance to state agencies so they can better address the facility

needs of their employees and public visitors. By improving the physical access to state government facilities, this program will also improve the independence and productivity of Minnesotans with disabilities.

Project Timeline

As agencies identify needs, projects will be reviewed and executed.

Other Considerations

Admin will initially request \$2 million to establish the fund. Demand will be monitored and subsequent requests will be adjusted based upon need.

Impact on Agency Operating Budgets

The appropriation will provide financial assistance to state agencies to help address ADA Building Accommodations. The program will help minimize the impact to agencies.

Up to 15 percent of this fund may be used for administration by Admin and MCD.

Description of Previous Appropriations

None

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Capitol Complex Security Upgrades Phase III

AT A GLANCE

2024 Request Amount:	\$41,150
Priority Ranking:	6
Project Summary:	\$27.14 million from general obligation bonds and \$14.01 million from the general fund for Phase III design and construction of various physical security upgrades across the Capitol Complex.

Project Description

These improvements are the continuation of security upgrades currently underway across the Capitol Complex and other Department of Administration (Admin) managed facilities. The needed upgrades are the result of a physical security study, commissioned by the Advisory Committee for Capitol Area Security in 2013 and updated in 2022. The study identified significant vulnerabilities in and around facilities on the Capitol Complex. This project will provide the physical security improvements necessary to mitigate those vulnerabilities and begin to fund additional enhancements that will be generated from an updated Admin-funded threat assessment.

Resources will be used to fund:

- Installation of bollards
- Projectile resistant glass
- Additional keycard readers
- Security kiosks
- Crowd control features and devices
- Vandalism protection
- Utility protection devices
- Parking access controls
- Additional emergency call stations
- Air Intake security protection
- Window well protective devices
- Additional security cameras
- Metal detection and screening stations
- Driveway intrusion protection

In 2018, the legislature provided \$10 million in general obligation bonds to begin installing the security enhancements which were completed in 2021. In 2023, the legislature authorized another \$8.8 million in general obligation bonds and \$297,000 from the general fund to continue the effort. Design for the second increment of upgrades is underway. Even with the funds provided in 2018 and 2023, there remains a \$41 million deficit in the funding necessary to satisfy the needs of the study and predesign. There is still much work to be done. Over half of the Capitol Complex population and building square footage has not received the security upgrades necessary to improve the safety and security.

Project Rationale

The Advisory Committee on Capitol Area Security was statutorily created in 2012. Its purpose is to assess and advise the legislature on security issues and recommend security improvements, as necessary. The Committee is chaired by the Lieutenant Governor. Membership is composed of the Chief Justice of the Minnesota Supreme Court and members from both houses of the legislature. It also consists of advisors from the legislative, judicial, and executive branches of state government, as well as corporate and educational experts.

The committee hired a consultant to conduct a Physical Security Study to assess the threats and vulnerabilities of the Capitol Complex. The study was focused on the physical vulnerabilities of the facilities on the Capitol Complex and was performed by architects, engineers, and security professionals. It examined the structural, landform, and architectural elements of structures. It assigned security risk levels and priorities, and it provided the recommended physical security improvements for the complex. The study was completed in June of 2014 and a predesign was completed in 2017 and updated in 2022 to validated threats and costs. If the vulnerabilities identified in the original and updated study are not removed, there could be loss of life, assets, and an impact to government operations. To reduce the vulnerabilities, the measures above should be implemented.

Project Timeline

PREDESIGN: Completed November 2017 (Updated April 2022)

DESIGN: July 2024 – December 2025

CONSTRUCTION: April 2026 – December 2028 (Mid-point of Construction: August 2027)

Other Considerations

None

Impact on Agency Operating Budgets

These improvements will have a minor impact on annual maintenance operating costs that will be recovered through lease rates to building tenants.

Description of Previous Appropriations

2018: \$10 million

2023: \$9.09 million (\$8.796 million from general obligation bonds, \$297,000 from the general fund)

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Moving the Capitol Complex Towards Net Zero Energy Consumption**AT A GLANCE**

2024 Request Amount:	\$3,000
Priority Ranking:	7
Project Summary:	\$3 million from the general fund to reduce the energy use in state-owned buildings on the Capitol Complex towards the goal of net zero energy use.

Project Description

This project will fund retro-commissioning studies of all the buildings on the Capitol Complex. These studies are a holistic building performance assessment and improvement process that spans energy and water use, building services, overall building condition, building use, and occupant comfort and experience. The studies will identify steps Admin can take to improve efficiency and reduce greenhouse gas emissions in the buildings.

Project Rationale

Executive Order 19-27 directs the 24 cabinet-level state agencies to reduce greenhouse gas emissions 30% by 2025 from a 2005 baseline. The largest concentration of state employees and facilities is located on the Minnesota State Capitol Complex in Saint Paul, the State's seat of government. On the complex, the Department of Administration (Admin) manages 4.7 million square feet within 23 buildings and 32 parking structures. These facilities host thousands of state employees and countless public visitors each year.

Since 2008, Admin has achieved a 55% reduction in greenhouse gas emissions on the Capitol Complex, following investments of \$27 million over the last decade. While this progress is encouraging, significant work remains to move the Capitol Complex towards net zero emissions. Admin has already addressed many of the least expensive efficiency improvements and expects the remaining opportunities to be more cost and labor intensive. Such a project at a highly visible and symbolic location will highlight the sustainability potential for public facilities across the state and nation.

Investments in energy efficiency and renewable energy will help to reduce the long-term operating costs of state buildings and bolster their resiliency in extreme weather events. Minnesota's climate is increasingly more volatile with extreme precipitation and temperature swings. Climate change will continue to impact the state's environment, economy, and the quality of life for all Minnesotans. The state has an opportunity to be a leader by reducing its energy use, operating costs, and carbon footprint.

This request complements Admin's State Building Energy Conservation Improvement Revolving Loan

Program. The work that is done on the Capitol Complex will be an example of what is possible at other agency facilities. These investments further the Governor’s commitment to reducing Minnesota’s greenhouse gas emissions.

Project Timeline

RETRO-COMMISSIONING: August 2024 – December 2025

DESIGN: April 2026 – October 2027

CONSTRUCTION/IMPLEMENTATION: April 2027 – April 2030

Other Considerations

The impacts of climate change are disproportionately experienced by communities of color, families with lower incomes, and people with underlying health issues. These communities are more likely to feel the impacts of extreme weather conditions compounded by impacts from urban heat islands and rising energy costs. They are also less likely to have access to green space. The impacts on individuals’ physical health are also significant, including the impacts of poor air quality on respiratory illnesses.

While communities of color are not be the direct recipients of these funds, reducing the impacts of climate change will have a significant and positive impact on the physical health and prosperity of these communities.

Impact on Agency Operating Budgets

The full impact on future operating budgets is not known. While fuel costs are expected to decrease with the introduction of green technology, operation, and maintenance may or may not increase depending on the systems and technology that are implemented.

Description of Previous Appropriations

None

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Capital Asset Preservation and Replacement Account (CAPRA)**AT A GLANCE**

2024 Request Amount:	\$5,000
Priority Ranking:	8
Project Summary:	\$5 million from general obligation bonds for the Capital Asset Preservation and Replacement Account (CAPRA) to support emergency repairs and unanticipated hazardous material abatement needs for state-owned facilities throughout Minnesota.

Project Description

CAPRA, established under M.S. 16A.632, is a statewide fund centrally managed by the Department of Administration (Admin) for use by all state agencies. CAPRA funds support critical emergency repairs and unanticipated hazardous material abatement at agency facilities.

\$9 million in CAPRA funds were appropriated in the 2023 bonding bill. Continued appropriations are imperative to ensure that state facilities remain operational to support the delivery of programs and services by state agencies as expected by the people of Minnesota.

State agencies served by the CAPRA program in the past include Corrections, Employment and Economic Development, Human Services, Military Affairs, Minnesota Historical Society, Minnesota State Academies, Minnesota Zoological Gardens, Natural Resources, Minnesota Amateur Sports Commission, and Admin.

Project Rationale

CAPRA has served agencies well. As an emergency funding source, CAPRA provides rapid financial assistance to state agencies to help in disasters and to address urgent and unanticipated facility needs. It provides assistance for the unexpected failure of key components of systems, as well as unforeseen deficiencies discovered in state-owned buildings.

Examples of its past uses include:

- asbestos and lead abatement
- emergency roof, pipe and structural repairs
- fire and water damage repairs
- replacement of failed air conditioning
- boiler and water heater units
- life-safety system repairs (fire sprinkler protection, fire alarm and detection systems, emergency

generators).

Prior to 2003, CAPRA funding was requested and typically approved for any agency asset preservation need. However, asset preservation funding across the enterprise has become a significant need and its inadequate funding increases the need for emergency requests for CAPRA funding. Since 2003, as a policy, Admin has designated CAPRA as an emergency funding source only. Agencies are required to assess their facility needs and meet those needs through their Capital Budget Asset Preservation requests, leaving CAPRA dollars for enterprise emergencies.

Project Timeline

Agencies request funds after an incident occurs impacting state facilities or infrastructure.

Other Considerations

Underfunding of Asset Preservation is an ongoing concern and exacerbates the demand for CAPRA funds. Adequately maintaining state facilities is imperative to support the efficient and effective delivery of services and to protect taxpayer investments in state facilities. To the degree that agency Asset Preservation requests are underfunded, there will be increased emergency requests for CAPRA funding.

Impact on Agency Operating Budgets

The program helps to minimize the impact on the delivery of services and programs due to unanticipated emergencies. Agencies often have insufficient operating funds to do replacements or repairs; expending CAPRA funds prevents or reduces additional damages to state facilities during emergencies.

Description of Previous Appropriations

- 2023: \$9 million
- 2020: \$4.5 million
- 2018: \$5 million
- 2017: \$5 million
- 2014: \$1 million
- 2012: \$1 million
- 2011: \$2.83 million
- 2010: \$2 million
- 2008: \$3.4 million
- 2006: \$4 million

These appropriations have been used to fund unanticipated emergency repairs and replacements such as:

- Repair of broken water main piping at the Minneapolis Veterans Home.
- Chiller and window replacement (including mold abatement around windows) at the Iron Range Rehabilitation & Resources offices in Chisholm.

- Repair exterior walls at the Perpich Center for the Arts.
- Centennial Ramp repairs.
- Bring interior walls up to code at the Silver Bay Veterans Home.
- Add safety valves to the boiler at Minnesota Correctional Facility in Moose Lake.

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Bureau of Criminal Apprehension Maryland Facility Parking Ramp**AT A GLANCE****2024 Request Amount:** \$13,500**Priority Ranking:** 9**Project Summary:** \$13.5 million from general obligation bonds to design and construct a parking ramp with approximately 416 spaces adjacent to the Bureau of Criminal Apprehension (BCA) Maryland facility to accommodate staff, students, and visitors.**Project Description**

This project will include the design and construction for a new multi-level parking ramp to be located adjacent to the BCA building at 1430 Maryland Avenue in Saint Paul. There are currently 365 parking stalls on this site: 328 in a surface lot and 37 in a parking garage. Upon construction of this ramp, there would be approximately 576 stalls: 123 in a surface lot, 416 in a ramp, and 37 in the parking garage. This project will result in approximately 211 additional stalls.

Project Rationale

There are currently 465 employees housed at BCA Maryland. Classes are offered for up to 82 students at a time and there is an auditorium that holds 140. The 365 current stalls cannot accommodate the parking needs of the employees, students, visitors, business vehicles, and evidence vehicles on this site.

Since there are not enough stalls in the lot, state employees are using the limited street parking which is problematic to local businesses, their customers, and residential neighbors.

Project Timeline

DESIGN: August 2024 – March 2025

CONSTRUCTION: June 2025 – May 2026

Other Considerations

There are currently 7,592 square feet of unimproved space in the BCA Maryland building. Funds were appropriated during the 2023 legislative session to develop this space which is expected to house an additional 50 – 80 employees. This parking ramp is also needed to meet the parking needs of these additional employees.

Impact on Agency Operating Budgets

Although many parking projects have been user-financed in the past, Admin does not recommend

user-financing for this project because it would place additional burdens on an account that is already facing significant financial challenges as a result of the changes in work locations. Contract holders pay parking rates based on the type of facility where they park. Current monthly rates are: \$47 for lots, \$82 for ramps, and \$165 for garages.

Description of Previous Appropriations

None

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Centennial Office Building Demolition**AT A GLANCE****2024 Request Amount:** \$100**Priority Ranking:** 10**Project Summary:** \$100,000 from the general fund to develop predesign for the demolition of the Centennial Office Building to include evaluating and developing recommendations for associated tunnel section and campus infrastructure.**Project Description**

This request funds a predesign for the demolition of the Centennial Office Building. A section of the Capitol complex tunnel system is currently part of the Centennial Office Building, so the predesign study will include evaluating and developing recommendations for the associated tunnel section and campus infrastructure.

Project Rationale

The Centennial Office Building will be 68 years old in 2027. It has served the state well since it opened in 1958, but the building is now in poor condition and beyond its useful life. Maintenance and repair requirements are steadily increasing, its energy and carbon footprints are significantly larger than modern facilities, and its functionality for today's workforce is sub-optimal.

Project Timeline

PREDESIGN: July 2024 – March 2025

DESIGN: July 2026 – March 2027

CONSTRUCTION: July 2027 – November 2028

Other Considerations

With the transition to a hybrid work environment, the State of Minnesota's office space needs are changing significantly. As part of developing a new Strategic Facilities Plan, in 2022 the consultant (CBRE) retained by the Department of Administration (Admin), completed a facility condition assessment and conducted life-cycle cost analysis for renovation, demolition and new construction, along with lease-own analysis for the Centennial Office Building. Based on this analysis, CBRE recommends the Centennial Office Building be demolished in the long term (within 5-10 years).

The existing tenants in the Centennial Office Building have consolidated their footprints leaving significant areas of vacant space. In the short term, the available space in the Centennial Office Building will be utilized for temporary offices during the State Office Building project.

Impact on Agency Operating Budgets

There will not be an impact to Admin's operating budget. The Lease Fund managed by Admin will have reduced revenue and expenses.

Description of Previous Appropriations

None

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Ford Site and Lot C Redevelopment Planning**AT A GLANCE**

2024 Request Amount:	\$500
Priority Ranking:	11
Project Summary:	\$500,000 from the general fund to develop a predesign for the redevelopment of the former Ford Building and Lot C site.

Project Description

This request will fund the study of potential options, including a cost-benefit analysis, for locating a state facility and parking at the former Ford Building and Lot C site. Potential state agencies, boards or councils to be located on the site will be evaluated during the predesign and recommendations included in the final predesign report. This request will fund the study of potential options, including a cost-benefit analysis, for locating a state facility and parking at the former Ford Building and Lot C site. Potential state agencies, boards or councils to be located on the site will be evaluated during the predesign and recommendations included in the final predesign report.

Project Rationale

The Capitol complex hosts the state's three branches of government. The former Ford Building and Lot C site is connected to the Capitol complex tunnel system, which provides access to, among other state facilities, the State Capitol Building, State Office Building, Senate Building, and Judicial Center.

In addition to close proximity to executive, judicial, and legislative branches of state government, new construction provides significant opportunity to address security, technology, and other programmatic needs.

Project Timeline

PREDESIGN: August 2024 – March 2025

DESIGN: July 2026 – June 2027

CONSTRUCTION: July 2028 – June 2030

Other Considerations

Legislation enacted in 2023 requires plans for the Ford Building property site to include mixed-use development and identify ground-level space for locally owned businesses.

Impact on Agency Operating Budgets

The predesign will include financial analysis on the required rent for the new facility.

Description of Previous Appropriations

2020: \$170,000

2023: \$4,542,000

Project Contact Person

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