

Project Title	2008 Agency Priority Ranking	Agency Project Request for State Funds (\$ by Session)				Governor's Recommendations 2008	Governor's Planning Estimate	
		2008	2010	2012	Total		2010	2012
Central Corridor Light Rail Transit	1	\$140,000	\$0	\$0	\$140,000	\$0	\$0	\$0
Metropolitan Regional Parks	2	10,500	10,500	10,500	31,500	0	0	0
Urban Partnership Agreement	3	7,200	0	0	7,200	0	0	0
Regional Park and Ride System Expansion	4	15,000	30,000	30,000	75,000	0	0	0
Transitway Studies and Facilities	5	2,000	8,000	10,000	20,000	0	0	0
Metro Cities Inflow and Infiltration Reduction	6	14,000	0	0	14,000	0	0	0
Affordable Housing Land Acquisition Loan Fund	7	10,000	0	0	10,000	0	0	0
Renewable Fuel/Pollution Reduction Demonstration	8	990	0	0	990	0	0	0
Regional Bus Garage Facilities		0	15,000	10,000	25,000	0	0	0
Southwest Corridor DEIS/PE		0	10,000	0	10,000	0	0	0
Cedar Avenue BRT (included in UPA above)		0	0	0	0	0	0	0
I-35W BRT (included in UPA above)		0	0	0	0	0	0	0
<b>Total Project Requests</b>		\$199,690	\$73,500	\$60,500	\$333,690	\$0	\$0	\$0

## Central Corridor Light Rail Transit

**2008 STATE APPROPRIATION REQUEST:** \$140,000,000

**AGENCY PROJECT PRIORITY:** 1 of 8

**PROJECT LOCATION:**

#### Project At A Glance

The Metropolitan Council requests \$140 million to provide the state share to complete the engineering, design and construction of the Central Corridor Light Rail Transit.

#### Project Description

The Central Corridor links five major centers of activity in the Twin Cities region – downtown Minneapolis, the University of Minnesota, the Midway area, the State Capitol complex and downtown St. Paul. This corridor serves the region's largest employment concentrations – the two downtowns and the university - with almost 280,000 jobs today.

The 11-mile Central Corridor LRT will connect with the Hiawatha LRT line at the Metrodome station and terminate at the new Twins Ballpark and Northstar commuter rail line in Minneapolis. The Central Corridor will have 16 new stations, plus share five stations with Hiawatha in downtown Minneapolis.

Very strong weekday ridership is projected for Central Corridor LRT with 38,100 rides estimated by 2020 and 43,270 by 2030. Service will be similar to Hiawatha with trips every 7.5 minutes in the rush hours.

The Central Corridor LRT enjoys broad support. St. Paul, Minneapolis, Hennepin County, Ramsey County and the University of Minnesota all consider Central a top priority. Hennepin and Ramsey Regional Rail Authorities have committed significant financial resources to the project, including funding the majority of Preliminary Engineering costs. The business community, led by the Central Corridor Partnership business

coalition, strongly supports delivering the Central project as soon as possible. Local community groups and coalitions also voice support for the project.

The project schedule calls for Preliminary Engineering to be completed in 2007 and 2008, Final Design in 2009, Full Funding Grant Agreement secured with the Federal Transit Administration (FTA) in latter 2009, Construction from 2010 through 2013 and Start of Revenue Operations in early 2014. The FTA has given approval to the Metropolitan Council (the federal grantee for the project) to proceed with Preliminary Engineering.

During Preliminary Engineering, the project's current scope, estimated at \$932 million in year-of-expenditure dollars, will be reduced to approximately \$840 million to meet federal cost effectiveness requirements. The FTA will fund 50% of the project capital cost, contingent upon meeting federal criteria. To keep the project on schedule, and avoid additional inflationary costs, the Metropolitan Council must make application to the FTA to enter into Final Design by August/September 2008. The FTA expects most, if not all, non-federal funding for the project to be committed at the time of Final Design application to demonstrate local support for the project. Hennepin and Ramsey counties will also commit to their share of costs prior to Final Design application. Actual bond issuance will occur primarily during the construction phase.

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

Central Corridor LRT is scheduled for start-up in early 2014. The 2014 annual net operating cost (after fares) is estimated at \$16 million. 50%, or \$8 million annually, will be funded by the Metropolitan Council using MVST revenues dedicated to transit. The remaining \$8 million annual net operating cost will be funded jointly by Hennepin and Ramsey County Regional Rail Authorities.

#### Previous Appropriations for this Project

2005 Bonding Bill: \$5.25 million

2006 Bonding Bill: \$7.8 million

#### Other Considerations

## Central Corridor Light Rail Transit

The Central Corridor LRT is a vital and significant component of the region's transportation plan. Traffic congestion is already a problem today in the Central Corridor. Certain points in the corridor are experiencing more than three hours of congestion in the evening. Traffic is projected to continue to grow as the region adds another million people by 2030. No other transportation improvements are planned for the Central Corridor, including I-94, in the region's long-term transportation plans.

The number of jobs in the Central Corridor is expected to grow to 345,000 by 2030, demonstrating the vitality of the corridor and need to provide enhanced transportation capacity.

The Capitol Area Architectural and Planning Board (CAAPB) is highly supportive of the Central Corridor LRT and has endorsed the alignment serving the State Capitol complex. LRT will provide a high-quality alternative to single-occupancy driving and thus reduce the amount of land needed for parking in the Capitol Area – a long term goal of the *Comprehensive Plan for the Minnesota State Capitol Area*.

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**Governor's Recommendations (To be completed by the Department of Finance at a later date)**

**Metropolitan Regional Parks**

**2008 STATE APPROPRIATION REQUEST:** \$10,500,000

**AGENCY PROJECT PRIORITY:** 2 of 8

**PROJECT LOCATION:**

**Project At A Glance**

The Metropolitan Council requests \$10,500,000 in state bonds to match \$7,000,000 of Metropolitan Council bonds to improve and expand the Metropolitan Regional Park System.

**Project Description**

The Metropolitan Regional Park System consists of 52,000 acres of parks and 172 miles of trails. The Metropolitan Regional Park System is owned, operated, and maintained by ten regional park implementing agencies:

- |                             |                            |
|-----------------------------|----------------------------|
| Anoka County                | Ramsey County              |
| City of Bloomington         | City of St. Paul           |
| Carver County               | Scott County               |
| Dakota County               | Three Rivers Park District |
| Minneapolis Park & Rec. Bd. | Washington County          |

This preliminary request is based on distributing the State and Metropolitan Council bonds as subgrants to regional park implementing agencies for each park agency's prioritized list of capital projects that have been approved by the Metropolitan Council in the Council's 2008-09 portion of the 2008-13 Metropolitan Regional Parks Capital Improvement Program (CIP).

The Metropolitan Council, with the advice of the Metropolitan Parks and Open Space Commission, prepares a Metropolitan Regional Parks CIP under direction from M.S. 473.147. This request is to fund a portion of that CIP. The following table illustrates the amount of each park agency's subgrant in the CIP as part of this State bond request.

<b>Regional Park Implementing Agency</b>	<b>State bond request (thousands)</b>	<b>Metropolitan Council bond match (thousands)</b>	<b>Total Subgrant Amount per Agency (thousands)</b>
Anoka County	\$ 1,169	\$ 725	\$ 1,894
City of Bloomington	\$ 330	\$ 176	\$ 506
Carver County	\$ 0	\$ 426	\$ 426
Dakota County	\$ 1,344	\$ 460	\$ 1,804
Minneapolis Park & Rec. Board	\$ 2,098	\$ 1,241	\$ 3,339
Ramsey County	\$ 1,069	\$ 537	\$ 1,606
City of St. Paul	\$ 1,580	\$ 974	\$ 2,554
Scott County (including Three Rivers Park District projects in county)	\$ 0	\$ 570	\$ 570
Three Rivers Park District	\$ 2,496	\$ 1,138	\$ 3,634
Washington County	\$ 414	\$ 753	\$ 1,167
<b>Grand Total</b>	<b>\$ 10,500</b>	<b>\$ 7,000</b>	<b>\$ 17,500</b>

Over 33 million visits occurred in the Metropolitan Regional Park System in 2006. Of this amount, 40.0% or 13.2 million visits were from persons living out-of-state, from Greater Minnesota, and from the Metropolitan Area outside the park implementing agency's local jurisdiction. The state bond request is matched with Metropolitan Council bonds on a 60% state/40% Metropolitan Council basis. This fairly spreads the costs of these capital improvements between all state taxpayers relative to their use of the park system and what they pay in taxes for debt service on the State bonds and Council bonds.

A preliminary list of projects in priority order for each park implementing agency that would be funded from these bonds is shown on Attachment 1. Any changes to this preliminary list will be included in the final request on October 10.

The Metropolitan Regional Park System is one of four regional systems the Metropolitan Council is charged to plan and develop capital improvement

**Metropolitan Regional Parks**

programs under State law (M.S. 473.147). Since 1974, the State of Minnesota has provided \$278.5 million in capital funds (bonds and Environmental Trust Funds as recommended by the Legislative Citizens Commission on Minnesota Resources (LCCMR) and its predecessor.

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

There is no direct impact on state agency operating budgets since the State of Minnesota does not operate Metropolitan Regional Park System units. However, indirectly, the state's capital investment in the Metropolitan Regional Park System reduces the visitor impact on three state parks, one state recreation area and two state trails in the Metropolitan region. The reduced visitor pressure on the State park/trail units reduces the costs to operate and maintain those parks.

**Previous Appropriations for this Project**

The State has appropriated \$278.5 million of bonds to the Metropolitan Council for this program from 1974 to 2007. In 2006, \$29.9 million was appropriated including \$7 million for the 2006-07 Metropolitan Regional Parks CIP projects, plus \$22.9 million of line item appropriations for projects in addition to the projects in the 2006-07 Parks CIP. The Council provided \$4.6 million of bonds as a 40% match to the \$7 million of State bonds appropriated for the 2006-07 Parks CIP projects.

In 2007 the LCCMR recommended a \$2.5 million appropriation to be used to partially finance land acquisition projects to supplement what is appropriated for land acquisition in the 2006-07 Parks CIP. The Council provided a \$1.33 million match to the LCCMR recommended funding.

**Other Considerations**

The LCCMR and its predecessor the Legislative Commission on Minnesota Resources have recommended funds to supplement the State bond appropriations for the Parks CIP. As noted above, the most recent appropriation of \$2.5 million in 2007 was targeted to land acquisition projects.

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**Governor's Recommendations (To be completed by the Department of Finance at a later date)**

## Metropolitan Regional Parks

Attachment 1: Preliminary Prioritized Project List of Each Regional Park Implementing Agency for 2008 State Bond Request--Metropolitan Regional Parks						
Regional Park Implementing Agency	Priority of Project for that Agency	Project Location	Project Description	State Bonds (\$000's)	Metro Council Bonds (\$000's)	Project Total Subgrant (\$000's)
Anoka County	1	Bunker Hills Regional Park	Rehabilitate approx. 2 miles of bituminous trails; construct approx.1 mile of new bituminous trail, construct a new restroom building, play structure and interpretive facility; rehabilitate building for satellite maintenance shop; landscaping; site furnishings; and utilities.	\$ 602	\$ 266	\$ 868
Anoka County	2	East Anoka County Regional Trail	Reimbursement to the City of Blaine via Anoka County for half the cost of constructing 2.25 miles of bituminous trail that was completed in 2005.	\$ -	\$ 81	\$ 81
Anoka County	3	Rice Creek Chain of Lakes Park Reserve	Construct campground visitor center, road and parking lot; construct approx. 1 mile of new trail, 1 picnic shelter, playground, landscaping, restoration, and upgrade utilities.	\$ 447	\$ 298	\$ 745
Anoka County	4	Anoka County Riverfront Regional Park	Construct 9-hole disc golf course, reconstruct roadway and parking lots, lighting, landscaping/restoration, site furnishings, and utilities.	\$ 120	\$ 80	\$ 200
<b>Anoka County Subtotal</b>				<b>\$ 1,169</b>	<b>\$ 725</b>	<b>\$ 1,894</b>
City of Bloomington	1	Hyland-Bush-Anderson Lakes Park Reserve - Bush Lake Park Unit	Reimbursement for partial funding to acquire in-holding property located at 9625 East Bush Lake Road. Property acquired October, 2004.	\$ -	\$ 67	\$ 67
City of Bloomington	2	Hyland-Bush-Anderson Lakes Park Reserve - Bush Lake Park Unit	Reconstruct some of the bituminous trails in the Bush Lake unit of the park as far as the funds will allow.	\$ 330	\$ 109	\$ 439

**Metropolitan Regional Parks**

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<b>City of Bloomington Subtotal</b>				<b>\$ 330</b>	<b>\$ 176</b>	<b>\$ 506</b>
Carver County	1	Lake Waconia Regional Park	Reimburse the County for partially financing the acquisition of 43.94 acres acquired for the park in late 2006 and early 2007.	\$ -	\$ 426	\$ 426
<b>Carver County Subtotal</b>				<b>\$ -</b>	<b>\$ 426</b>	<b>\$ 426</b>
Dakota County	1	Mississippi River Regional Trail	Match to \$696,000 Federal TEA-21 grant for acquisition, construction, construction administration of approximately 3.4 miles of regional trail from Spring Lake Park Reserve to the west Hastings city limit.	\$ 243	\$ 82	\$ 325
Dakota County	2	Mississippi River Regional Trail	Match to \$773,000 Federal TEA-21 grant for acquisition, construction, construction administration of approximately 1.2 miles of regional trail from Cahill Avenue to the Pine Bend trailhead at 111th Street, all within city limits of Inver Grove Heights.	\$ 137	\$ 13	\$ 150
Dakota County	3	Lebanon Hills Regional Park	This project includes design and development per master plan: 1) Loop connector trail of 1.1 miles around McDonough Lake, 2). Other connector trail spurs (approximately .3 miles) for connectivity, 3) Existing parking lot redevelopment for efficiency, sec	\$ 529	\$ 171	\$ 700
Dakota County	4	Lebanon Hills Regional Park	Design and construct new parking lot (up to about capacity 60), with small restroom building, to serve western portion of park and primarily mountain bike, hike and ski trail use. Also to remove existing inadequate and poorly located/developed parking lot and restore site.	\$ 287	\$ 113	\$ 400

**Metropolitan Regional Parks**

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Dakota County	5	Lebanon Hills Regional Park and other regional parks	Match to \$30,000 County funds to install signs for branding, wayfinding, regulatory, etc. purposes. Sign needs for Lebanon Hills Regional Park and Spring Lake Park Reserve will be priorities.	\$ 148	\$ 19	\$ 167
Dakota County	6	Lebanon Hills Regional Park	Reimbursement for county funds spent on the development of the campground project of 1999 to 2000.	\$ -	\$ 62	\$ 62
<b>Dakota County Subtotal</b>				<b>\$ 1,344</b>	<b>\$ 460</b>	<b>\$ 1,804</b>
Minneapolis Park & Rec. Board	1	Minnehaha Regional Park	Rehabilitation of Wabun / Omemee picnic area and all related site elements, and may include such facilities as picnic tables, lighting, maintenance garage, benches, entrance drives, approximately 2 1/2 miles of paths, parking, restrooms, shelters, drink	\$ 1,788	\$ 1,012	\$ 2,800
Minneapolis Park & Rec. Board	2	Theodore Wirth Regional Park	Continued major rehabilitation of Wirth Lake Beach that may include such facilities as play equipment, sand volleyball court, 1/2 court basketball, picnic area, life guard tower(s), new turf areas, wetland enhancements, plaza surrounding recently rebuilt	\$ 310	\$ 229	\$ 539
<b>Minneapolis Park &amp; Rec. Board Subtotal</b>				<b>\$ 2,098</b>	<b>\$ 1,241</b>	<b>\$ 3,339</b>



**Metropolitan Regional Parks**

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Ramsey County	1	Rice Creek North Regional Trail	Reimbursement to Ramsey County for balance of construction costs for that section of Rice Creek North Regional Trail within the former Twin City Army Ammunition Plant. Project Includes 2.2 miles of paved bicycle/pedestrian trail, construction of an 85 foot bridge over Rice Creek, wetland development, fencing and turf establishment. Previous Metropolitan Council Grant will finance \$455,000 of project costs.	\$ -	\$ 145	\$ 145
Ramsey County	2	Bald Eagle-Otter Lakes Regional Park & Rice Creek North Regional Trail	Construct natural resource restoration projects at Tamarack Nature Center (50 acre prairie) within Bald Eagle-Otter Lakes Regional Park and Rice Creek North Regional Trail (22 acre prairie).	\$ 30	\$ 20	\$ 50
Ramsey County	3	Keller Regional Park	Continued phased redevelopment of Keller Regional Park to include construction of additional restrooms and picnic shelters. Associated sitework includes parking, pathways and landscaping. Previously completed phases include installation of sewer and water utilities and construction of five restroom facilities.	\$ 1,039	\$ 372	\$ 1,411
<b>Ramsey County Subtotal</b>				<b>\$ 1,069</b>	<b>\$ 537</b>	<b>\$ 1,606</b>
City of Saint Paul	1	Lilydale Regional Park	Detailed site survey and design plans for major park improvements including infrastructure/utilities, road alignment, trail alignment, bridge structure, trailhead, soft camping, parking, wetland/ storm water improvements, interpretive signage, lake improvements, and former brick quarry site.	\$ 60	\$ 40	\$ 100

**Metropolitan Regional Parks**

<b>Attachment 1: Preliminary Prioritized Project List of Each Regional Park Implementing Agency for 2008 State Bond Request--Metropolitan Regional Parks</b>						
<b>Regional Park Implementing Agency</b>	<b>Priority of Project for that Agency</b>	<b>Project Location</b>	<b>Project Description</b>	<b>State Bonds (\$000's)</b>	<b>Metro Council Bonds (\$000's)</b>	<b>Project Total Subgrant (\$000's)</b>
City of Saint Paul	2	Sam Morgan Regional Trail	Design and engineering of 1.7 miles and reconstruction of 0.9 miles of this section of trail between 35E and Hwy 5 which is in poor condition and only 8 feet wide.	\$ 412	\$ 196	\$ 608
City of Saint Paul	3	Cherokee Regional Park	Complete design and engineering for 1.3 miles of trails and overlooks from Ohio Street to Annapolis along the bluff side of Cherokee Parkway. This request follows up on the 2006 grant for preliminary design.	\$ 126	\$ 84	\$ 210
City of Saint Paul	4	Como Regional Park	Design and engineering for reconstruction of Estabrook Drive from Lexington west to the Frog Pond (including Lexington intersection), and Nason Place from Estabrook Drive to Aida Place.	\$ 300	\$ 200	\$ 500
City of Saint Paul	5	Como Regional Park	Design/engineering of a phased construction of an expanded outdoor aquatics facility at the site of the existing Como Pool including renovation of existing pool, new building with outdoor shower facilities, expanded parking area, wave pool, splash pad and infrastructure for future development phases.	\$ 472	\$ 314	\$ 786
City of Saint Paul	6	Harriet Island Regional Park	Design and construction of 110+/- parking spaces adjacent to Water Street including lighting, utilities and storm water treatment.	\$ 210	\$ 140	\$ 350
<b>City of Saint Paul Subtotal</b>				<b>\$ 1,580</b>	<b>\$ 974</b>	<b>\$ 2,554</b>
Scott County	1	Doyle-Kennefick Regional Park and Cedar Lake Farm Regional Park	Partial reimbursement for County's contributions towards acquisition of the 400-acre Doyle family property at Doyle-Kennifick Regional Park and the 61-acre Cedar Lake Farm property at Cedar Lake Farm Regional Park. .	\$ -	\$ 570	\$ 570

## Metropolitan Regional Parks

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			<b>Scott County Subtotal</b>	\$ -	\$ 570	\$ 570
Three Rivers Park District	1	Lake Rebecca Park Reserve	Construction phase to rehabilitate paved roads, parking lots, paved trails and trail connections in the park as part of the Pavement Management program	\$ 2,863	\$ 771	\$ 3,634
			<b>Three Rivers Park District Subtotal</b>	\$ 2,863	\$ 771	\$ 3,634
Washington County	1	Lake Elmo Park Reserve	Reimburse County funding for replacing playground equipment in 2004.	\$ -	\$ 125	\$ 125
Washington County	2	St. Croix Bluffs Regional Park	Design and construct a new shower building, well, water distribution system and dump station area in the campground.	\$ 414	\$ 68	\$ 482
Washington County	3	St. Croix Bluffs Regional Park	Partial reimbursement for County funding of a 208 acre parcel that was acquired on Oct. 31, 1996 for the park.	\$ -	\$ 560	\$ 560
			<b>Washington County Subtotal</b>	\$ 414	\$ 753	\$ 1,167
			<b>Grand Total</b>	\$ 10,500	\$ 7,000	\$ 17,500

**Urban Partnership Agreement**

**2008 STATE APPROPRIATION REQUEST:** \$7,200,000

**AGENCY PROJECT PRIORITY:** 3 of 8

**PROJECT LOCATION:**

**Project At A Glance**

The Metropolitan Council requests \$7.2 million to provide local match for funding from USDOT for park & ride construction and transit related intelligent transportation systems (ITS) technology projects under the Urban Partnership Agreement program.

**Project Description**

The Minnesota Department of Transportation and the Metropolitan Council have jointly submitted an application to the US Department of Transportation to be considered for the Urban Partnership Agreement (UPA) program. The Minnesota Congestion Coalition application proposes a comprehensive approach to congestion reduction that includes congestion pricing, transit enhancements, telecommuting/telework, and the use of advanced technologies.

In conjunction with the UPA application, MnDOT and Met Council have submitted grant applications under the Value Pricing Pilot Program (VPPP), the Intelligent Transportation System Operational Testing to Mitigate Congestion (ITS-OTMC) and Section 5309 Bus and Bus Related Capital Facilities grant programs to fund the improvements that are proposed under the UPA.

If Minnesota is selected as a UPA partner and the grants are awarded, they must be matched 80% federal to 20% local. This capital bonding request is for a portion of the local funding that will be required to match the federal dollars. Additional local match will be sought from other sources, including MnDOT capital programs, the City of Minneapolis, Dakota County and others.

This request seeks local (nonfederal), match for two specific elements of the overall UPA project:

- Construct 1,710 park & ride spaces in the I-35W north and I-35W south corridors. These park & ride spaces will provide capacity to handle the expected increase in express bus ridership generated by congestion pricing and other UPA program elements. The specific park & ride locations and spaces are as follows:

Corridor	City	Location	Spaces	Cost
I-35W North	Blaine	At 95 <sup>th</sup> Ave	310	\$5.50 M
I-35W North	Roseville	Snelling & TH 36	310	\$5.50 M
I-35W South	Bloomington	At 82 <sup>nd</sup> St	500	\$9.00 M
I-35W South	Bloomington	At 98 <sup>th</sup> St	150	\$2.70 M
I-35W South	Lakeville	t.b.d.	440	\$2.00 M
<b>Total</b>			<b>1,710</b>	<b>\$24.70 M</b>

Total cost: \$24.70 M Local Match: \$4.94 M

- Develop intelligent transportation systems (ITS) technologies to speed transit service and increase customer information and conduct operational testing these systems. These systems will be deployed and tested in the Tier 1 UPA corridors (I-35W North, I-35W South and Hwy 77).

Project	Cost
Bus operator lane guidance system	\$4.30 M
Transit signal priority system	\$5.50 M
Real-time bus arrival time	\$0.16 M
Congestion conditions information	\$0.09 M
Park & ride space availability information	\$1.25 M
<b>Total</b>	<b>\$11.30 M</b>

Total cost: \$11.30 M Local Match: \$2.26M

Grant Total: \$36.00 M Local Match \$7.2 M

**Urban Partnership Agreement****Impact on Agency Operating Budgets (Facilities Notes)**

The park & rides will also require purchase of expansion buses and funding for expansion of transit service operations.

The expansion buses have also been requested under the UPA Section 5309 grant application, and the local (nonfederal) match for those will be sought from other state and local capital sources.

The expansion of transit service operations is currently unfunded and will be expected to come from regional transit operating funds.

**Previous Appropriations for this Project**

None

**Other Considerations**

Funding for some of the park & ride expansions may also be eligible for Congestion Mitigation/Air Quality (CMAQ) grants.

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**Governor's Recommendations (To be completed by the Department of Finance at a later date)**

## Regional Park and Ride System Expansion

**2008 STATE APPROPRIATION REQUEST:** \$15,000,000

**AGENCY PROJECT PRIORITY:** 4 of 8

**PROJECT LOCATION:**

#### Project At A Glance

The Metropolitan Council requests \$15 million to develop a number of new or expanded park-and-ride facilities throughout the Twin Cities metropolitan area.

#### Project Description

This proposal is to develop a number of new or expanded park-and-ride facilities throughout the Twin Cities metropolitan area to meet the growing commuter demands for express bus transit.

Since 1999, the size and usage of the regional park-and-ride system has grown in leaps and bounds. From approximately 6,700 spaces and 4,700 users in 1999 to approximately 19,500 spaces and 15,300 users in 2006. That's a 191% increase in capacity and a 226% increase in usage over the last 7 years. The Regional Park-and-Ride Plan projects a system-wide need for nearly 25,000 spaces between 2015 and 2020, and nearly 35,000 spaces between 2025 and 2030 to serve forecasted transit commuter growth.

Since 1999, the number of park-and-rides decreased from nearly 150 to just over 100 in reaction to changing customer preferences. A shift away from smaller, neighborhood-oriented park-and-rides to larger, freeway-oriented park-and-rides began to occur in the early 1990s to provide customers with the auto-competitive travel time and frequent service. Today, the 11 largest facilities contain nearly 9,000 spaces while the 58 smallest facilities contain less than 3,000 spaces. The remaining 8,000 spaces are spread across 34 medium-sized facilities.

Accounting for both spaces to accommodate future transit commuter growth and spaces to replace capacity at existing, small park-and-rides, there is an

estimated need for 8,000 new spaces by 2015 to 2020 and another 10,000 new parking spaces by 2025 to 2030.

Park-and-rides combined with frequent express service and bus only shoulders create an attractive alternative to driving alone, thereby slowing the rate of congestion on regional travel corridors, in the downtowns and on the University of Minnesota campus.

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

Funding for additional buses and operating costs may need to be appropriated to support the additional park-and-ride capacity.

#### Previous Appropriations for this Project

None

#### Other Considerations

Some of these projects are Congestion Mitigation/Air Quality (CMAQ)-eligible and UPA-eligible.

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#### Governor's Recommendations (To be completed by the Department of Finance at a later date)

**Transitway Studies and Facilities**

**2008 STATE APPROPRIATION REQUEST:** \$2,000,000

**AGENCY PROJECT PRIORITY:** 5 of 8

**PROJECT LOCATION:**

**Project At A Glance**

The Metropolitan Council requests \$2 million to fund four to five in-depth transitway studies.

**Project Description**

This project will fund 4-5 in-depth studies of transitway corridors to determine their potential for light rail transit, commuter rail, or dedicated busways.

In 2007, the Metropolitan Council will be completing the 2030 Transit Master Plan. This study will include a screening of approximately 25 corridors for their potential for light rail, commuter rail and dedicated busways. Based on this analysis, the Council will be recommending a list of transitway corridors for further in-depth study. This request is to fund these in-depth studies to determine the feasibility of these corridors for major transit investments and to conduct alternative analyses of potential modes and alignments. Future year funding would be used for environmental studies, preliminary engineering and design, construction of facilities in the corridors (i.e. passenger facilities or park and rides) and potentially to match available federal funds.

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

No impact until light rail, commuter rail or dedicated busways are constructed.

**Other Considerations**

In the 2007 legislative session, there were approximately ten individual requests for studies of transit corridors at a cost of \$500,000 or more each.

This request consolidates those individual requests into one request which will fund studies in the corridors identified as having the highest potential.

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**Governor's Recommendations (To be completed by the Department of Finance at a later date)**

## Metro Cities Inflow and Infiltration Reduction

**2008 STATE APPROPRIATION REQUEST:** \$14,000,000

**AGENCY PROJECT PRIORITY:** 6 of 8

**PROJECT LOCATION:**

**Project At A Glance**

The Metropolitan Council and Metro Cities request \$14 million to facilitate a municipal grant program for the mitigation of inflow and infiltration (I/I) into the metropolitan sanitary sewer disposal system.

**Project Description**

The Metropolitan Council, representing more than ½ of the state's population, operates the Metropolitan Disposal System under M.S. 473.515 and other statutes. Inflow and Infiltration of clear (ground and storm waters) into the sanitary sewer may cause sewage spills and thus is an environmental threat to the state's waters. This request would facilitate fixes only on publicly owned assets (i.e. city sewer pipes and ancillary sewer facilities). Since this proposal benefits both the metropolitan sewer system and metropolitan cities, it is being jointly sponsored by both the Metropolitan Council and Metro Cities (aka the Association of Metropolitan Municipalities).

The overall I/I mitigation program is projected to save the metropolitan ratepayers at least 6 times the cost of the program (\$900 million in regional expenses), by addressing the problem in local systems, rather than at the regional level. The program the Council initiated is a national model and has made our region a leader in addressing a problem that continues to plague other large metropolitan areas. This cost avoidance will slow the rate of sewer charge increases that would otherwise place a larger financial burden on some of the state's struggling industries and municipalities, and will help maintain a competitive advantage for our region. Also, an effective mitigation program will likely enhance the amount of clear water that beneficially infiltrates into the state's ground waters (instead of going through the sewers into the Mississippi).

Up to \$14 million would be granted to metropolitan communities to rehabilitate local sewer systems to eliminate excessive I/I. The cities would be required to match each grant dollar.

If the program is implemented, municipalities would:

- 1) Identify eligible I/I project capital costs (sewer system rehabilitation and improvements)
- 2) Secure City Council resolutions committing financing for the 50% matching funds
- 3) Apply to the Council for the grant
- 4) Contract for the repairs to city pipes
- 5) Account for the use of the proceeds

And the Metropolitan Council would:

- 1) Draft generic grant agreements and City Council resolutions
- 2) Develop a grant list by municipality.
- 3) Disburse funds and verify expenditures

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

There is no financial impact to the Council. The technical and accounting review of the municipal I/I project expenditures already are ongoing by the Council, regardless of this grant program, as the Council requires such accountability of its customer municipalities as part of its I/I surcharge program.

**Previous Appropriations for this Project**

None

**Other Considerations**

None

**Project Contact Person**



**Metro Cities Inflow and Infiltration Reduction**

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**Governor's Recommendations (To be completed by the Department of Finance at a later date)**

## Affordable Housing Land Acquisition Loan Fund

**2008 STATE APPROPRIATION REQUEST:** \$10,000,000

**AGENCY PROJECT PRIORITY:** 7 of 8

**PROJECT LOCATION:**

**Project At A Glance**

The Metropolitan Council requests \$10 million to fund a land acquisition revolving loan fund for the purchase of land by local governments for the development of affordable housing.

**Project Description**

The Council will make no-interest loans to municipalities or their development agencies that participate in the Livable Communities Act Local Housing Incentives Account program for the purchase of property to be developed or redeveloped as affordable housing. It is anticipated the loan fund will require some amount of local investment to match the funding from the Council.

The loans will be made to municipalities or their development agencies to accelerate the acquisition of property to be used for future affordable housing, or to avert the purchase of such property for a use that does not include affordable housing. The property for which the municipality is seeking the acquisition loan would ensure the Council that the property is or will be appropriately guided and zoned for development as affordable housing, and that the development of such housing will help the town or city advance its Livable Communities Act affordable housing goals and help address its low- and moderate-income housing responsibilities under the Land Planning Act as described in its local comprehensive plan. Acquisition of the land funded by the loan would be required to take place no more than three to five years after the loan is made.

All municipalities participating in the Livable Communities Act Local Housing Incentives Account Program have unmet affordable housing goals through 2010. As they prepare their 2008 local comprehensive plan updates, municipalities will be including their plans to address their share of the

region's anticipated 51,000 new affordable housing needs between 2011 and 2020. The ability to acquire and hold land for future affordable housing development is integral to the accomplishment of this long-term housing needs objectives.

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

There is no direct impact on the Council's operating budget by this request.

**Previous Appropriations for this Project**

None

**Other Considerations**

An Affordable Housing Land Acquisition Loan Fund would complement the efforts by Minnesota Housing and other affordable housing partners in the region in accomplishing the Pawlenty administration's plan to end long-term homelessness by aiding in the acquisition of land for housing very low income households.

**Project Contact Person**

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**Governor's Recommendations (To be completed by the Department of Finance at a later date)**

## Renewable Fuel/Pollution Reduction Demonstration

**2008 STATE APPROPRIATION REQUEST:** \$990,000

**AGENCY PROJECT PRIORITY:** 8 of 8

**PROJECT LOCATION:**

#### Project At A Glance

The Metropolitan Council requests \$990,000 for the design, construction, and installation of equipment for a demonstration project for renewable fuel production and pollutant reduction from algae growth on wastewater process effluent.

#### Project Description

The Metropolitan Council and the University of Minnesota recently entered into a collaborative effort to determine the economic feasibility of growing high oil content algae in treated wastewater and using the algal cell mass to produce biodiesel and biooils. The Council's has an interest in this concept because algae can [1] remove significant phosphorus and nitrogen from wastewater treatment plant discharges and [2] reduce the amount of carbon dioxide discharged to the atmosphere from combustion facilities. It is anticipated that state and federal environmental regulations will require the Council to increase phosphorus and nitrogen removals and initiate control of greenhouse gases within the next 10 years. In addition to regulatory compliance issues, the process will produce a renewable fuel which will have a beneficial impact on the regional economy (displaces fuel purchased from outside region). Note that the concept may also provide the low cost alternative for additional nutrient removal at a number of smaller treatment plants throughout the state.

The demonstration effort will generate approximately one kilogram of algal cell mass per day and convert it to biodiesel and other energy products. MCES will be responsible for producing the algal cell mass and the U of M will process the material at their Center for Biorefinery Pilot Facility on the St. Paul campus.

MCES will design and construct small demonstration facilities (growth reactor and separation process) to produce the algae and evaluate separation technologies. Direct costs to design and construct the demonstration facilities are estimated to be approximately \$215k.

The U of M (Dr. Roger Ruan) will procure and install equipment to concentrate the algal cell mass, extract the oil from the algal cell mass, produce biodiesel from the extracted oil, and pyrolyze the remaining cell mass to produce other energy products. The total cost for the installed apparatus is approximately \$500k. Prior to procuring the demonstration scale equipment, similar equipment to process bench scale quantities of algal cell mass will be procured to evaluate effectiveness. The cost for the bench scale equipment is estimated to be approximately \$75k. Finally the U of M will procure equipment to characterize the products that are produced at an estimated cost of \$200k.

The U of M is currently using an internal grant and a small Council grant to conduct laboratory scale algal growth and oil extraction studies. Without additional funds, however, the feasibility of the concept in a production environment cannot be demonstrated.

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

Metropolitan Council (Environmental Services) will provide staff resources for the operation of the demonstration equipment located at the Metro Plant. These costs will be funded out of wastewater fee revenues. The U of M will provide the staff resources for the operation of the demonstration equipment located at the U of M.

#### Previous Appropriations for this Project

None

#### Other Considerations

This funding request was endorsed by the Interagency Energy and Environment Group, headed by Edward Garvey, Deputy Commissioner of the Department of Commerce. PCA, DNR, Agriculture, Economic Development and Housing Finance also participate in the Group.

**Renewable Fuel/Pollution Reduction Demonstration**

The University of Minnesota's Initiative for Renewable Energy and Environment (IREE) will continue to participate in this project and endorses this request.

**Project Contact Person**

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**Governor's Recommendations (To be completed by the Department of Finance at a later date)**