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Metropolitan Council

1999-2004 Capital Improvement Program and 1999 Capital Program and Budget

Adopted December 17, 1998

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Bill Schreiber – District 2

Mary Hill Smith – District 3

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Charles Arnason – District 12

Diane Z. (DeDe) Wolfson – District 13

Stephen B. Wellington, Jr. – District 14

Kevin Howe – District 15

Terrence F. Flower – District 16

The mission of the Metropolitan Council is to provide leadership in the effective planning of regional growth and redevelopment, and in the delivery of quality regional services.

The Metropolitan Council coordinates regional planning and guides development in the seven-county area through joint action with the public and private sectors. The Council also operates regional services, including wastewater collection and treatment, transit and the Metro HRA – an affordable-housing service that provides assistance to low-income families in the region. Created by the Legislature in 1967, the Council establishes policies for airports, regional parks, highways and transit, sewers, air and water quality, land use and affordable housing, and provides planning and technical assistance to communities in the Twin Cities region.

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METROPOLITAN COUNCIL

Mears Park Centre, 230 East Fifth Street, St. Paul, Minnesota 55101-1634
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RESOLUTION NO. 98-51

JAN 07 1999

**APPROVING THE METROPOLITAN COUNCIL
1999-2004 CAPITAL IMPROVEMENT PROGRAM,
1999 CAPITAL PROGRAM AND 1999 CAPITAL BUDGET**

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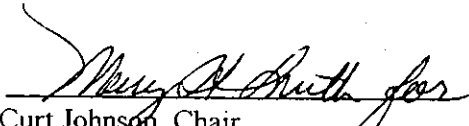
- WHEREAS, Minn. Stat. 473.13, Subd. 1 requires the Council, after public hearing, shall adopt a final budget covering its anticipated receipts and disbursements for the ensuing year; and
- WHEREAS, Minn. Stat. 473.13, Subd. 1 requires that the budget shall state in detail the capital expenditures of the Council for the budget year, based on a five-year capital program adopted by the Council; and
- WHEREAS, the Council adopted a proposed unified 1999-2004 capital improvement program and 1999 capital program and budget for public hearing on October 29, 1998.
- WHEREAS, a public hearing on the 1999-2004 capital improvement program and 1999 capital program and budget was held on December 3, 1998;

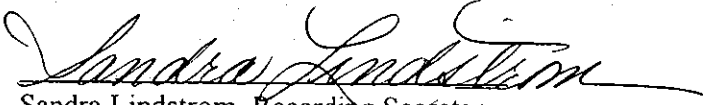
THEREFORE, BE IT RESOLVED,

That the Metropolitan Council approves the 1999-2004 Capital Improvement Program and 1999 Capital Program and Budget as follows:

1. Adopt the 1999-2004 Capital Improvement Program as the six-year capital plan for capital investment and financing.
2. Approve \$93,982,319 in new multi-year capital program authorizations as the 1999 Capital Program, including:
 - \$ 66,350,000 for Environmental Services,
 - \$ 15,156,319 for Transit, and
 - \$ 12,476,000 for 800 Megahertz Radio.
3. Approve a 1999 Capital Expenditure Budget of \$148,110,504 for previously approved capital projects and new capital projects authorized in the 1999 Capital Program, including:
 - \$ 59,200,000 for Environmental Services,
 - \$ 66,647,906 for Transit,
 - \$ 19,044,598 for Parks and Open Space, and
 - \$ 3,218,000 for the 800 Megahertz Radio Project.

Adopted this 17th day of December, 1998


Curt Johnson, Chair


Sandra Lindstrom, Recording Secretary

**METROPOLITAN COUNCIL
PROPOSED 1999 CAPITAL PROGRAM / BUDGET AND
1999-2004 CAPITAL IMPROVEMENT PROGRAM**

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METROPOLITAN COUNCIL

**Mears Park Centre, 230 East Fifth Street, St. Paul, Minnesota 55101-1634
Phone (612) 602-1000 TDD (612) 291-0904 FAX (612) 602-1550 Metro Info (612) 602-1888**

DATE: October 29, 1998
TO: Curt Johnson, Chair and Metropolitan Council Members
FROM: Jim Solem, Regional Administrator
SUBJECT: Proposed Metropolitan Council 1999 Capital Program and Budget and 1999-2004 Capital Improvement Program

The Proposed 1999 Capital Program and Budget and 1999-2004 Capital Improvement Program presents capital budgets and capital improvement programs for each of the divisions of the Council -- Community Development, Environmental Services, and Transportation -- with capital investments related to the provision of regional services. The capital budget does not include capital outlays for office and computer capital equipment budgeted in the unified operating budget.

This budget document presents 1) a unified 1999-2004 capital improvement program detailing proposed capital investments and financing; 2) a fiscal impact assessment which considers the proposed capital investments and financing within the context of the region's ability to pay; and 3) a unified 1999 capital program and budget with new multi-year capital program authorization requests and proposed 1999 capital expenditures.

This year's program has been expanded to a six-year picture of the Council's capital expenditures and financing. A five-year capital expenditure and financing summary was provided in past years.

The objectives of the unified capital programming process are:

- to ensure that the region's investment in wastewater treatment plants and interceptor sewers, transit vehicles and facilities and the regional park system is maintained and preserved;
- to serve regional growth;
- to ensure that the Council's capital investment plan reflects regional priorities;
- to provide a consolidated financial summary of recommended capital expenditures and financing plans; and
- to provide information on the fiscal impacts of the capital investment plan.

The financial plan takes a prudent approach to the financial management of the Council's resources, with a commitment to maintain the Council's financial strength. The budget reflects constraints in financial resources amid growing concern of residents within this region, and other areas of the country, over the cost of government and accountability.

This capital improvement program also reflects a commitment to maintain and preserve regional investments in wastewater services, transit and parks and open space. The Council has over \$1 billion in regional assets that need to be preserved and replaced at the end of their useful life. Approximately \$777 million, or 62 percent, of the proposed six-year capital investment by the Council will be used to rehabilitate or replace existing capital facilities, vehicles and equipment.

This capital improvement program also reflects a commitment to serve regional growth and provide increased transit service in the region. The capital improvement program for wastewater services includes capital projects that provide capacity expansions to meet regional growth, as well as projects that improved treatment quality to meet environmental goals. The parks and open space capital improvement program provides for land acquisition and the development of new park facilities to meet recreational needs in the region.

The transit capital improvement program reflects the start of an aggressive 20-year plan to expand transit service in the region. Implementation of this six-year program and the longer-range plan will require a commitment from the Legislature to provide a new capital funding source that is not supported by regional property taxes, as well as additional state funding for transit operations.

In developing the capital budget and capital improvement program, the uses of financial resources are restricted to the appropriate entity for which they were raised. This means that Environmental Services Division revenues received through sewer service fees and SAC charges are maintained in a separate and distinct fund and used only for capital investments applicable to the Environmental Services Division. It also means that transit capital investments by the Transportation Division and regional recreation open space capital investments by the Community Development Division in conjunction with the Metropolitan Parks and Open Space Commission are funded based on the Council's ability to raise federal and state capital grants and acquire regional bonding authorizations.

FINANCIAL SUMMARY - CAPITAL IMPROVEMENT PROGRAM

The combined capital improvement programs (CIP) for parks and open space, transit and environmental services propose investing \$1,255 million in regional facilities over the next six years, an average of \$209 million per year. The proposed capital improvement program will require the issuance of approximately \$666 million in regional bonding, an average of \$111 million per year. The proposed program for transit will also require \$147 million from a new state or regional capital funding source. This level of regional debt issuance will increase

outstanding debt, annual debt service payments and property taxes and user fees supporting annual debt service payments between 1998 and 2004. However, projected increases in property taxes and user fees for operations and debt service are slightly lower than projected inflation rates and significantly lower than anticipated increases in regional income and market values.

CAPITAL PROGRAM ISSUES

TRANSIT

The transit capital improvement program proposes investing \$661 million over the next six years in transit equipment and facilities to enable Metro Transit and other transit providers to provide safe and reliable transit service. This reflects a substantial departure from last year's transit capital improvement program. For 1998, the capital improvement program was developed within the financial constraints of existing funding sources and provided for the replacement of existing transit equipment and facilities but very little expansion of the system. The proposed 1999-2004 transit capital improvement program provides for replacement of existing equipment and facilities and a significant expansion of the bus fleet, support facilities and public facilities. This expansion will support a 10 percent increase in transit service as the first step in a 20-year plan to expand transit service in the region.

Implementation of the proposed transit capital improvement program will require the financial support of federal and state governments and regional taxpayers. The program assumes that a significant portion of the capital improvement program will be financed with federal capital funds. The program also requires the financial support of the state, both in providing authorizations for regional bonding, state bonding and a new transit growth investment fund to support portions of the program. Finally, the program will require increased taxes within the transit taxing district to support debt service on anticipated regional borrowing.

The program provides for the replacement of 959 transit vehicles in accordance with fleet replacement plans and provides for 319 additional vehicles to expand the bus fleet and allow the provision of additional transit service. The program includes an East Metro garage to replace the antiquated Snelling Garage by 2001 and proposes an additional garage to house additions to the bus fleet. The program includes \$117 million for the construction of public facilities such as park and ride lots, transit hubs, shelters and roadway improvements to make transit service safe and comfortable and provide more reliable service. Finally, the program includes several communications and computer projects to allow transit providers to provide better customer service.

The Council's is actively involved in the planning for a number of transitways under active consideration, including the Hiawatha, Riverview and Northstar Corridors. The Hiawatha Corridor is currently in the design and pre-construction phase for a light rail transit line and has state and federal funding commitments. The costs and funding of transitway projects, whether

busways or light rail transit, are not currently included in the Council's proposed 1999-2004 capital improvement program. The capital costs and revenues for the Hiawatha Light Rail project are reflected in the budget of the Minnesota Department of Transportation, the construction manager for the corridor.

The Council and Transportation Division face a number of funding issues in implementing its six-year plan.

- The Council needs legislative authorization for \$139 million in new regional bonding over the six-year period as the regional contribution to capital program financing.
- The Council needs to secure \$147 million in additional financial support from the state to provide capital financing for transit system expansion. This financial support may come in the form of state bonding to finance bus garages, transitways, transit stations and park and ride lots. Or it may come in the form of a transit growth investment fund that uses a new, dedicated transit funding sources to supplement existing funding sources.
- The Council will need to aggressively pursue available federal capital funding. The new federal Transportation Act provides a significant increase in federal support for transportation projects, including transit. The Council needs to maximize its formula funding and aggressively compete for discretionary funding.

ENVIRONMENTAL SERVICES

The Environmental Services Division proposes investing \$484 million over the next six years to provide improvements to the regional wastewater system to maintain existing facilities, meet new environmental requirements and provide new sewer service capacity. The 1999-2004 program represents the first six years of a twenty-year program prepared by the Division.

Approximately \$309 million of the six-year program (64 percent of the program) will be invested in rehabilitation and replacement of existing facilities. The remaining \$133 million will provide for system expansion and quality improvements in the treatment plants and interceptors. In the six-year period, major capital investments will be made in:

- a new South Washington County treatment plant and improvements to the Empire and Rosemount treatment facilities,
- primary and secondary treatment improvements and rehabilitation at the Metro Plant,
- new Elm Creek and South Washington interceptors and major interceptor rehabilitation,
- sludge processing facilities at the Blue Lake, Seneca and Metro plants, and
- a computer process control system replacement at the Metro Plant.

The Environmental Services Division faces a number of issues in implementing its capital improvement program.

- Meeting regional wastewater system needs for rehabilitation and expansion needs within the financial constraints of the Environmental Services Division's *Strategic Business Plan* and *1998-2002 Plan for Allocating Resources (PAR)*. The 1999 annual budget and five-year PAR reflects a decision by the Council to improve the Division's competitive position by reducing the budget by \$20 million between 1998 and 2002 and reducing wastewater service charges from \$135 to \$114 per 100,000 gallons. Debt service is a major component of the annual budget, so the division is aggressively seeking ways to reduce regional borrowing and future debt service.
- Implementation of the Environmental Services operational goal for phosphorus removal through a phosphorus reduction strategy intended to upgrade treatment to an annual average effluent quality goal of 1 milligram per liter phosphorus by 2014. The strategy enables phosphorus removal to be integrated into the planning and evolution of the wastewater treatment system in a systematic manner.

PARKS AND OPEN SPACE

The Parks and Open Space capital improvement program proposes investing \$95 million over the next six years on the regional recreation open space system to rehabilitate existing facilities, purchase land and develop regional parks, park reserves and trails. The first four years of the program are based on the *Regional Recreation Open Space Capital Improvement Program 1998-2003* developed by the Metropolitan Parks and Open Space Commission and adopted by the Council on September 25, 1997.

The main issue facing the Council with respect to the regional recreation open space system is maintaining legislative support of state funding and regional bonding for the system. The Legislature has supported a state/regional partnership over the last several years that has financed the regional parks capital improvement program with 60 percent state funding and 40 percent regional funding.

CONCLUSION

The proposed 1999-2004 Capital Improvement Program and 1999 Capital Program and Budget provides a unified, coordinated capital investment strategy and financial plan that maintains and improves regional parks, transit and environmental services infrastructure, provides for regional growth and facilitates expansion of regional transit service. Your support of the program and help in obtaining federal, state and regional funding for the program is appreciated.

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**MISSION AND
ORGANIZATION**

**METROPOLITAN COUNCIL
PROPOSED 1999-2004 CAPITAL IMPROVEMENT PROGRAM
AND 1999 CAPITAL PROGRAM AND BUDGET**

MISSION AND ORGANIZATION

BACKGROUND

The Minnesota Legislature created the Metropolitan Council in 1967, defining the agency's role in Minnesota Statutes Chapter 473 (MS 473). This proposed budget reflects the structure of the Council, which resulted from the Metropolitan Reorganization Act of 1994. This legislation merged four separate regional agencies--the Metropolitan Council, the Regional Transit Board (RTB), Metropolitan Transit Commission (MTC), and the Metropolitan Waste Control Commission (MWCC)--into one new Metropolitan Council. The goal of this legislation was to combine and strengthen regional planning and delivery of services. The Metropolitan Council now has broader responsibilities than in the past, but must accomplish its goals in an atmosphere of diminishing resources.

The Council's responsibilities include:

- Conduct long-range, comprehensive planning (for airports, economic development, housing, land use, regional finance, parks, water quality and supply, and transportation).
- Working with other local units of government and approving their comprehensive plans to ensure that their planning is consistent with the Council's plans and the plans of their neighbors.
- Operating the regional wastewater collection and treatment system.
- Operating the regional transit system. Beginning in 1998, the Council in cooperating with the State Transportation Department and other governmental units initiated development of the Region's first Light Rail transit corridor.
- Operating a metropolitan-wide housing and redevelopment authority (Metro HRA) and forming joint powers agreements with other housing redevelopment agencies.

The Council's area of jurisdiction is the Twin Cities area, consisting of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott and Washington counties.

MISSION

The mission of the Metropolitan Council is to provide leadership in the effective planning of regional growth and redevelopment and in the delivery of quality regional services.

REGIONAL BLUEPRINT

In 1996, the Council adopted a revised *Regional Blueprint*, which incorporated a regional growth strategy that serves as both a roadmap for the future and a call for action designed to achieve the following goals:

- Economic growth and job creation through a regional economic strategy.
- Reinvestment in distressed areas of the region.
- Expanded life-cycle housing opportunities and housing choices for lower-income people throughout the region.
- A strengthened sense of community.
- Preservation of the natural environment.
- Sound regional public infrastructure investments supporting business growth and overall regional development.

By seeking out partnerships and looking for opportunities to collaborate with other governmental units and the private sector, the Council implements its *Blueprint* to guide the provision of transit and sewer service, and land use through long-range plans. The Council adopted revised policy plans developed in conformance with the *Blueprint* for: Transportation, Aviation, Water Resources Management, and Recreation Open Space.

EXPECTED RESULTS

The Metropolitan Council's expected results are:

- Leadership in defining and managing the future growth and development of the region.
- Leadership in community cooperation and collaboration.
- High performance, competitive regional services.

TACTICAL GOALS (Work Program Priorities)

The tactical goals that will guide the Council's work program and be the basis for assessment of results are proposed as follows:

- Support competitive public sector.
- Continue transit change and improvement.
- Implement Metro 2040 Regional Growth Plan.
- Improve relationships with local governments.

GUIDING PRINCIPLES

Four guiding principles have been adopted by the Executive Management Team as the fundamental beliefs of how we agree to work together. These principles are viewed as applying to the entire agency. They are:

- Focus on customer services and stakeholder relationships.

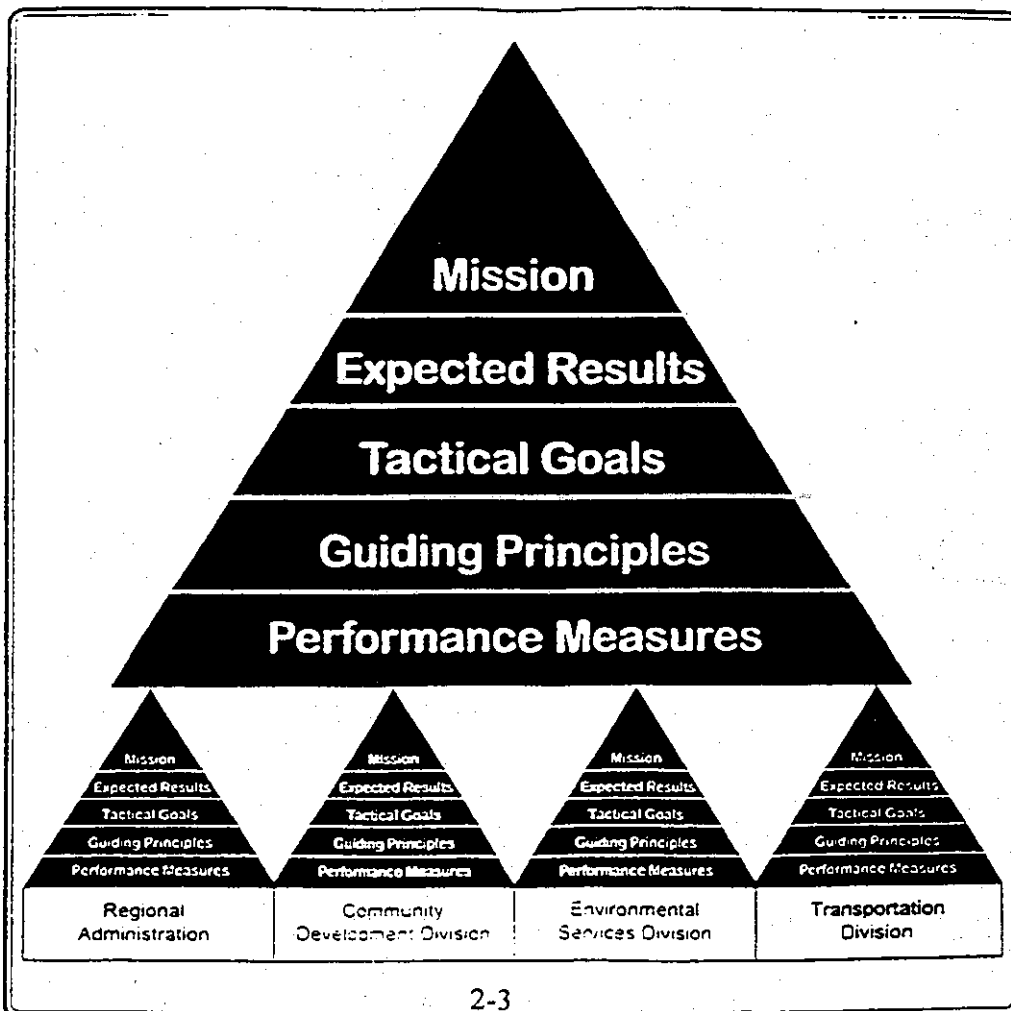
- Commitment to productive, equitable, positive work environment.
- Commitment to financial integrity.
- Commitment to organizational effectiveness.

Each division has a mission in alignment with the Council's, and has specified expected results and tactical goals. Tactical goals and multi-year work programming are developed in the context of identified long-term resources. This work in turn is used as the basis for implementing performance measurement practices. Each division uses performance measurement practices to improve operating efficiencies and management effectiveness. Each division's mission and tactical goals are presented as an opening for their section of this budget document.

Each year the Council publishes a performance evaluation report providing detail on each division and including baseline information on the historical trends of operational results for the organization. Beginning in 1998, the Council prepared a regional indicators report which provides a broad and comprehensive assessment of trends and developments within the region. This report includes demographic, socio-economic, environmental, fiscal, infrastructure and other data along with analyses and comments. The purpose of the report is to direct decision-makers to emerging issues of regional significance.

The Council's strategic planning framework is represented by the chart of a pyramid presented below:

Metropolitan Council Strategic Planning Framework



Membership

The Council has 16 members, appointed by the governor from equal-population districts throughout the seven-county metropolitan area. Members serve at the governor's pleasure and must live in the district they represent. The governor also appoints the Council Chair, the 17th member, which is an at-large position that also serves at the governor's pleasure. Current Metropolitan Council members are listed on page 2-5.

Policy-making Structure

Page 2-6 shows a chart of the Council's policy-making structure. The council accomplishes its goals by working through its standing committees: Transportation, Community Development, Environment and Finance. The Council receives input on policy issues through its advisory committees. In addition, the Council works closely with the Metropolitan Radio Board and other regional commissions, Metropolitan Sports Facilities Commission, Metropolitan Airports Commission and Parks and Open Space Commission.

Metropolitan Council Organization

The Council is organized into three major line divisions: Transportation, Community Development, and Environmental Services; and is supported by Regional Administration with the Chair and Regional Administrator providing direction and leadership to the organization.

The Community Development Division develops regional growth strategy and policy, and monitors the implementation of the Regional Blueprint. The Transportation and Environmental Services divisions include the Council's operating units: transit operations and wastewater services. The Council's organization is shown in the chart on page 2-7.

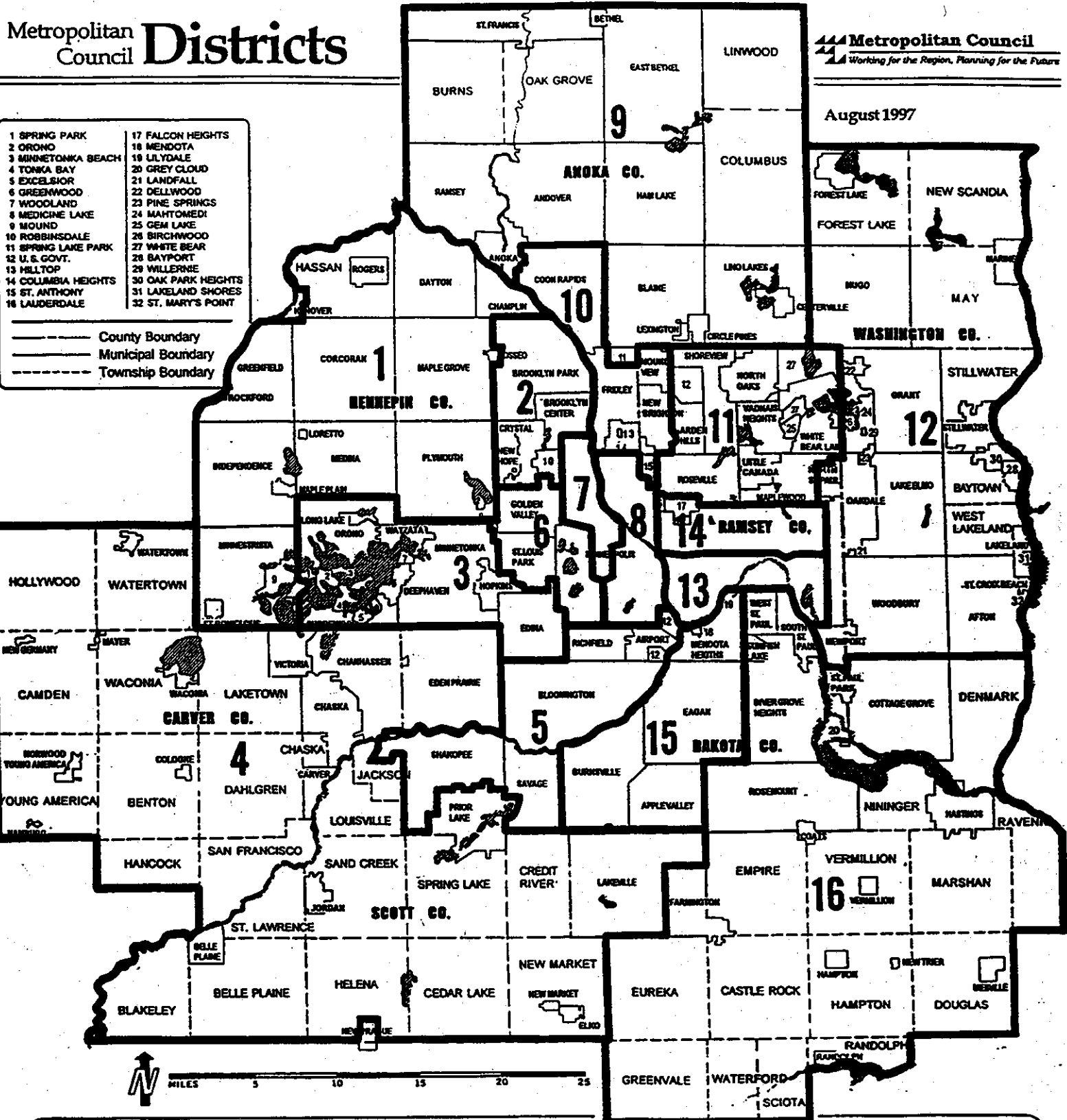
Metropolitan Council Districts

Metropolitan Council
Working for the Region, Planning for the Future

August 1997

- 1 SPRING PARK
- 2 ORONO
- 3 MINNETONKA BEACH
- 4 TONKA BAY
- 5 EXCELSIOR
- 6 GREENWOOD
- 7 WOODLAND
- 8 MEDICINE LAKE
- 9 MOUND
- 10 ROBBINSDALE
- 11 SPRING LAKE PARK
- 12 U. S. GOVT.
- 13 HILLTOP
- 14 COLUMBIA HEIGHTS
- 15 ST. ANTHONY
- 16 LAUDERDALE
- 17 FALCON HEIGHTS
- 18 MENDOTA
- 19 LILYDALE
- 20 GREY CLOUD
- 21 LANDFALL
- 22 DELLWOOD
- 23 PINE SPRINGS
- 24 MAHTOMEDI
- 25 GEM LAKE
- 26 BIRCHWOOD
- 27 WHITE BEAR
- 28 BAYPORT
- 29 WILLERNE
- 30 OAK PARK HEIGHTS
- 31 LAKELAND SHORES
- 32 ST. MARY'S POINT

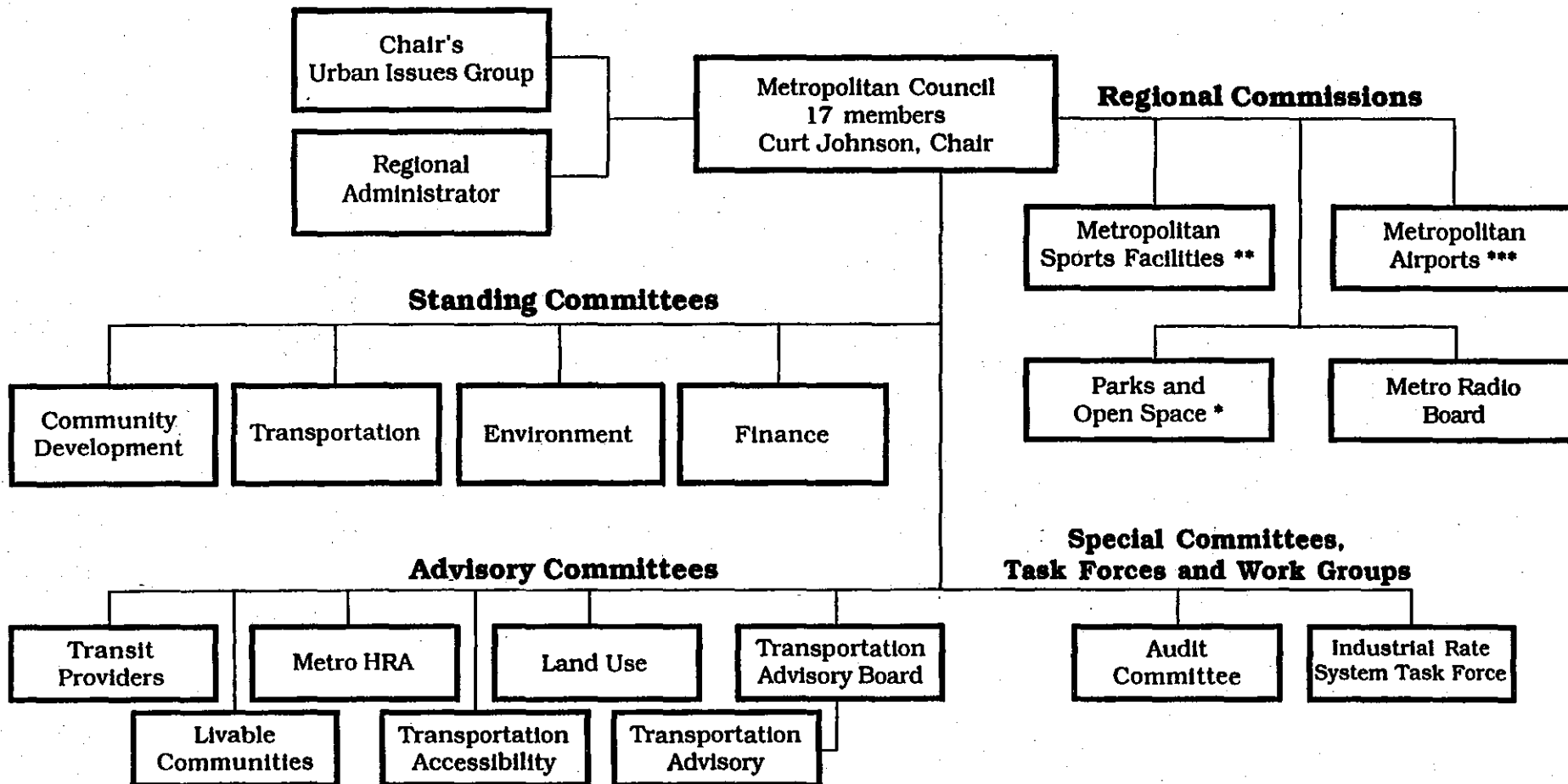
— County Boundary
 — Municipal Boundary
 - - - Township Boundary



The Council members and their districts are as follows: Chair -- Curtis Johnson

- | | | | |
|--------------------------------------|--|---|--|
| 1 – Roger Scherer,
Plymouth | 5 – Neil Peterson,
Bloomington | 9 – James Wychor,
Circle Pines | 13 – Diane Z. (DeDe) Wolfson,
St. Paul |
| 2 – Bill Schreiber,
Brooklyn Park | 6 – Martha M. Head,
Minneapolis | 10 – Rick Packer,
Coon Rapids | 14 – Stephen B. Wellington, Jr.,
St. Paul |
| 3 – Mary H. Smith,
Wayzata | 7 – Barbara Butts Williams,
Minneapolis | 11 – Esther Newcome,
White Bear Lake | 15 – Kevin Howe,
Mendota Heights |
| 4 – Julius C. Smith,
Chaska | 8 – Carol A. Kummer,
Minneapolis | 12 – Charles Arnason,
Marine | 16 – Terrence F. Flower,
Hastings |

Metropolitan Council Policymaking Structure

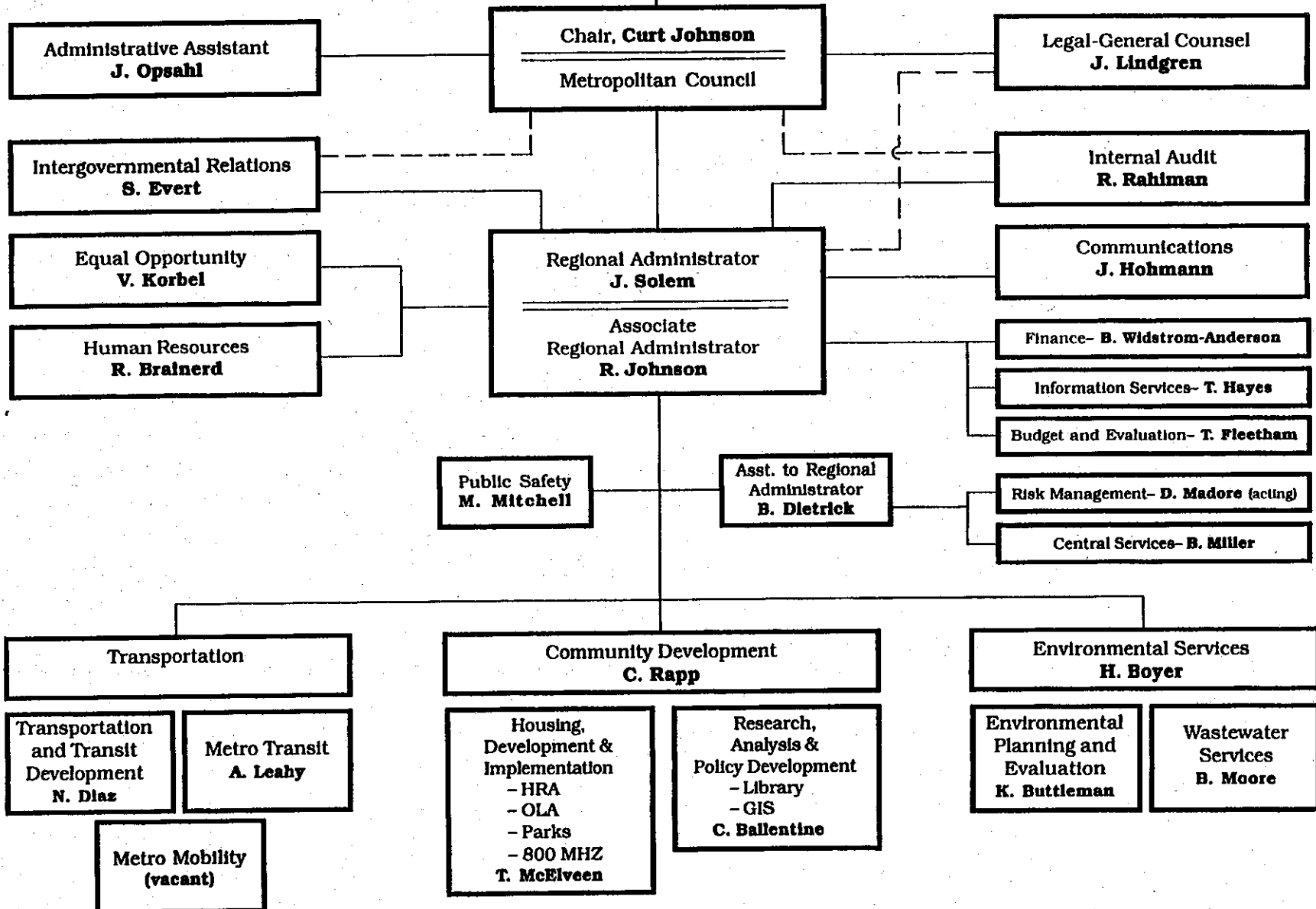


- Staff support provided to Commission by Metropolitan Council.
- ** The Metropolitan Council has budget approval and issues bonds for the commission.
- *** The Metropolitan Council reviews the capital budget and approves certain projects.

Metropolitan Council

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METROPOLITAN COUNCIL



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CAPITAL PROGRAMMING AND BUDGETING PROCESS

The Metropolitan Council's three line divisions -- Transportation, Environmental Services and Community Development -- develop capital improvement programs and annual capital programs and budgets. Capital program requests originate in the agencies that provide regional services.

In transit, providers including the Council's Metro Transit and Metro Mobility program, opt-out communities and rural and small urban transit programs all propose capital projects for inclusion in the capital program. The Transportation Division develops a six-year capital improvement program for transit and coordinates a process for evaluating and prioritizing capital requests.

Environmental services capital project are proposed by departments and units within the Environmental Services Division -- plant and interceptor operations, regulatory compliance, interceptor inspection and planning units -- and by cities and others. The Division has developed a capital improvement program that evaluates and prioritizes capital project requests.

Designated local park implementing agencies -- counties, cities and special park districts -- originate capital program requests for regional parks and open space. The Metropolitan Parks and Open Space Commission, an advisory commission to the Metropolitan Council, develops a capital improvement program in cooperation with park implementing agencies and uses assessment and prioritization procedures adopted as part of the Council's Recreation Open Space Policy Plan.

Draft capital improvement programs and annual capital programs were reviewed by the Regional Administrator's Office in August and September. Council committees have reviewed proposed capital programs and provided policy direction throughout the fall. This proposed unified 1999-2004 capital improvement program and 1999 capital program and budget was developed by the Regional Administrator's Office and presented to the Council in October. The public hearing on the proposal will be:

Thursday, December 3, 1998 at 6:30 p.m.
Council Chambers
Mears Park Centre
230 East Fifth Street
St. Paul, Minnesota 55101-1634

Additional information on the capital improvement programs and capital programs/budgets for environmental services and parks and open space is available in the following documents:

Metropolitan Council Environmental Services, *Proposed Capital Improvement Program*, October 9, 1998

Metropolitan Council Environmental Services, *Proposed 1999 Capital Budget*, October 9, 1998

Metropolitan Council, *Regional Recreation Open Space Capital Improvement Program: 1998-2003*, September, 1997

Questions on the unified 1999-2004 capital improvement program and 1999 capital program and budget should be addressed to Alan Morris, Senior Fiscal Policy Planner, at (651) 602-1446. Questions on the transit component should be addressed to Mark Fuhrmann, Transit Programs Implementation and Evaluation Manager, at (651) 602-1722. Questions on the environmental services component should be addressed to Bryce Pickart, Assistant General Manager – Technical Services at (651) 602-1091. Questions on the parks and open space component should be addressed to Arne Stefferud, Senior Parks Planner, at (651) 602-1360.

**FINANCIAL SUMMARY
& FISCAL ANALYSIS**

**METROPOLITAN COUNCIL
PROPOSED 1999-2004 CAPITAL IMPROVEMENT PROGRAM**

FINANCIAL SUMMARY AND FISCAL ANALYSIS

INTRODUCTION

Two objectives of the unified capital planning process addressed in this section are:

- to provide a consolidated six-year summary of recommended capital expenditures and capital financing plans; and
- to provide information on the fiscal impacts of the recommended capital plans.

A consolidated summary of recommended 1999-2004 capital expenditures and capital financing is presented first, followed by an analysis of the fiscal impacts of the recommended capital plans.

Capital improvement programs have been prepared for parks and open space, transit, radio and environmental services by the appropriate operating division of the Council. Information from these individual capital improvement programs has been summarized in this section.

The capital improvement program process is in various stages of development. The Environmental Services Division has a well established capital planning process that develops a long-range 20-year capital improvement plan, a five-year capital improvement program and an annual capital budget. Likewise, the Council and the Metropolitan Parks and Open Space Commission have a well established process for identifying and prioritizing capital projects for the regional recreation open system and biennially prepare a six-year capital improvement program that provides the basis for state funding requests. The Transportation Division developed a process in 1996 for soliciting and prioritizing transit capital projects and developed a process in 1998 to produce a six-year capital improvement program projecting transit capital expenditures by major category.

Financing capital improvements with regional debt has a direct, although delayed impact on the Council's operating budget and operating revenues, particularly property taxes and sewer service charges. The fiscal impact analysis looks at the impact of the recommended capital expenditures and capital financing on annual debt service requirements and on the property taxes and sewer service charges that need to be raised by the Council. The fiscal analysis also looks at the ability of the region's households to pay for these capital investments using two ability-to-pay measures.

SUMMARY OF CAPITAL EXPENDITURES AND CAPITAL FINANCING

This section provides a consolidated picture of proposed 1999-2004 capital expenditures and capital financing. The figures provide information on capital expenditures and capital financing back to 1988 so that long-term trends are illustrated.

Proposed Capital Expenditures

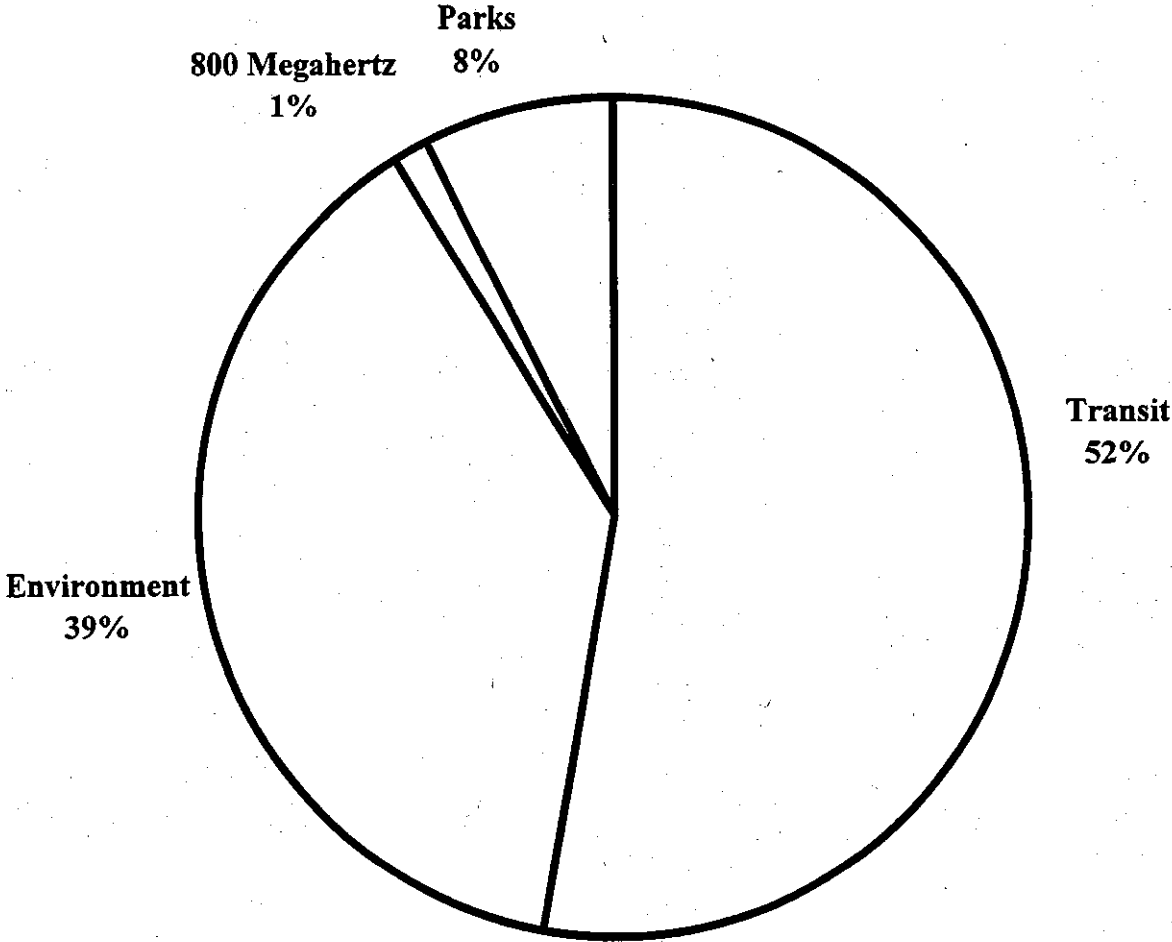
The combined 1999-2004 capital improvement programs for parks and open space, transit and environmental services propose investing \$1,255 million in regional facilities over the next six years. Approximately \$777 million, or 62 percent, will be used to rehabilitate and replace existing regional facilities, vehicles and equipment. The remaining \$478 million includes \$252 million to expand the transit system, \$175 million for capacity expansion and quality improvements in wastewater services, \$49 million for regional park land acquisition and development and \$3 million to enhance the system. These capital expenditures are summarized in Table 1.

Figure 1 shows the proposed capital expenditures for each functional area. Transit capital projects account for 52 percent of the total. Environmental services capital projects account for 39 percent of the total, parks and open space capital projects account for 8 percent of the total and the 800 megahertz radio project the remaining 1 percent.

Figure 2 shows the trend in capital expenditures between 1988 and 2004 based on the proposed capital improvement programs. Capital spending tends to fluctuate from year to year, depending on the need for particular capital projects and on construction or procurement schedules. Proposed annual capital expenditures between 1999 and 2004 range between \$192 million and \$224 million, and average \$209 million per year.

The Environmental Services Division is proposing to invest \$484 million in capital facilities in the 1999-2004 period, an average of \$80.6 million per year. Annual capital expenditures range between \$59 million and \$102 million. The highest year of capital expenditures, \$102 million in 2002, occurs due to large capital investments in solids processing facilities at the Metro wastewater treatment plants solids processing facilities (\$46 million) and in a new South Washington County wastewater treatment plant and interceptor (\$16.1 million). Capital investments are made to develop and maintain a system of regional interceptors and treatment works and related facilities. During the 1999-2004 period, approximately 79 percent of the proposed capital spending will be on treatment works projects and 21 percent on interceptor projects. An estimated 64 percent of capital investments during the six-year period will be for rehabilitation projects to maintain existing facilities.

Metropolitan Council 1999-2004 Projected Capital Investments



**Proposed 1999-2004 Capital Investments:
\$ 1,255 Million
or \$ 209 Million per Year**

Figure 1

Metropolitan Council 1988-2004 Capital Spending by Purpose

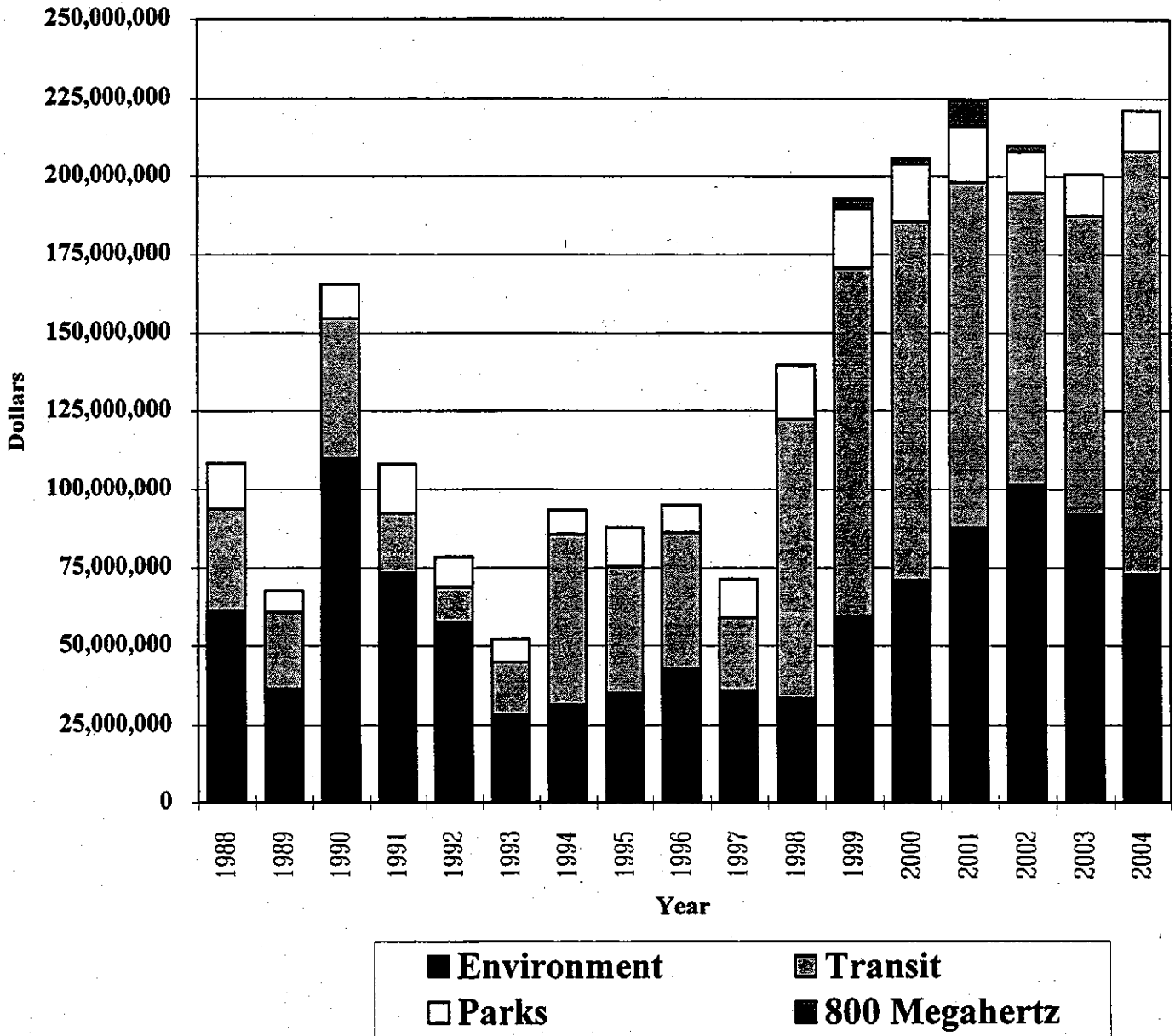


Figure 2

The Transportation Division is proposing to invest \$661 million in transit capital equipment and facilities in the 1999-2004 period, an average of \$110 million per year. Annual capital expenditures range between \$93 million and \$135 million. The proposed capital expenditures for transit will require regional borrowing of \$28.5 million per year between 1998 and 2002. Capital investments are made to replace transit vehicles and to develop and maintain public facilities and support facilities/equipment. Public facilities include transit hubs, park and ride lots, shelters, lighting and other facilities aimed toward providing safe and convenient access to transit services and enhancing transfer opportunities. Support facilities and equipment include garage and office facilities, computer and communication equipment and other capital equipment.

Proposed transit capital expenditures are significantly higher than in the previously approved capital improvement program, where annual expenditures averages \$65 million. The Transportation Division is proposing a more aggressive capital investment program that, along with a supplemental state appropriation for operations, will allow transit service levels to grow by 10 percent between 1998 and 2004. The expanded capital improvement program would be funded from increased capital funding available under the new federal transportation act and from an unspecified new state or regional transit funding source.

The Community Development Division prepared a 1998-2003 Regional Recreation Open Space Capital Improvement Program that was adopted by the Council in September, 1996. The currently proposed six-year CIP assumes that state and regional funding in the 2004/2005 biennium is at the same level as the 2002/2003 biennium and is resource constrained to reflect anticipated federal and state funding and regional bonding. The Community Development Division is proposing to invest \$95 million in regional recreation open space capital facilities between 1998 and 2002, an average of \$15.8 million per year. Capital projects include land acquisition, development of new park facilities and redevelopment of park facilities. An estimated 49 percent of the capital investment during the six-year period will be for redevelopment projects to maintain existing facilities.

The Community Development Division is also anticipating investing approximately \$15.5 million between 1999 and 2002 to support the regional 800-Megahertz Radio System. The investment will provide the Council's contribution to the regional backbone system and provide for system inter-operability between local system subscribers.

Proposed Capital Financing

Capital financing for the Council's capital improvement program comes from federal and state capital grants, regional borrowing and other sources. Regional borrowing includes the issuance of long-term general obligation and revenue debt and loans from the state Public Facilities Authority for wastewater services facilities. Table 1 summarizes capital financing by function and in total.

Figure 3 shows the relative importance of each funding source in financing the proposed 1999-2004 capital investments. Federal capital funds are expected to provide approximately 25 percent of the necessary capital financing and state capital funds another 7 percent. Available capital funds in Environmental Services will provide 2 percent of capital financing, while other miscellaneous sources provide less than 1 percent. Fifty three percent of the capital financing for the six-year capital improvement program will need to be raised through regional borrowing.

Transit capital financing assumes that the Legislature will authorize an unspecified new state or regional capital funding source to fund the expanded transit capital improvement program. This unspecified source provides approximately 22 percent of the capital financing for transit and 12 percent of the agency-wide capital financing.

The Council anticipates receiving approximately \$315 million in federal capital grants to fund transit capital projects in the 1999-2004 period. The federal funding will primarily finance fleet purchases and will provide financing for a new bus garage and various public facilities. In addition to federal capital grants, the Council also anticipates receiving \$86 million in state capital funds during the six-year period to finance transit and parks and open space projects. The transit capital improvement program includes state funding to help finance a new East Metro bus garage facility. The recreation open space capital improvement program was developed based on a funding partnership between the State and the Metropolitan Council. The combined capital improvement program includes \$56.8 million in state funding from state bonds and from the Environmental Trust Fund.

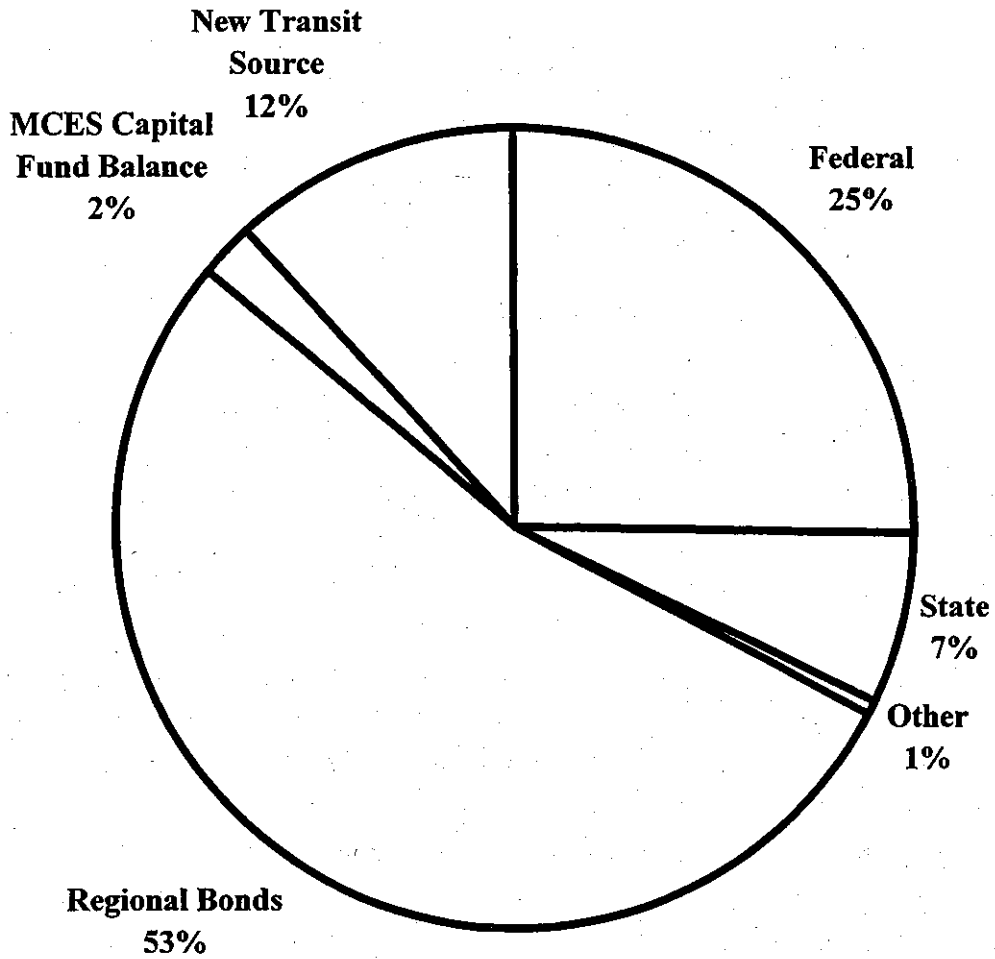
The Environmental Services Division capital improvement program assumes no federal or state funding and is financed primarily through regional borrowing and, to a lesser extent, interest income.

The Transportation Division capital improvement program assumes approximately \$315 million in federal funding (47 percent), \$29.6 million in state funding (4 percent) and \$3.3 million from other miscellaneous sources (1 percent). The remaining \$318 million (48 percent) of capital financing would be provided through regional borrowing of \$171 million (26 percent) and \$147 million (22 percent) from the unspecified new funding source.

The Recreation Open Space capital improvement program for the 1999-2004 period assumes approximately \$57 million (62 percent) state funding and \$3 million interest income (3 percent), with the remaining \$32 million (35 percent) in capital financing provided by regional borrowing.

Figure 4 shows the trends in capital financing between 1988 and 2004. Each funding source fluctuates from year to year in response to annual changes in capital spending and investment.

Metropolitan Council 1999-2004 Capital Financing



**Proposed 1999-2004 Capital Financing:
\$ 1,251 Million
or \$ 209 Million per Year**

Metropolitan Council 1988-2004 Capital Financing by Source

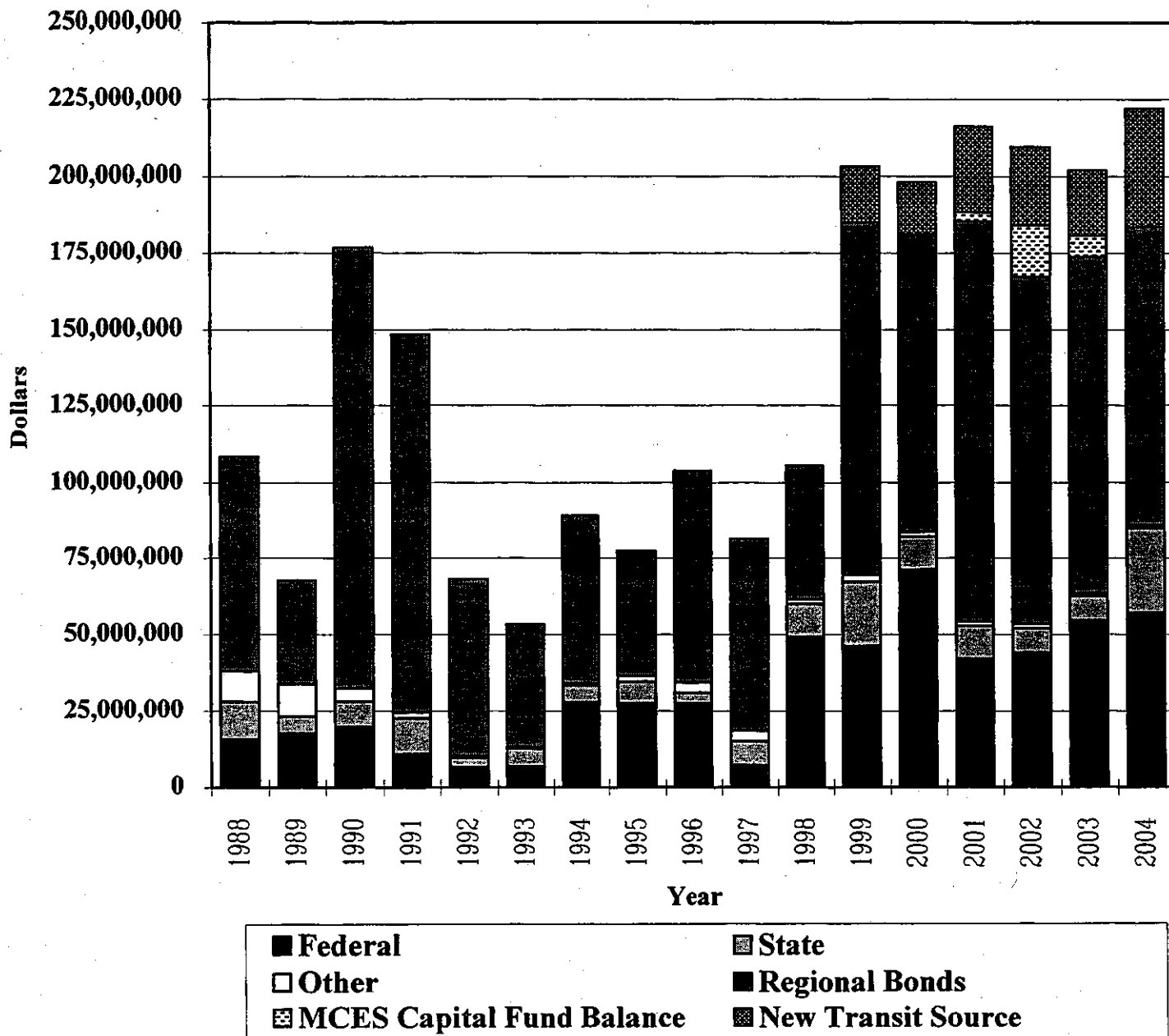


Figure 4

Proposed Regional Borrowing

To the extent that the Council must borrow to finance its capital improvement programs, capital investments in regional facilities affect annual debt service payments as the Council makes principal and interest payments on the bonds and loans. In turn, annual debt service payments affect the Council's operating budget and the amount of property taxes and sewer service fees that need to be collected from the region's households.

A substantial portion (53 percent) of the proposed 1999-2004 capital investments by the Council will need to be financed with regional borrowing. Figure 5 shows the relative share of regional borrowing by each of the areas with capital investments. The combined capital improvement programs propose regional borrowing between 1999 and 2004 of \$666 million, an average of \$110 million per year. Environmental Services borrowing accounts for 67 percent of the total borrowing, transit borrowing for 26 percent, parks and open space borrowing for 5 percent and the 800 megahertz radio project the remaining 2 percent. Because the Environmental Services Division capital investments are financing almost entirely through regional borrowing, the Division's share of total regional borrowing is higher than its share of capital expenditures.

Figure 6 shows the trend in regional borrowing between 1988 and 2004. Regional borrowing for environmental services capital projects tends to fluctuate from year to year. While transit and parks borrowing is more consistent during the 1999-2004 period, average annual borrowing for transit and parks is proposed at levels higher than have occurred in the recent past.

The Environmental Services Division capital improvement program requires regional borrowing of approximately \$454 million during the 1999-2004 period, an average of \$76 million per year. The Division utilizes loans from the state Public Facilities Authority (PFA) to the maximum extent possible to take advantage of lower interest rates. During the six year period, an estimated \$280 million in PFA loans will be utilized, providing 62 percent of the long-term financing for the capital program. The remaining \$174 million in long-term capital financing will be provided through the issuance of general obligation bonds. To the extent that Environmental Services generates positive budget variances in its operating budget, funds may be transferred to the capital budget to finance capital expenditures on a pay-as-you-go basis, reducing the need for long-term borrowing and reducing annual debt service costs in the future.

The Transportation Division capital improvement program includes \$171 million in regional bonding, including \$32 million in existing regional transit bonding authority. The table below summarizes the status of legislative authorizations to issue regional transit bonds. The six-year program assumes a base level of regional bonding authority of \$139 million, or an average of \$23.2 million per year. The proposed transit capital program assumes a new state or regional capital funding sources that would not be funded through regional property taxes. If this new transit capital funding source does not materialize, the capital improvement program would be

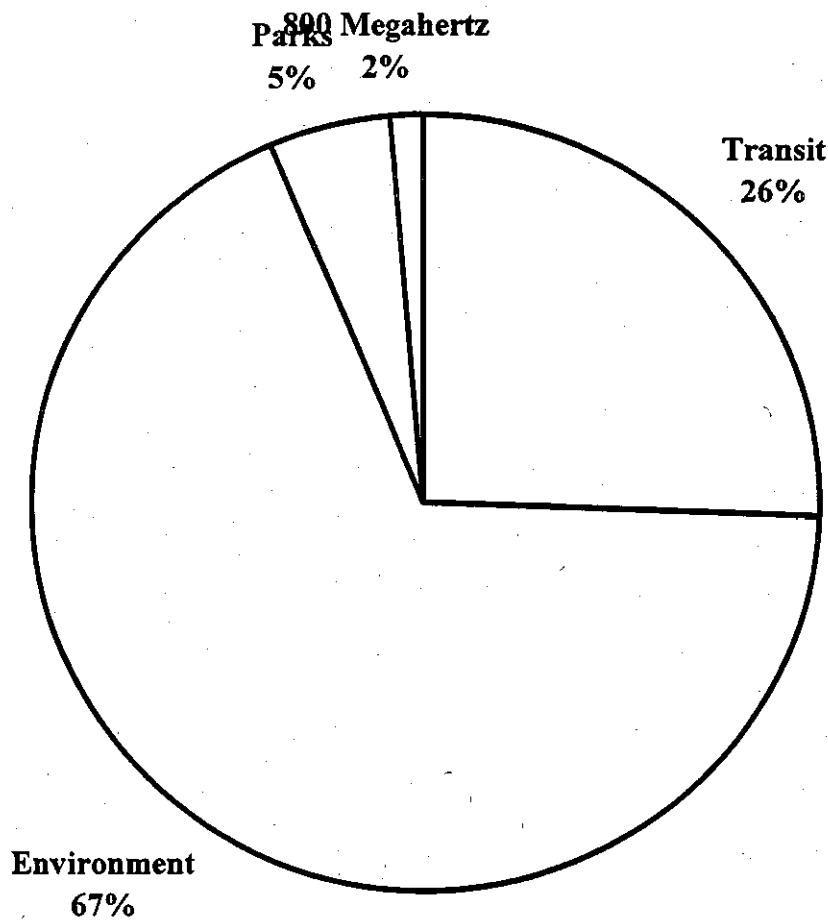
under funded by \$147 million. With existing federal and state funding stretched to the maximum, actions to balance the program would be limited to a reduction in the scope of the capital improvement program. A capital spending reduction would primarily impact public facility development and fleet purchases.

	Authorized	Future Requests	Total
1998	30,208,000	n.a.	n.a.
1999	11,979,000	28,400,000	40,379,000
2000	3,937,000	23,500,000	27,437,000
2001	14,773,000	26,300,000	41,073,000
2002	1,603,000	21,600,000	23,203,000
2003	0	19,900,000	19,900,000
2002	0	19,100,000	19,100,000
Total	\$ 62,500,000	\$ 138,800,000	n.a.

The Recreation Open Space capital improvement program includes \$32 million in regional borrowing, an average of \$5.3 million per year. The regional borrowing provides approximately 40 percent match for state funding for regional parks.

The 800-Megahertz Radio Project issued \$3,000,000 in regional general obligation bonds in 1997 to finance a portion of the regional backbone system. The capital improvement program includes \$10 million in regional revenue bonds to finance system inter-operability among local system subscribers.

Metropolitan Council 1999-2004 Projected Regional Borrowing



**Proposed 1999-2004 Regional Borrowing:
\$ 666 Million
or \$ 111 Million per Year**

Metropolitan Council 1988-2004 Projected Regional Bonding

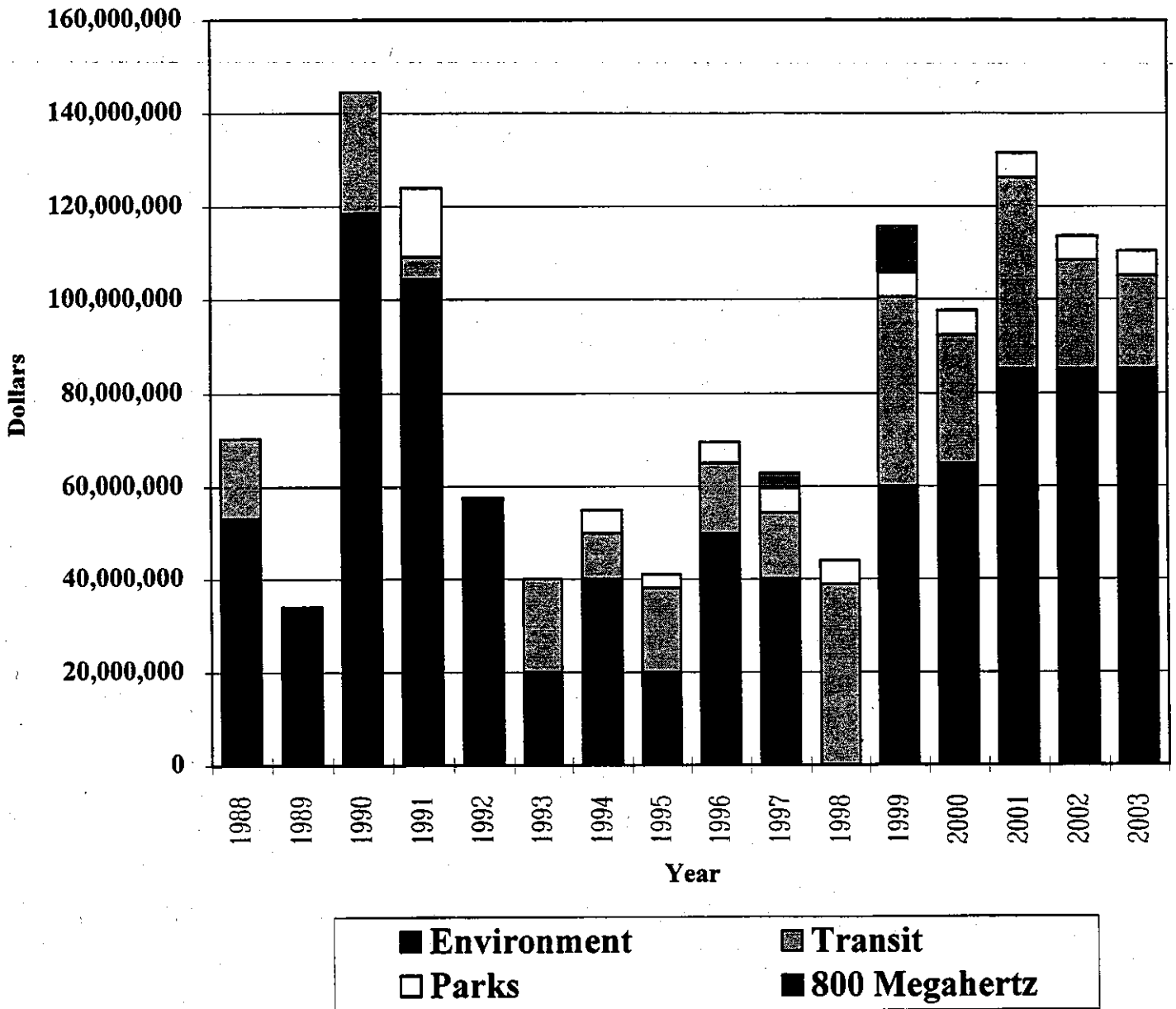


Figure 6

Regional Bonding Authorizations

The Metropolitan Council has a number of statutory bonding authorizations that limit the amount of general obligation bonds it can issue for specific purposes. Recent bonding authorizations and remaining borrowing authority as of December 31, 1998 are listed in the table below. The regional general obligation bonding authority for parks and open space and 800 megahertz radio can be reused as existing bonds are retired. Transit bonding authority lapses when the bonds are issued.

Purpose	Current Authorization	Available as of 12/31/98
Parks and Open Space-General Obligation	\$40,000,000	\$ 9,295,000
Radio-General Obligation Bonds	3,000,000	0
Radio-Revenue Bonds	10,000,000	10,000,000
Transit-General Obligation (1997 Authorization)	30,000,000	21,500,000
Transit-General Obligation (1998 Authorization)	32,500,000	32,500,000
Environmental Services	Unlimited	N.A.

FISCAL IMPACTS OF REGIONAL BORROWING

This section provides a consolidated picture of the fiscal impacts of the proposed 1999-2004 capital improvement program on the Council's operating budget and on taxes and fees paid by the region. When the Council undertakes long-term borrowing, it repays principal and interest over a period of from 3 to 20 years. As a result, the borrowing affects the debt service component of the annual operating budget and the level of property taxes and user fees raised by the Council.

Changes in the Council's annual debt service, property taxes and user fees need to be considered in the context of inflation and regional growth in households, income and market values. The forecasts for these measures for the five-year period from 1999-2003 are:

	1999-2004 Forecast (Annual Average Change)
Households	1.22%
Consumer Price Index	2.92%
Personal Income per Household	3.18%
Total Personal Income	4.44%
Market Values per Household	4.72%
Total Market Value	5.99%

Annual Debt Service Payments

Figures 7 and 8 and Table 2 show the impact of the proposed 1999-2004 capital improvement program on annual debt service payments, as reflected by debt service property tax levies and sewer service fees. Figure 7 shows the impact of existing and new regional borrowing on debt service. Figure 8 shows the impact of each component of the capital improvement program on annual debt service payments.

The Council's annual debt service payments are expected to increase faster than inflation between 1999-2004 as a result of proposed regional borrowing. Overall, annual debt service payments are expected to increase from \$90.8 million in 1998 to \$120 million in 2004, reflecting an annual percentage increase of 4.1 percent. This annual percentage increase is significantly above the projected annual inflation rate over the period of 2.9 percent but slightly below the projected growth rate in total regional income.

Metropolitan Council 1988-2004 Annual Debt Service

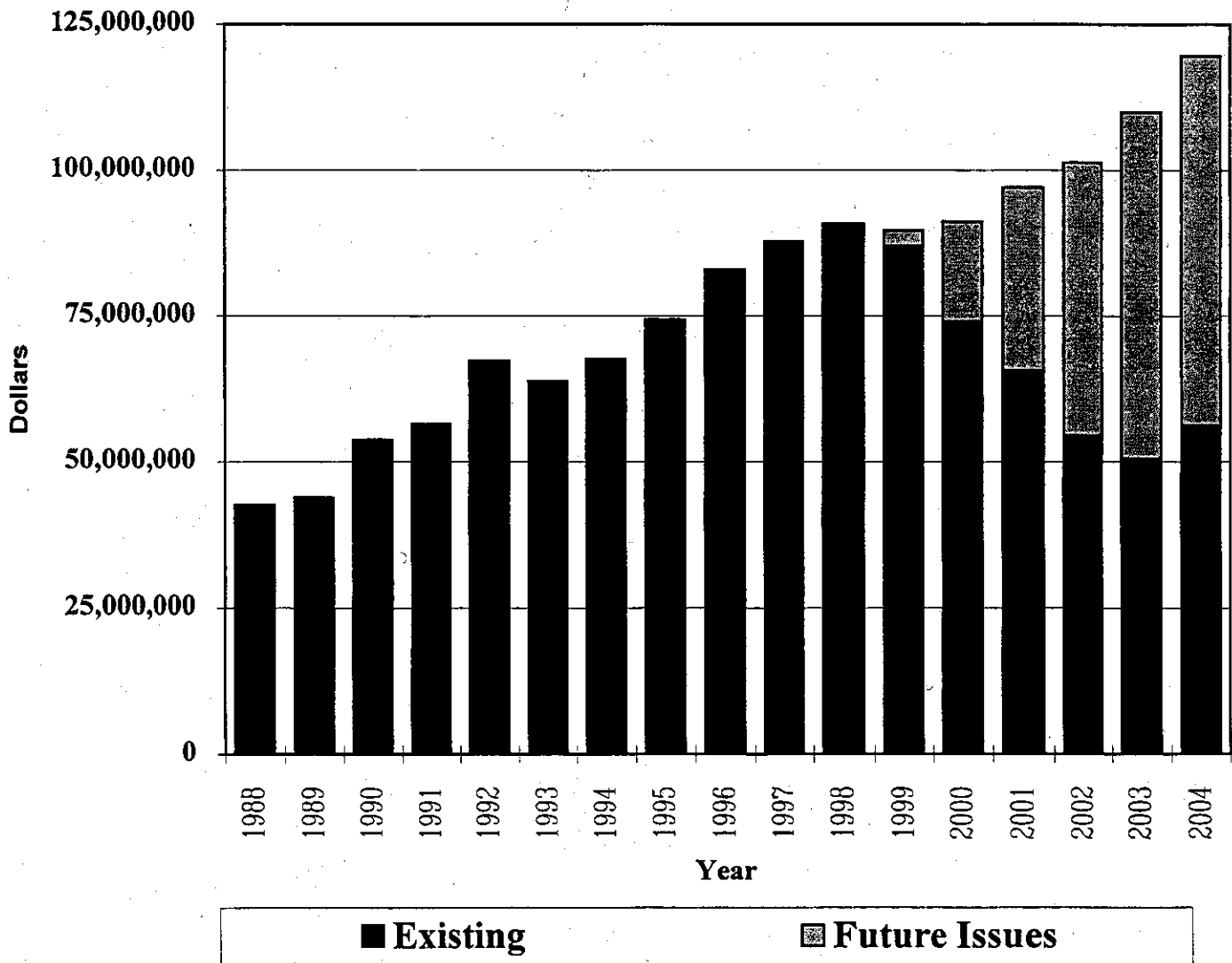


Figure 7

Metropolitan Council 1988-2004 Annual Debt Service

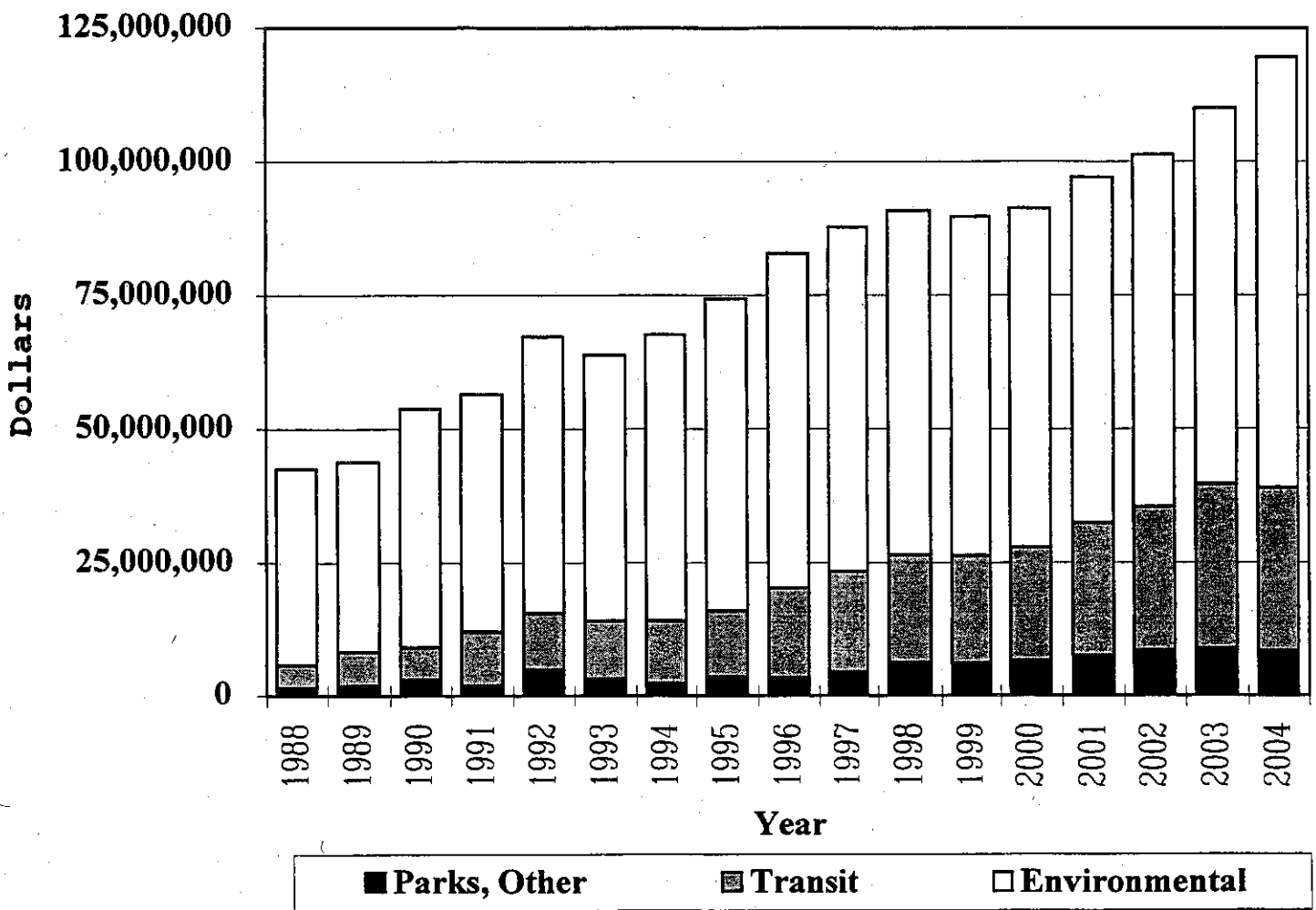


Figure 8

Each of the major components of the capital improvement program (transit, parks and environmental services) contribute to this increase in the Council's annual debt service payments, although in differing degrees. Both the transit and parks and open space capital programs proposed regional borrowing at levels higher than in the past, resulting in increased debt service levels.

The parks and open space capital improvement program anticipates that the Council will issue approximately \$5.3 million each year in five-year bonds, creating a revolving borrowing program that provides a 40 percent match to state parks funding and utilizing the Council's existing regional parks bonding authority. Annual debt service levies resulting from this capital financing program will increase from \$5.9 million in 1998 to \$8.1 million in 2004, an annual percentage increase of 4.6 percent. Annual debt service for regional recreation open space capital investments is expected to stabilize at approximately \$8 million per year once the Council has completed a cycle of bonding with 5 year maturities.

The transit capital improvement program assumes that the Council will receive legislative authority to issue additional transit bonds over the six-year period and will issue 171 million of existing and new authorizations during the 1999-2004 period to finance transit capital projects. Annual debt service levies resulting from this capital financing program will increase from \$20.1 million in 1998 to \$30.6 million in 2004, an annual percentage increase of 6.2 percent.

The environmental services capital improvement program will increase annual debt service payments from \$64.4 million in 1998 to \$80.5 million in 2004, an annual percentage increase of 3.3 percent.

Annual debt service levies for the 800-megahertz general obligation bonds is approximately \$400,000 per year. Debt service for the \$10 million in revenue bonds to be issued in 1999 will be funded from 911 fee revenues and are not reflected in the fiscal analysis.

Existing debt service for solid waste bonds will be funded from available fund balances through 2001, when property taxes will need to be reinstated to fund debt service.

Annual Property Taxes and User Fees for Operations and Debt Service

Figures 9 and 10 and Table 3 show the impact of the proposed 1999-2004 capital improvement program on Council property taxes and sewer service charges. These are the Council taxes and fees that impact the typical household in the region. To get a complete picture of trends in property taxes and sewer service charges, operations financing is projected to see the combined effect of operations and debt service on taxes and fees. The Environmental Services Division forecasts operating expenses and current sewer service charges as part of its fiscal analysis of the capital improvement program. Property taxes for transit operations and general operations were forecast for the 2000-2004 period to estimate the final component of the tax and user fee picture.

Figure 9 shows the impact of operations and debt service on property taxes and sewer service charges. The combined total of Council property taxes and sewer service fees is forecast to increase slightly faster than inflation but slower than total regional income between 1999-2004. Overall, property taxes and sewer service charges are expected to increase from \$254 million in 1998 to \$293 million in 2004, reflecting an annual percentage increase of 2.4 percent. This is under the projected annual inflation rate of 2.9 percent and significantly less than the projected annual growth in regional personal income of 4.4 percent.

Projected changes in annual debt service payments have a greater percentage impact on property taxes and sewer service charges than projected changes in operations. Property taxes and sewer service charges supporting Council operations are expected to increase at a 0.8 percent annual rate, from \$183 million in 1998 to \$192 million in 2004. Property taxes and sewer service charges supporting Council debt service are expected to increase at a 6 percent annual rate, from \$72 million in 1998 to \$102 million in 2004. Debt service projections for environmental services only include that portion of debt service funded with current sewer service charges. The portion of debt service funded with sewer availability charges (SAC), a connection charge levied on new construction, is not included in Table 3.

Figure 10 shows the impact of each component of the Council where capital improvement program activities affect taxes or user fees. Property taxes for the general operations of the Council are expected to increase from \$22.6 million in 1998 to \$23.8 million in 2004, a 0.9 percent annual rate. General operations property tax levies include the Council's levy for general operations, levies for the Livable Communities program and levies for debt service on outstanding solid waste bonds. Property taxes for parks debt service are projected to increase from \$5.9 million in 1998 to \$8.1 million in 2004, an average annual rate of 5.4 percent. Combining parks debt service levies with Council general levies, the average annual increase between 1998-2004 is projected to be 2.3 percent.

Transit property taxes include separate levies for transit operations and debt service. Overall, transit property tax levies are projected to increase from \$90 million in 1998 to \$128 million in 2004, a 6 percent annual increase. Debt service property taxes are projected to increase 7.3 percent annually, from \$20.1 million in 1998 to \$30.6 million in 2004, while the transit operating levy is projected to increase 5.7 percent annually, from \$70 million in 1998 to \$97.5 million in 2004. Transit operating levies for 1999-2004 exclude transit operating taxes levied locally by opt-out communities.

Under the Environmental Service Division's Strategic Business Plan, current wastewater service charges are projected to decrease from \$138 million in 1998 to \$121 million in 2001, then increase to \$137 million in 2004. Current sewer service charges supporting annual debt service are projected to increase 5.4 percent annually, while sewer service charges supporting operations are projected to decrease at a 3.7 percent annual rate.

Metropolitan Council 1988-2004 Taxes and User Fees

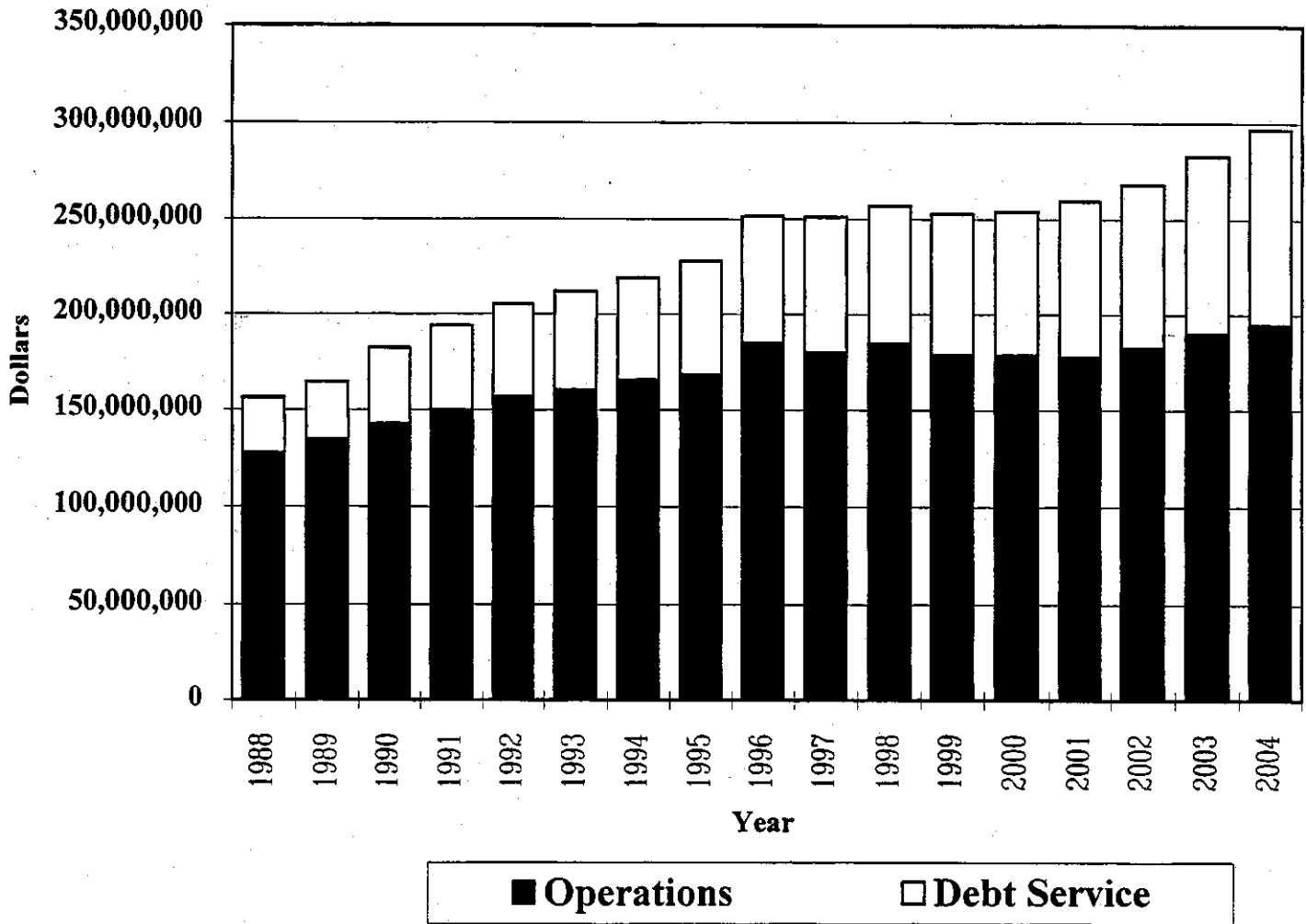


Figure 9

Metropolitan Council 1988-2004 Taxes and User Fees

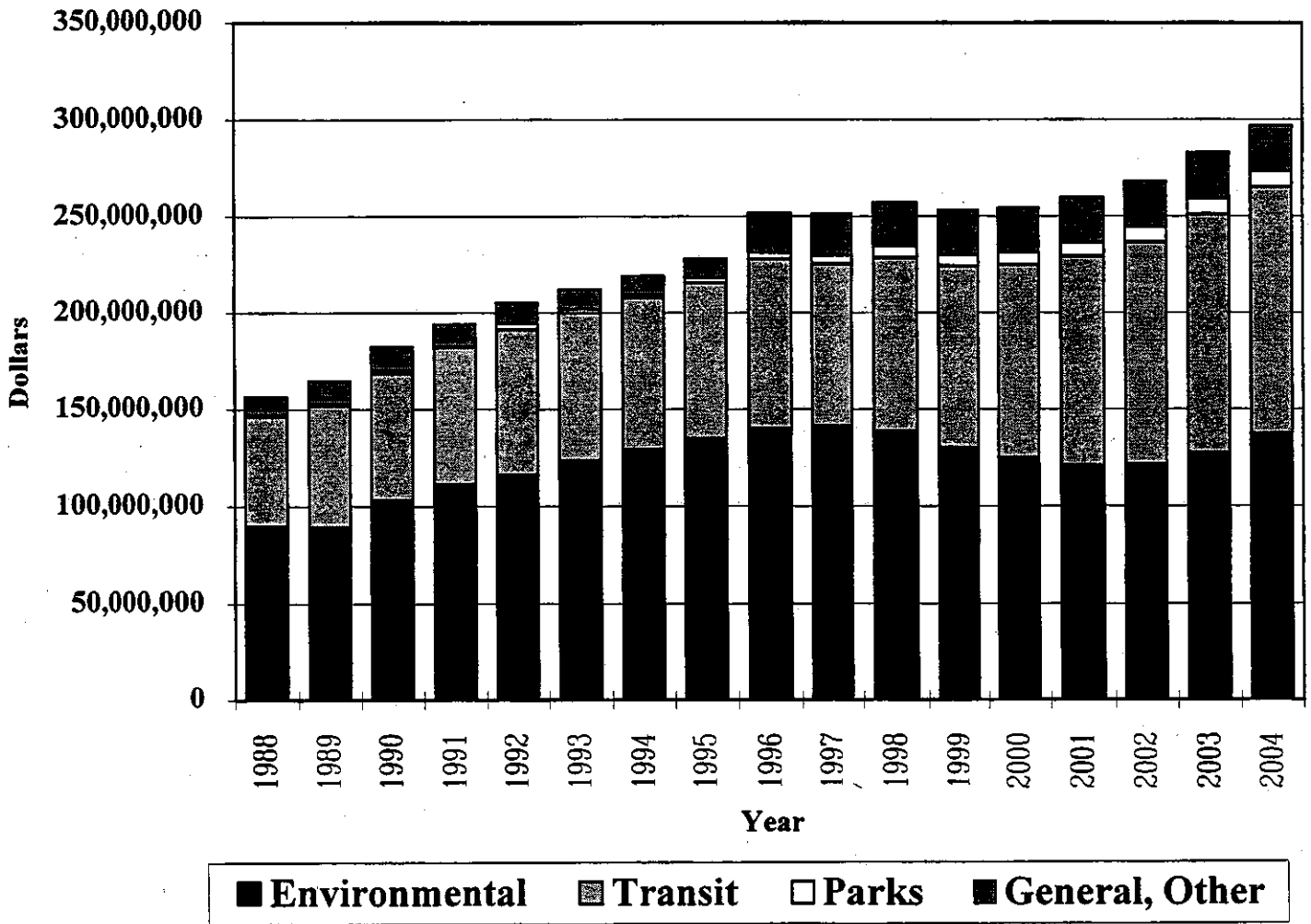


Figure 10

Impact on the Region's Ability to Pay

Two indicators were used to measure the region's ability to pay property taxes and sewer service charges resulting from the proposed 1999-2004 capital improvement program. The first forecasts growth in regional personal income and looks at taxes and user fees as a percent of regional income. Personal income is a broad measure of income and represents the regional income base available to pay taxes and user fees. Total regional personal income is projected to grow at an average annual rate of 4.4 percent between 1998 and 2004 as a result of both growth in the number of households and employees and general economic growth. The second indicator estimates the impact of the Council's property taxes and sewer service charges on a typical household in constant 1998 dollars.

Figures 11 and 12 and Table 4 show Council property taxes and sewer service charges as a percent of regional personal income. The percent has fluctuated around 0.35 percent (one-third of one percent) since 1988 and is projected to decline to approximately 0.28 percent during the six-year period. The percent related to annual debt service has grown slightly over the period, but the overall change has been moderated by a reduction in the percent attributable to operations.

Figures 13 and 14 and Table 5 shows the impact of Council property taxes and sewer service charges on a \$115,000 residential homestead in constant 1998 dollars. This measure shows a decline (in constant 1998 dollars) in the annual tax and user fee payments made by this typical household. Council property taxes and sewer service charges totaled approximately \$198 in 1998 and are projected to decline to \$178 in 2002 before increasing to \$184 dollars (constant 1998 dollars) in 2004. This reflects increases in annual debt service payments and decreases in taxes and user fees for operations on a constant dollar basis.

Metropolitan Council 1988-2004 Taxes and User Fees as Percent of Regional Personal Income

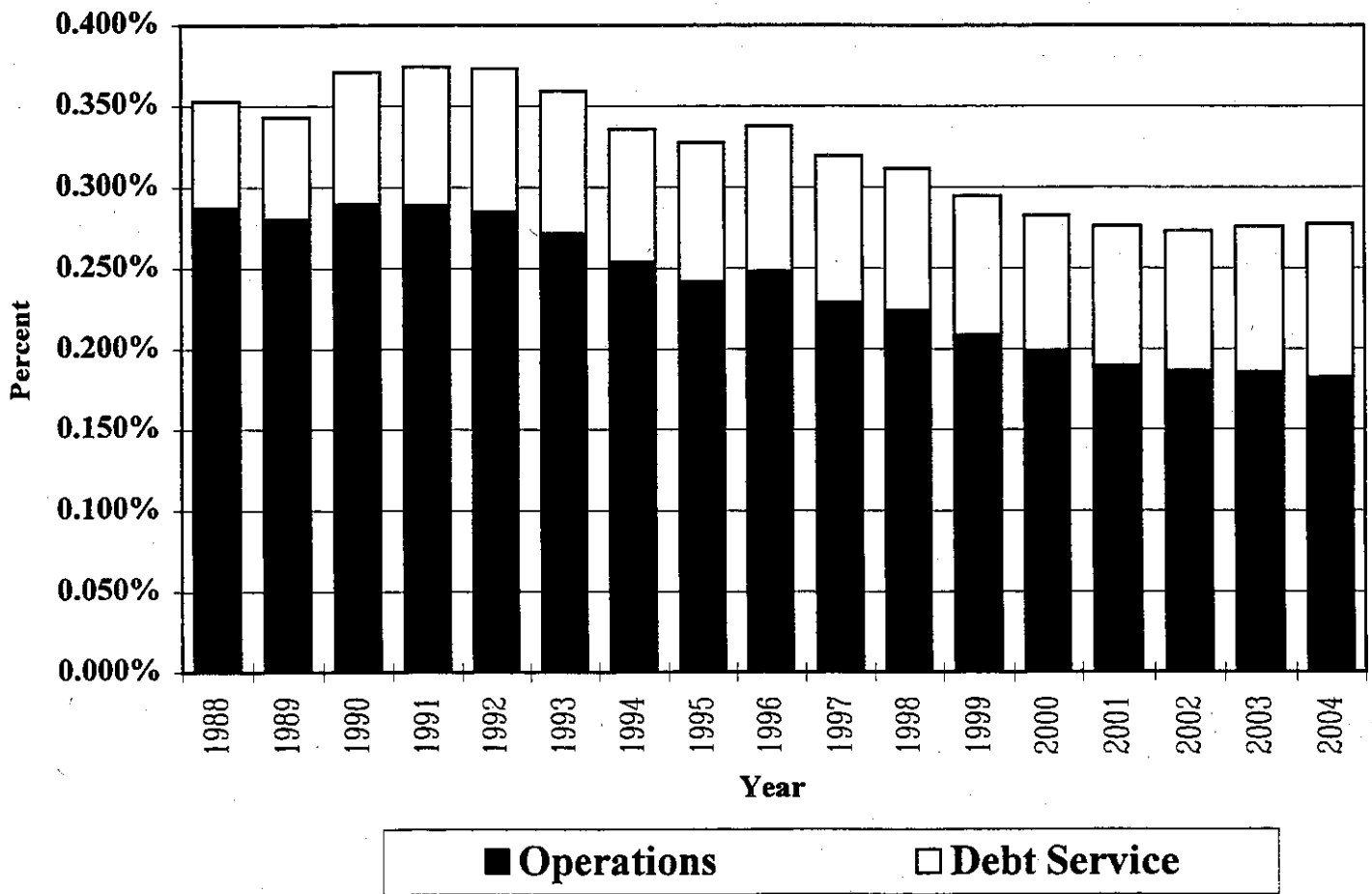


Figure 11

Metropolitan Council 1988-2004 Taxes and User Fees as Percent of Regional Personal Income

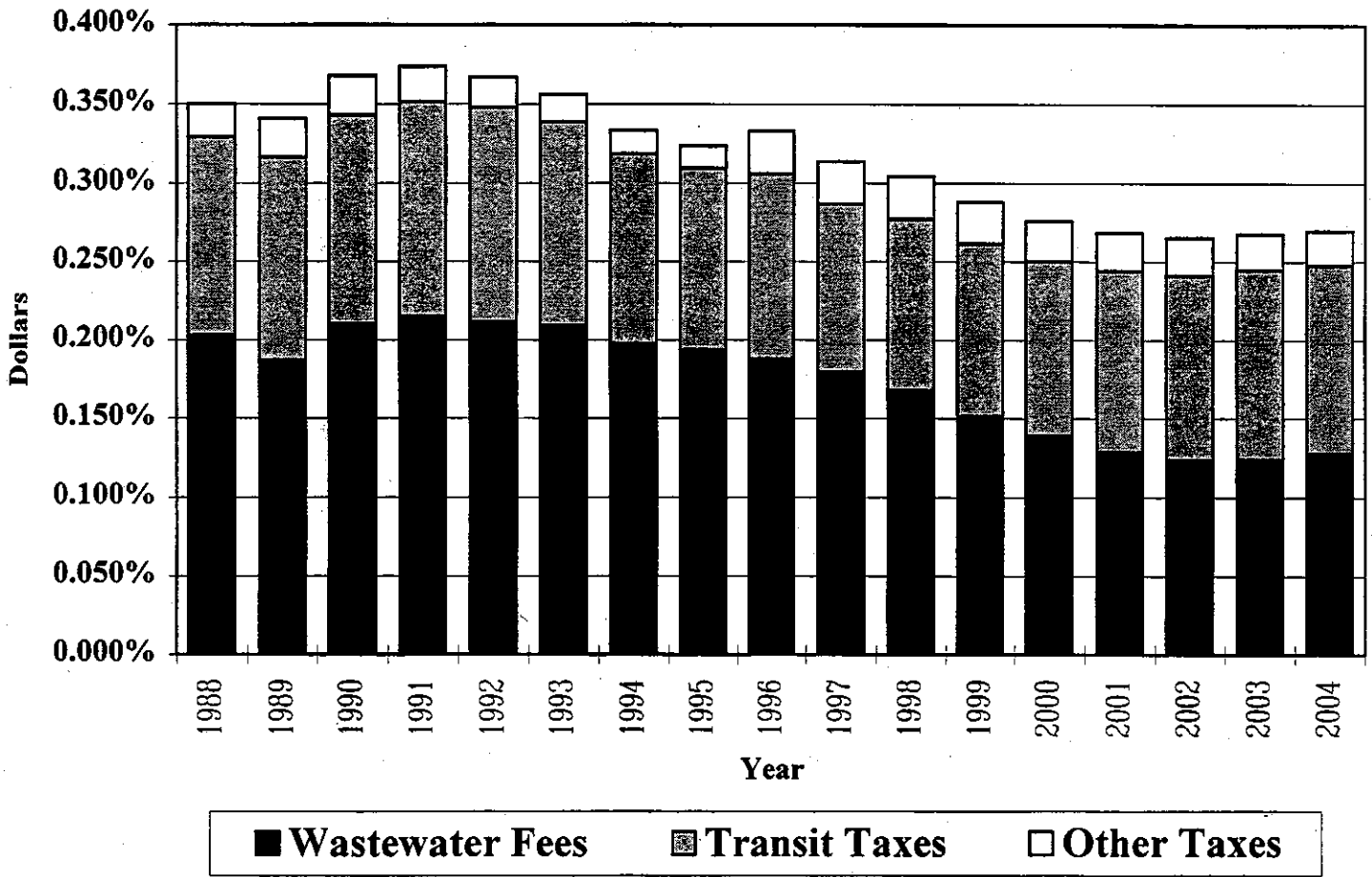


Figure 12

Metropolitan Council 1988-2004 Taxes and User Fees on \$115,000 Residential Homestead (in Constant 1998 Dollars)

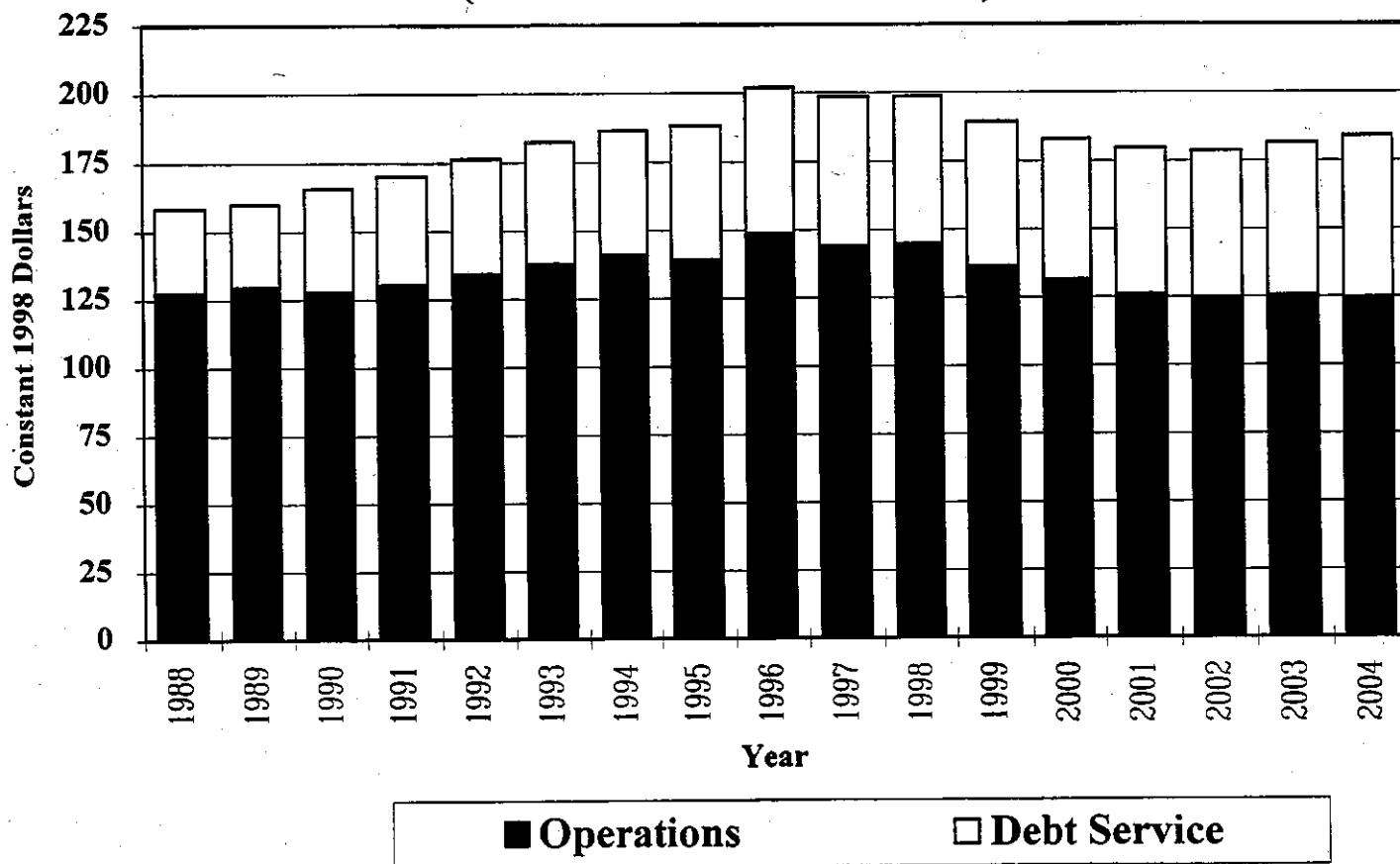


Figure 13

Metropolitan Council 1988-2004 Taxes and User Fees on \$115,000 Residential Homestead (in Constant 1998 Dollars)

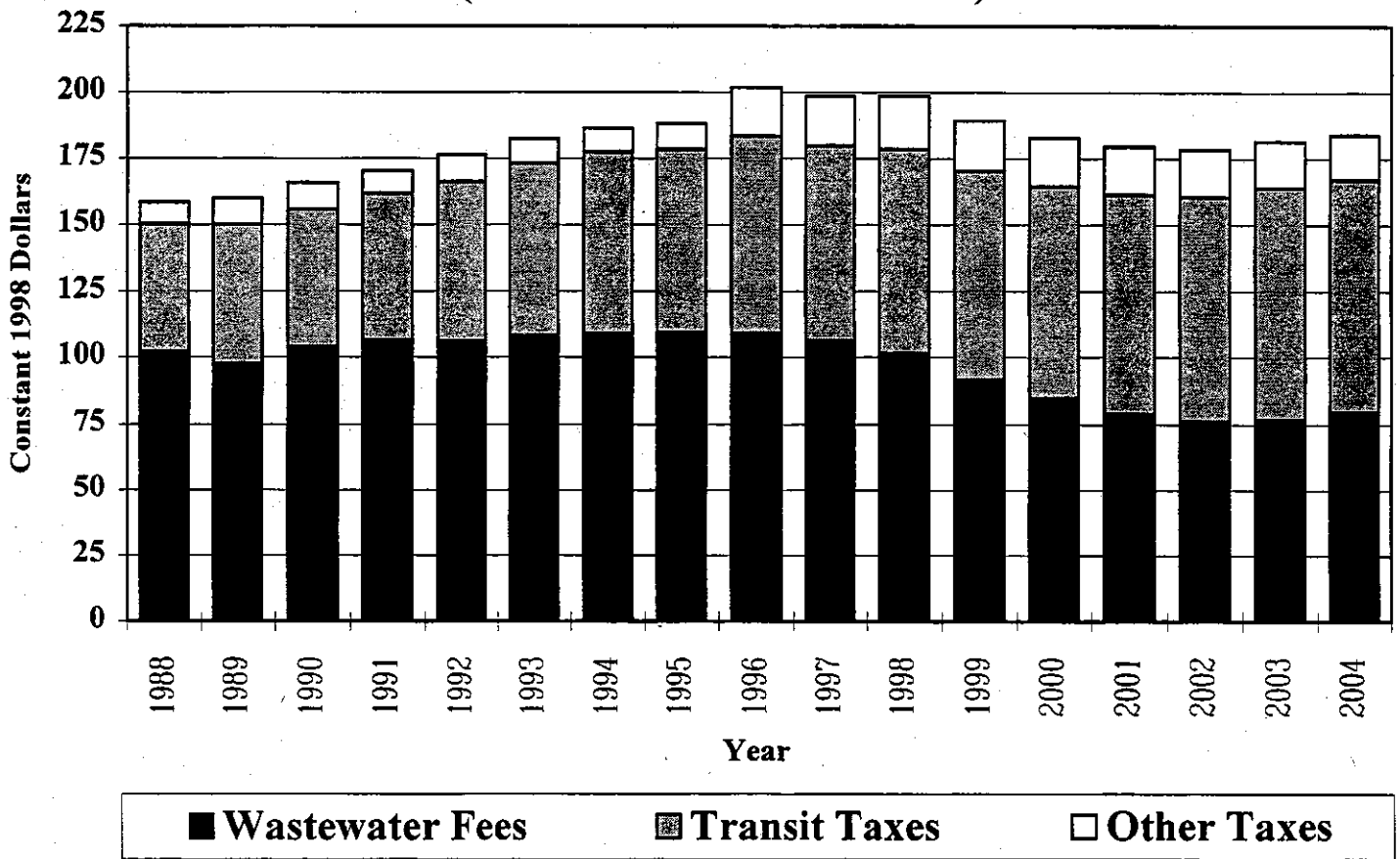


Figure 14

Outstanding Debt

Figures 15 and 16 show the impact of the proposed 1999-2004 capital improvement program on the level of outstanding debt for the Council, and Figures 17 and 18 show outstanding debt as a percent of regional market values. Table 6 shows the same information in tabular form.

New debt issuance resulting from the proposed 1999-2004 capital improvement program will increase outstanding debt from \$619 million at year end 1998 to \$886 million at year end 2004, a 5.7 percent annual increase. The Environmental Services Division accounts for the largest share of the outstanding debt -- 79 percent at year-end 1998 and 76 percent at year-end 2004. Transit is the next largest and fastest growing component at 15 percent and 20 percent respectively. Environmental Services comprises a large percentage of outstanding debt than of new debt issued because the terms of the bonds are longer (20 years) compared to transit (3-20 years) and parks (5 years).

Figures 17 and 18 show the impact in terms of outstanding debt as a percent of regional market value. This provides an indicator of whether outstanding debt is increasing or decreasing relative to the wealth of the region. At the end of 1998, the Council's outstanding debt will be slightly less than one-half of one percent (0.48%) of regional market values. Outstanding debt is projected to increase slightly to 0.485 percent of regional market values by the end of 2004.

Metropolitan Council 1988-2004 Outstanding Debt

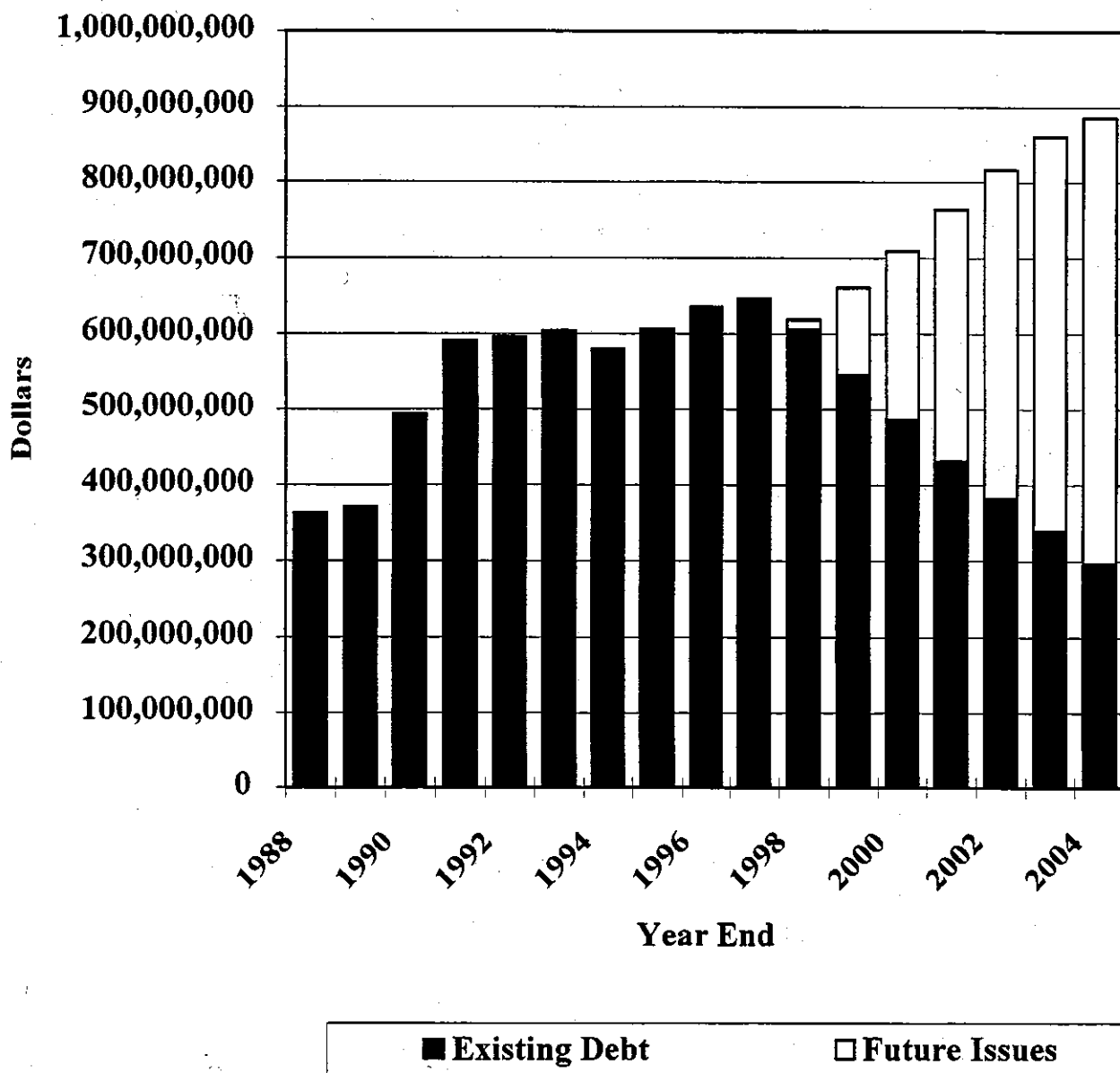


Figure 15

Metropolitan Council 1988-2004 Outstanding Debt

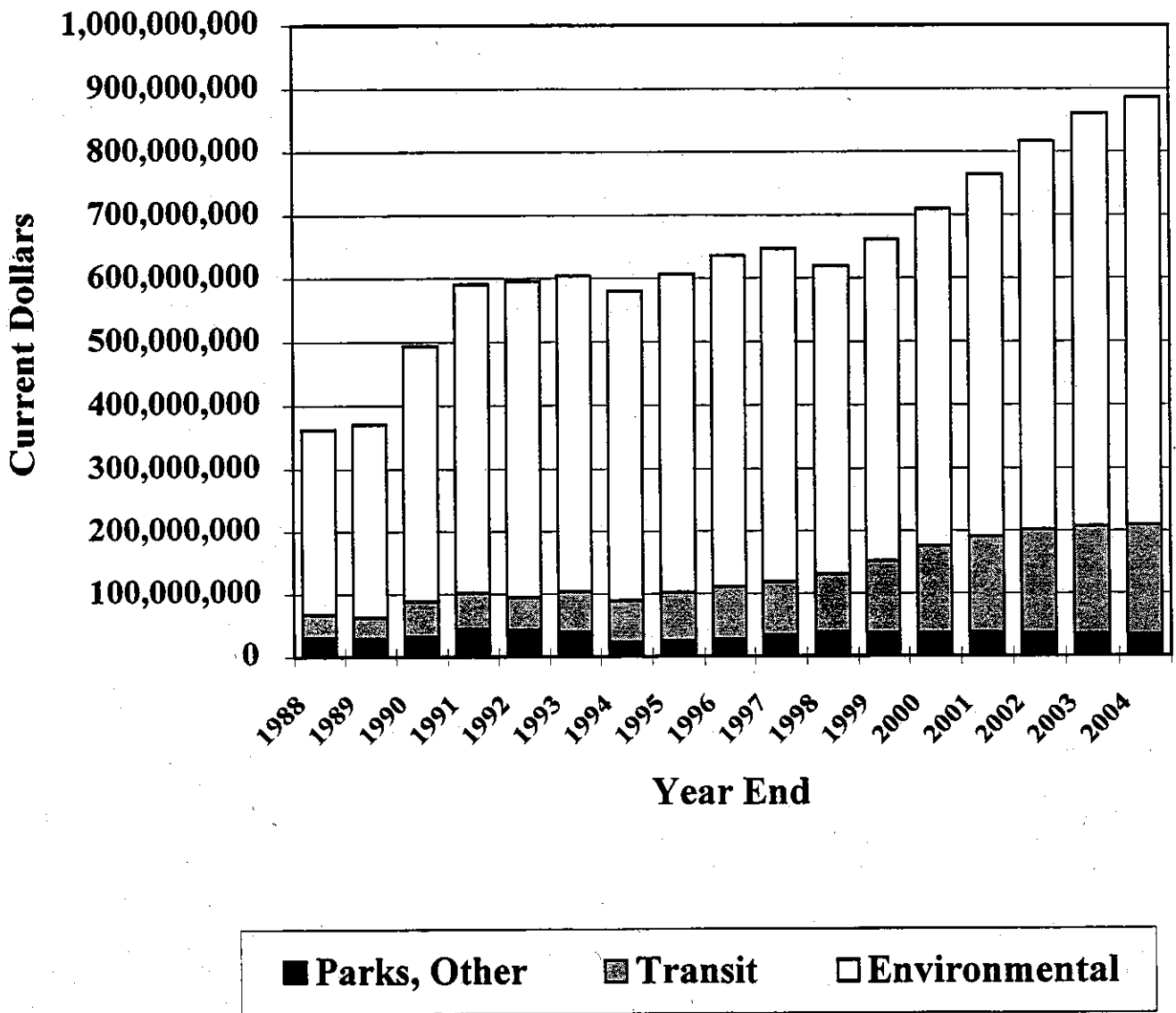


Figure 16

Metropolitan Council 1988-2004 Outstanding Debt as Percent of Market Value

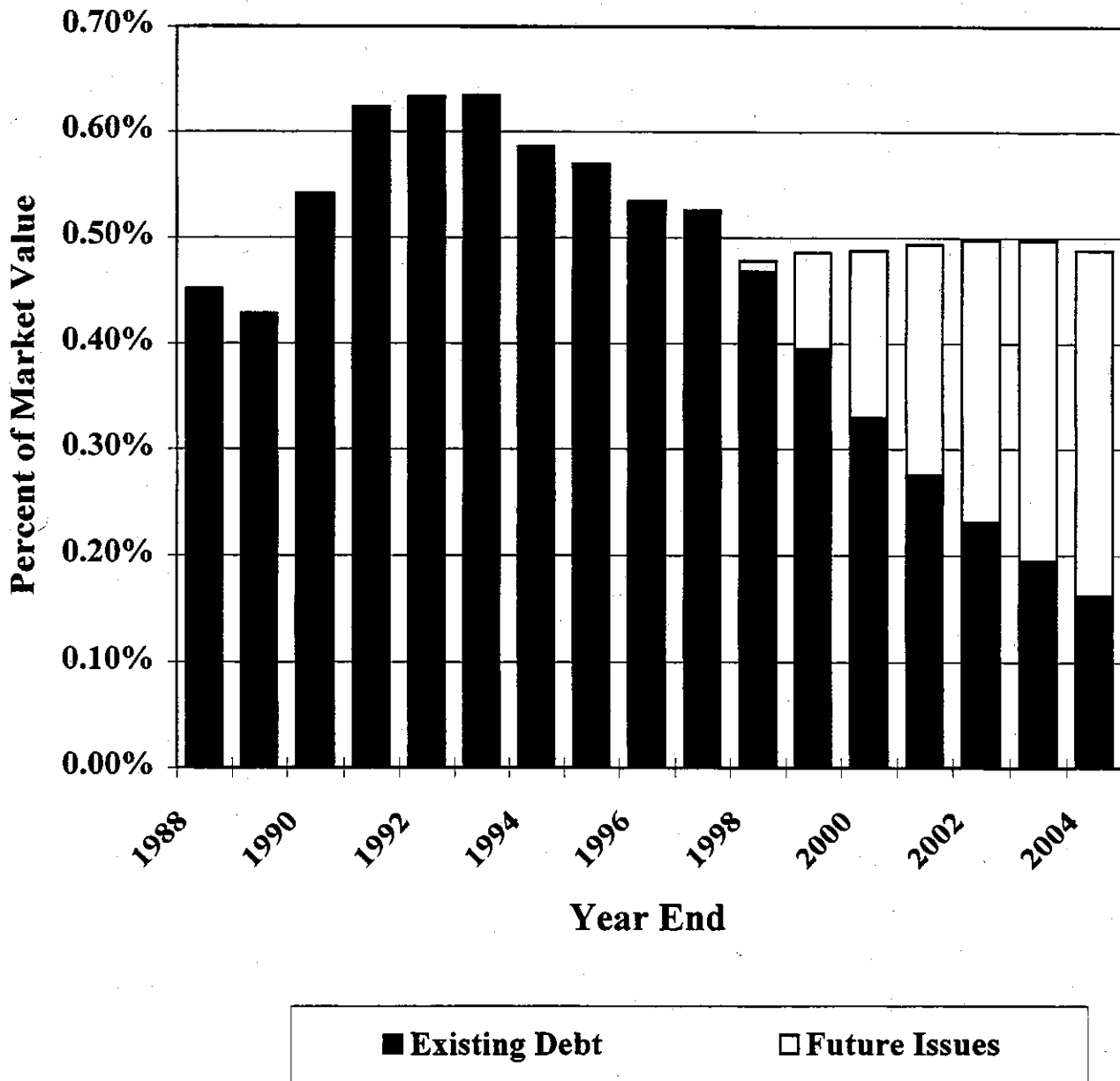


Figure 17

Metropolitan Council 1988-2004 Outstanding Debt as Percent of Market Value

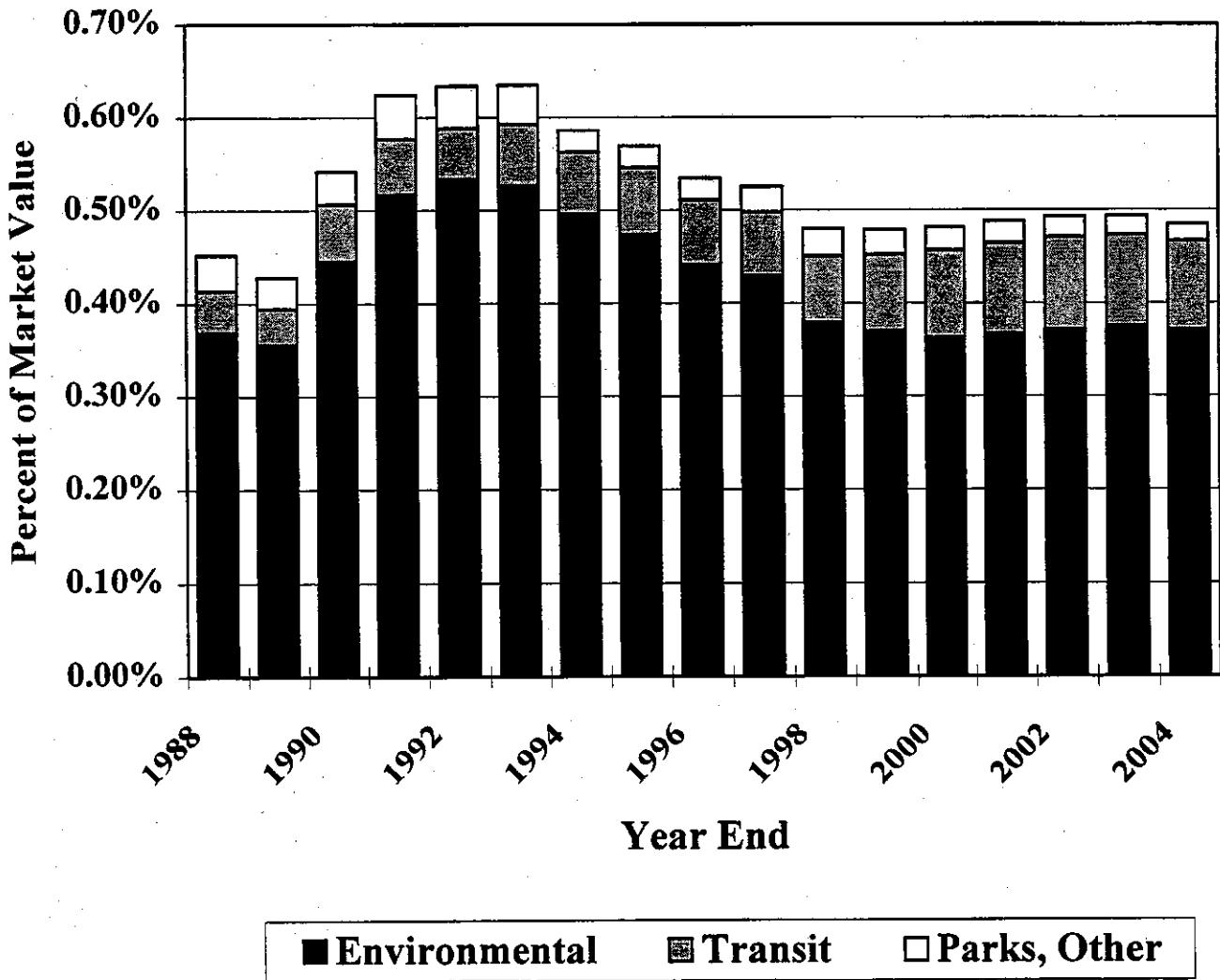


Figure 18

Table 1
METROPOLITAN COUNCIL
PROJECTED 1999-2004 CAPITAL IMPROVEMENT PROGRAM FINANCING

Proposed 1999-2004 Capital Improvement Program							
	1999	2000	2001	2002	2003	2004	Total
Federal							
Transit	46,207,000	71,190,000	42,030,000	44,095,000	54,594,000	57,033,000	315,149,000
Parks and Open Space	0	0	0	0	0	0	0
Subtotal-Federal	46,207,000	71,190,000	42,030,000	44,095,000	54,594,000	57,033,000	315,149,000
State							
Transit	9,639,000	0	0	0	0	20,000,000	29,639,000
Parks and Open Space	11,427,000	10,929,000	10,790,000	7,870,000	7,950,000	7,950,000	56,916,000
Subtotal-State	21,066,000	10,929,000	10,790,000	7,870,000	7,950,000	27,950,000	86,555,000
Regional Borrowing							
Transit							
Existing and 1997 Request	11,979,000	3,937,000	14,773,000	1,603,000	0	0	32,292,000
Future Requests	28,400,000	23,500,000	26,300,000	21,600,000	19,900,000	19,100,000	138,800,000
800 Megahertz Radio	10,000,000	0	0	0	0	0	10,000,000
Environmental Services							
General Obligation Bonds	0	4,816,000	45,102,000	45,102,000	45,102,000	33,396,000	173,518,000
PFA Loans	60,000,000	60,000,000	40,000,000	40,000,000	40,000,000	40,000,000	280,000,000
Parks and Open Space	5,300,000	5,300,000	5,300,000	5,300,000	5,300,000	5,300,000	31,800,000
Subtotal-Reg. Borrowing	115,679,000	97,553,000	131,475,000	113,605,000	110,302,000	97,796,000	666,410,000
Other Sources							
Transit	550,000	550,000	550,000	550,000	550,000	550,000	3,300,000
Environmental Services	0	0	0	0	0	0	0
Parks and Open Space	650,000	550,000	450,000	400,000	400,000	400,000	2,850,000
800 Megahertz Radio	1,050,000	506,000	276,000	466,000	0	0	2,298,000
Subtotal-Other Sources	2,250,000	1,606,000	1,276,000	1,416,000	950,000	950,000	8,448,000
ES Capital Revolving Fund	0	2,996,000	17,293,000	7,091,000	0	0	27,380,000
New Transit Funding Source	18,000,000	16,900,000	27,500,000	25,000,000	21,000,000	38,300,000	146,700,000
Total Capital Financing							
Federal Grants	46,207,000	71,190,000	42,030,000	44,095,000	54,594,000	57,033,000	315,149,000
State Grants	21,066,000	10,929,000	10,790,000	7,870,000	7,950,000	27,950,000	86,555,000
Regional Borrowing	115,679,000	97,553,000	131,475,000	113,605,000	110,302,000	97,796,000	666,410,000
Other Sources	2,250,000	1,606,000	1,276,000	1,416,000	950,000	950,000	8,448,000
ES Capital Revolving Fund	0	2,996,000	17,293,000	7,091,000	0	0	27,380,000
New Transit Funding Source	18,000,000	16,900,000	27,500,000	25,000,000	21,000,000	38,300,000	146,700,000
Total Sources	203,202,000	201,174,000	230,364,000	199,077,000	194,796,000	222,029,000	1,250,642,000
Total Capital Expenditures							
Transit	111,528,000	114,567,000	110,655,000	93,039,000	95,919,000	135,091,000	660,799,000
Environmental Services	59,174,000	71,022,000	87,396,000	101,693,000	91,491,000	72,870,000	483,646,000
Parks and Open Space	19,045,000	18,215,000	17,983,000	13,116,000	13,250,000	13,250,000	94,859,000
800 Megahertz Radio	3,218,000	1,771,000	8,444,000	2,043,000	0	0	15,476,000
Total Expenditures	192,965,000	205,575,000	224,478,000	209,891,000	200,660,000	221,211,000	1,254,780,000

**Table 1
METROPOLITAN COUNCIL
PROJECTED 1999-2004 CAPITAL IMPROVEMENT PROGRAM FINANCING**

Proposed 1999-2004 Capital Improvement Program							
	1999	2000	2001	2002	2003	2004	Total
Capital Funds Available, Year End							
Transit	8,247,000	9,757,000	10,255,000	10,064,000	10,189,000	10,081,000	
Environmental Services	31,331,000	33,569,000	32,538,000	16,040,000	9,574,000	9,574,000	
Parks and Open Space	6,992,000	5,556,000	4,113,000	4,567,000	4,967,000	5,367,000	
800 Megahertz Radio	11,010,000	9,745,000	1,577,000	0	0	0	
Total Funds Available	57,580,000	58,627,000	48,483,000	30,671,000	24,730,000	25,022,000	
Currently Authorized Projects (Under Proposed 1999 Capital Program)							
Transit	66,648,000	28,932,000	9,833,000	2,227,000	0	0	107,640,000
Environmental Services	59,174,000	55,092,000	30,762,000	25,251,000	11,705,000	2,066,000	184,050,000
Parks and Open Space	19,045,000	10,348,000	5,000,000	0	0	0	34,393,000
800 Megahertz Radio	3,218,000	1,771,000	8,444,000	2,043,000	0	0	15,476,000
Total Capital Projects	148,085,000	96,143,000	54,039,000	29,521,000	11,705,000	2,066,000	341,559,000
Percent Currently Authorized							
Transit	60%	25%	9%	2%	0%	0%	16%
Environmental Services	100%	78%	35%	25%	13%	3%	38%
Parks and Open Space	100%	57%	28%	0%	0%	0%	36%
800 Megahertz Radio	100%	100%	100%	100%			100%
Total Capital Projects	77%	47%	24%	14%	6%	1%	27%
Future Authorization Requests							
Transit	44,880,000	85,635,000	100,822,000	90,812,000	95,919,000	135,091,000	553,159,000
Environmental Services	-	15,930,000	56,634,000	76,442,000	79,786,000	70,804,000	299,596,000
Parks and Open Space	-	7,867,000	12,983,000	13,116,000	13,250,000	13,250,000	60,466,000
800 Megahertz Radio	-	-	-	-	-	-	-
Total Capital Projects	44,880,000	109,432,000	170,439,000	180,370,000	188,955,000	219,145,000	913,221,000
Estimated Rehabilitation and Replacement Expenditures							
Transit	88,855,000	58,461,000	68,294,000	63,943,000	66,284,000	64,573,000	410,410,000
Environmental Services	32,309,000	42,897,000	55,322,000	67,422,000	60,750,000	49,916,000	308,616,000
Parks and Open Space	9,428,000	10,133,000	7,237,000	6,768,000	6,299,000	6,568,000	46,433,000
800 Megahertz Radio	2,574,400	1,416,800	6,755,200	1,634,400	-	-	12,380,800
Total Capital Projects	133,166,400	112,907,800	137,608,200	139,767,400	133,333,000	121,057,000	777,839,800
Percent of Total Expenditures							
Transit	80%	51%	62%	69%	69%	48%	62%
Environmental Services	55%	60%	63%	66%	66%	69%	64%
Parks and Open Space	50%	56%	40%	52%	48%	50%	49%
800 Megahertz Radio	80%	80%	80%	80%			80%
Total Capital Projects	69%	55%	61%	67%	66%	55%	62%

Table 2
METROPOLITAN COUNCIL
ANNUAL DEBT SERVICE LEVY AND SEWER SERVICE FEE PROJECTIONS
BASED ON PROJECTED 1998-2002 CAPITAL IMPROVEMENT PROGRAM

	1998	1999	2000	2001	2002	2003	2004	1998-2004 Annual Rate
Property Tax Supported								
Transit								
Existing	20,109,549	19,743,720	13,282,791	10,553,956	7,011,226	6,100,135	6,104,937	
New	0	446,631	7,945,481	14,376,252	19,890,786	24,638,791	24,498,919	
Subtotal-Transit	20,109,549	20,190,351	21,228,272	24,930,208	26,902,012	30,738,926	30,603,856	6.18%
Parks and Open Space								
Existing	5,888,349	5,725,500	4,552,265	3,782,680	2,680,689	1,385,672	1,368,452	
New	0	0	1,695,094	3,357,375	5,033,766	6,686,859	6,686,859	
Subtotal	5,888,349	5,725,500	6,247,358	7,140,055	7,714,455	8,072,531	8,055,311	4.58%
Solid Waste								
Existing	0	0	0	0	427,460	432,962	341,903	
Radio								
Existing	438,898	425,825	423,525	420,454	421,840	422,155	416,283	-0.75%
Subtotal								
Existing	26,436,796	25,895,045	18,258,581	14,757,090	10,541,216	8,340,924	8,231,575	
New	0	446,631	9,640,574	17,733,627	24,924,552	31,325,650	31,185,779	
Subtotal	26,436,796	26,341,676	27,899,155	32,490,717	35,465,767	39,666,574	39,417,354	5.87%
Wastewater Service Fee Supported								
Environmental Services								
Existing	64,359,978	61,033,202	55,691,357	50,830,852	43,902,917	42,202,228	47,910,229	
New	0	2,266,798	7,608,643	13,735,148	21,954,083	28,167,772	32,637,771	
Subtotal-Envir Serv	64,359,978	63,300,000	63,300,000	64,566,000	65,857,000	70,370,000	80,548,000	3.26%
Combined								
Existing	90,796,774	86,928,247	73,949,938	65,587,942	54,444,133	50,543,152	56,141,804	
New	0	2,713,429	17,249,217	31,468,775	46,878,635	59,493,422	63,823,550	
Total	90,796,774	89,641,676	91,199,155	97,056,717	101,322,767	110,036,574	119,965,354	4.06%
Constant 1998 Dollars	90,796,774	87,455,294	86,383,287	89,253,917	90,463,108	95,381,533	100,959,188	1.53%

Table 3
METROPOLITAN COUNCIL
PROPERTY TAX AND USER FEE PROJECTIONS
BASED ON PROJECTED 1999-2004 CAPITAL IMPROVEMENT PROGRAM

	1998	1999	2000	2001	2002	2003	2004	1998-2004 Annual Rate
Property Taxes								
General								
General Operations	9,694,600	10,174,600	10,174,600	10,174,600	10,174,600	10,174,600	10,174,600	0.81%
Livable Communities	10,282,450	10,116,080	9,835,782	9,835,782	9,835,782	9,835,782	9,835,782	-0.74%
Highway ROW	2,142,932	2,159,302	2,439,600	2,602,500	2,765,800	2,926,200	3,065,441	6.15%
Radio Debt Service	438,898	425,825	423,525	420,454	421,840	422,155	416,283	-0.88%
Solid Waste Debt Service	0	0	0	0	427,460	432,962	341,903	
Subtotal-General	22,558,880	22,875,807	22,873,507	23,033,336	23,625,482	23,791,699	23,834,009	0.92%
Transit								
Operations	70,019,925	74,052,144	78,852,297	83,669,368	88,435,220	93,031,737	97,498,707	5.67%
Debt Service	20,109,549	20,190,351	21,228,272	24,930,208	26,902,012	30,738,926	30,603,856	7.25%
Subtotal-Transit	90,129,474	94,242,495	100,080,569	108,599,576	115,337,232	123,770,663	128,102,564	6.03%
Parks and Open Space								
Debt Service	5,888,349	5,725,500	6,247,358	7,140,055	7,714,455	8,072,531	8,055,311	5.36%
Property Tax Subtotal								
Operations	89,996,975	94,342,824	98,862,679	103,679,750	108,445,602	113,042,119	117,509,089	4.55%
Debt Service	26,436,796	26,341,676	27,899,155	32,490,717	35,465,767	39,666,574	39,417,354	6.88%
Subtotal	116,433,771	120,684,500	126,761,834	136,170,467	143,911,369	152,708,694	156,926,443	5.10%
User Fees								
Environmental Services								
Operations	92,518,022	82,259,196	77,325,092	71,400,395	71,159,399	73,880,632	73,997,236	-3.65%
Debt Service	45,856,978	47,735,804	47,537,000	49,307,606	50,178,711	53,260,112	62,907,324	5.41%
Subtotal-Envir Serv	138,375,000	129,995,000	124,862,092	120,708,001	121,338,110	127,140,744	136,904,560	-0.18%
Combined								
Operations	182,514,997	176,602,020	176,187,771	175,080,145	179,605,001	186,922,751	191,506,325	0.80%
Debt Service	71,854,876	73,651,656	75,012,630	81,377,869	85,222,638	92,504,531	101,908,395	6.00%
Total	254,369,873	250,253,675	251,200,401	256,458,014	264,827,639	279,427,283	293,414,720	2.41%
Constant 1998 Dollars								
Operations	182,514,997	172,294,653	166,883,989	161,004,711	160,355,140	162,027,750	161,165,891	-2.05%
Debt Service	71,854,876	71,855,274	71,051,508	74,835,558	76,088,572	80,184,466	85,763,001	2.99%
Total	254,369,873	244,149,927	237,935,497	235,840,268	236,443,712	242,212,216	246,928,893	-0.49%

Excludes Sewer Availability Charges (SAC) funded portion of Environmental Services debt service

Table 4
METROPOLITAN COUNCIL
PROPERTY TAX AND USER FEE PROJECTIONS AS PERCENT OF REGIONAL INCOME
BASED ON PROJECTED 1999-2004 CAPITAL IMPROVEMENT PROGRAM

	1998	1999	2000	2001	2002	2003	2004	1998-2004 Annual Rate
Regional Income (\$Billions)	82.5	85.8	89.9	94.0	98.2	102.6	107.1	4.44%
Reg Income per Household	83,949	86,342	89,433	92,294	95,202	98,248	101,314	3.18%
General								
Operations	0.027%	0.026%	0.025%	0.024%	0.023%	0.022%	0.022%	
Debt Service	0.001%	0.000%	0.000%	0.000%	0.001%	0.001%	0.001%	
Subtotal-General	0.027%	0.027%	0.025%	0.025%	0.024%	0.023%	0.022%	
Transit								
Operations	0.085%	0.086%	0.088%	0.089%	0.090%	0.091%	0.091%	
Debt Service	0.024%	0.024%	0.024%	0.027%	0.027%	0.030%	0.029%	
Subtotal-Transit	0.109%	0.110%	0.111%	0.116%	0.118%	0.121%	0.120%	
Environmental Services								
Operations	0.112%	0.096%	0.086%	0.076%	0.072%	0.072%	0.069%	
Debt Service	0.056%	0.056%	0.053%	0.052%	0.051%	0.052%	0.059%	
Subtotal-Envir Serv	0.168%	0.151%	0.139%	0.128%	0.124%	0.124%	0.128%	
Parks and Open Space								
Debt Service	0.007%	0.007%	0.007%	0.008%	0.008%	0.008%	0.008%	
Combined								
Operations	0.224%	0.208%	0.199%	0.189%	0.186%	0.185%	0.182%	
Debt Service	0.088%	0.086%	0.084%	0.087%	0.087%	0.091%	0.096%	
Total	0.311%	0.295%	0.283%	0.276%	0.273%	0.276%	0.277%	

Table 5
METROPOLITAN COUNCIL
PROPERTY TAX AND USER FEE IMPACT ON \$115,000 RESIDENTIAL HOMESTEAD
BASED ON PROJECTED 1999-2004 CAPITAL IMPROVEMENT PROGRAM
(Constant 1998 Dollars)

	1998	1999	2000	2001	2002	2003	2004	1998-2003 Annual Rate
Market Value	115,000	115,561	115,561	115,561	115,561	115,561	115,561	0.08%
Net Tax Capacity	1,490	1,516	1,534	1,552	1,569	1,585	1,601	1.21%
Property Taxes								
General								
Operations	8.40	8.31	8.06	7.77	7.52	7.30	7.12	-2.72%
Livable Communities	7.29	6.81	6.28	5.98	5.72	5.48	5.29	-5.22%
Radio Debt Service	0.31	0.29	0.27	0.26	0.25	0.24	0.22	-5.35%
Solid Waste Debt Service	0.00	0.00	0.00	0.00	0.25	0.24	0.18	
Subtotal-General	16.00	15.41	14.62	14.01	13.73	13.27	12.81	-3.64%
Transit								
Operations	61.25	63.03	64.20	65.39	66.60	67.81	68.98	2.00%
Debt Service	15.86	15.12	15.08	16.86	17.38	19.06	18.29	2.41%
Subtotal-Transit	77.11	78.15	79.29	82.24	83.98	86.87	87.28	2.09%
Parks and Open Space								
Debt Service	4.18	3.86	3.99	4.34	4.48	4.50	4.33	0.60%
Property Tax Subtotal								
Operations	76.94	78.15	78.55	79.14	79.83	80.60	81.39	0.94%
Debt Service	20.35	19.26	19.34	21.46	22.36	24.03	23.03	2.09%
Subtotal	97.29	97.41	97.89	100.60	102.19	104.64	104.42	1.19%
User Fees								
Environmental Services								
Operations	67.78	58.17	52.63	46.72	44.78	44.71	43.06	-7.28%
Debt Service	33.60	33.75	32.35	32.27	31.57	32.23	36.61	1.44%
Subtotal-Envir Serv	101.38	91.92	84.98	78.99	76.35	76.93	79.67	-3.94%
Combined								
Operations	144.73	136.31	131.18	125.86	124.61	125.31	124.45	-2.48%
Debt Service	53.95	53.02	51.70	53.72	53.93	56.26	59.64	1.69%
Total	198.67	189.33	182.88	179.59	178.54	181.57	184.10	-1.26%

Table 6
METROPOLITAN COUNCIL
OUTSTANDING DEBT, YEAR END
BASED ON PROJECTED 1999-2004 CAPITAL IMPROVEMENT PROGRAM

	1998	1999	2000	2001	2002	2003	2004	1998-2004 Annual Rate
Existing Debt								
Radio	3,000,000	2,840,000	2,575,000	2,300,000	2,015,000	1,715,000	1,400,000	
Solid Waste	4,780,000	2,135,000	1,810,000	1,475,000	1,130,000	770,000	390,000	
Parks and Open Space	25,405,000	21,420,000	16,995,000	13,480,000	10,535,000	8,500,000	7,600,000	
Transit	83,815,000	68,565,000	53,490,000	43,405,000	35,465,000	30,525,000	26,220,000	
Environmental Services	488,441,000	449,835,000	411,082,000	370,152,000	333,002,000	297,257,000	260,892,000	
Total Existing	605,441,000	544,795,000	485,952,000	430,812,000	382,147,000	338,767,000	296,502,000	
New Debt								
Radio	0	0	0	0	0	0	0	
Solid Waste	0	0	0	0	0	0	0	
Parks and Open Space	5,300,000	10,600,000	15,650,000	19,975,000	22,925,000	24,425,000	24,425,000	
Transit	8,000,000	45,800,000	84,800,000	109,330,000	129,510,000	140,800,000	148,465,000	
Environmental Services	0	60,000,000	122,950,000	203,756,000	281,664,000	356,552,000	416,588,000	
Total New	13,300,000	116,400,000	223,400,000	333,061,000	434,099,000	521,777,000	589,478,000	
Existing and New Debt								
Radio	3,000,000	2,840,000	2,575,000	2,300,000	2,015,000	1,715,000	1,400,000	-8.9%
Solid Waste	4,780,000	2,135,000	1,810,000	1,475,000	1,130,000	770,000	390,000	-26.2%
Parks and Open Space	30,705,000	32,020,000	32,645,000	33,455,000	33,460,000	32,925,000	32,025,000	1.2%
Transit	91,815,000	114,365,000	138,290,000	152,735,000	164,975,000	171,325,000	174,685,000	11.0%
Environmental Services	488,441,000	509,835,000	534,032,000	573,908,000	614,666,000	653,809,000	677,480,000	5.0%
Total Existing and New	618,741,000	661,195,000	709,352,000	763,873,000	816,246,000	860,544,000	885,980,000	5.7%
Market Values (\$Billions)								
Market Values (\$Billions)	128.9	138.1	147.4	156.6	165.7	174.5	182.8	5.2%
Market Value per Househo	131,156	138,973	146,672	153,829	160,706	167,166	172,967	4.1%
Percent of Market Value								
Radio	0.002%	0.002%	0.002%	0.001%	0.001%	0.001%	0.001%	
Solid Waste	0.004%	0.002%	0.001%	0.001%	0.001%	0.000%	0.000%	
Parks and Open Space	0.024%	0.023%	0.022%	0.021%	0.020%	0.019%	0.018%	
Transit	0.071%	0.083%	0.094%	0.098%	0.100%	0.098%	0.096%	
Environmental Services	0.379%	0.369%	0.362%	0.366%	0.371%	0.375%	0.371%	
Total	0.480%	0.479%	0.481%	0.488%	0.493%	0.493%	0.485%	
Existing	0.470%	0.394%	0.330%	0.275%	0.231%	0.194%	0.162%	
New	0.010%	0.084%	0.152%	0.213%	0.262%	0.299%	0.322%	
Total	0.480%	0.479%	0.481%	0.488%	0.493%	0.493%	0.485%	

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**1999 CAPITAL
PROGRAM & BUDGET**

METROPOLITAN COUNCIL UNIFIED 1999 CAPITAL PROGRAM AND CAPITAL BUDGET

The proposed Unified 1999 Capital Program includes capital program authorizations and capital budgets for Environmental Services, Transit, Radio and Parks and Open Space. Capital program authorization is maintained for each active capital project until the project is completed, although capital expenditures on the project may occur over several years. Requested changes in capital authorizations include new capital projects and amendments to previously approved projects. The following definitions are used by the Council for the 1999 Capital Budget and 1998-2004 Capital Improvement Program:

Capital Improvement Program (CIP) - The 1999-2004 Capital Improvement Program represents a six-year plan that describes capital investment strategies, capital investment and financing plans and fiscal impacts of the plan. The CIP provides a basis for new capital program authorizations and the 1999 Capital Budget.

Capital Program - The Capital Program provides multi-year authorization to proceed with capital projects. The 1999 Capital Program includes authorizations to proceed with new capital projects or proceed with the next phase of multi-phase capital projects and amendments to previously approved capital projects.

Capital Budget - The Capital Budget appropriates funds for capital expenditures for a specific budget year. The 1999 Capital Budget includes expenditure appropriations for previously authorized projects and for new capital projects authorized in the 1999 Capital Program.

The inclusion of a capital project in the longer-term CIP does not constitute Council approval to proceed with that project. The table below shows the relationship between projected capital expenditures in the six-year capital improvement program and projected capital expenditures for projects in the proposed 1999 capital program. Only 27 percent of projected 1999-2004 capital expenditures are authorized under the proposed 1999 capital program, primarily in the Environmental Services capital program where capital projects are frequently implemented over several years. Only 16 percent of the projected 1999-2004 capital expenditures for transit are authorized, since future capital funding is less certain than in other areas.

	1999	2000	2001	2002	2003-2004	Total
Capital Expenditures	192,965,000	205,575,000	224,478,000	209,891,000	421,871,000	1,254,780,000
Currently Authorized	148,085,000	96,143,000	54,039,000	29,521,000	13,771,000	341,559,000
Percent Authorized	77%	47%	24%	14%	3%	27%

The 1999 capital program is summarized in Table 7 on the following page. **Proposed changes in capital program authorizations for 1999 total \$92,382,319.** Detail on proposed capital program authorizations and 1999 changes to the capital program are included in the Environmental Services, Transit, Radio and Parks and Open Space sections.

The total proposed 1999 capital program is \$568,529,160. Based on cash flow projections, an estimated \$214,608,290 (38 percent) of the proposed 1999 capital program authority will have been expended by the end of 1998. Continuing and new capital projects will result in \$353,725,870 in future capital expenditures from 1999 through 2004. **The proposed 1999 capital budget appropriation is \$148,110,504.**

Table 7 provides a summary of the 1999 Capital Program. It shows the transition from the 1998 Capital Program, as adopted and amended, to the proposed 1999 Capital Program. Table 8 provides a more detailed summary of the proposed 1999 Capital Program by division and capital project categories. Table 8 also shows the cash flow forecast for multi-year capital program authorizations and anticipated future authorizations for multi-phased capital projects.

Potential Mid-Year Amendments to 1999 Capital Program

Because the capital funding cycle for transit and parks and open space is tied to the state fiscal year and legislative action, the proposed 1999 capital program for transit and parks and open space may not include all the capital projects that may need to be approved in 1999.

Approximately \$45 million of anticipated 1999 capital expenditures for transit are not authorized in the proposed 1999 Capital Program. Amendments to transit capital program authorizations will be brought to the Council for review and approval after final decisions are made by the 1999 State Legislature on new regional bonding authorizations, state bonding or new capital funding sources.

Table 7
Metropolitan Council
Proposed Capital Program Summary

Capital Program Authorizations

Transit						
Metro Transit	Transporation & Transit Develop.	Subtotal	Environmental Services	Parks & Open Space	800 Mhz Radio	Combined Total

1998 Adopted Capital Program
 Amendments/Adjustments
 1998 Capital Program, As Amended
 Less: Capital Projects Competed in 1998
 Equals: Continuing Capital Projects

1998 Capital Program							
122,521,056	23,745,879	146,266,935	264,651,000	53,600,794	3,000,000	467,518,729	
67,213,556	11,611,796	78,825,352	900,000	21,439,801	-	101,165,153	
189,734,612	35,357,675	225,092,287	265,551,000	75,040,595	3,000,000	568,683,882	
(13,279,310)	(7,822,596)	(21,101,906)	(60,050,000)	(11,385,135)	-	(92,537,041)	
176,455,302	27,535,079	203,990,381	205,501,000	63,655,460	3,000,000	476,146,841	

Continuing Projects
 Requested Changes:
 Changes in Continuing Projects
 New Projects
 Total Requested Changes
 Proposed 1999 Capital Program

Proposed 1999 Capital Program							
176,455,302	27,535,079	203,990,381	205,501,000	63,655,460	3,000,000	476,146,841	
7,145,000	3,319	7,148,319	66,050,000	-	12,476,000	85,674,319	
8,008,000	-	8,008,000	300,000	-	-	8,308,000	
15,153,000	3,319	15,156,319	66,350,000	-	12,476,000	93,982,319	
191,608,302	27,538,398	219,146,700	271,851,000	63,655,460	15,476,000	570,129,160	

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Table 8
Metropolitan Council
Proposed 1999 Capital Program and Capital Budget Summary

Capital Project Category	Capital Program Authorization			Capital Program Expenditure Forecast			Total Authorized Expenditures	Anticipated Future Authorizations	Estimated Total Project Cost
	Continuing 1998 Authorization	Requested Change in Authorization	Proposed 1999 Authorization	Expenditures Prior to 1999	1999 Capital Budget	2000 and Subsequent			
Transit									
Fleet Modernization	95,948,585	1,253,319	97,201,904	68,365,088	26,336,816	2,500,000	97,201,904	-	97,201,904
Support Facilities	30,312,029	7,500,000	37,812,029	2,283,016	11,493,832	24,035,181	37,812,029	-	37,812,029
Public Facilities	32,538,966	745,000	33,283,966	15,921,170	16,722,796	640,000	33,283,966	15,900,000	49,183,966
Computerization/Communication	29,661,569	1,625,000	31,286,569	10,145,269	7,323,994	13,817,306	31,286,569	-	31,286,569
Other Capital Equipment	15,529,232	4,033,000	19,562,232	14,791,764	4,770,468	-	19,562,232	-	19,562,232
Transit Total	203,990,381	15,156,319	219,146,700	111,506,307	66,647,906	40,992,487	219,146,700	15,900,000	235,046,700
Environmental Services									
Continuing Projects									
Step III Construction	179,601,000	(7,650,000)	171,951,000	64,115,498	49,630,000	58,205,502	171,951,000	15,789,000	187,740,000
Moving to Step II Design	5,400,000	13,100,000	18,500,000	2,957,400	10,513,000	5,029,600	18,500,000	329,644,000	348,144,000
Moving to Step III Construction	7,000,000	63,600,000	70,600,000	2,272,983	5,810,000	62,517,017	70,600,000	-	70,600,000
Ongoing Programs and Special Projects	13,500,000	(3,000,000)	10,500,000	5,493,674	3,375,000	1,631,326	10,500,000	-	10,500,000
New Projects	-	300,000	300,000	-	300,000	-	300,000	-	300,000
Environmental Services Total	205,501,000	66,350,000	271,851,000	74,839,555	69,628,000	127,383,445	271,851,000	345,433,000	617,284,000
Project Delay Factor					(10,428,000)	10,428,000			
Adjusted Cash Flow Forecast					59,200,000	137,811,445			
Parks and Open Space									
Acquisition	7,502,473	-	7,502,473	5,135,113	1,855,540	511,820	7,502,473	-	-
Development	31,296,406	-	31,296,406	15,152,612	12,056,207	4,087,587	31,296,406	-	7,502,473
Redevelopment	22,804,190	-	22,804,190	7,626,911	9,428,252	5,749,027	22,804,190	-	31,296,406
Mixed Purpose	2,052,391	-	2,052,391	1,347,792	704,599	-	2,052,391	-	22,804,190
Parks and Open Space Total	63,655,460	-	63,655,460	29,262,428	24,044,598	10,348,434	63,655,460	-	2,052,391
Project Delay Factor					(5,000,000)	5,000,000			
Adjusted Cash Flow Forecast					19,044,598	15,348,434			
800 Megahertz Radio									
Backbone System and Radio Equipment	3,000,000	12,476,000	15,476,000	-	3,218,000	12,258,000	15,476,000	-	15,476,000
All New and Continuing Projects (with Adjusted Cash Flow Forecasts)									
Transit	203,990,381	15,156,319	219,146,700	111,506,307	66,647,906	40,992,487	219,146,700	15,900,000	235,046,700
Environmental Services	205,501,000	66,350,000	271,851,000	74,839,555	59,200,000	137,811,445	271,851,000	345,433,000	617,284,000
Parks and Open Space	63,655,460	-	63,655,460	29,262,428	19,044,598	15,348,434	63,655,460	-	2,052,391
800 Megahertz Radio	3,000,000	12,476,000	15,476,000	-	3,218,000	12,258,000	15,476,000	-	15,476,000
Total	476,146,841	93,982,319	570,129,160	215,608,290	148,110,504	206,410,366	570,129,160	361,333,000	869,859,091

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**METROPOLITAN COUNCIL
REGIONAL TRANSIT
PROPOSED 1999 - 2004 CAPITAL IMPROVEMENT PROGRAM
AND 1999 CAPITAL PROGRAM AND BUDGET**

INTRODUCTION

The Metropolitan Council is achieving the state legislature's challenge which came with expanded operating funding to increase transit ridership to 131 million passenger trips served during state fiscal years 1998 -1999. This CIP proposes to continue the course of state and regional policies supporting the augmented operating and capital funding needed to deliver additional ridership for the long-term.

The Council's long range plans-- the regional growth strategy and the Transportation Policy Plan--project that 600,000 new residents will live here by the year 2020. The 600,000 additional residents will commute to 400,000 new jobs, increasing the number of trips and the associated congestion on our roads. Increasing the portion of all trips which use transit from 2% to over 3% and serving the new trips in our region by 2020 will require doubling transit ridership over the next 22 years. The proposed 1999-2004 Transit Capital Improvement Program sets us on the path of doubling transit ridership by making the investments to double transit capacity by the year 2020.

Implementation of this six-year program and the longer-range plan will require a commitment from the Legislature to provide a new capital funding source that is not supported by regional property taxes, as well as additional state funding for transit operations. The program assumes that a significant portion of the capital improvement program will be financed with federal capital funds. The program also requires the financial support of the state, both in providing authorizations for regional bonding, state bonding and a new transit growth investment fund to support portions of the program. Finally, the program will require increased taxes within the transit taxing district to support debt service on anticipated regional borrowing.

This section summarizes the proposed 1999-2004 Transit Capital Improvement Program (CIP) and 1999 Capital Budget. The CIP is a six-year financing plan for \$661 million of transit capital investments and not a project-specific capital improvement program. The CIP will be funded by a combination of federal, regional, and state funds. The annual spending levels in the program are based on issuing an average of \$23.1 million annually in regional transit bonds. The Transit CIP as currently proposed is has a funding gap of \$146.7 million. A more detailed discussion of the options available to fully fund this CIP are set forth below in the Proposed 1999 - 2004 Transit Capital Improvement Program section.

The Council's is actively involved in the planning for a number of transitways under active consideration, including the Hiawatha, Riverview and Northstar Corridors. The Hiawatha Corridor is currently in the design and pre-construction phase for a light rail transit line and has state and federal funding commitments. The costs and funding of transitway projects, whether

busways or light rail transit, are not currently included in the Council's proposed 1999-2004 capital improvement program.

AGENCY ORGANIZATION

The Metropolitan Council's Transportation Division is organized into two units - Metro Transit and Transportation and Transit Development. Metro Transit is the principal transit provider in the region and is responsible for maintaining a fleet and infrastructure in which our region has invested approximately \$400 million. Transportation and Transit Development is responsible for regional transportation planning, including planning for aviation, highway and transit systems, and transit development. Transportation and Transit Development also manages capital grants to other transit service providers.

METROPOLITAN AREA TRANSIT SYSTEM

The three major transit functions of the Metropolitan Council's Transportation Division involve planning the transit system of the metropolitan area, providing state and regional financial assistance to transit providers, and operating the regular route transit system.

- Regular route service is the backbone of the metropolitan area's transit system, operating on fixed routes and schedules for local and express service. The regular route system is structured primarily in a radial orientation focusing on the two central business districts of Minneapolis and St. Paul. The Council's Metro Transit provides more than 90% of the regular route transit service.
- Metro Mobility is the principal American with disabilities Act (ADA) service in the Twin Cities metropolitan area. Door through door service is provided to persons with disabilities on an advance reservation basis. Three metro counties supplement Metro Mobility's ADA service with provision of ADA service in Anoka, Dakota and Washington Counties.
- Opt-Out programs are transit programs who provide primarily peak express service with some local and dial-a-ride service in the third tier suburbs. This CIP includes capital projects for all 12 opt-out communities as the Metropolitan Council levies the property tax for the transit capital debt service in these cities.
- Community-Based programs, or rural and small urban programs, are transit programs designed to meet transit needs in lower density suburban and rural areas where regular route service cannot be provided cost-effectively. Community-based programs typically use smaller vehicles and provide curb-to-curb service. There are about 15 rural and small urban transit provider contracts.

TRANSIT CAPITAL INVESTMENT STRATEGY

The Council's transit capital investment strategy is primarily based on the adopted Transportation Policy Plan, adopted in December, 1996. The Council's investment strategy for transit capital is directly related to five policies set forth in the Transportation Policy Plan.

- Policy 1: Focus transportation investment executing this policy will help to the Council implement the Regional Blueprint and regional growth strategy to support the region's economic vitality and quality of life.
- Policy 2: Pursue adequate transportation resources. This policy calls for the Council to pursue the resources to address identified but unmet investment needs. Pursuit of each potential source, including federal state bonding or regional bonding is critical at a time when the level of resources available from any given source is tenuous.
- Policy 3: Priorities for transportation investments. Investments will be made on the basis of need and consistent with the policies, strategies and priorities of the policy plan.
- Policy 4: Public participation. As policies and plans are formulated by the Council, the Council will promote public participation in formulating the transportation policy and implementing the policies and plans.
- Policy 5: Transitways. A key component of the transportation policy plan will be the Council promoting implementation of a regional network of dedicated transitways to provide a travel time advantage for transit vehicles, improve transit service reliability and increase transit accessibility to jobs.

This policy framework sets the foundation for transit capital investments for the 1999 - 2004 capital improvement program. The CIP provides for regional growth and speaks to the issue of finding adequate resources to finance the additional investment needed to support that overall growth through the doubling of transit ridership by 2020. Investments focus on maintaining and replacing our current fleet and facilities while providing the steady increment for growth in number of vehicles, garages, public facilities, and support systems.

PROPOSED 1999 - 2004 TRANSIT CAPITAL IMPROVEMENT PROGRAM

The proposed 1999 - 2004 Transit CIP represents a capital financing plan and framework for transit investments and not a project-specific capital improvement program. The 1999 - 2004 Transit CIP proposes investing \$660.8 million on transit equipment and facilities over the next six years, an average of \$110.1 million per year. The program would be funded through a combination of federal, state and other sources of capital funding and regional bonding. In addition to \$32.1 million of existing bonding authority approved by the state legislature, the proposed CIP will require new transit bonding authority over the next six years of \$138.8 million. To fully finance this CIP will also require \$146.7 million over 6 years, or \$24.5 annually, from a new Transit Growth Investment Fund whose funding source still needs to be

identified and authorized by the state legislature. The proposed capital improvement program is detailed on the table at the end of this section. The amounts by category represent estimates of the need for capital investments in those areas. Our transit capital prioritizing process could slightly alter the mix of capital projects finally approved for funding and implementation.

The CIP is unfunded by \$146.7 million for which the Metropolitan Council is proposing a new Transit Growth Investment Fund whose funding source still needs to be identified and authorized by the state legislature. Other alternatives which could help balance the CIP include:

- Additional federal funding
- Additional state bond funding
- Additional regional bond authorization
- Reduce the scope of the Capital Improvement Program -

Federal Funds:

Federal transit capital funds are available under the Transportation Equity Act for the 21st Century (TEA-21). TEA-21 funds come as formula apportionment grants, discretionary appropriations, and "flexible" funds. TEA-21 formula apportionment grants increase over the span of this CIP. All TEA-21 funds directly apportioned to the Council are included in this TIP. Discretionary grants are the result of specific appropriations made to the metropolitan area with the assistance of the area's congressional delegation. Flexible TEA-21 funds are received by Mn/DOT and passed through to the Metropolitan Council's Transportation Advisory Board process. Any additional federal funds would have to exceed generous assumptions already included for discretionary and flexible TEA-21 funds in the CIP to help address the funding gap.

State Bond Funds:

State bond funds are a newer financing source for the CIP's. The CIP assumes the state will continue to participate in major transit infrastructure funding by investing half the cost of a new \$40 million garage in 2004. The Metropolitan Council has previously received \$10 million of state bond funds for the new St. Paul bus garage at Mississippi and Cayuga. State bond funds would have to exceed \$20 million over the next 6 years to help address the funding gap.

Regional Bond Funds:

Current law requires all regional transit bonding to first be authorized by the state legislature prior to Metropolitan Council issuing bonds. The CIP, as proposed, will require new transit bonding authority over the next 6 years of \$138.8 million. Funding the \$146.7 million gap in this CIP from regional bonding would require more than doubling the requested bonding authority and the resulting debt service property taxes.

Reduction of Transit Capital Improvement Program:

Growing the system capacity more modestly is possible but contradicts growth strategy plans to serve a larger share of trips on transit and to serve the increased population.

Capital Investment Comparisons:

Transit capital expenditures proposed by the Metropolitan Council is \$661 million for the 1999-2004 CIP. This is about 52 percent of the combined capital expenditure proposed by the Metropolitan Council of \$1,255 million including capital expenditure for Parks, Environmental Services and Transit. Transportation Division spending accounts for approximately 64 percent of overall operating expenses of the Metropolitan Council.

Peer group comparisons of transit capital investments per capita of the lead transit providers around the country reveal Metro Transit has lagged behind comparable size regions of Portland, Denver, Houston, Pittsburgh, Seattle and Cleveland. In the period 1992-1996, Metro Transit's average annual capital spending per capita was only \$10, while 5 of the 6 peer cities spent between \$32 and \$43 per capita. Portland spent \$120 per capita. The proposed CIP, including its commitment of the first 6 years of 22 years of growth to double transit capacity would bring regional transit capital spending into the \$53 range.

Peer group comparisons of transit capital investments expressed in terms of vehicle revenue miles per capita show Metro Transit lagging behind comparable size metropolitan areas in 1995. In 1995, Metro Transit provided 10 vehicle revenue miles per capita. Vehicle revenue miles per capita for other areas were Portland (22), Milwaukee (19), Denver (18), Houston and San Jose (14) and Dallas (13). The proposed 1999-2004 capital improvement program would increase vehicle revenue miles by approximately 10 percent and would be a start toward a 20-year plan to significantly increase transit service levels and bring the Twin Cities to a level of capital investment more comparable to the other systems analyzed.

TRANSIT CAPITAL BUDGET PROCESS

The Transportation Division has developed an orderly process for soliciting and prioritizing transit capital projects. A regional fleet plan projects replacing old buses with new when their useful life is projected to expire and smoothly growing the system over the next 22 years. Similarly, support facilities are programmed as they are required to ensure the continued dependability and growth of transit services. Public facilities are programmed in conjunction with service plans and in consultation with other transit operations throughout the metropolitan area.

Staff is developing a more comprehensive CIP planning process that will include the federal TEA-21 process that involves the Transportation Advisory Board. It is envisioned that the merger of the transit capital and TEA-21 flexible funds solicitation processes will enable Metropolitan Council to maximize use of federal funds and program dollars more efficiently for capital project implementation. The first example of this effort should be reflected in the 1999-2004 transit Capital Improvement Program..

1999-2004 CAPITAL IMPROVEMENT PROGRAM: SOURCES AND USES OF FUNDS

Table 9 provides a summary of sources and uses of funds during the 6 years of the transit capital improvement program. This CIP will require \$146.7 million over 6 years, or \$24.5 million annually, from a new Transit Growth Investment Fund whose funding source still needs to be identified and authorized by the state legislature.

The capital improvement program includes \$661 million in capital expenditures, including

- \$357 million for fleet purchases, including 1278 buses: replacing 959 buses at the end of their useful life and buying an additional 319 buses (even over 6 years) to expand service.
- \$104 million for transit support facilities including the Mississippi & Cayuga garage replacement for Snelling garage plus a new 6th transit garage,
- \$117 million for public facilities, including stations along I-35W at 42nd and 82nd Streets and the Uptown Transit Hub,
- \$83 million for communication, computerization and other required capital equipment, including transit's incorporation into the 800 MHz regional radio system and an automated vehicle locator system to better deliver on-time service for riders.

Figures 19-21 show the fiscal impacts of the proposed transit capital improvement program. Figure 19 shows annual debt service levies resulting from the issuance of regional debt to finance the five-year capital improvement program. Under the proposed program, annual debt service levies will increase from \$20 million in tax year payable 1998 to \$30.6 million in tax year payable 2004. Combined property taxes for transit operations and debt service grow less rapidly. Figure 20 shows the increase in total regional taxes for transit services through the period of the capital improvement program.

Figure 21 shows the impact of transit taxes on a \$115,000 residential homestead. The capital improvement program increases the transit taxes paid by this "average" taxpayer by approximately \$10 (in constant 1998 dollars) over the six-year period of the program, from \$77 to \$87.

Table 9
Regional Transit
Proposed 1999-2004 Capital Improvement Program
Sources and Uses of Funds

	1999	2000	2001	2002	2003	2004	Six-Year Total
Sources of Funds							
Federal	46,207,000	71,190,000	42,030,000	44,095,000	54,594,000	57,033,000	315,149,000
State	9,639,000	-	-	-	-	20,000,000	29,639,000
Other	550,000	550,000	550,000	550,000	550,000	550,000	3,300,000
Regional							
Current Authority	11,979,000	3,937,000	14,773,000	1,603,000	-	-	32,292,000
New Authority	28,400,000	23,500,000	26,300,000	21,600,000	19,900,000	19,100,000	138,800,000
Subtotal-Regional	40,379,000	27,437,000	41,073,000	23,203,000	19,900,000	19,100,000	171,092,000
Subtotal-Existing Sources	96,775,000	99,177,000	83,653,000	67,848,000	75,044,000	96,683,000	519,180,000
New Capital Funding Source	18,000,000	16,900,000	27,500,000	25,000,000	21,000,000	38,300,000	146,700,000
Total Sources	114,775,000	116,077,000	111,153,000	92,848,000	96,044,000	134,983,000	665,880,000
Uses of Funds							
Fleet							
Fleet Replacment	37,551,000	45,682,000	49,032,000	52,216,000	54,626,000	36,575,000	275,682,000
Growth in Fleet	12,374,000	10,126,000	16,994,000	10,961,000	11,394,000	19,123,000	80,972,000
Subtotal-Fleet	49,925,000	55,808,000	66,026,000	63,177,000	66,020,000	55,698,000	356,654,000
Support Facilities							
Garage Replacement	10,123,000	14,016,000	10,000,000	-	-	-	34,139,000
New Garage	-	-	-	-	-	40,000,000	40,000,000
Other Support Facilities	5,172,000	5,000,000	5,649,000	4,949,000	4,369,000	4,381,000	29,520,000
Subtotal-Support Facilities	15,295,000	19,016,000	15,649,000	4,949,000	4,369,000	44,381,000	103,659,000
Public Facilities							
I35W Transit Stations	13,000,000	-	-	-	-	-	13,000,000
Other Public Facilities	21,726,000	18,075,000	13,503,000	15,608,000	18,717,000	16,832,000	104,461,000
Subtotal-Public Facilities	34,726,000	18,075,000	13,503,000	15,608,000	18,717,000	16,832,000	117,461,000
Computerization/Communication							
800 Mhz Communications	1,728,000	5,672,000	6,530,000	1,603,000	-	-	15,533,000
Other Comp./Comm.	7,759,000	13,450,000	6,800,000	5,450,000	4,450,000	3,700,000	41,609,000
Subtotal-Comp./Comm.	9,487,000	19,122,000	13,330,000	7,053,000	4,450,000	3,700,000	57,142,000
Other Capital Equipment	2,095,000	2,546,000	2,147,000	2,252,000	2,363,000	14,480,000	25,883,000
Total Uses	111,528,000	114,567,000	110,655,000	93,039,000	95,919,000	135,091,000	660,799,000
Annual Surplus/(Deficit)	3,247,000	1,510,000	498,000	(191,000)	125,000	(108,000)	
Fund Balance, Beginning of Year	5,000,000	8,247,000	9,757,000	10,255,000	10,064,000	10,189,000	
Fund Balance, End of Year	8,247,000	9,757,000	10,255,000	10,064,000	10,189,000	10,081,000	
Rehabilitation and Replacement	86,855,400	58,461,300	68,294,100	63,942,827	66,283,508	64,572,912	408,410,047
Percent of Total	78%	51%	62%	69%	69%	48%	62%
Authorization Status							
Approved Capital Program	66,647,906	28,932,351	9,832,681	2,227,455	-	-	107,640,393
Future Authorizations	44,880,094	85,634,649	100,822,319	90,811,545	95,919,000	135,091,000	553,158,607
Percent Currently Authorized	60%	25%	9%	2%	0%	0%	16%

Metropolitan Council 1988-2004 Transit Debt Service Levy

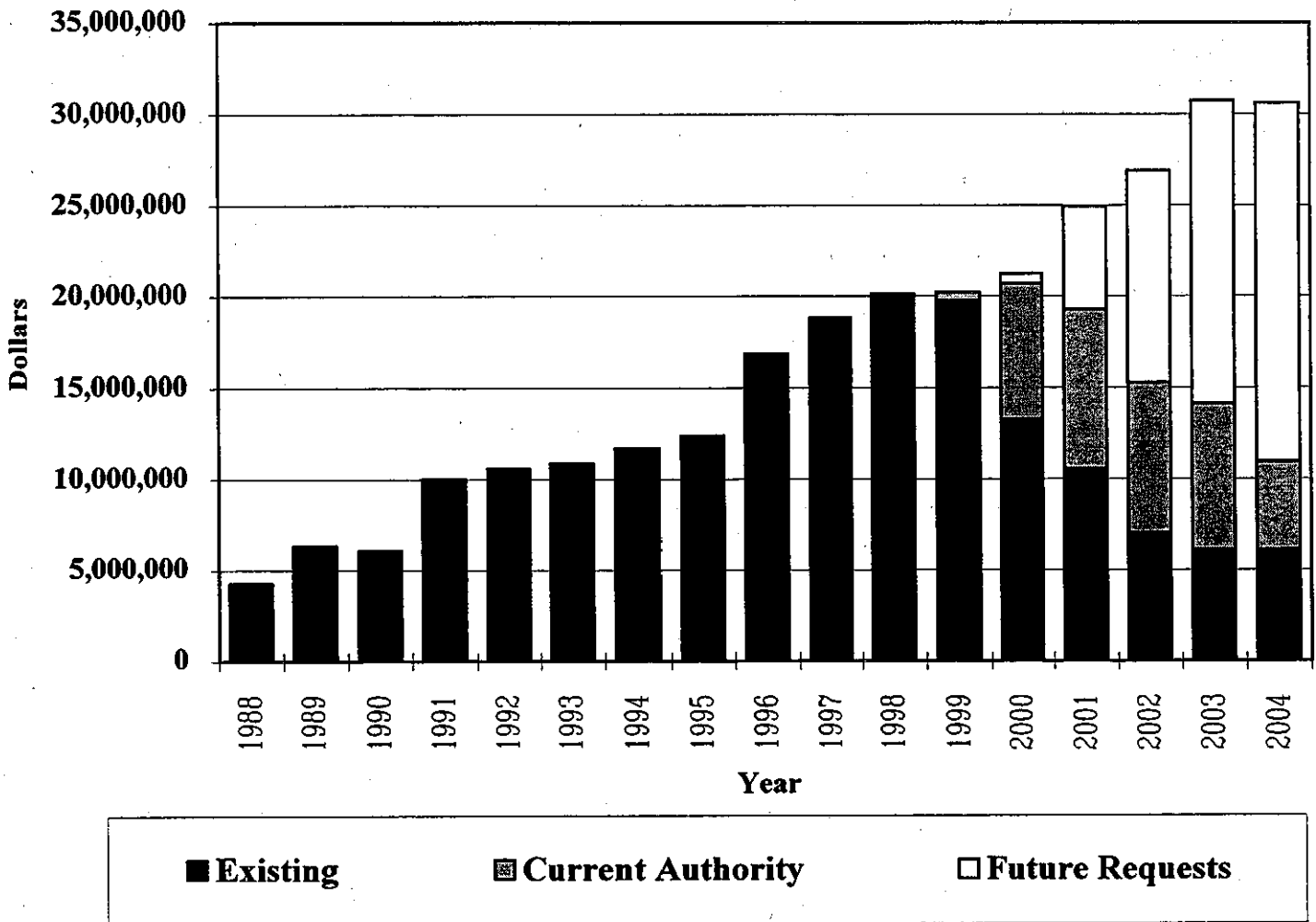


Figure 19

Metropolitan Council 1988-2004 Transit Property Taxes

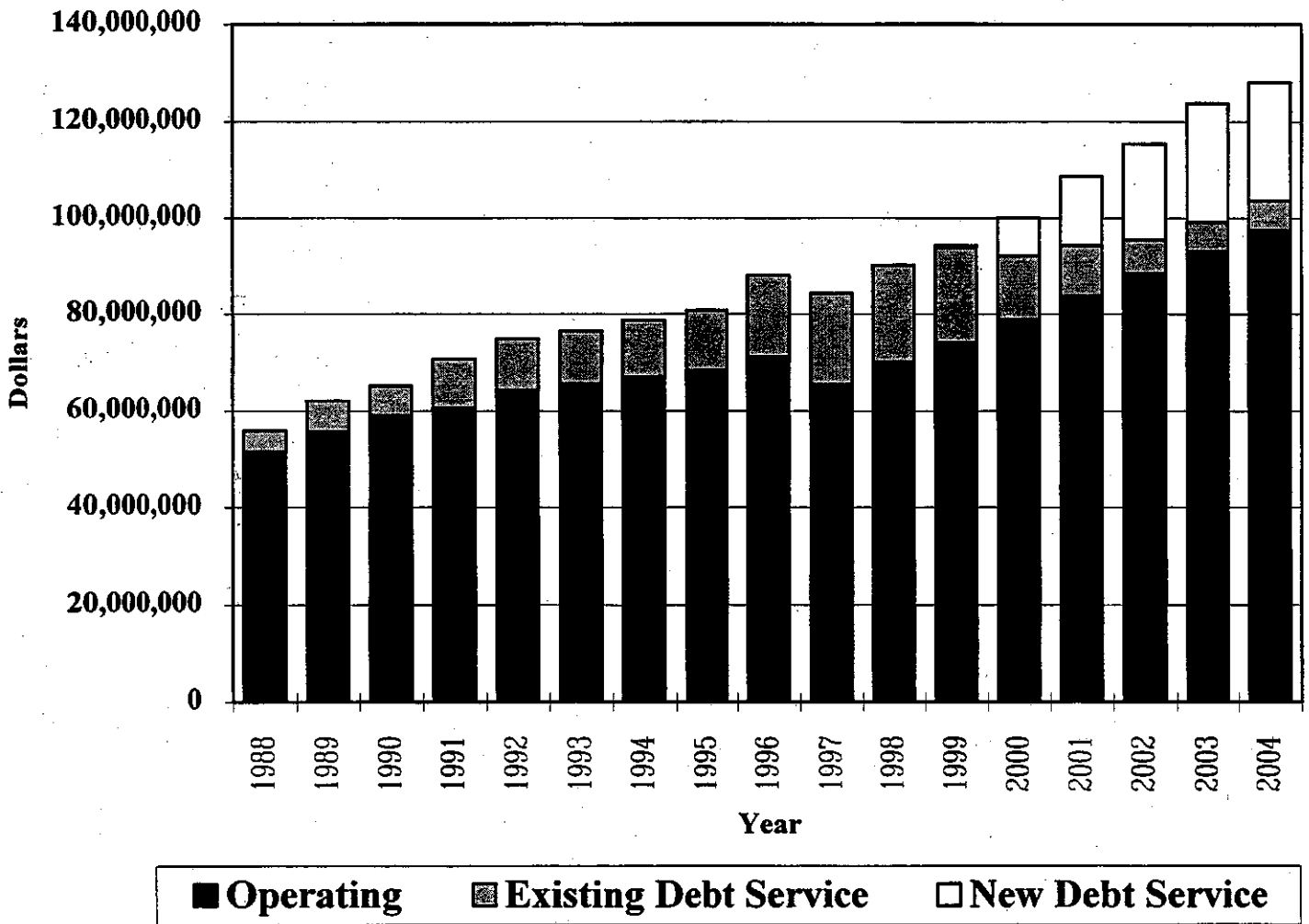


Figure 20

Metropolitan Council

Transit Taxes on \$115,000 Residential Hstd

Constant 1998 Dollars

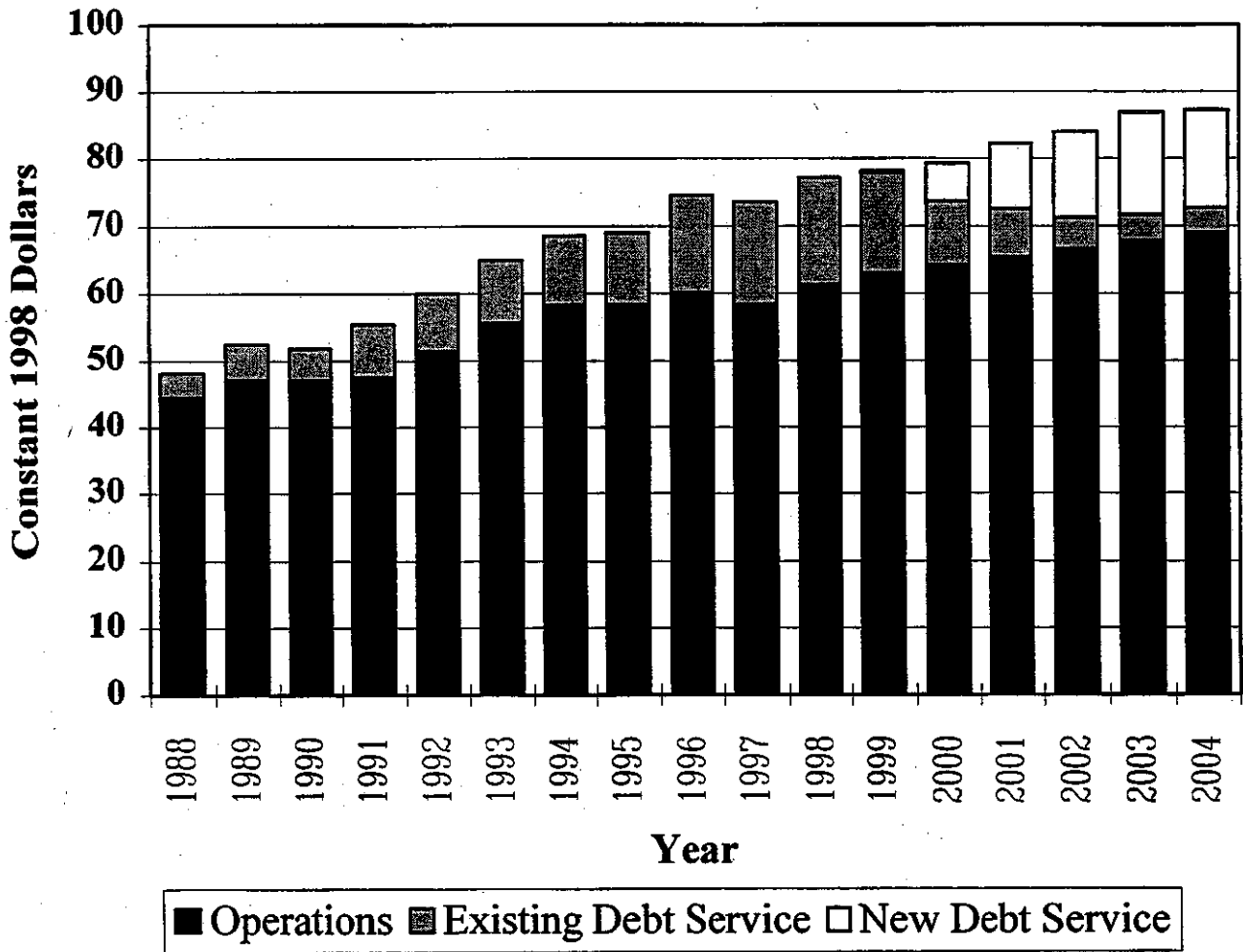


Figure 21

PROPOSED 1999 TRANSIT CAPITAL PROGRAM AND CAPITAL BUDGET

The proposed 1999 Transit Capital Program and 1999 Capital Budget include capital budget authorizations for Metro Transit, Metro Mobility and other transit providers. Capital budget authorization is maintained for each active capital project until the project is completed, although capital expenditures may occur over a number of years.

Table 10 provides a summary of sources and uses of funds for the proposed 1999 Capital Program. Federal and state funds will provide \$118 million, or 54 percent of the capital financing for the program. The balance will be provided from regional sources including bond proceeds and interest earnings. The \$43 million in regional funding needed for 1999 and subsequent years will come from the Council's existing regional transit bonding authority.

Table 11 provides detail on the proposed 1999 transit capital program and capital budget by capital expenditure category. **The proposed 1999 changes to capital program authorizations total \$15,15,319. The proposed 1999 capital budget for transit totals \$66,647,906.**

Amendments to the 1999 Capital Program and 1999 Capital Budget are anticipated in 1999 after new regional bonding authority or other new capital funding authorized by the 1999 State Legislature is allocated to capital projects.

Table 10
Regional Transit
Proposed 1999 Capital Program
Sources and Uses of Funds

Category	Proposed 1999 Authorization	Capital Program Expenditure Forecast				Total Authorized Expenditures
		Expenditures Prior to 1998	1998 Estimated Expenditures	1999 Capital Budget	2000 and Subsequent	
Sources of Funds						
Federal	108,492,534	4,858,778	49,036,698	29,294,026	25,303,032	108,492,534
State	10,000,000	49,679	311,376	9,638,945	-	10,000,000
Regional	100,654,166	20,684,954	36,564,822	27,714,935	15,689,455	100,654,166
Total Sources	219,146,700	25,593,411	85,912,896	66,647,906	40,992,487	219,146,700
Uses of Funds						
Fleet Modernization	97,201,904	9,119,216	59,245,872	26,336,816	2,500,000	97,201,904
Support Facilities	37,812,029	204,995	2,078,021	11,493,832	24,035,181	37,812,029
Public Facilities	33,283,966	6,442,201	9,478,969	16,722,796	640,000	33,283,966
Computerization/Communication	31,286,569	731,476	9,413,793	7,323,994	13,817,306	31,286,569
Other Capital Equipment	19,562,232	9,095,523	5,696,241	4,770,468	-	19,562,232
Total Uses	219,146,700	25,593,411	85,912,896	66,647,906	40,992,487	219,146,700

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Table 11
Regional Transit
Proposed 1999 Capital Program

Project Number	Project Desc	Project Title	Grant Recipient/ Project Manager	Capital Program Authorization			Capital Program Expenditure Forecast			Total Authorized Expenditures	Anticipated Future Authorization	Estimated Total Project Cost	
				Continuing 1998 Authorization	Requested Change in Authorization	Proposed 1999 Authorization	Expenditures 1998 Prior to 1998	Estimated Expenditures 1999	Capital Budget 2000 and Subsequent				
Fleet Modernization													
35113		Metro Mobility 1995 Vehicle Replacement	Metro Mobility	2,600,000	-	2,600,000	2,562,400	37,600	-	-	2,600,000	-	2,600,000
35202		Metro Mobility 1996 Vehicle Replacement	Metro Mobility	3,200,000	-	3,200,000	3,170,414	29,586	-	-	3,200,000	-	3,200,000
35211	Yes	Transit Redesign - Regional Fleet	T&TD Office	1,695,951	-	1,695,951	1,356,195	339,756	-	-	1,695,951	-	1,695,951
35218		Hastings Vehicle Replacement	Hastings	25,000	-	25,000	-	25,000	-	-	25,000	-	25,000
35239		MVTA - 5 Small Buses	MVTA	406,060	-	406,060	-	406,060	-	-	406,060	-	406,060
35311		1998 Opt-Out Private Vehicle Capital Payments	Various Opt-Outs	920,000	-	920,000	-	822,000	98,000	-	920,000	-	920,000
35301		Carver County Bus Replacement	Carver County	120,000	-	120,000	-	120,000	-	-	120,000	-	120,000
35302		Maple Grove Vehicle Replacement	Maple Grove	1,820,000	-	1,820,000	-	1,820,000	-	-	1,820,000	-	1,820,000
35305		Senior Transportation Vehicles	Senior Transportation	120,000	3,319	123,319	-	123,319	-	-	123,319	-	123,319
35306		Human Services Inc. Vehicles	Human Services, Inc	240,000	-	240,000	53,795	186,205	-	-	240,000	-	240,000
35307		Scott County Vehicle Replacement	Scott County	180,000	-	180,000	-	180,000	-	-	180,000	-	180,000
35308		Shakopee Vehicle Replacement	Shakopee	180,000	-	180,000	-	180,000	-	-	180,000	-	180,000
35309		Senior Comm Serv (Westonka) Vehicle	Senior Comm Serv	60,000	-	60,000	-	60,000	-	-	60,000	-	60,000
35310		Non-Metro Transit Fleet Replacement	Various Providers	420,000	-	420,000	-	-	420,000	-	420,000	-	420,000
35313		Non-Metro Transit Engine, Trans, Tires, Lifts	Various Providers	250,000	-	250,000	16,823	233,177	-	-	250,000	-	250,000
35400		1999 Private Vehicle Capital Payments	Various Opt-Outs	1,000,000	-	1,000,000	-	-	1,000,000	-	1,000,000	-	1,000,000
35401		MVTA - 6 Mid-sized Buses	MVTA	780,000	-	780,000	-	780,000	-	-	780,000	-	780,000
35402		Hastings Small Bus	Hastings	60,000	-	60,000	-	60,000	-	-	60,000	-	60,000
35403		DARTS - 5 Small Buses	DARTS	300,000	-	300,000	-	300,000	-	-	300,000	-	300,000
35404		HSI, Inc - 3 Small Buses	Human Services, Inc	180,000	-	180,000	-	180,000	-	-	180,000	-	180,000
35405		Scott County - 2 Small Buses	Scott County	120,000	-	120,000	-	120,000	-	-	120,000	-	120,000
35406		Transit Redesign Related Vehicle	T&TD Office	60,000	-	60,000	-	60,000	-	-	60,000	-	60,000
35416		MVTA Transmission Replacement	MVTA	30,000	-	30,000	-	30,000	-	-	30,000	-	30,000
35417	Yes	MVTA 5 Forty-Foot CNG Buses	MVTA	1,050,000	-	1,050,000	-	-	1,050,000	-	1,050,000	-	1,050,000
35419		MVTA 2 Buses	MVTA	548,000	-	548,000	-	548,000	-	-	548,000	-	548,000
35421		MVTA Small Bus	MVTA	62,000	-	62,000	-	62,000	-	-	62,000	-	62,000
35430		Regional Fleet Rehab - MVTA	MVTA	283,721	-	283,721	-	283,721	-	-	283,721	-	283,721
35431		Regional Fleet Rehab - East and West Metro	Various Providers	326,279	-	326,279	-	326,279	-	-	326,279	-	326,279
35429		SWMTC Fleet Equipment Replacement	SWMTC	514,400	-	514,400	-	514,400	-	-	514,400	-	514,400
35330		Metro Mobility Transmission Replacement	Metro Mobility	228,000	-	228,000	-	-	228,000	-	228,000	-	228,000
61511		Purchase 65 Articulated Buses	Metro Transit	27,350,000	-	27,350,000	3,724	23,170,910	4,175,366	-	27,350,000	-	27,350,000
61710		Purchase 98 40-Foot Buses	Metro Transit	25,200,000	-	25,200,000	1,720	25,198,280	-	-	25,200,000	-	25,200,000
61810		Purchase 67 40-Foot Buses	Metro Transit	17,500,000	-	17,500,000	-	100,000	17,400,000	-	17,500,000	-	17,500,000
61714		Gillig Engine Purch/Rebuild-197	Metro Transit	2,619,174	-	2,619,174	1,954,145	665,029	-	-	2,619,174	-	2,619,174
61812		1998 Engines 6V92	Metro Transit	2,040,000	-	2,040,000	-	1,479,550	560,450	-	2,040,000	-	2,040,000
61813		1998 Articulated Engines	Metro Transit	450,000	-	450,000	-	450,000	-	-	450,000	-	450,000
61814		1998 Transmissions	Metro Transit	250,000	-	250,000	-	250,000	-	-	250,000	-	250,000
61816		1998 Lifts	Metro Transit	260,000	-	260,000	-	105,000	155,000	-	260,000	-	260,000
61918	Yes	Hybrid Buses	Metro Transit	2,500,000	-	2,500,000	-	-	-	2,500,000	2,500,000	-	2,500,000
61915		1999 Tire Lease	Metro Transit	-	1,250,000	1,250,000	-	-	1,250,000	-	1,250,000	-	1,250,000
		Fleet Modernization Subtotal		95,948,585	1,253,319	97,201,904	9,119,216	59,245,872	26,336,816	2,500,000	97,201,904	-	97,201,904
Support Facilities													
35317		MVTA Burnsville Garage Shop Equipment	MVTA	110,000	-	110,000	-	110,000	-	-	110,000	-	110,000

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Table 11
Regional Transit
Proposed 1999 Capital Program

Project Number	Project Desc	Project Title	Grant Recipient/ Project Manager	Capital Program Authorization			Capital Program Expenditure Forecast				Anticipated Future Authorization	Estimated Total Project Cost	
				Continuing 1998	Requested Change in Authorization	Proposed 1999 Authorization	Expenditures Prior to 1998	Estimated Expenditures 1998	1999 Capital Budget	2000 and Subsequent			Total Authorized Expenditures
				Authorization	Authorization	Authorization	1998	1998	1999	1999			1999
35318		MVTA Burnsville Garage Renovation	MVTA	130,000	-	130,000	-	130,000	-	-	130,000	-	130,000
35331		HSI, Inc Garage Facility	Human Services, Inc	100,000	-	100,000	-	-	100,000	-	100,000	-	100,000
62230		1992 Bus Turnarounds	Metro Transit	422,029	-	422,029	148,638	273,391	-	-	422,029	-	422,029
62530	Yes	St Paul East Metro Garage	Metro Transit	28,000,000	6,500,000	34,500,000	49,679	311,376	10,122,764	24,016,181	34,500,000	-	34,500,000
62744		Underground Storage Tank Repair	Metro Transit	300,000	-	300,000	6,678	241,594	51,728	-	300,000	-	300,000
62893		1998 Major Improvements to Facilities	Metro Transit	1,000,000	-	1,000,000	-	1,000,000	-	-	1,000,000	-	1,000,000
62830		Bus Turnaround	Metro Transit	250,000	-	250,000	-	11,660	219,340	19,000	250,000	-	250,000
62993		1999 Support Facilities	Metro Transit	-	1,000,000	1,000,000	-	-	1,000,000	-	1,000,000	-	1,000,000
		Support Facilities Subtotal		30,312,029	7,500,000	37,812,029	204,995	2,078,021	11,493,832	24,035,181	37,812,029	-	37,812,029
		Public Facilities											
35119	Yes	SWMTC Park and Ride Lots	SWMTC	930,863	-	930,863	547,163	383,700	-	-	930,863	-	930,863
35203	Yes	Transit Redesign Public Facilities	T&TD Office	2,500,000	-	2,500,000	549,896	950,104	1,000,000	-	2,500,000	-	2,500,000
35212	Yes	Woodbury Park and Ride Lot	Woodbury	339,000	-	339,000	-	339,000	-	-	339,000	-	339,000
35233	Yes	Chanhassen Lake Drive East	Chanhassen	190,000	-	190,000	66,294	123,706	-	-	190,000	-	190,000
35223	Yes	MVTA Burnsville Bikeway	MVTA	98,000	-	98,000	-	70,000	28,000	-	98,000	-	98,000
35215	Yes	MVTA Apple Valley Transit Station	MVTA	920,000	-	920,000	-	920,000	-	-	920,000	-	920,000
35225	Yes	Plymouth Metro Park and Ride Redesign	Plymouth	211,500	-	211,500	1,377	210,123	-	-	211,500	-	211,500
35226		Plymouth Metro Four Seasons Park and Ride Lot	Plymouth	53,334	-	53,334	53,334	-	-	-	53,334	-	53,334
35117		Northtown Transit Hub	Metro Transit	790,431	-	790,431	790,431	-	-	-	790,431	-	790,431
35329		MVTA Palemino Hills	MVTA	41,402	-	41,402	-	41,402	-	-	41,402	-	41,402
35316	Yes	MVTA Valley Park and Ride	MVTA	335,000	-	335,000	-	335,000	-	-	335,000	-	335,000
35407	Yes	Plymouth Metrolink Shoulder Lanes on TH 16	Plymouth	125,000	-	125,000	-	125,000	-	-	125,000	-	125,000
35409	Yes	MVTA Meter Bypass Palomino/TH 77	MVTA	125,000	-	125,000	-	125,000	-	-	125,000	-	125,000
35410		Maple Grove Passenger Shelter	Maple Grove	10,000	-	10,000	-	10,000	-	-	10,000	-	10,000
35412	Yes	Plymouth Metrolink Neighborhood Stops	Plymouth	135,000	-	135,000	-	135,000	-	-	135,000	-	135,000
35413	Yes	Shakopee P&R Shakopee Bypass/CR 17	Shakopee	110,000	-	110,000	-	110,000	-	-	110,000	-	110,000
35414	Yes	Plymouth Metrolink P&R Vicksburg Lane/CR 9	Plymouth	86,400	-	86,400	-	86,400	-	-	86,400	-	86,400
35415	Yes	Plymouth Metrolink P&R CR 101/CR 6	Plymouth	86,400	-	86,400	-	86,400	-	-	86,400	-	86,400
35420	Yes	Wayzata Transit Stop and Pull-Off Lane	Wayzata	277,400	-	277,400	-	277,400	-	-	277,400	-	277,400
35423		MVTA P&R Security Demonstration	MVTA	15,000	-	15,000	-	15,000	-	-	15,000	-	15,000
353xx		Noble Avenue Park and Ride Lot	Brooklyn Park	20,000	-	20,000	-	20,000	-	-	20,000	-	20,000
35424	Yes	SWMTC Chanhassen P&R Replacement	SWMTC	379,000	-	379,000	-	279,000	100,000	-	379,000	-	379,000
63270		Downtown St Paul Transit Hub	Metro Transit	1,748,330	-	1,748,330	1,425,062	323,268	-	-	1,748,330	-	1,748,330
63291		Bus Stop Signs	Metro Transit	1,961,866	-	1,961,866	1,027,971	333,786	600,109	-	1,961,866	-	1,961,866
63890		Team Transit Improvements	Metro Transit	2,430,709	-	2,430,709	1,433,590	753,000	244,119	-	2,430,709	-	2,430,709
63470		Brookdale Hub (1994 Hubs)	Metro Transit	1,031,500	-	1,031,500	117,428	864,072	50,000	-	1,031,500	-	1,031,500
63552		Transit Hub - Robbinsdale	Metro Transit	190,000	-	190,000	16,400	-	173,600	-	190,000	-	190,000
63556		Speedlite / Synchrolite	Metro Transit	183,831	-	183,831	46,049	20,000	117,782	-	183,831	-	183,831
63652	Yes	Uptown Transit Hub	Metro Transit	4,375,000	-	4,375,000	15,079	323,615	4,036,306	-	4,375,000	-	4,375,000
63653	Yes	Foley Park and Ride Expansion	Metro Transit	5,990,000	-	5,990,000	99,744	200,000	5,690,256	-	5,990,000	-	5,990,000
63751		Co Rd C / Hwy 61 Park and Ride	Metro Transit	274,000	-	274,000	246,225	27,775	-	-	274,000	-	274,000
63760		Lake Street Transit Hub at Chicago	Metro Transit	250,000	550,000	800,000	-	10,000	150,000	640,000	800,000	-	800,000
63762		1996 Safety / ADA	Metro Transit	200,000	-	200,000	4,561	195,439	-	-	200,000	-	200,000
63752	Yes	Transit Hubs - I35W Corridor	Metro Transit	5,000	95,000	100,000	858	4,142	95,000	-	100,000	15,900,000	16,000,000
63772		1997 Passenger Shelters	Metro Transit	1,570,000	-	1,570,000	739	800,000	769,261	-	1,570,000	-	1,570,000
63850		1998 Safety / ADA	Metro Transit	200,000	-	200,000	-	50,000	150,000	-	200,000	-	200,000

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**Table 11
Regional Transit
Proposed 1999 Capital Program**

Project Number	Project Desc	Project Title	Grant Recipient/ Project Manager	Capital Program Authorization			Capital Program Expenditure Forecast				Total Authorized Expenditures	Anticipated Future Authorization	Estimated Total Project Cost
				Continuing 1998	Requested Change in Authorization	Proposed 1999 Authorization	Expenditures Prior to 1998	Estimated Expenditures 1998	1999 Capital Budget	2000 and Subsequent			
				1998	Authorization	Authorization	1998	Expenditures	Budget	Expenditures			
63852		Mini Bus Station in Minneapolis	Metro Transit	1,000,000	-	1,000,000	-	42,489	957,511	-	1,000,000	-	1,000,000
63853		Meter Bypass-Lyndale/94	Metro Transit	200,000	-	200,000	-	-	200,000	-	200,000	-	200,000
63854		Central Corridor Lighting Improvements	Metro Transit	150,000	-	150,000	-	51,659	98,341	-	150,000	-	150,000
63851		ADA Improvements	Metro Transit	500,000	-	500,000	-	2,489	497,511	-	500,000	-	500,000
63855		Surveillance at 2 Park & Ride Lots	Metro Transit	100,000	-	100,000	-	-	100,000	-	100,000	-	100,000
63856		Route-O-Matic Meter Bypass Equip	Metro Transit	100,000	-	100,000	-	35,000	65,000	-	100,000	-	100,000
63857		Central Corridor AVL for Buses	Metro Transit	1,500,000	-	1,500,000	-	-	1,500,000	-	1,500,000	-	1,500,000
63858		Central Corridor UofM Shelters	Metro Transit	800,000	-	800,000	-	800,000	-	-	800,000	-	800,000
63xxx		Public Facility Maintenance	Metro Transit	-	100,000	100,000	-	-	100,000	-	100,000	-	100,000
		Public Facilities Subtotal		32,538,966	745,000	33,283,966	6,442,201	9,478,969	16,722,796	640,000	33,283,966	15,900,000	49,183,966
		Computerization/Communication											
35231		Metro Mobility Computer Replacement	Metro Mobility	943,000	-	943,000	424,059	233,819	285,122	-	943,000	-	943,000
35228		Scott County Computer Replacement	Scott County	30,000	-	30,000	-	30,000	-	-	30,000	-	30,000
35237		SWMTC Computer Replacement	SWMTC	13,049	-	13,049	13,049	-	-	-	13,049	-	13,049
35315		Metro Commuter Services Ridematch System	Metro Commuter Servi	90,000	-	90,000	-	45,000	45,000	-	90,000	-	90,000
35408		SMART DARTS Software	DARTS	17,550	-	17,550	-	17,550	-	-	17,550	-	17,550
35411		SMART DARTS Telephone System	DARTS	28,800	-	28,800	-	28,800	-	-	28,800	-	28,800
35418		Human Service Inc Computer System	Human Services, Inc	14,550	-	14,550	-	14,550	-	-	14,550	-	14,550
35422		Senior Trans (Champlin) Office Automation	Senior Transportation	10,000	-	10,000	-	10,000	-	-	10,000	-	10,000
35425		MVTA Information Technology	MVTA	10,000	-	10,000	-	10,000	-	-	10,000	-	10,000
35426		SWMTC Computer/Commun Equipment	SWMTC	112,800	-	112,800	-	112,800	-	-	112,800	-	112,800
35427		Carver County Dispatch Software	Carver County	22,499	-	22,499	-	22,499	-	-	22,499	-	22,499
35325		DARTS Paratransit Scheduling System	DARTS	27,650	-	27,650	-	27,650	-	-	27,650	-	27,650
64283		HRIS Upgrade	Metro Transit	149,921	-	149,921	51,736	98,185	-	-	149,921	-	149,921
64581	Yes	Radio System / 800 Mhz /AVL	Metro Transit	16,000,000	-	16,000,000	27,545	440,000	1,728,000	13,804,455	16,000,000	-	16,000,000
64585		Geographic Information System	Metro Transit	200,000	-	200,000	-	200,000	-	-	200,000	-	200,000
64586		General Ledger (G/L) Replacement	Metro Transit	1,870,000	-	1,870,000	7,949	1,500,000	362,051	-	1,870,000	-	1,870,000
64587		Automatic Passenger Counters	Metro Transit	241,750	-	241,750	207,138	34,612	-	-	241,750	-	241,750
64588		Route Renumbering	Metro Transit	155,000	-	155,000	-	90,000	65,000	-	155,000	-	155,000
64681		Garage Sensor	Metro Transit	150,000	-	150,000	-	30,000	120,000	-	150,000	-	150,000
64782		Trapeze Upgrade	Metro Transit	100,000	-	100,000	-	28,328	58,821	12,851	100,000	-	100,000
64789		Central Administrative Systems	Metro Transit	350,000	-	350,000	-	350,000	-	-	350,000	-	350,000
64882	Yes	Orion Project	Metro Transit	7,500,000	-	7,500,000	-	4,800,000	2,700,000	-	7,500,000	-	7,500,000
64880		Year 2000 Conversion	Metro Transit	1,200,000	-	1,200,000	-	900,000	300,000	-	1,200,000	-	1,200,000
64881		TimeCalc Conversion	Metro Transit	110,000	-	110,000	-	75,000	35,000	-	110,000	-	110,000
64890		1998 Computer Equipment	Metro Transit	220,000	-	220,000	-	220,000	-	-	220,000	-	220,000
64990		1999 First Half Computer Equipment	Metro Transit	95,000	-	95,000	-	95,000	-	-	95,000	-	95,000
64889		1999 Computer Systems	Metro Transit	-	1,625,000	1,625,000	-	-	1,625,000	-	1,625,000	-	1,625,000
		Computerization/Communication Subtotal		29,661,569	1,625,000	31,286,569	731,476	9,413,793	7,323,994	13,817,306	31,286,569	-	31,286,569
		Other Capital Equipment											
35112		Metro Mobility Engines, Trans, Vehicles	Metro Mobility	270,000	-	270,000	194,412	33,588	42,000	-	270,000	-	270,000
35428		SWMTC Garage Equipment	SWMTC	47,040	-	47,040	-	47,040	-	-	47,040	-	47,040
65224		Electronic Fare Collection	Metro Transit	8,770,000	-	8,770,000	7,311,861	1,458,139	-	-	8,770,000	-	8,770,000
65590		1995-1996 Capital Equipment	Metro Transit	1,447,192	-	1,447,192	1,131,654	315,538	-	-	1,447,192	-	1,447,192
65790		1997 Capital Equipment	Metro Transit	1,050,000	-	1,050,000	179,667	870,333	-	-	1,050,000	-	1,050,000

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**Table 11
Regional Transit
Proposed 1999 Capital Program**

Project Number	Project Desc	Project Title	Grant Recipient/ Project Manager	Capital Program Authorization			Capital Program Expenditure Forecast				Anticipated Future Authorization	Estimated Total Project Cost	
				Continuing 1998	Requested Change in Authorization	Proposed 1999 Authorization	Expenditures 1998 Prior to 1998	Estimated Expenditures 1998	1999 Capital Budget	2000 and Subsequent			Total Authorized Expenditures
				Authorization	Authorization	Authorization	1998	Expenditures	Budget	Subsequent			Expenditures
65791	Vehicle Replacement		Metro Transit	500,000	-	500,000	277,929	222,071	-	-	500,000	-	500,000
65819	Capitalize Maintenance Activities		Metro Transit	2,050,000	-	2,050,000	-	2,050,000	-	-	2,050,000	-	2,050,000
65890	1998 Capital Equipment		Metro Transit	745,000	-	745,000	-	403,673	341,327	-	745,000	-	745,000
65891	1998 Non-Revenue Vehicle Replacement		Metro Transit	505,000	-	505,000	-	150,859	354,141	-	505,000	-	505,000
65990	1999 Capital Equip./Non-Revenue Vehicles		Metro Transit	-	1,250,000	1,250,000	-	-	1,250,000	-	1,250,000	-	1,250,000
65xxx	1999 Capitalize Maint Activities		Metro Transit	-	2,783,000	2,783,000	-	-	2,783,000	-	2,783,000	-	2,783,000
65895	1998 LRT Planning		Metro Transit	145,000	-	145,000	-	145,000	-	-	145,000	-	145,000
	Other Capital Equipment Subtotal			15,529,232	4,033,000	19,562,232	9,095,523	5,696,241	4,770,468	-	19,562,232	-	19,562,232
	Total			203,990,381	15,156,319	219,146,700	25,593,411	85,912,896	66,647,906	40,992,487	219,146,700	15,900,000	235,046,700
	Continuing Projects			203,990,381	7,148,319	211,138,700	25,593,411	85,912,896	58,639,906	40,992,487	211,138,700	15,900,000	227,038,700
	New Projects			-	8,008,000	8,008,000	-	-	8,008,000	-	8,008,000	-	8,008,000
	Total by Category												
	Fleet Modernization			95,948,585	1,253,319	97,201,904	9,119,216	59,245,872	26,336,816	2,500,000	97,201,904	-	97,201,904
	Support Facilities			30,312,029	7,500,000	37,812,029	204,995	2,078,021	11,493,832	24,035,181	37,812,029	-	37,812,029
	Public Facilities			32,538,966	745,000	33,283,966	6,442,201	9,478,969	16,722,796	640,000	33,283,966	15,900,000	49,183,966
	Computerization/Communication			29,661,569	1,625,000	31,286,569	731,476	9,413,793	7,323,994	13,817,306	31,286,569	-	31,286,569
	Other Capital Equipment			15,529,232	4,033,000	19,562,232	9,095,523	5,696,241	4,770,468	-	19,562,232	-	19,562,232
	Total			203,990,381	15,156,319	219,146,700	25,593,411	85,912,896	66,647,906	40,992,487	219,146,700	15,900,000	235,046,700

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TRANSIT CAPITAL PROJECT DESCRIPTIONS

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METROPOLITAN COUNCIL 1999 CAPITAL PROGRAM

Project id: 35119
 Division: Transportation-T&TD
 Project Title: SWMTC Park & Ride Lots

Project Description and Location

This project continues funding under a capital agreement the then Regional Transit Board entered into with Southwest Metro Transit Commission (SWMTC) in 1993 to fund an amount not exceeding \$930,863 for the following capital projects in their transit service area : (1) Martin Drive Park & Ride (2) Shady Oak Road Park & Ride (3) Chaska Walnut Street Park & Ride (4) Co. Rd. 18/ Linden Dr Lay-over (5) T.H. 212/Hwy 101 Park & Ride (6) Chanhassen Target Park & Ride (7) Chanhassen gateway P&R (8) Eden Prairie center Signage (9) Chanhassen Site 6 P&R (10) Eden Prairie Tr Hub construction matching funds (11) Opticon Bus Emitters (12) Signage, Benches, shelters, etc. The contract is being amended for extension of term through December 31, 1998 and for reallocation of funds within the project based on progress so far.

Grant Recipient: Southwest Metro Transit Commission
 Project Category: Transit Public Facility
 Authorization Status: Continuing

Estimated Useful Life: 20 Years
 Est Debt Financing Term: 20 Years
 Debt Service Revenue: Property Tax

Project Start Date: Jan 1993
 Project Completion Date: Dec 1998
 Authority Spent Thru 1998: 100%

Purpose and Justification

Continuing funding under the project will be fulfilling Council's responsibility to complete the funding agreements of the former Regional Transit Board and also allowing completion of capital improvement facilities already approved by the region.

Previous Council Actions

Council has continued funding for the project under the agreement of Regional Transit Board.

Project Milestones

The following projects have already been completed: (1) Martin Drive Park & Ride (2) Shady Oak Road Park & Ride (3) Chaska Walnut Street Park & Ride (4) Co. Rd. 18/ Linden Dr Lay-over (5) T.H. 212/Hwy 101 Park & Ride (6) Chanhassen Target Park & Ride (7) Chanhassen gateway P&R (8) Eden Prairie center Signage (9)

Impact on Operating and Maintenance Costs

The project is expected to enhance transit facilities available to SWMTC customers, improve access to transit vehicles and enhance transit speed and efficiency.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jan 1993	Dec 1997	\$930,863	\$0	\$930,863	\$0	\$930,863
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$930,863	\$0	\$930,863	\$0	\$930,863

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$547,163	\$383,700	\$0	\$0	\$0	\$0	\$930,863
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$547,163	\$383,700	\$0	\$0	\$0	\$0	\$930,863
Authorized Expenditures	\$547,163	\$383,700	\$0	\$0	\$0	\$0	\$930,863

METROPOLITAN COUNCIL 1999 CAPITAL PROGRAM

Project id:	35203
Division:	Transportation-T&TD
Project Title:	Transit Redesign Public Facilities

Project Description and Location

As part of the 1996 Regional Transit Capital Funds, a grant of \$2,500,000 for transit redesign public facilities was approved by the Metropolitan Council. The project will fund the following: (1) Woodbury Christ Episcopal church P&R (2) Huron Boulevard Bus transfer station construction (3) Columbia Heights transit capital facilities (4) West St. Paul transit capital facility (5) Hopkins transit capital facility (6) Other transit redesign capital commitments such as Regional Fleet engine replacement, Regional fleet GFI fare boxes, mid-size vehicles for Transit Redesign etc.

Grant Recipient:	Various Providers
Project Category:	Transit Public Facility
Authorization Status:	Continuing
Estimated Useful Life:	20 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Property Tax
Project Start Date:	Jul 1996
Project Completion Date:	Dec 1999
Authority Spent Thru 1998:	60%

Purpose and Justification

This project was approved by the Council to provide capital improvement facilities that were considered essential for successful implementation of the transit redesign projects planned for the region and approved in 1996.

Previous Council Actions

Council approved funding for this project as an operationally essential project in 1996 Regional Transit Capital (RTC) funding process.

Project Milestones

Huron Boulevard bus transfer station construction has been implemented in 1997 in cooperation with Mn/DOT. GFI fareboxes were installed in Regional fleet. The project is to be completed by December 31, 1999.

Impact on Operating and Maintenance Costs

These capital facilities will provide improved transit access, and greater efficiency for service provided under transit redesign.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jul 1996	Dec 1999	\$2,500,000	\$0	\$2,500,000	\$0	\$2,500,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$2,500,000	\$0	\$2,500,000	\$0	\$2,500,000

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$549,896	\$950,104	\$1,000,000	\$0	\$0	\$0	\$2,500,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$549,896	\$950,104	\$1,000,000	\$0	\$0	\$0	\$2,500,000
Authorized Expenditures	\$549,896	\$950,104	\$1,000,000	\$0	\$0	\$0	\$2,500,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: 35211
 Divison: Transportation-T&TD
 Project Title: Transit Redesign-Regional Fleet

Project Description and Location

This project was approved by the Metropolitan Council to fund creation of a small bus regional fleet that would be owned by the Metropolitan Council and allocated to transit providers under a contract/lease arrangement. These buses would replace big bus operations in several projects throughout the region in a phased manner. Ten project areas across the metropolitan region were specifically identified in the adopted 1996 Transit Redesign as 1997 Transit Redesign project areas.

Grant Recipient:
 Project Category: Transit Fleet Modernization
 Authorization Status: Continuing

Estimated Useful Life: 05 Years
 Est Debt Financing Term: 04 Years
 Debt Service Revenue: Property Tax

Project Start Date: Jul 1996
 Project Completion Date: Dec 1999
 Authority Spent Thru 1998: 100%

Purpose and Justification

The Metropolitan Council is committed to diversifying its regional fleet and has called for deployment of small vehicles in Transit Redesign. The small bus regional fleet will be used for restructuring and replacement of existing large vehicle services and to create new local small vehicle circulators in presently under-served areas.

Previous Council Actions

Council approved funding for this project as a competitively selected project under 1996 Regional Transit Capital (RTC) process.

Project Milestones

Transit redesign services with small bus regional fleet has started operation in 1997 in a phased manner. The project is about to be completed before the end of 1998.

Impact on Operating and Maintenance Costs

Small bus regional fleet would result in operating efficiency with cost savings as well as enhanced transit service delivery in presently under-served areas.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction			\$0	\$0	\$0	\$0	\$0
Vehicles or Equipment	Jun 1996	Dec 1999	\$1,695,951	\$0	\$1,695,951	\$0	\$1,695,951
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$1,695,951	\$0	\$1,695,951	\$0	\$1,695,951

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$1,356,195	\$339,756	\$0	\$0	\$0	\$0	\$1,695,951
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$1,356,195	\$339,756	\$0	\$0	\$0	\$0	\$1,695,951
Authorized Expenditures	\$1,356,195	\$339,756	\$0	\$0	\$0	\$0	\$1,695,951

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id:	35212
Division:	Transportation-T&TD
Project Title:	Woodbury Park and Ride

Project Description and Location

Metropolitan Council approved capital funding for this project for construction of a new 75 car capacity Park-and-Ride facility featuring a passenger waiting terminal and transit staging area for up to five transit vehicles in Woodbury. A critical element of the proposed Woodbury Transit Service plan is a transit facility of adequate size and capacity to accommodate the parking needs of transit users, timed-transfer bus operations and passenger transfer activity at one common location.

Grant Recipient:	City of Woodbury
Project Category:	Transit Public Facility
Authorization Status:	Continuing
Estimated Useful Life:	20 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Property Tax
Project Start Date:	Jul 1996
Project Completion Date:	Dec 1999
Authority Spent Thru 1998:	100%

Purpose and Justification

The proposed Park and Ride facility and transit staging area will support a transit restructuring plan jointly developed by the Metropolitan Council and City of Woodbury. This transit service plan is consistent with the Metropolitan Council policies identified in the Transit Redesign study.

Previous Council Actions

Council approved funding for this project as a competitively selected project under 1996 Regional Transit Capital (RTC) process.

Project Milestones

Most of the project activities are completed in 1998. The Project is a huge success which is amplified by the fact that within one day of starting the facility, the operation has been at full capacity with demand increasing everyday.

Impact on Operating and Maintenance Costs

The Woodbury Park and Ride facility and associated service restructuring would help realize transit operating cost savings through service consolidation and elimination of route duplication. The success of the project far exceeded the expectations.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jul 1996	Dec 1999	\$339,000	\$0	\$339,000	\$0	\$339,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$339,000	\$0	\$339,000	\$0	\$339,000

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$339,000	\$0	\$0	\$0	\$0	\$339,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$339,000	\$0	\$0	\$0	\$0	\$339,000
Authorized Expenditures	\$0	\$339,000	\$0	\$0	\$0	\$0	\$339,000

METROPOLITAN COUNCIL 1999 CAPITAL PROGRAM

Project id: 35215
 Divison: Transportation-T&D
 Project Title: MVTA Apple Valley Transit Station

Project Description and Location

Capital funding granted by the Metropolitan Council for this project is to be used to accomplish the following: The City of Apple Valley, in cooperation with the Minnesota Valley Transit Authority (MVTA) and Dakota County, would build a transit-oriented mixed use development within Apple Valley on a 13.5 acre site located on Cedar Avenue and 155th Street. This is part of Phase I Development of Apple Valley Transit Station and includes purchase of land for 364-car park and ride facility at this location, and other transit oriented mixed use development with 25 units of townhouses.

Grant Recipient: City of Apple Valley
 Project Category: Transit Public Facility
 Authorization Status: Continuing

Estimated Useful Life: 20 Years
 Est Debt Financing Term: 20 Years
 Debt Service Revenue: Property Tax

Project Start Date: Jul 1996
 Project Completion Date: Dec 1998
 Authority Spent Thru 1998: 100%

Purpose and Justification

Currently MVTA operates the Grace Lutheran park and ride facility which is full at 100% occupancy with no room to expand. This development will provide ample space for future expansion and also will improve the service efficiency by providing a station with direct access from T.H. 77 for all service.

Previous Council Actions

Council approved this project as a competitively selected project under 1996 Regional Transit Capital (RTC) process and also the resubmittal in 1997 by the City of Apple Valley on behalf of MVTA.

Project Milestones

To be completed by December 31, 1998.

Impact on Operating and Maintenance Costs

City of Apple Valley and MVTA estimated that the proposed facility will result in an increase of 500 new park and ride users for MVTA transit service.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jul 1996	Dec 1998	\$920,000	\$0	\$920,000	\$0	\$920,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$920,000	\$0	\$920,000	\$0	\$920,000

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$920,000	\$0	\$0	\$0	\$0	\$920,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$920,000	\$0	\$0	\$0	\$0	\$920,000
Authorized Expenditures	\$0	\$920,000	\$0	\$0	\$0	\$0	\$920,000

METROPOLITAN COUNCIL 1999 CAPITAL PROGRAM

Project id: 35223
 Divison: Transportation-T&TD
 Project Title: MVTA Burnsville Parkway

Project Description and Location

The Minnesota Valley Transit Authority (MVTA), in partnership with the City of Burnsville and Dakota County, applied for and received an ISTE A grant for a bikeway that connects the Regional Trail System with the Burnsville Transit Hub at TH 13 and Nicollet Avenue in Burnsville. The capital funding provided by the Metropolitan Council for this project is the local match for the construction and administrative costs of the project. MVTA expects that by providing direct access to express transit to employment centers, the bikeway will have a positive economic impact for the residents of Burnsville.

Grant Recipient: Minnesota Valley Transit Authority
 Project Category: Transit Public Facility
 Authorization Status: Continuing
 Estimated Useful Life: 20 Years
 Est Debt Financing Term: 20 Years
 Debt Service Revenue: Property Tax
 Project Start Date: Jul 1996
 Project Completion Date: Dec 1999
 Authority Spent Thru 1998: 71%

Purpose and Justification

Capital funds granted by the Metropolitan Council for this project serve as a local match for the federal ISTE A funds granted to this project.

Previous Council Actions

Council approved funding for this project as a competitively selected project under 1996 Regional Transit Capital (RTC) process.

Project Milestones

To be completed by December 31, 1999.

Impact on Operating and Maintenance Costs

The proposed bikeway, as stated by MVTA, maximizes the use of capital funds by serving both as a recreation bikeway and as a transportation bikeway providing a link between residential nodes and Burnsville Transit Station.

Project Authorization:

Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
		\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0	\$0
Jul 1996	Dec 1999	\$98,000	\$0	\$98,000	\$0	\$98,000
		\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures		\$98,000	\$0	\$98,000	\$0	\$98,000

Project Cash Flow

Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$70,000	\$28,000	\$0	\$0	\$0	\$98,000
\$0	\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$70,000	\$28,000	\$0	\$0	\$98,000
Authorized Expenditures	\$0	\$70,000	\$28,000	\$0	\$0	\$98,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project Id: 35225
 Divison: Transportation-T&TD
 Project Title: Plymouth Metro Park & Ride Redesign

Project Description and Location

The project originally approved by the Metropolitan Council for a total cost of \$346,065 in 1996, was resubmitted by the City of Plymouth for relocation and enhancement of Park & Ride lot currently located at Co. Rd. 73 & T.H. 55 to the Waterford Plaza Shopping center at a reduced cost of \$235,000 with the region's share being \$211,500. The construction activities include park & ride lot relocation and construction at Waterford Plaza Shopping Center, busway and site construction, passenger amenities, pedestrian walkways and information kiosk construction.

Grant Recipient: City of Plymouth
 Project Category: Transit Public Facility
 Authorization Status: Continuing with Change Request

Estimated Useful Life: 20 Years
 Est Debt Financing Term: 20 Years
 Debt Service Revenue: Property Tax

Project Start Date: Jul 1996
 Project Completion Date: Dec 1998
 Authority Spent Thru 1998: 100%

Purpose and Justification

This relocation request was based on a Plymouth Metrolink Public Facilities Study prepared by the LSA Design, Inc. and approved by the Plymouth City Council. The current facility is in a poor state of repair and would require a substantial upgrading in both functional design and safety, as reported by City of Plymouth.

Previous Council Actions

Council approved this project as a competitively selected project under 1996 Regional Transit Capital (RTC) process and also the grantee's resubmittal in 1997 for implementation of the project in

Project Milestones

Project is to be completed before December 31, 1998.

Impact on Operating and Maintenance Costs

Not implementing this project may adversely affect the ridership and related fare-box revenues.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jul 1996	Dec 1999	\$311,458	(\$99,958)	\$211,500	\$0	\$211,500
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$311,458	(\$99,958)	\$211,500	\$0	\$211,500

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$1,377	\$210,123	\$0	\$0	\$0	\$0	\$211,500
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$1,377	\$210,123	\$0	\$0	\$0	\$0	\$211,500
Authorized Expenditures	\$1,377	\$210,123	\$0	\$0	\$0	\$0	\$211,500

METROPOLITAN COUNCIL 1999 CAPITAL PROGRAM

Project id:	35233
Divison:	Transportation-T&TD
Project Title:	Chanhassen Lake Drive East

Project Description and Location

This project will construct a transit facility within a mixed use development in Chanhassen. The facility includes bus cutouts, a heated bus shelter, pedestrian plaza and street furniture, signage and lighting.

Grant Recipient:	City of Chanhassen
Project Category:	Transit Public Facility
Authorization Status:	Continuing

Estimated Useful Life:	20 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Property Tax

Project Start Date:	Jul 1996
Project Completion Date:	Dec 1998
Authority Spent Thru 1998:	100%

Purpose and Justification

The facility will provide a safe and comfortable transit station in the middle of a mixed use development containing commercial, institutional, office and residential components and will create a transit friendly environment. Without this project, the transit element of the development would be reduced to bus stop signs.

Previous Council Actions

Council approved funding for this project as a competitively selected project under 1997-'98 Regional Transit Capital (RTC) process.

Project Milestones

To be completed by December 31, 1998

Impact on Operating and Maintenance Costs

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jul 1996	Dec 1998	\$190,000	\$0	\$190,000	\$0	\$190,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$190,000	\$0	\$190,000	\$0	\$190,000

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$66,294	\$123,706	\$0	\$0	\$0	\$0	\$190,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$66,294	\$123,706	\$0	\$0	\$0	\$0	\$190,000
Authorized Expenditures	\$66,294	\$123,706	\$0	\$0	\$0	\$0	\$190,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project Description and Location

The project is to be funded for replacement of the present Valley Ridge Park & Ride in Burnsville with a new lot on owned land for Minnesota Valley Transit Authority (MVTA). MVTA is working with the City of Burnsville to locate a suitable land and also for possible joint-use of the lot.

Purpose and Justification

The owners of the present park & ride facility have refused to sign a lease agreement for spaces at the site. Refusal by the owners to use their parking spaces would affect the current park and ride users of MVTA estimated to be about 140 cars. As estimated by MVTA with an assumption of 1.1 persons per car and 2 trips per person, this will affect 308 daily passenger boardings.

Project id: 35316
 Divison: Transportation-T&TD
 Project Title: MVTA Valley Park and Ride

Grant Recipient: Minnesota Valley Transit Authority
 Project Category: Transit Public Facility
 Authorization Status: New

Estimated Useful Life: 20 Years
 Est Debt Financing Term: 20 Years
 Debt Service Revenue: Property Tax

Project Start Date: Jul 1997
 Project Completion Date: Dec 2000
 Authority Spent Thru 1998: 100%

Previous Council Actions

Council approved funding for this project as an operationally essential project under 1997 Regional Transit Capital (RTC) set-aside funding process.

Project Milestones

Project is to be completed during the last quarter of 1998

Impact on Operating and Maintenance Costs

MVTA estimates that not implementing this project will adversely affect the ridership and related fare-box revenues.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jul 1997	Dec 2000	\$0	\$335,000	\$335,000	\$0	\$335,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$0	\$335,000	\$335,000	\$0	\$335,000

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$335,000	\$0	\$0	\$0	\$0	\$335,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$335,000	\$0	\$0	\$0	\$0	\$335,000
Authorized Expenditures	\$0	\$335,000	\$0	\$0	\$0	\$0	\$335,000

METROPOLITAN COUNCIL 1999 CAPITAL PROGRAM

Project id:	35407
Divison:	Transportation-T&TD
Project Title:	Bus shoulder lanes along T.H.169

Project Description and Location

The funds granted under this agreement will be used to accomplish the following project by the Grantee:

To construct bus shoulder lanes along T.H. 169 between 36th Avenue and T. H. 55, a distance of approximately 2.75 miles, at a total project cost of \$250,000 including the grant amount not exceeding \$125,000.00.

Grant Recipient:	City of Plymouth
Project Category:	Transit Public Facility
Authorization Status:	New
Estimated Useful Life:	20 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Property Tax
Project Start Date:	Jul 1998
Project Completion Date:	Dec 2000
Authority Spent Thru 1998:	100%

Purpose and Justification

This is a "Team Transit" project and Mn/DOT provides \$125,000 funding in addition to the Council's funding of the project. Metropolitan Council is an active partner in Team Transit projects in the metropolitan region and the funding is consistent with Council's commitment to this program.

Previous Council Actions

Council approved funding for this project as a competitively selected project under 1997-'98 Regional Transit Capital (RTC) process.

Project Milestones

Project expected to be completed by 1998-'99

Impact on Operating and Maintenance Costs

Operating expenses per passenger trip is expected to be reduced from \$3.69 to \$3.52 as per the grantee's projections as a result of developing and implementing this facility

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jul 1998	Dec 2000	\$125,000	\$0	\$125,000	\$0	\$125,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$125,000	\$0	\$125,000	\$0	\$125,000

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$125,000	\$0	\$0	\$0	\$0	\$125,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$125,000	\$0	\$0	\$0	\$0	\$125,000
Authorized Expenditures	\$0	\$125,000	\$0	\$0	\$0	\$0	\$125,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: 35409
 Divison: Transportation-T&TD
 Project Title: Meter Bypass ramp at Palomino drive

Project Description and Location

The funds granted under this agreement will be used to accomplish the following project by the Grantee:

To construct ramp meter bypass lane from Palomino Drive/127th St. in Apple Valley onto TH 77 (Cedar Avenue) northbound in partnership with Mn/DOT by the grantee with a grant amount not exceeding \$125,000.00

Grant Recipient: Minnesota Valley Transit Authority
 Project Category: Transit Public Facility
 Authorization Status: New

Estimated Useful Life: 20 Years
 Est Debt Financing Term: 20 Years
 Debt Service Revenue: Property Tax

Project Start Date: Jul 1998
 Project Completion Date: Dec 2000
 Authority Spent Thru 1998: 100%

Purpose and Justification

This is a "Team Transit" project and Mn/DOT provides \$125,000 funding in addition to the Council's funding of the project. Metropolitan Council is an active partner in Team Transit projects in the metropolitan region and the funding is consistent with Council's commitment to this program.

Previous Council Actions

Council approved funding for this project as a competitively selected project under 1997-'98 Regional Transit Capital (RTC) process.

Project Milestones

To be completed during 1998-1999.

Impact on Operating and Maintenance Costs

Annual savings of about \$0.28 in operating expenses per passenger trip is expected, as per the grantee's projections, as a result of developing and implementing this facility.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jul 1998	Dec 2000	\$125,000	\$0	\$125,000	\$0	\$125,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$125,000	\$0	\$125,000	\$0	\$125,000

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$125,000	\$0	\$0	\$0	\$0	\$125,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$125,000	\$0	\$0	\$0	\$0	\$125,000
Authorized Expenditures	\$0	\$125,000	\$0	\$0	\$0	\$0	\$125,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id:	35412
Divison:	Transportation-T&TD
Project Title:	Neighborhood bus stops program

Project Description and Location

The funds granted under this agreement will be used to accomplish the following project by the Grantee:

Construction of 5 Level A and 5 Level B stops in Plymouth neighborhoods at a total cost of \$270,000 including the grant amount not exceeding \$135,000.00.
Level A stops include bus pull-outs, heated shelters, lighting, signage, benches and bike lockers.
Level B stops include signage and benches.

Grant Recipient:	City of Plymouth
Project Category:	Transit Public Facility
Authorization Status:	New
Estimated Useful Life:	20 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Property Tax
Project Start Date:	Jul 1998
Project Completion Date:	Dec 2000
Authority Spent Thru 1998:	100%

Purpose and Justification

Plymouth Metrolink coordinates a large portion of its express and reverse commute services with Metro Transit through the use of Plymouth Metrolink express shuttles feeding large express buses operated by Metro Transit in the I-394 corridor. The construction of these neighborhood stops will provide increased ridership to the Plymouth Road Transit Center and the Plymouth Metrolink park and ride lots where timed transfers to/from Metro Transit buses take place.

Previous Council Actions

Council approved funding for this project as a competitively selected project under 1997-'98 Regional Transit Capital (RTC) process.

Project Milestones

To be completed during 1998-1999.

Impact on Operating and Maintenance Costs

Operating expenses per passenger trip is expected to be reduced from \$4.15 to \$4.01 as per the grantee's projections as a result of developing and implementing this facility.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jul 1998	Dec 2000	\$135,000	\$0	\$135,000	\$0	\$135,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$135,000	\$0	\$135,000	\$0	\$135,000

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$135,000	\$0	\$0	\$0	\$0	\$135,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$135,000	\$0	\$0	\$0	\$0	\$135,000
Authorized Expenditures	\$0	\$135,000	\$0	\$0	\$0	\$0	\$135,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: 35413
 Divison: Transportation-T&TD
 Project Title: Park & Ride at Co.Rd 17 & Sh bypass

Project Description and Location

The funds granted under this agreement will be used to accomplish the following project by the Grantee:

Construct a Park & Ride lot on the northwest of the intersection of Scott County Road 17 and T.H. 169 (Shakopee bypass) with a grant amount not exceeding \$110,000.00. Project includes heated shelter, construction, paving, striping, lighting, car heaters, telephone, bike lockers and landscaping.

Grant Recipient: City of Shakopee
 Project Category: Transit Public Facility
 Authorization Status: New

Estimated Useful Life: 20 Years
 Est Debt Financing Term: 20 Years
 Debt Service Revenue: Property Tax

Project Start Date: Jul 1998
 Project Completion Date: Dec 2000
 Authority Spent Thru 1998: 100%

Purpose and Justification

The project is supported by Mn/DOT which provides 5 acres of land valued at \$225,000 for the project. The project will increase access to transit services for residents of Shakopee commuting to the downtown area of Minneapolis.

Previous Council Actions

Council approved funding for this project as a competitively selected project under 1997-'98 Regional Transit Capital (RTC) process.

Project Milestones

To be completed during 1998-1999.

Impact on Operating and Maintenance Costs

Operating expenses per revenue mile is expected to be reduced from \$3.68 to \$3.44, as per the grantee's projections, as a result of developing and implementing this facility.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jul 1998	Dec 2000	\$110,000	\$0	\$110,000	\$0	\$110,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$110,000	\$0	\$110,000	\$0	\$110,000

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
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Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$110,000	\$0	\$0	\$0	\$0	\$110,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$110,000	\$0	\$0	\$0	\$0	\$110,000
Authorized Expenditures	\$0	\$110,000	\$0	\$0	\$0	\$0	\$110,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id:	35414
Divison:	Transportation-T&TD
Project Title:	Park & Ride at Co.Rd 9 & Vicksburg

Project Description and Location

The funds granted under this project grant agreement will be used to accomplish the following project by the Grantee:

Construct a Park & Ride lot with 40 cars capacity in the parking lot of Plymouth Covenant Church at the intersection of County Road 9 and Vicksburg Lane with a grant amount not exceeding \$86,400.00.

Project includes resurfacing lot, striping, signage, shelter, lighting, electrical, phone, benches and bicycle locker.

Grant Recipient:	City of Plymouth
Project Category:	Transit Public Facility
Authorization Status:	New

Estimated Useful Life:	20 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Property Tax

Project Start Date:	Jul 1998
Project Completion Date:	Dec 2000
Authority Spent Thru 1998:	100%

Purpose and Justification

The project will help assure long-term neighborhood stabilization by providing a focal point for new transit services linking this neighborhood with other neighborhoods and providing work connections for workers. A new commuter route, Rt. 91E, will utilize this park & ride as a central collection facility for people living in a neighborhood not currently served by commuter transit.

Previous Council Actions

Council approved funding for this project as a competitively selected project under 1997-'98 Regional Transit Capital (RTC) process.

Project Milestones

Expected to be completed in 1998-1999.

Impact on Operating and Maintenance Costs

Operating expenses per passenger trip is expected to be reduced from \$3.73 to \$2.95 as per the grantee's projections as a result of developing and implementing this facility

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jul 1998	Dec 2000	\$86,400	\$0	\$86,400	\$0	\$86,400
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$86,400	\$0	\$86,400	\$0	\$86,400

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$86,400	\$0	\$0	\$0	\$0	\$86,400
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$86,400	\$0	\$0	\$0	\$0	\$86,400
Authorized Expenditures	\$0	\$86,400	\$0	\$0	\$0	\$0	\$86,400

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: 35415
 Division: Transportation-T&TD
 Project Title: Park & Ride at Co.Rd 101 & Co.Rd 6

Project Description and Location

The funds granted under this grant agreement will be used to accomplish the following project by the Grantee:

Construct a Park & Ride lot with 40 cars capacity in the parking lot of Plymouth Covenant Church at the intersection of County Road 9 and Vicksburg Lane with a grant amount not exceeding \$86,400.00.

Project includes resurfacing lot, striping, signage, shelter, lighting, electrical, phone, benches and bicycle locker.

Grant Recipient: City of Plymouth
 Project Category: Transit Public Facility
 Authorization Status: New

Estimated Useful Life: 20 Years
 Est Debt Financing Term: 20 Years
 Debt Service Revenue: Property Tax

Project Start Date: Jul 1998
 Project Completion Date: Dec 2000
 Authority Spent Thru 1998: 100%

Purpose and Justification

The project will help assure long-term neighborhood stabilization by providing a focal point for new transit services linking this neighborhood with other neighborhoods and providing work connections for workers. A new commuter route, Rt. 91E, will utilize this park & ride as a central collection facility for people living in a neighborhood not currently served by commuter transit.

Previous Council Actions

Council approved funding for this project as a competitively selected project under 1997-'98 Regional Transit Capital (RTC) process.

Project Milestones

Expected to be completed in 1998-1999.

Impact on Operating and Maintenance Costs

Operating expenses per passenger trip is expected to be reduced from \$3.73 to \$2.81 as per the grantee's projections as a result of developing and implementing this facility.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jul 1998	Dec 2000	\$86,400	\$0	\$86,400	\$0	\$86,400
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$86,400	\$0	\$86,400	\$0	\$86,400

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$86,400	\$0	\$0	\$0	\$0	\$86,400
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$86,400	\$0	\$0	\$0	\$0	\$86,400
Authorized Expenditures	\$0	\$86,400	\$0	\$0	\$0	\$0	\$86,400

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: 35417
 Divison: Transportation-T&TD
 Project Title: Purchase five 40' CNG fueled buses

Project Description and Location

The funds granted under this agreement will be used to accomplish the following project by the Grantee:

Purchase five 40' CNG fueled buses for MVTA express service at a total cost not exceeding \$1,050,000.00

Grant Recipient: Minnesota Valley Transit Authority
 Project Category: Transit Fleet Modernization
 Authorization Status: New

Estimated Useful Life: 10 Years
 Est Debt Financing Term: 10 Years
 Debt Service Revenue: Property Tax

Project Start Date: Jul 1998
 Project Completion Date: Dec 2000
 Authority Spent Thru 1998: 0%

Purpose and Justification

This project will provide an operational test for the use of natural gas as a transit bus fuel in 40-foot medium/heavy duty transit buses. These buses will be used for MVTA's express services to downtowns of Minneapolis and St. Paul.

Previous Council Actions
 Council approved funding for this project as a competitively selected project under 1997-'98 Regional Transit Capital (RTC) process.

Project Milestones
 To be completed during 1998-1999.

Impact on Operating and Maintenance Costs
 Operating expenses per passenger trip is expected to be reduced from \$5.15 to \$4.99, as per the grantee's projections, as a result of developing and implementing this facility.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction			\$0	\$0	\$0	\$0	\$0
Vehicles or Equipment	Jul 1998	Dec 2000	\$1,050,000	\$0	\$1,050,000	\$0	\$1,050,000
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$1,050,000	\$0	\$1,050,000	\$0	\$1,050,000

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$1,050,000	\$0	\$0	\$0	\$1,050,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$0	\$1,050,000	\$0	\$0	\$0	\$1,050,000
Authorized Expenditures	\$0	\$0	\$1,050,000	\$0	\$0	\$0	\$1,050,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: 35420
 Divison: Transportation-T&TD
 Project Title: Bus pull of lane and transit stop

Project Description and Location

The funds granted under this agreement will be used to accomplish the following project by the Grantee:

To construct a bus pull-off lane and provide a passenger shelter at the Wayzata Blvd-Central Avenue transit stop at a total cost not exceeding \$277,400.00

Grant Recipient: City of Wayzata
 Project Category: Transit Public Facility
 Authorization Status: New

Estimated Useful Life: 20 Years
 Est Debt Financing Term: 20 Years
 Debt Service Revenue: Property Tax

Project Start Date: Jul 1998
 Project Completion Date: Dec 2000
 Authority Spent Thru 1998: 100%

Purpose and Justification

This project will contribute to community identity and public safety by creating a gathering area for the community and an improved waiting area for transit passengers. Wayzata boulevard is a very busy collector, warranting a bus pull-off lane to reduce congestion and improve safety of transit passengers and employees.

Previous Council Actions

Council approved funding for this project as a competitively selected project under 1997-'98 Regional Transit Capital (RTC) process.

Project Milestones

To be completed during 1998-1999.

Impact on Operating and Maintenance Costs

No significant impact on operating and maintenance costs.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jul 1998	Dec 2000	\$277,400	\$0	\$277,400	\$0	\$277,400
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$277,400	\$0	\$277,400	\$0	\$277,400

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$277,400	\$0	\$0	\$0	\$0	\$277,400
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$277,400	\$0	\$0	\$0	\$0	\$277,400
Authorized Expenditures	\$0	\$277,400	\$0	\$0	\$0	\$0	\$277,400

METROPOLITAN COUNCIL 1999 CAPITAL PROGRAM

Project id:	35424
Divison:	Transportation-T&TD
Project Title:	Chanhassen Park & Ride replacement

Project Description and Location

The funds granted under this agreement will be used to accomplish the following project:

Chanhassen Park & Ride lot replacement at a total cost not exceeding \$379,000 for the following project activities:

Site Search, Design & Engineering: \$24,500
(planned at Highway 5/41 interchange)
Land Acquisition (3.5 acres): \$175,000
Site Preparation/Construction: \$180,000
Total: \$379,000

Grant Recipient:	Southwest Metro Transit Commission
Project Category:	Transit Public Facility
Authorization Status:	New
Estimated Useful Life:	20 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Property Tax
Project Start Date:	Jul 1998
Project Completion Date:	Dec 2000
Authority Spent Thru 1998:	100%

Purpose and Justification

It is the only transit park and ride facility within the City of Chanhassen, serving as an anchor for transfers, reverse commute routes, and express customers.

Previous Council Actions

Council approved funding for this project as a competitively selected project under 1997-'98 Regional Transit Capital (RTC) process.

Project Milestones

To be completed in 1999-2000

Impact on Operating and Maintenance Costs

Not applicable to the project

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jul 1998	Dec 2000	\$279,000	\$0	\$279,000	\$0	\$279,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$279,000	\$0	\$279,000	\$0	\$279,000

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$279,000	\$100,000	\$0	\$0	\$0	\$379,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$279,000	\$100,000	\$0	\$0	\$0	\$379,000
Authorized Expenditures	\$0	\$279,000	\$100,000	\$0	\$0	\$0	\$279,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: 61918
 Division: Transportation-Metro Transit
 Project Title: Hybrid Buses

Project Description and Location

Metro Transit will buy 5 electric Hybrid buses. They will be tested for durability and fuel economy. The Hybrid bus is driven by electric motors. The electricity is supplied by an on-board generator that is powered by a small diesel engine. Energy is reclaimed through the brake system and stored in the batteries.

Grant Recipient:
 Project Category: Transit Fleet Modernization
 Authorization Status: New
 Estimated Useful Life: 12 Years
 Est Debt Financing Term: 10 Years
 Debt Service Revenue: Property Tax
 Project Start Date: May 1998
 Project Completion Date: Dec 2000
 Authority Spent Thru 1998: 0%

Purpose and Justification

The purpose of this project is to test the reliability on revenue service of the electric Hybrid bus technology. This bus has fewer emissions and is more economical to run. The electric Hybrid bus saves energy through its regeneration braking system, by recapturing the energy it takes to stop the bus when braking.

Previous Council Actions

Project Milestones

The buses will be delivered in late 2000 and long-term testing will begin.

Impact on Operating and Maintenance Costs

Fuel economy savings should be seen. Other costs will be evaluated.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction			\$0	\$0	\$0	\$0	\$0
Vehicles or Equipment	Jan 2000	Dec 2000	\$2,500,000	\$0	\$2,500,000	\$0	\$2,500,000
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$2,500,000	\$0	\$2,500,000	\$0	\$2,500,000

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$2,000,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$500,000	\$0	\$0	\$500,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$0	\$0	\$2,500,000	\$0	\$0	\$2,500,000
Authorized Expenditures	\$0	\$0	\$0	\$2,500,000	\$0	\$0	\$2,500,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id:	62530
Divison:	Transportation-Metro Transit
Project Title:	St Paul East Metro Garage

Project Description and Location

This project will design and build a new bus storage and maintenance facility to replace the Snelling Garage and at the same time provide Metro Transit with as much operational savings as possible. The facility would be approximately 300,000 square feet and provide storage for 200 buses. The facility would be located on the east side of St. Paul at i35E and Cayuga Street.

Grant Recipient:	
Project Category:	Transit Support Facility
Authorization Status:	Continuing
Estimated Useful Life:	30 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Property Tax
Project Start Date:	Jul 1997
Project Completion Date:	Jul 2001
Authority Spent Thru 1998:	1%

Purpose and Justification

The St Paul garage will replace the Snelling Garage, portions of which date back to 1907. An architectural study done in 1993 found over \$9 million in improvements to the existing garage that were needed to correct deficiencies. There are also substantial Occupational Safety and Health Administration (OSHA) violations and limitations in the existing garage that increase the health risk to Council employees. The new garage will provide a safer and more functional and efficient facility. The existing garage is the easternmost facility in the transit system. A new facility located further to the east will reduce deadhead or unproductive miles and reduce operating costs.

Previous Council Actions

The Council approved planning and design for the facility as part of the 1997 capital program. Authorization to begin construction is pending.

Project Milestones

In 1998 the location will be decided on. Architectural/engineering firm will be hired and design will be completed in 1999 with construction beginning in 2000. Construction will be completed by the end of 2001. Snelling Avenue garage will be demolished in 2002.

Impact on Operating and Maintenance Costs

Estimated operating cost savings of \$100,000 per year due to fewer deadhead miles and less utilities used by a more efficient building. Replacement of Snelling Garage would eliminate the need for \$9 million in major maintenance expenses.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jan 1999	Dec 1999	\$2,500,000	\$0	\$2,500,000	\$0	\$2,500,000
Land Acquisition	Jan 1999	Dec 1999	\$3,000,000	\$0	\$3,000,000	\$0	\$3,000,000
Construction	Jan 2000	Dec 2001	\$22,500,000	\$6,500,000	\$29,000,000	\$0	\$29,000,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$28,000,000	\$6,500,000	\$34,500,000	\$0	\$34,500,000

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$246,846	\$10,261,990	\$1,991,164	\$0	\$12,500,000
State	\$49,679	\$311,376	\$9,638,945	\$0	\$0	\$0	\$10,000,000
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$236,973	\$9,851,510	\$1,911,517	\$0	\$12,000,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$49,679	\$311,376	\$10,122,764	\$20,113,500	\$3,902,681	\$0	\$34,500,000
Authorized Expenditures	\$49,679	\$311,376	\$10,122,764	\$20,113,500	\$3,902,681	\$0	\$34,500,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: 63652
 Divison: Transportation-Metro Transit
 Project Title: Uptown Transit Hub

Project Description and Location

This project will construct a transit hub in the Uptown area of Minneapolis (29th and Girard Avenue South)

Grant Recipient:
 Project Category: Transit Public Facility
 Authorization Status: Continuing with Change Request

Estimated Useful Life: 25 Years
 Est Debt Financing Term: 20 Years
 Debt Service Revenue: Property Tax

Project Start Date: Jan 1997
 Project Completion Date: Dec 1999
 Authority Spent Thru 1998: 8%

Purpose and Justification

Facility improvements will improve transfer connections and the safety of transit customers with a climate controlled, off-street bus stop and transfer point. Will provide transit facilities in one of the highest transit use and most transit dependent areas of the region.

Previous Council Actions

Project Milestones

In 1998 the site will be selected and the plans will be completed. Construction will be complete by the end of 1999.

Impact on Operating and Maintenance Costs

The addition of this transit hub will increase facility maintenance costs.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jan 1998	Dec 1998	\$375,000	\$0	\$375,000	\$0	\$375,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jan 1999	Dec 1999	\$4,000,000	\$0	\$4,000,000	\$0	\$4,000,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$4,375,000	\$0	\$4,375,000	\$0	\$4,375,000

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$12,063	\$258,892	\$3,229,045	\$0	\$0	\$0	\$3,500,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$3,016	\$64,723	\$807,261	\$0	\$0	\$0	\$875,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$15,079	\$323,615	\$4,036,306	\$0	\$0	\$0	\$4,375,000
Authorized Expenditures	\$15,079	\$323,615	\$4,036,306	\$0	\$0	\$0	\$4,375,000

METROPOLITAN COUNCIL 1999 CAPITAL PROGRAM

Project id:	63653
Divison:	Transportation-Metro Transit
Project Title:	Foley Park and Ride Expansion

Project Description and Location

The proposed Foley park and Ride lot expansion includes doubling the capacity of existing lot to 1200 spaces by adding a deck. The present lot is used at 100% of its capacity and failure to expand the lot would result in losing potential for increased ridership.

Grant Recipient:	
Project Category:	Transit Public Facility
Authorization Status:	Continuing
Estimated Useful Life:	25 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Property Tax
Project Start Date:	Jan 1998
Project Completion Date:	Dec 1999
Authority Spent Thru 1998:	5%

Purpose and Justification

Failure to provide funding from RTC funds for this project will result in loss of federal ISTE/STP funds due to lack of matching local funds. Funding for this project is consistent with Metropolitan Council policy of 1997 RTC set-aside funding for capital requirements needed to match the federal grants already approved and available for particular capital development proposals.

Previous Council Actions

Metropolitan Council approved funding for this project as a set-aside funding in the 1997 Regional Transit Capital (RTC) process.

Project Milestones

By early 1999 the design will be completed and a contractor will be hired. The parking lot and deck will be constructed in 1999.

Impact on Operating and Maintenance Costs

Metro Transit estimated that the capital improvement would serve approximately 800 additional customers per day.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jan 1998	Dec 1998	\$630,000	\$0	\$630,000	\$0	\$630,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jan 1999	Dec 1999	\$5,360,000	\$0	\$5,360,000	\$0	\$5,360,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$5,990,000	\$0	\$5,990,000	\$0	\$5,990,000
Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$74,600	\$149,583	\$4,255,817	\$0	\$0	\$0	\$4,480,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$25,144	\$50,417	\$1,434,439	\$0	\$0	\$0	\$1,510,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$99,744	\$200,000	\$5,690,256	\$0	\$0	\$0	\$5,990,000
Authorized Expenditures	\$99,744	\$200,000	\$5,690,256	\$0	\$0	\$0	\$5,990,000

METROPOLITAN COUNCIL 1999 CAPITAL PROGRAM

Project id: 63752
 Division: Transportation-Metro Transit
 Project Title: I-35W Transit Hubs (Phase I)

Project Description and Location

This project would construct transit hubs in the I-35W corridor at Lake St., 42nd St., and 82nd St. The existing Lake St. station will be rebuilt and made ADA accessible. The 42nd St. station will include stops at the freeway level for express buses and a platform over the freeway where local buses can layover and load. The 82nd St. station will be built on the vacated west frontage road between 81st and 82nd.

Grant Recipient:
 Project Category: Transit Public Facility
 Authorization Status: Continuing

Estimated Useful Life: 25 Years
 Est Debt Financing Term: 20 Years
 Debt Service Revenue: Property Tax

Project Start Date: Jan 1998
 Project Completion Date: Dec 2001
 Authority Spent Thru 1998: 5%

Purpose and Justification

Improvements are needed in the I-35W corridor to support high speed bus service. Without the improvements, service improvements in this congested corridor will not be implemented and anticipated ridership gains will be lost.

Previous Council Actions

Project Milestones

In 1998 the 42nd St. site will be selected, plans will be completed for 42nd St. and 82nd St. In 1999 Lake St. plans and 82nd St. construction will be completed. Lake St. will be completed in 2000 and 42nd St. will be completed in 2001.

Impact on Operating and Maintenance Costs

There will be added Facility Maintenance costs with the additional transit hubs to maintain.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$5,000	\$95,000	\$100,000	\$900,000	\$1,000,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction			\$0	\$0	\$0	\$15,000,000	\$15,000,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$5,000	\$95,000	\$100,000	\$15,900,000	\$16,000,000

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$643	\$3,107	\$71,250	\$0	\$0	\$0	\$75,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$214	\$1,036	\$23,750	\$0	\$0	\$0	\$25,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$857	\$4,143	\$95,000	\$0	\$0	\$0	\$100,000
Authorized Expenditures	\$857	\$4,143	\$95,000	\$0	\$0	\$0	\$100,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id:	63882
Divison:	Transportation-Metro Transit
Project Title:	Orion

Project Description and Location

The Orion Project is one component of a larger \$34 million Intelligent Transportation System (ITS) project sponsored by the Minnesota Department of Transportation to improve the management of traffic in the metropolitan area. The project will allow Metro Transit to equip 253 transit buses and 39 support vehicles with Automatic Vehicle Location (AVL) equipment and install a computerized trip planner in the Transit Information Center (TIC). AVL equipped buses will be assigned to lift-equipped, accessible bus routes.

Grant Recipient:	
Project Category:	Transit Computerization/Communication
Authorization Status:	Continuing
Estimated Useful Life:	12 Years
Est Debt Financing Term:	10 Years
Debt Service Revenue:	Property Tax
Project Start Date:	
Project Completion Date:	
Authority Spent Thru 1998:	100%

Purpose and Justification

The purpose of the project is to deploy ITS to improve management of the transit system. AVL will improve on-time performance and provide faster and more certain response to security incidents. The trip planner will solve three major problems that currently confront the TIC -- it will reduce the skill requirements, reduce training time and dramatically increase the number of calls an employee can handle. More information requests will be able to be handled, which should have a positive impact on ridership.

Previous Council Actions

Project Milestones

By the end of 1998 the ORION Master Test Plan/Procedures will be developed. System hardware will be installed in the Transit Info. Center in early 1999 and be operational by mid-year. On-board bus systems will be installed and operational by the end of 1999.

Impact on Operating and Maintenance Costs

Added costs include computer hardware needed to install ORION in the Transit Information Center and training of employees on the system.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Apr 1998	Sep 1998	\$1,500,000	\$0	\$1,500,000	\$0	\$1,500,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction			\$0	\$0	\$0	\$0	\$0
Vehicles or Equipment	Sep 1998	May 1999	\$6,000,000	\$0	\$6,000,000	\$0	\$6,000,000
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$7,500,000	\$0	\$7,500,000	\$0	\$7,500,000

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$300,000	\$7,200,000	\$0	\$0	\$0	\$0	\$7,500,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$300,000	\$7,200,000	\$0	\$0	\$0	\$0	\$7,500,000
Authorized Expenditures	\$300,000	\$7,200,000	\$0	\$0	\$0	\$0	\$7,500,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: 64581
 Divison: Transportation-Metro Transit
 Project Title: Radio System/800 Mhz/AVL

Project Description and Location

This capital project has three separate components: replacement/relocation of the current Transit Control Center (TCC) with a state of the art TCC; replacement of current radio system hardware/software with 800 Mhz regional radio system hardware/software (1,000 mobile radios, 110 portable radios) and replacement of current Computer-Aided Dispatch (CAD) system with new CAD system to include Automatic Vehicle Location (AVL) technology.

Grant Recipient: _____
 Project Category: Transit Computerization/Communication
 Authorization Status: Continuing
 Estimated Useful Life: 12 Years
 Est Debt Financing Term: 10 Years
 Debt Service Revenue: Property Tax
 Project Start Date: _____
 Project Completion Date: _____
 Authority Spent Thru 1998: 3%

Purpose and Justification

The project rationale focuses on the need to improve driver and customer safety and security, provide more efficient incident response, better utilize staff resources, provide better management of the fleet and transit service, improve transit schedules and improve service reliability to transit customers.

Previous Council Actions
 The Council approved the first phase as part of the 1997 capital budget. Authorization for subsequent phases is pending.

Project Milestones

Impact on Operating and Maintenance Costs

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Mar 1999	Jun 1999	\$2,000,000	\$0	\$2,000,000	\$0	\$2,000,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction			\$700,000	\$0	\$700,000	\$0	\$700,000
Vehicles or Equipment	Oct 1998	Dec 2001	\$13,300,000	\$0	\$13,300,000	\$0	\$13,300,000
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$16,000,000	\$0	\$16,000,000	\$0	\$16,000,000

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
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Source of funding:							
Federal	\$12,309	\$196,625	\$772,200	\$2,523,503	\$2,649,969	\$995,394	\$7,150,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$15,236	\$243,375	\$955,800	\$3,123,497	\$3,280,031	\$1,232,061	\$8,850,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$27,545	\$440,000	\$1,728,000	\$5,647,000	\$5,930,000	\$2,227,455	\$16,000,000
Authorized Expenditures	\$27,545	\$440,000	\$1,728,000	\$5,647,000	\$5,930,000	\$2,227,455	\$16,000,000

**METROPOLITAN COUNCIL
ENVIRONMENTAL SERVICES
PROPOSED 1999-2004 CAPITAL IMPROVEMENT PROGRAM
AND 1999 CAPITAL PROGRAM AND BUDGET**

INTRODUCTION

This section summarizes the proposed 1999-2004 Environmental Services Capital Improvement Program (CIP) and 1999 Capital Program and Budget. The MCES *Proposed Capital Improvement Program* includes a five-year CIP and a 20-year CIP. The unified Capital Improvement Program summarizes the first six year of the 20-year program. The proposed Environmental Services Capital Improvement Program for the 1999-2004 period represents a capital financing plan for \$484 million of capital investments in the regional wastewater system.

The Executive Summary of the Metropolitan Council Environmental Services *Proposed Capital Improvement Program* provides an overview of the capital improvement program. The Executive Summary discusses a five-year plan. Following the Executive Summary, Table 12 on page 6-15 provides a sources and uses of funds summary of the 1999-2004 capital improvement program for Environmental Services. Figure 22 provides an overview of the fiscal impacts of the six-year program. Figure 23 shows the impact of operations and debt service on current sewer fees (excluding SAC, or sewer availability charges) in constant 1998 dollars.

More detailed information on the five-year and twenty year capital investment program is available in the Metropolitan Council Environmental Services *Proposed Capital Improvement Program* dated October 9, 1998.

PROPOSED 1999 CAPITAL PROGRAM AND BUDGET

Table 13 on page 6-17 provides a summary of the proposed 1999 Capital Program and Budget for Environmental Services. More detailed information on the proposed 1999 Capital Program and Budget is available in the Metropolitan Council Environmental Services *Proposed 1998 Capital Budget* dated October 9, 1998. **The proposed 1999 changes to capital program authorizations total \$64,750,000**, reflecting adjustments to previously approved projects of \$64,450,000 and new projects of \$300,000. **The proposed 1999 capital budget totals \$59,200,000.** The proposed 1999 capital budgets for individual capital projects total \$69,628,000, but the capital budget assumes a 15 percent delay factor that will push a portion of anticipated 1999 expenditures into future years.

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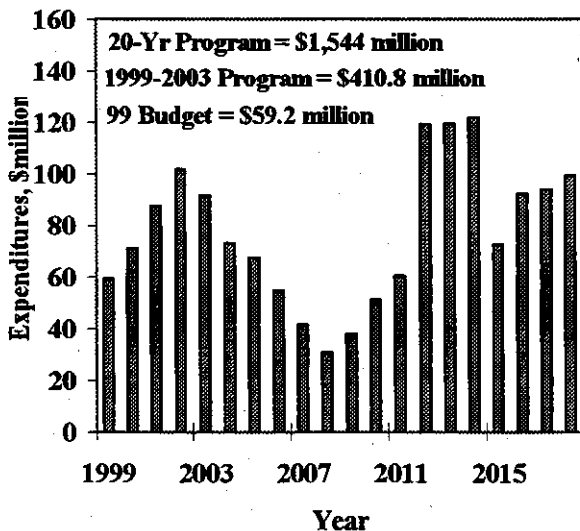
EXECUTIVE SUMMARY

OVERVIEW

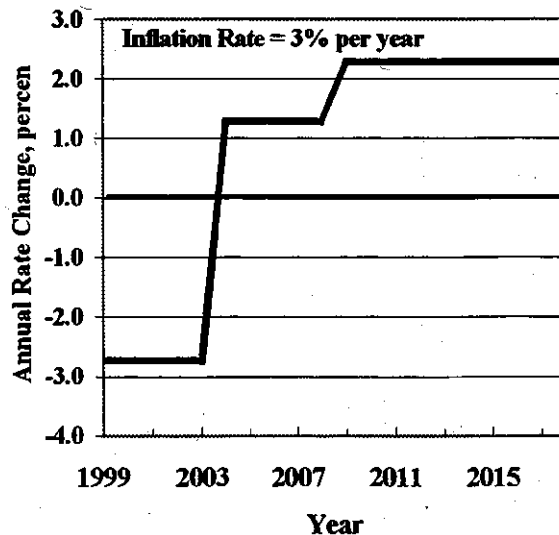
The *Capital Improvement Program (CIP)* of the Metropolitan Council Environmental Services (MCES) provides a long range capital improvement plan for the regional wastewater system to better enable review and approval of shorter range capital programs: the component 1999-2003 Capital Improvement Program, the first five years, and the 1999 Capital Budget, the first year. The additional years of the proposed plan to 2018 provide forecasts to place the initial five years in longer term perspective. The expenditures and capital improvements represent the best present estimate of requirements to accommodate growth in regional wastewater service over the 20-year period, to meet more stringent wastewater treatment requirements, and to rehabilitate/replace facilities as they age. The document is the proposed update of the plan presented and reviewed in 1997. It sets forth, in combination with the proposed 1999 Capital Budget document, the proposed MCES components of the Council's proposed *Unified 1999-2003 Capital Improvement Program and 1999 Capital Budget*.

The *Capital Improvement Program* projects expenditures in inflated dollars over the 20-year period through 2018 of \$1,544 million, in the first five years of \$411 million, and in the first year of \$59.2 million (see figure below on left). New funding authorizations proposed for 1999 are \$64.8 million in capital program funding and \$59.2 million in capital expenditures in the 1999 Capital Budget. The funds support one new project and five ongoing projects that, upon approval of facility plans, carry the projects through the design and/or construction phases. The CIP supports the MCES Business Plan and *1998-2002 Plan for Allocating Resources* initiative for cost reduction, a dramatic \$20 million reduction in the MCES Annual Budget by the year 2001. After 2002 wastewater rates also comply with the Council's Wastewater Rate Policy. Projected annual increases in rates, averaging 0.8 percent for the 20-year period, are below the inflation rate (see figure on right below) and 1.1 percent less than in the previous CIP projections.

Capital Improvement Program Expenditures



Average 5-Yr and 10-Yr Annual Changes in Wastewater Rates



The MCES CIP supports the accelerated competitive service plan by refining the capital program to reduce costs, improve operating economy, and emphasize efficiency. The cost reduction of \$20 million in the MCES Annual Budget by 2001 results from a reduction in staff of about 200, non-labor cost reductions of about \$7 million per year and debt service management measures, as set forth in the 1998-2002 PAR. At the same time, the CIP supports normal service goals as well: meeting a 20-year, 20 percent increase in growth by expanding facilities; improved area water quality through initiatives in the phosphorus strategy and mercury reduction strategy; a better aesthetic environment through extensive odor control initiatives; and maintaining continuous and reliable sewer service through projects, as needed, to rehabilitate or modernize \$2 billion of aging infrastructure in the regional wastewater collection and treatment system

***Accelerated Competitive Service Plan
1998-2002 PAR, \$ mil***

<u>Year</u>	<u>Debt</u>	<u>Program Costs</u>		<u>Annual</u>
	<u>Service</u>	<u>Labor</u>	<u>Non-Labor</u>	<u>Budget</u>
1998	64.36	56.73	46.11	167.20
1999	63.30	54.83	38.67	156.80
2000	63.30	50.55	38.15	152.00
2001	64.57	43.88	38.75	147.20
2002	65.86	43.88	38.75	148.50

PROGRAM DEVELOPMENT

In developing the Capital Improvement Program, the fundamental capital investment strategy encompasses three broad policy considerations: the basic mission and results expected of the MCES by the Council, and conformance with the Council's *Regional Blueprint*(Blueprint) and *Water Resources Management Policy Plan*(Water Policy Plan).The Blueprint and Water Policy Plan were amended or developed in 1996, providing the fundamental framework and policies for capital planning by the MCES. The Blueprint was amended to include a new growth management strategy and new long term growth projections for the communities receiving, or expected to receive, regional wastewater services. The *Water Resources Management Policy Plan* provides policy directives for water resource management and planning. The Wastewater Rate Policy, one of the policy directives, provides the structure under which cost controls are evaluated in expanding and maintaining the regional wastewater system. The Water Policy Plan also provides ranges of wastewater flows for communities for the next 20 years for service planning purposes.

The MCES Business Plan characterizes the implementation of MCES responses by laying out what the MCES is about and how it will do it, as set forth in a plan of tactical goals, strategies and actions to carry out the core MCES businesses, regional wastewater services and water resources planning. The MCES *1998-2002 Plan for Allocating Resources* (PAR) lays out a five-year Annual Budget plan as the short term response to the MCES Business Plan and Wastewater Rate Policy. The PAR in 1998 provides the annual budget plans through 2002 to carry out the Business Plan initiative of an accelerated competitive service plan. The plan has the goal of reducing the MCES Annual Budget by \$20 million by 2001, reducing staff by about 200 and non-labor costs by more than \$7 million. The information in the PAR is used in assessing longer-term financial implications. The Metro Plant Master Plan, a long range framework for expanding and upgrading the large Metro Plant, was completed in 1996 and acted on by the Council in June, 1997. This plan is being implemented by detailed facility planning to refine its findings and recommendations.

The MCES has a new Capital Project Delivery System being implemented as a replacement for past capital planning and project implementation. Ongoing as part of this is long range planning for the East and Southwest service areas and the interceptor system of the North Area.. All of these resources are elements of the Capital Investment Strategy.

The main element of the Capital Investment Strategy is the development and maintaining of a Capital Improvement Program which supports the mission and expected results of the MCES and meets the policies, directives, and implementation considerations of the Blueprint and Water Policy Plan of the Council: a 20-year plan incorporating the capital planning for the annual Capital Budget and for the first five years. The other main element of the Capital Investment Strategy is achieving a proper balance between the quality and costs of wastewater services. In this regard, the Blueprint action step of "no adverse impact" on water quality by 2015 provides the basis for continuing improvement in water quality in the metropolitan area, except where potential actions may be economically unjustified.

This directive for water quality improvement is part of the basis for developing and implementing in the CIP a long term operational goal for phosphorus removal at MCES treatment plants. The Phosphorus Strategy is to upgrade treatment for phosphorus removal as soon as practical to meet an average annual effluent goal of 1 mg/l phosphorus. In 1998 a Mercury Reduction Strategy has been added which includes continued pollution prevention measures and action at the Metro Plant to reduce mercury in air emissions by about 70 percent by 2005.

In Section III, planning and evaluation approaches are enumerated to address the various issues. A system of capital investment priorities is used to establish the relative priority of proposed capital projects. The need to continually update the CIP for new information and requirements is emphasized in order that assessments of future needs are as current as necessary. New growth projections and their distribution in the metropolitan area represent a significant factor in capital planning and future operations. Emphasis is also placed on presenting the financial implications of the plan by projecting debt-related needs, annual budgetary figures, revenues, and rates for the planning period. Also addressed in Section III are evaluations ongoing to assess future needs and applicable procedures followed in establishing needed capital improvements to the Metropolitan Disposal System (MDS).

Program Development Factors

- **MCES Mission Statement and Expected Results**
- *Council Regional Blueprint*
- *Water Resources Management Policy Plan*
- *Council Wastewater Rate Policy*
- **MCES Business Plan**
- *1998-2002 Plan for Allocating Resources*
- **Wastewater Flow Projections**
- **Metro Plant Master Plan**
- **Phosphorus Strategy**
- **Mercury Reduction Strategy**
- **Capital Project Delivery System**
- **Community Comprehensive Plans**
- **MCES Studies and Evaluations**

REGIONAL WASTEWATER SYSTEM

The Metropolitan Disposal System, as described in Section II, consists of more than 550 miles of major interceptor sewers conveying about 290 million gallons per day (mgd) of wastewater from 104 communities to nine regional wastewater treatment plants. The replacement value of the existing system is estimated as more than \$2 billion. By the year 2018 the system must accommodate growth represented by an additional 500,000 people and a 21 percent increase in system wastewater flow. At the same time, the aging system must be rehabilitated or replaced to address areas of deterioration or obsolescence. More stringent standards of environmental regulations and attainment of such Council goals as "no adverse impact" on water quality by 2015 require further planned upgrading of wastewater treatment in the future, particularly in regard to additional phosphorus removal. Such upgrading must be implemented consistent with cost effective operation of the regional system, as represented by present and future wastewater rate policies of the Council. The existing nine treatment plants will be reduced to eight by 2002, as the Chaska and Cottage Grove plants are presently planned for closure and a new plant, the South Washington County (SWC) Plant, will be constructed at the existing Cottage Grove Plant site. The regional wastewater system, as it exists in 1998 and as it is proposed to be in the future, is depicted in the two service area figures on the following two pages.

Metropolitan Disposal System

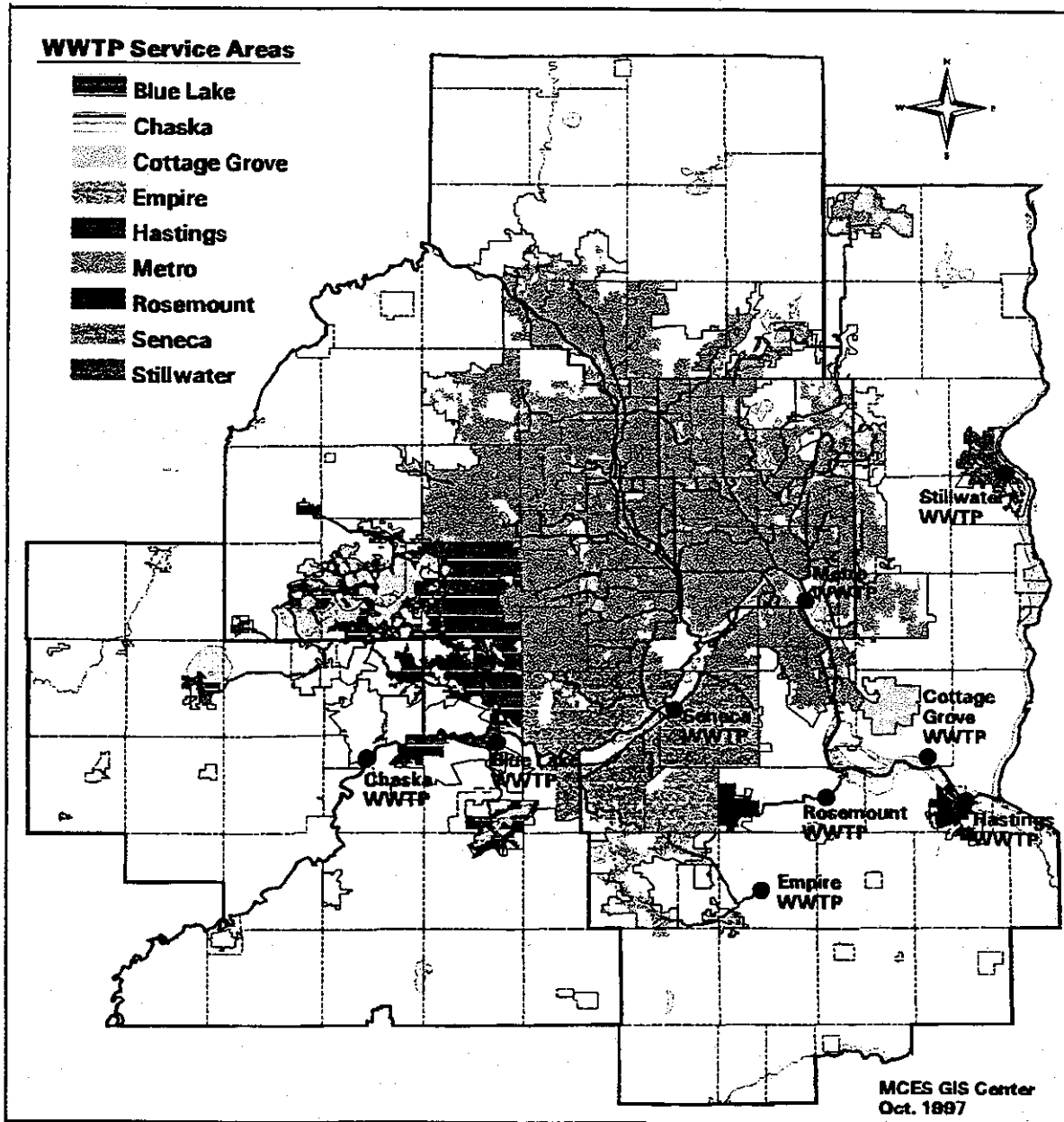
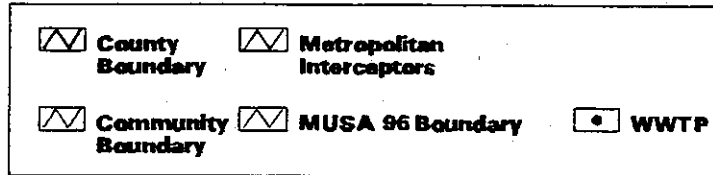
- **Nine Treatment Plants**
- **550 Miles of Regional Interceptors**
- **More than \$2 Billion Replacement Value**
- **104 Communities Served**
- **290 MGD of Wastewater Flow**
- **20-year System Growth of 20%**
- **Consolidate Plants to Eight by 2002**

CAPITAL PROGRAM

In Section IV, the capital program through the year 2018 is presented for the total planning period and the 1999-2003 Capital Improvement Program. Improvements are broken down into three planning areas- North, East, and Southwest- and a temporary systemwide element. The North Area is the service area contributing to the Metro Plant. The East Area is the area contributing to the Stillwater, Cottage Grove, Hastings, Empire, Rosemount, and planned new South Washington County plants. The Southwest Area is the service area for the Blue Lake and Seneca Plants, including the service area of the presently existing Chaska Plant. The costs of capital improvements for the 20-year period are presented for three component periods: the first five years, second five years, and the final ten years.

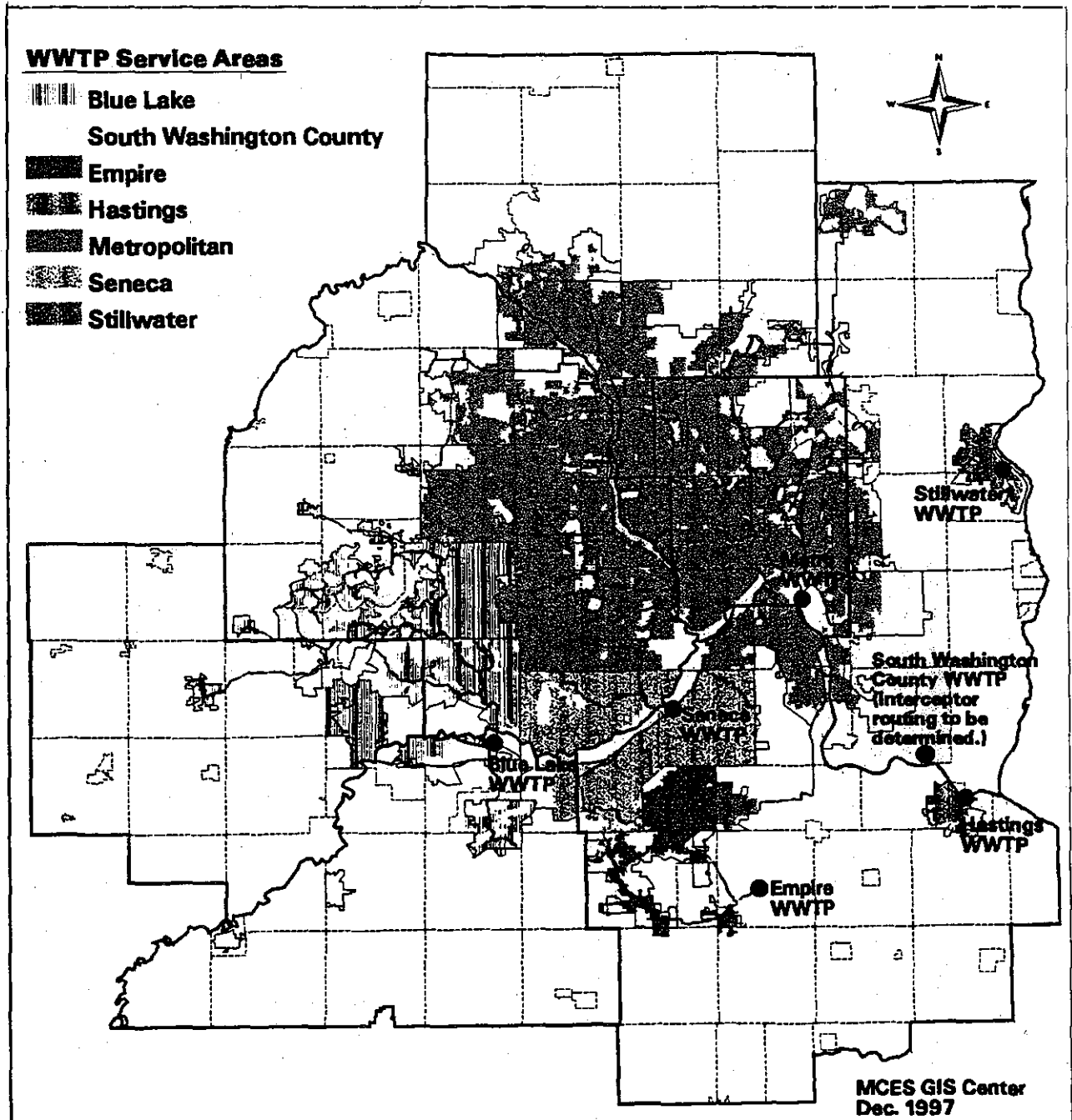
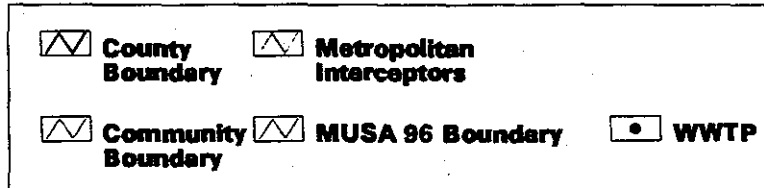
Metropolitan Disposal System

Existing Wastewater Treatment Plants, Interceptors, and Service Areas



Metropolitan Disposal System

Future Wastewater Treatment Plants, Interceptors, and Service Areas



The capital plan presented requires an estimated \$1.54 billion in capital expenditures (inflated dollars) through 2018. Projected expenditures in the first five years, second five years, and final ten years are \$411 million, \$267 million, and \$867 million, respectively. The expenditures and capital improvements are the best present estimate of requirements to accommodate growth in service over the 20-year period, to meet more stringent requirements, and to rehabilitate/replace facilities as they age. A major short term objective is the support of the accelerated competitive service plan to make wastewater service rates even more competitive, as presented in the 1998-2002 PAR. The CIP has been honed to accelerate programs that reduce operating costs and to remove and/or to delay projects of lesser priority and impact. Major programs to support growth and to further improve water quality are continued. The operational goal to achieve 1 mg/l phosphorus in the effluent from all plants remains on track. A new Mercury Strategy supports additional mercury removal initiatives.

20-Year Capital Program

- 33 Major Programs
- \$1.54 Billion in Capital Costs
 \$411 million first 5 Years
 \$267 million second 5 Years
 \$867 million final 10 Years
- 72% Treatment Plant Work
 28% Interceptor System Work
- 66% Rehabilitation/Replacement
- 25% Expansion
- 9% Quality Improvement

For the total period the majority of capital expenditures are involved with treatment plant improvements. Seventy-two percent of projected costs are related to plants, the remainder to interceptor facilities. The majority of the improvements are of a rehabilitation/ replacement nature (66%). A total of 33 major projects comprise the CIP. The projects are listed on the following page by service area, number, project number, and project name. On the page following this listing, the programs which have a definite location, designated by the number given in the project listing, are shown on a map of the seven-county area..

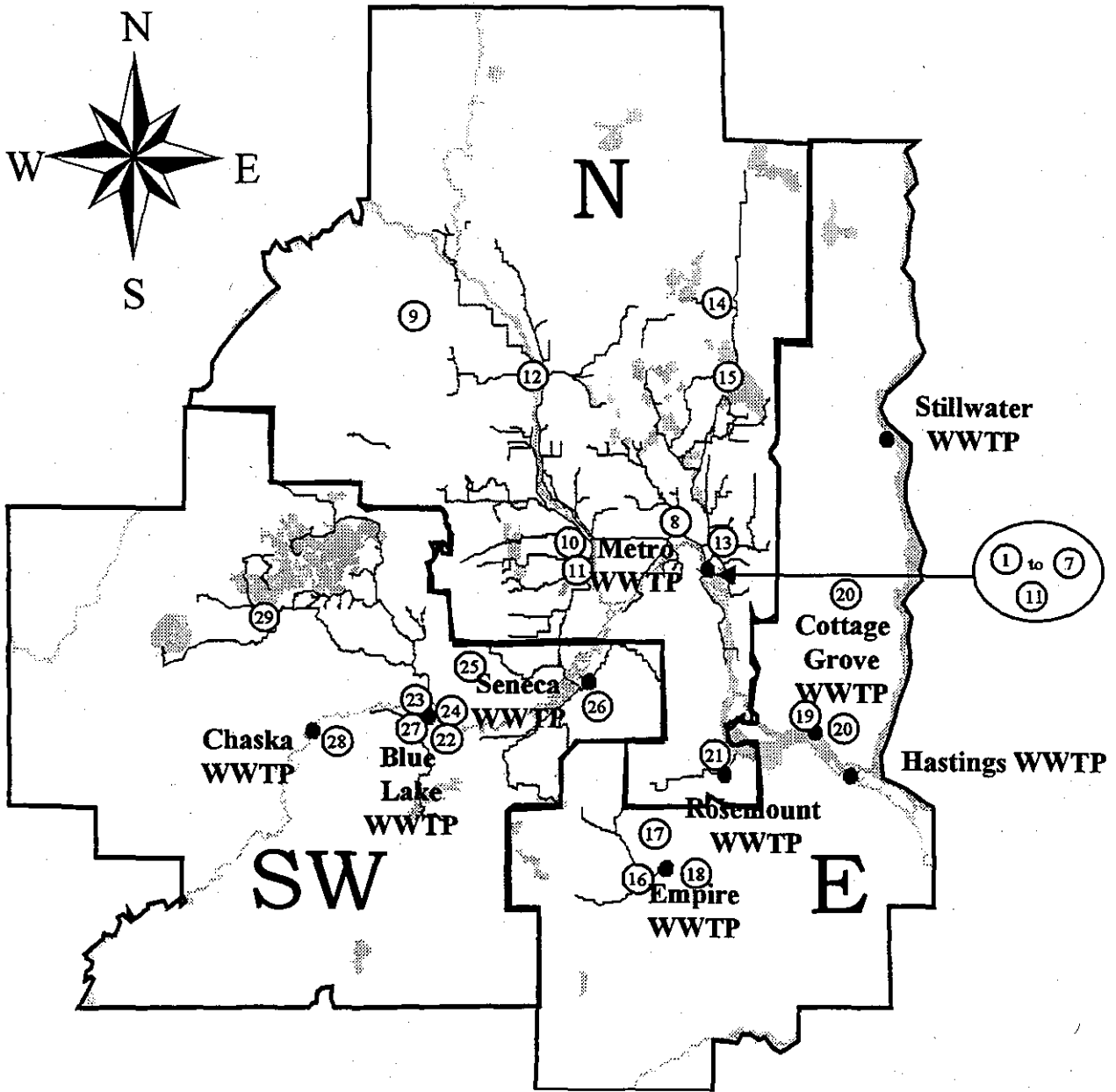
1999-2003 CIP. In the five years of the program through 2003, the current cycle of expansion, improvement, and consolidation of regional treatment plants will be largely completed. Planned expenditures for capital improvements ongoing or initiated during the period total \$469 million in the 1999-2003 Capital Improvement Program. The costs forecasted to actually occur in the five-year period are \$411 million. The program will enable compliance with new treatment standards, increase system capacity, develop more diverse beneficial uses of residual solids, and modernize aging interceptors and Metropolitan Treatment Plant facilities. Based on the progress through 1998, proposed for 1999 are new capital funding authorizations of \$64.8 million and new capital expenditures of \$59.2 million.

Projected Expenditures for Capital Program in \$Million

Total 20-year CIP	- \$1,544
1999-2003 CIP	
Projected Authorizations	- \$469
5-Year Expenditures	- \$411
1999 Capital Budget	
Capital Program, New Authorizations	- \$64.8
1999 Expenditures	- \$59.2

LISTING OF PROGRAMS IN CAPITAL IMPROVEMENT PROGRAM

NUM- BER	PROG NUMBER (00s)	PROJECT NAME	NUM- BER	PROG NUMBER (00s)	PROJECT NAME
<u>NORTH AREA</u>			<u>EAST AREA</u>		
1	9108	MWWTP PROCESS CONTROL SYSTEM	16	9401	EMPIRE PLANT EXPANSION
2	9302	MWWTP CENTRIFUGE DEWATERING FACILITIES	17	9702	EMPIRE AREA PLAN
3	9505	MWWTP WORK SPACE IMPROVEMENTS	18	200701	EMPIRE TREATMENT PLANT EXPANSION>2000
4	9508	MWWTP EFFLUENT PUMP STATION	19	9501	SOUTH WASHINGTON COUNTY WASTEWATER TREATMENT PLANT
5	9703	MWWTP SOLIDS PROCESSING IMPROVEMENTS	20	9701	SOUTH WASHINGTON COUNTY INTERCEPTORS
6	9706	MWWTP LIQUID TREATMENT	21	9208	ROSEMOUNT PLANT PHASE OUT INTERCEPTOR
7	9806	MWWTP MASTER PLAN IMPLEMENTATION	<u>SOUTHWEST AREA</u>		
8	9801	NORTH AREA PLAN	22	9102	BLUE LAKE SOLIDS PROCESSING FACILITIES
9	9004	ELM CREEK INTERCEPTOR	23	9704	BLUE LAKE PLANT GRIT REMOVAL
10	9104	REGULATOR SYSTEM MODIFICATIONS	24	9802	BLUE LAKE PLANT GROUND-WATER RELIEF SYSTEM
11	9207	MWWTP/MINNEAPOLIS METER IMPROVEMENTS	25	9709	SOUTHWEST AREA PLAN
12	9503	BROOKLYN PARK LIFT STATION IMPROVEMENTS	26	201001	SENECA PLANT IMPROVEMENTS
13	9602	BATTLE CREEK SIPHON IMPROVEMENTS	27	201201	BLUE LAKE PLANT EXPANSION
14	9708	CENTERVILLE INTERCEPTOR IMPROVEMENTS	28	9206	CHASKA PLANT PHASE OUT INTERCEPTOR
15	200001	NORTHEAST INTERCEPTOR SYSTEM IMPROVEMENTS	29	9901	LAKE MINNETONKA AREA FORCEMAIN IMPROVEMENTS
			<u>SYSTEMWIDE AREA</u>		
			30	9999	TREATMENT PLANT REHABILITATION- REGIONAL
			31	9001	INTERCEPTOR REHABILITATION PROGRAM
			32	9605	SMALL SYSTEMWIDE IMPROVEMENT PROJECTS
			33	9998	INTERCEPTOR REHABILITATION - MAJOR PROJECTS



Location of Capital Improvement
Program Projects
Years 1999 - 2018

- Treatment Plants
- Project Locations

All but one of the 29 major projects contained in the 1999-2003 Capital Improvement Program are ongoing and were previously approved for implementation by the Council in the 1998-2002 Capital Improvement Program, in subsequent actions in 1998, or do not require action on studies or facility plans at this time. For ongoing projects, three projects to be carried through design and two projects to be constructed are proposed for new funding authorizations in 1999, subject to facility plan approvals, where applicable.

1999-2003 Capital Improvement Program

- **29 Major Programs**
- **6 New Authorizations**
 - 1 Facility Plan**
 - 3 Design Projects**
 - 2 Projects through Construction**

The new project represents rehabilitation of aging forcemains in four areas of the Lake Minnetonka watershed. The three projects proposed for design authorization are the South Washington County(SWC) Interceptor and two projects at the Metro Plant, Liquid Treatment Facilities and Solids Processing Facilities. The SWC Interceptor will serve the SWC Plant by conveying flow from eastern Woodbury and Cottage Grove. The Metro Plant liquid treatment project has two parts initially: 1) rehabilitation/modernization of the east pretreatment/ primary treatment facilities to increase efficiency and enable one plant operation by eliminating the west side facilities; and 2) extending phosphorus removal for the remaining three-quarters of the secondary treatment facilities to enable full phosphorus removal by 2003. The Metro Plant solids processing project modernizes the solids processing operations by introducing new and additional technology to significantly improve economy, reliability, odor control, and air emissions for aging and obsolete existing operations. Planned for potential design/build implementation are the proposed 10 mgd SWC Plant to serve expanding service needs in Cottage Grove, eastern Woodbury, and potentially Lake Elmo, and the Rosemount Improvements, based on a new 3 mgd plant to meet expanded service needs in the City of Rosemount.

The 1999-2003 CIP supports the new accelerated competitive service plan in the MCES Business Plan and the *1998-2002 Plan for Allocating Resources* (PAR). The projects, costs, and timing have been reviewed and revised to establish proposed annual capital costs and related operating costs consistent with the competitive service initiative. In Section IV, the MCES annual operating costs (exclusive of debt service projections) are projected for the total period based on the assumptions in the CIP and the budgets in the PAR. The PAR reduces operating costs by about \$20 million by 2001 mainly by proposing a reduction in staffing of about 200 and non-labor cost reductions of about \$7 million. As a result of these actions, unit operating costs(operating costs per volume of wastewater treated) in 2018 are expected to be only slightly higher than those derived from the 1998 Annual Budget.

The programs in the 1999-2003 CIP will largely complete the expansion of facilities to meet the 20 percent increase in growth projected over the next twenty years. With the exception of the Empire Plant expansion planned for 2006, no treatment plant capacity expansion will be needed for more than 10 years after 2003. The number of treatment plants will be reduced to eight (seven if the Rosemount Plant is eliminated in addition to Cottage Grove and Chaska). The Blue Lake Plant will be provided with its own complete solids processing and disposition facilities, bringing to four the number of plants with completely independent operations. The operational phosphorus goal of 1 mg/l in plant effluents as an annual average will be achieved at 6 of the 8 plants operating, raising to 96 percent the flow receiving phosphorus removal.

FINANCIAL IMPLICATIONS OF CIP

Under Fiscal Implications of the Program (Section V), the financial impacts of the capital plan are forecasted. Projections of capital, operating and debt service costs are based on an annual inflation rate of 3 percent, general obligation bonds at 5 percent annual interest over 20 years, and state PFA loans for the total period at 3.5 percent annual interest for borrowing up to \$40 million per year. The main objective of the plan is to rapidly bring wastewater charges and rates in line with the most competitive ones in the nation. An ambitious competitive service plan, developed in the 1998-2002 Plan for Allocating Resources (PAR), is incorporated in the capital plan and carried through the 20-year period. Annual budgets, which drop by \$20 million in the first three years, increase less than 2 percent annually. Wastewater rates increase by less than 1 percent annually. At the same time, the CIP enables 1) accommodation of a 20 percent increase in 20-year sewer service growth, 2) timely implementation of programs in the phosphorus and mercury strategies, and 3) the rehabilitation and/or modernization of aging facilities.

1999-2003. The accelerated competitive service plan, formulated in the 1998-2002 Plan for Allocating Resources (PAR), reduces the MCES annual budget by \$20 million by 2001. Staffing is reduced by about 200 and non-labor costs decrease by \$7.3 million. The impact of increasing capital expenditures is held in check by full use of debt management flexibility. Projected annual debt service increases by only 2.5 percent for the period through 2002.

For the period of the five-year CIP, the annual changes in budgets, debt service, O&M costs, and wastewater rates average -1.5 percent, 1.8 percent, -3.8 percent, and -2.7 percent, respectively. The principal economies of operation are at the Metro Plant where improved solids processing, energy efficiencies, and conversion to a new single-plant operating concept reduce normal operating costs significantly.

<u>Projected Budget Factors, as Annual Change</u>			
	<u>First 5 Yrs</u>	<u>Second 5 Yrs</u>	<u>Final 10 Yrs</u>
<i>Annual Budgets</i>	-1.5%	2.7%	3.1%
<i>Debt Service</i>	1.8%	3.7%	2.9%
<i>O&M Costs</i>	-3.8%	1.9%	3.4%
<i>Rates</i>	-2.7%	1.3%	2.3%

<u>Accelerated Competitive Service Plan 1998-2002 PAR, \$ mil</u>				
<u>Year</u>	<u>Debt Service</u>	<u>Program Costs Labor</u>	<u>Program Costs Non-Labor</u>	<u>Annual Budget</u>
1998	64.36	56.73	46.11	167.20
1999	63.30	54.83	38.67	156.80
2000	63.30	50.55	38.15	152.00
2001	64.57	43.88	38.75	147.20
2002	65.86	43.88	38.75	148.50

2004-2008. In the second five years of the planning period, annual budget expenditures are expected to rise at an annual rate of 2.7 percent. Wastewater rates increase at a yearly projected average of 1.3 percent. Reduced capital expenditures to a total of \$267 million and continued economies in solids processing at the Metro Plant enable the favorable projections below the assumed inflation rate of 3 percent. The capital program at the Metro Plant for phosphorus removal, modernization, expansion, consolidation, and rehabilitation is essentially completed during the period, resulting in a facility that should remain essentially the same for the decade following. The Empire Plant undergoes a planned 50 percent expansion in 2006, completing expanded treatment needs for more than five years.

2009-2018. In the final ten years, operating budgets are projected to increase at an average yearly rate of 3.1 percent, as debt service increases near the inflation rate and no unusual operating economies are forecasted for the period. Wastewater rates rise annually 2.3 percent, below inflation mainly due to wastewater flow increases averaging about 0.9 percent annually. The Blue Lake Plant undergoes planned major expansion during the period to a capacity of 50 mgd. The Metro Plant secondary treatment facilities are expanded to a capacity of 280 mgd late in the period to maintain efficiency as wastewater flows rise.

1999-2018. The proposed Capital Improvement Program can be carried out at total estimated capital costs in inflated dollars of \$1.54 billion. This enables capital improvements to add facilities to treat 20 percent more wastewater by the end of the period to ever higher degrees and to maintain and modernize the \$2 billion in existing infrastructure, as necessary, in the future. Wastewater rates associated with the program can be managed well within the inflation rate. The average annual change in rates projected for the 20-year period, due largely to the accelerated competitive service plan initiative, is 0.8 percent. The MCES presently provides wastewater services at rates below the average of other comparable metropolitan areas. In the near future, the rates will be even more competitive and should remain among the more competitive in the nation.

While attaining more and more competitive wastewater rates, the water quality of the region will also improve. Conventional water pollutants will continually be reduced during the period. The phosphorus and mercury strategies will significantly reduce MCES contributions of these pollutants to the environment. A large new investment is planned to much further reduce odors associated with conveyance and treatment facilities and with the beneficial use of remaining residuals in treatment operations.

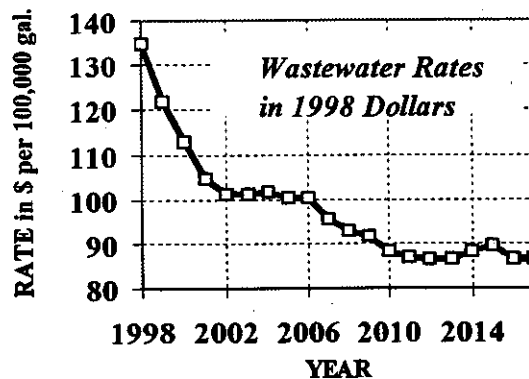


Table 12
Environmental Services
1999-2004 Capital Improvement Program
Sources and Uses of Funds

	Six-Year Capital Improvement Program						Total
	1999	2000	2001	2002	2003	2004	
Reserves for Construction Beginning of Year	29,506,000	31,331,000	33,569,000	32,538,000	16,040,000	9,574,000	
Sources of Funds							
Regional Borrowing							
General Obligation Bond Proceeds	1,802,000	4,816,000	45,102,000	45,102,000	45,102,000	33,396,000	175,320,000
Public Facility Loan Drawdowns	57,397,000	66,603,000	40,000,000	40,000,000	40,000,000	40,000,000	284,000,000
Regional Borrowing Subtotal	59,199,000	71,419,000	85,102,000	85,102,000	85,102,000	73,396,000	459,320,000
Interest Income	1,825,000	1,938,000	1,965,000	795,000	625,000		7,148,000
Total Sources of Funds	61,024,000	73,357,000	87,067,000	85,897,000	85,727,000	73,396,000	466,468,000
Uses of Funds							
Rehabilitation	32,309,000	42,897,000	55,322,000	67,422,000	60,750,000	49,916,000	308,616,000
Expansion	19,705,000	18,537,000	19,402,000	23,491,000	20,494,000	15,448,000	117,077,000
Regulatory Compliance	7,160,000	9,588,000	12,672,000	10,780,000	10,247,000	7,506,000	57,953,000
Total Capital Expenditures	59,174,000	71,022,000	87,396,000	101,693,000	91,491,000	72,870,000	483,646,000
Other Costs (Bond Issuance)	25,000	97,000	702,000	702,000	702,000	526,000	2,754,000
Total Uses of Funds	59,199,000	71,119,000	88,098,000	102,395,000	92,193,000	73,396,000	486,400,000
Surplus/(Deficit) Before Use of Capital Revolving Fund Reserves	1,825,000	2,238,000	(1,031,000)	(16,498,000)	(6,466,000)	-	(19,932,000)
Budgeted Use of Capital Revolving Fund Reserves	-	-	2,996,000	17,293,000	7,091,000		27,380,000
Surplus/(Deficit) After Use of Capital Revolving Fund Reserves	1,825,000	2,238,000	1,965,000	795,000	625,000	-	7,448,000
Reserved for Construction, End of Year	31,331,000	33,569,000	32,538,000	16,040,000	9,574,000	9,574,000	
Capital Expenditures by Category:							
Treatment Works	40,032,000	58,418,000	72,197,000	81,797,000	70,855,000	58,760,000	382,059,000
Interceptors	19,142,000	12,604,000	15,199,000	19,896,000	20,636,000	14,110,000	101,587,000
Total	59,174,000	71,022,000	87,396,000	101,693,000	91,491,000	72,870,000	483,646,000
Authorization Status:							
Currently Authorized Projects	59,174,000	55,092,000	30,762,000	25,251,000	11,705,000	2,066,000	184,050,000
Future Authorization Requests	-	15,930,000	56,634,000	76,442,000	79,786,000	70,804,000	299,596,000
Percent Currently Authorized	100%	78%	35%	25%	13%	3%	38%
Use of Reserves:							
Capital Revolving Fund to Reduce Long- Term Borrowing Requirement	-	-	2,996,000	17,293,000	7,091,000	-	27,380,000
Debt Service Fund to Reduce Annual Budget Debt Service Requirement	1,685,000	3,364,000	4,825,000	6,417,000	5,000,000	-	21,291,000

Metropolitan Council 1988-2004 Current Wastewater Fees Per Residence (Constant 1998 Dollars)

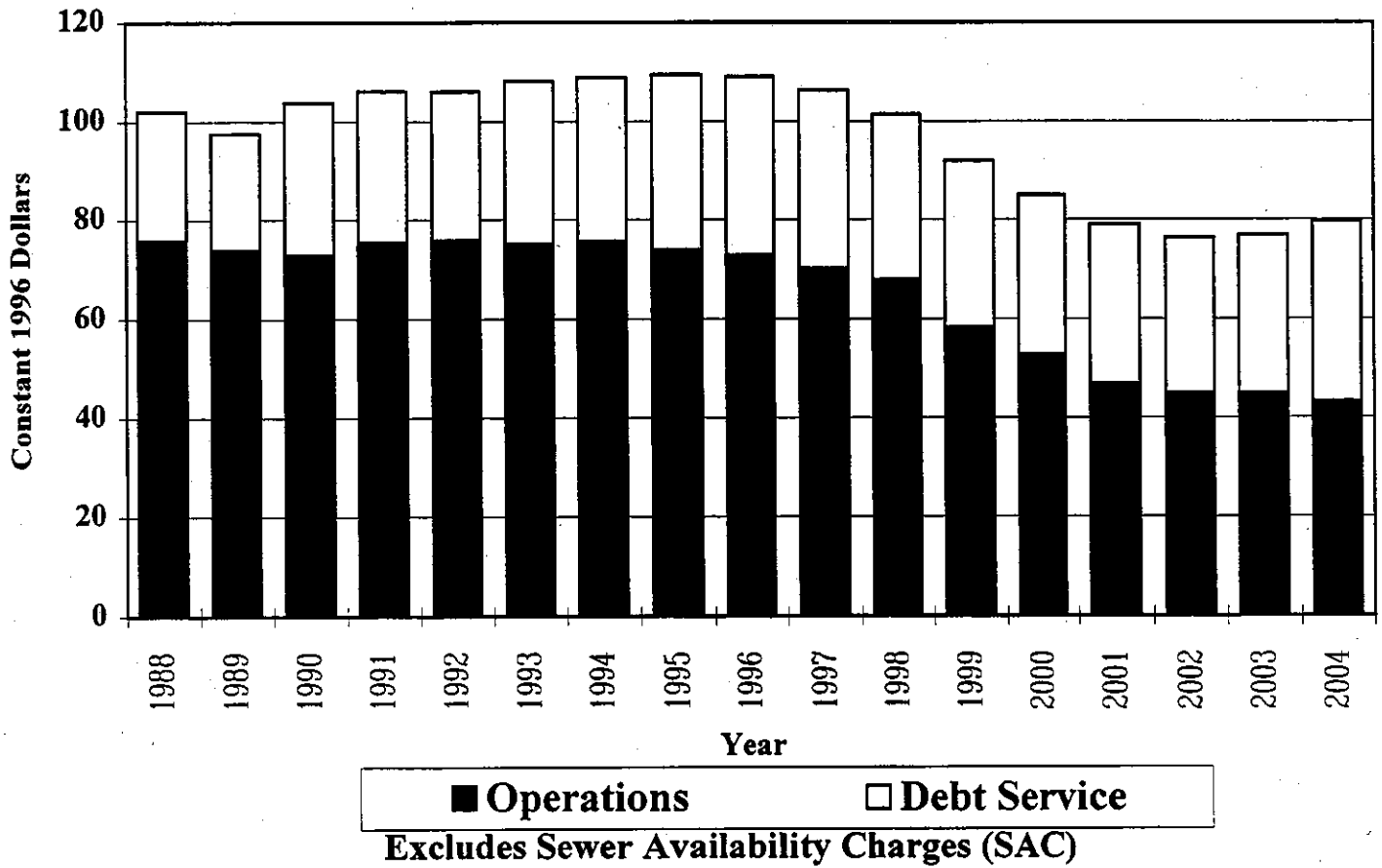


Figure 22

Table 13
Environmental Services
Proposed 1999 Capital Program

Project Number	Project Title	Service Area	Capital Program Authorization			Capital Program Expenditure Forecast			Total Authorized Expenditures	Anticipated Future Authorizations	Estimated Total Project Cost
			Continuing 1998 Authorization	Requested Change in Authorization	Proposed 1999 Authorization	Expenditures Prior to 1999	1999 Capital Budget	2000 and Subsequent			
I. Continuing Projects in Step III Construction											
9602	Battle Creek Siphon Improvements	N	1,800,000	-	1,800,000	174,446	1,600,000	25,554	1,800,000	-	1,800,000
9704	Blue Lake Grit Removal	SW	1,200,000	-	1,200,000	847,839	100,000	252,161	1,200,000	-	1,200,000
9802	Blue Lake Groundwater Relief System	SW	4,000,000	-	4,000,000	230,000	2,900,000	870,000	4,000,000	-	4,000,000
9102	Blue Lake Solids Processing	SW	43,000,000	(11,000,000)	32,000,000	3,570,621	10,000,000	18,429,379	32,000,000	-	32,000,000
9503	Brooklyn Parks Lift Station Improvements	N	1,000,000	-	1,000,000	154,093	700,000	145,907	1,000,000	-	1,000,000
9206	Chaska Interceptor	SW	16,400,000	(400,000)	16,000,000	11,977,086	2,900,000	1,122,914	16,000,000	-	16,000,000
9004	Elm Creek Interceptor	N	24,100,000	-	24,100,000	9,110,950	9,800,000	5,189,050	24,100,000	15,789,000	39,889,000
9401	Empire WWTP Expansion	E	14,000,000	(2,000,000)	12,000,000	6,821,756	2,860,000	2,318,244	12,000,000	-	12,000,000
9302	Metro WWTP Centrifuge Dewatering	N	13,350,000	5,750,000	19,100,000	12,518,481	50,000	6,531,519	19,100,000	-	19,100,000
9508	Metro WWTP Effluent Pump Station	N	1,250,000	-	1,250,000	205,843	700,000	344,157	1,250,000	-	1,250,000
9108	Metro WWTP Process Control System	N	42,000,000	-	42,000,000	15,724,502	12,000,000	14,275,498	42,000,000	-	42,000,000
9207	Metro WWTP/Mpls. Meter Improvements	N	8,750,000	-	8,750,000	2,278,309	2,000,000	4,471,691	8,750,000	-	8,750,000
9505	Metro WWTP Work Space Improvements	N	8,000,000	-	8,000,000	382,798	4,000,000	3,617,202	8,000,000	-	8,000,000
9104	Regulator Modifications	N	751,000	-	751,000	118,774	20,000	612,226	751,000	-	751,000
	Subtotal		179,601,000	(7,650,000)	171,951,000	64,115,498	49,630,000	58,205,502	171,951,000	15,789,000	187,740,000
II. Continuing Projects Moving to Step II Design											
9706	Metro WWTP Liquid Treatment	N	2,000,000	2,000,000	4,000,000	707,430	2,713,000	579,570	4,000,000	110,893,000	114,893,000
9703	Metro WWTP Solids Processing	N	2,500,000	10,000,000	12,500,000	1,878,889	7,000,000	3,621,111	12,500,000	187,000,000	199,500,000
9701	South Washington County Interceptors	E	900,000	1,100,000	2,000,000	371,081	800,000	828,919	2,000,000	31,751,000	33,751,000
	Subtotal		5,400,000	13,100,000	18,500,000	2,957,400	10,513,000	5,029,600	18,500,000	329,644,000	348,144,000
III. Continuing Projects Moving to Step III Construction											
9208	Rosemount Improvements	E	1,000,000	14,000,000	15,000,000	561,672	950,000	13,488,328	15,000,000	-	15,000,000
9501	South Washington County WWTP	E	5,200,000	43,800,000	49,000,000	1,263,761	2,160,000	45,576,239	49,000,000	-	49,000,000
9708	Centerville Interceptor Improvements	N	800,000	5,800,000	6,600,000	447,550	2,700,000	3,452,450	6,600,000	-	6,600,000
	Subtotal		7,000,000	63,600,000	70,600,000	2,272,983	5,810,000	62,517,017	70,600,000	-	70,600,000
IV. New Projects											
9901	Lake Minnetonka Area Forcemain Improvements	SW	-	300,000	300,000	-	300,000	-	300,000	-	300,000
	Subtotal		-	300,000	300,000	-	300,000	-	300,000	-	300,000
V. Ongoing Programs and Special Projects											
9702	East Area Plan	E	500,000	-	500,000	20,000	125,000	355,000	500,000	-	500,000
9001	Interceptor Rehabilitation Program	All	4,000,000	(1,000,000)	3,000,000	3,000,000	1,000,000	(1,000,000)	3,000,000	-	3,000,000
9801	North Area Plan	N	500,000	-	500,000	5,000	125,000	370,000	500,000	-	500,000
---	Small Systemwide Improvement Program	All	8,000,000	(2,000,000)	6,000,000	2,456,674	2,000,000	1,543,326	6,000,000	-	6,000,000
9709	Southwest Area Plan	SW	500,000	-	500,000	12,000	125,000	363,000	500,000	-	500,000
	Subtotal		13,500,000	(3,000,000)	10,500,000	5,493,674	3,375,000	1,631,326	10,500,000	-	10,500,000

6-17

Table 13
Environmental Services
Proposed 1999 Capital Program

Project Number	Project Title	Service Area	Capital Program Authorization			Capital Program Expenditure Forecast			Total Authorized Expenditures	Anticipated Future Authorizations	Estimated Total Project Cost
			Continuing 1998 Authorization	Requested Change in Authorization	Proposed 1999 Authorization	Expenditures Prior to 1999	1999 Capital Budget	2000 and Subsequent			
Total by Category											
I.	Continuing Projects in Step III Construction		179,601,000	(7,650,000)	171,951,000	64,115,498	49,630,000	58,205,502	171,951,000	15,789,000	187,740,000
II.	Continuing Projects Moving to Step II Design		5,400,000	13,100,000	18,500,000	2,957,400	10,513,000	5,029,600	18,500,000	329,644,000	348,144,000
III.	Continuing Projects Moving to Step III Construction		7,000,000	63,600,000	70,600,000	2,272,983	5,810,000	62,517,017	70,600,000	-	70,600,000
IV.	New Projects		-	300,000	300,000	-	300,000	-	300,000	-	300,000
V.	Ongoing Programs and Special Projects		13,500,000	(3,000,000)	10,500,000	5,493,674	3,375,000	1,631,326	10,500,000	-	10,500,000
	Grand Total		205,501,000	66,350,000	271,851,000	74,839,555	69,628,000	127,383,445	271,851,000	345,433,000	617,284,000
	Project Delay Factor						(10,428,000)	10,428,000			
	Adjusted 1999 Capital Budget						59,200,000	137,811,445			

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ENVIRONMENTAL SERVICES CAPITAL PROJECT DESCRIPTIONS

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**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: 9001
 Divison: Environmental Services
 Project Title: Interceptor Rehabilitation

Project Description and Location

The inspection work for the Metropolitan interceptors, lift stations, forcemains, siphons, and meter stations is performed under the operating budget. Depending on type, nature, and schedule requirements, the discovered problem areas are either rehabilitated under this program; done under the ongoing SSIP program; or rehabilitated as part of a major capital program.

Grant Recipient:
 Project Catagory: Wastewater Interceptor Rehabilitation
 Authorization Status: Continuing with Change Request
 Estimated Useful Life: 50 Years
 Est Debt Financing Term: 20 Years
 Debt Service Revenue: Wastewater Service Charges
 Project Start Date: Jan 1990
 Project Completion Date: Dec 1999
 Authority Spent Thru 1998: 67%

Purpose and Justification

The program provides for the followup rehabilitation work to correct the problems discovered during routine inspections performed under the operating budget. The project will potentially reduce I/I, rehabilitate deteriorated areas, and improve structural integrity in order to prevent bypassing, structural collapse, or other potential conveyance problems.

Previous Council Actions

On-going program in Capital Program with funding adjusted each year in December.

Project Milestones

On-going project.

Impact on Operating and Maintenance Costs

Has little impact on O & M costs, intended for rehabilitation work only. Reduction in I/I should lead to some reduction in Metro Plant O&M costs

Project Authorization:	Start	Completion	Previous	Requested	Tot. Authorized	Anticipated	Total
	Date	Date	Authorization	Changes	Project Costs	Authorizations	Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jan 1990	Dec 1999	\$4,000,000	(\$1,000,000)	\$3,000,000	\$0	\$3,000,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Authorization			\$4,000,000	(\$1,000,000)	\$3,000,000	\$0	\$3,000,000

Project Cash Flow	Prior to	1998	1999	2000	2001	2002+	Authorized
	1998	Estimated	Budget	Projected	Projected	Projected	Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$1,000,000	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$3,000,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$1,000,000	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$3,000,000
Authorized Expenditures	\$1,000,000	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$3,000,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id:	9004
Divison:	Environmental Services
Project Title:	Elm Creek Interceptor

Project Description and Location

Phase I of the Elm Creek Interceptor will consist of 4 miles of gravity sewer from the CAB Interceptor in Brooklyn Park to the border of Maple Grove. It is scheduled to be constructed in 1998 along the 101st Avenue North corridor. Phase II of the Elm Creek Interceptor will extend 4 miles into Maple Grove along the future TH 610 alignment, ending near I94 and 95th Avenue North. Construction of this phase is also scheduled to be substantially completed by the end of 1998. The Phase II segment preserves future options for extending Metropolitan sewer service to Medina, northwest Plymouth, Corcoran, Hassan, Dayton and Rogers, if any of these extensions are ultimately authorized by the Council. Brooklyn Park and Maple Grove will share in the interceptor cost within their respective cities for local trunk sewer benefit they are provided.

Grant Recipient:	
Project Category:	Wastewater Interceptor Expansion
Authorization Status:	Continuing
Estimated Useful Life:	50 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Wastewater Service Charges
Project Start Date:	Jan 1990
Project Completion Date:	Dec 2008
Authority Spent Thru 1998:	45%

Purpose and Justification

The interceptor is necessary to serve future growth in the Elm Creek watershed and to provide a permanent outlet for the City of Medina, now temporarily served through the interceptor system of the City of Plymouth. The Plymouth system will not be available about the year 2000.

Previous Council Actions

Facility Planning Study approved 3/90. Facility Plan through Phase II approved 12/96. Contract award for Phase I approved 1/98.

Project Milestones

Phase I is under construction. Phase II is ready to be implemented.

Impact on Operating and Maintenance Costs

Gravity System will increase O & M costs very little.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jan 1990	Nov 1997	\$2,800,000	\$0	\$2,800,000	\$0	\$2,800,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Dec 1997	Dec 2008	\$21,300,000	(\$3,989,050)	\$17,310,950	\$15,789,000	\$33,099,950
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$3,989,050	\$3,989,050	\$0	\$3,989,050
Total Proj Authorization			\$24,100,000	\$0	\$24,100,000	\$15,789,000	\$39,889,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$1,310,950	\$7,800,000	\$9,800,000	\$1,200,000	\$0	\$0	\$20,110,950
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$1,310,950	\$7,800,000	\$9,800,000	\$1,200,000	\$0	\$0	\$20,110,950
Authorized Expenditures	\$1,310,950	\$7,800,000	\$9,800,000	\$1,200,000	\$0	\$0	\$20,110,950

METROPOLITAN COUNCIL 1999 CAPITAL PROGRAM

Project id: 9102
 Divison: Environmental Services
 Project Title: Blue Lake Solids Processing

Project Description and Location

This project has been split into two parts. Part 1 will provide Thickening/Dewatering facilities for the Blue Lake WWTP. The project will be implemented through a negotiated Design-Build (DB) proposal process. Centrifuges have been pre-selected as the dewatering technology. The council will finance and own these facilities. Part 2 will provide Final Stabilization facilities for the Blue Lake WWTP through a Design, Build, Operate (DBO) delivery process. The facility will be publicly owned, located on-site at the Blue Lake WWTP and will utilize rotary drum drying and granulation to produce a uniform, granular, free flowing fertilizer from municipal biosolids

Grant Recipient:
 Project Category: Wastewater Treatment Plant Expansion
 Authorization Status: Continuing with Change Request
 Estimated Useful Life: 50 Years
 Est Debt Financing Term: 20 Years
 Debt Service Revenue: Wastewater Service Charges
 Project Start Date: Jan 1991
 Project Completion Date: Dec 2001
 Authority Spent Thru 1998: 12%

Purpose and Justification

The project is necessary to provide the Blue Lake Plant with permanent sludge processing facilities. Sludge processing capacity is not available in the future at the Seneca and Metro Plants to accept Blue Lake solids. The new facilities and approach is the most cost effective method of meeting future sludge processing needs.

Previous Council Actions

Facility Plan Study approved in 12/89. Facility Plan approved in 7/95. Design/Build agreement and Operations contract for final stabilization expected to be awarded in 10/98.

Project Milestones

Project implementation approved in 9/98.

Impact on Operating and Maintenance Costs

The project will increase O & M costs for handling Blue Lake sludge by about \$300,000 per year in 2001 because of loss of economics of scale.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jan 1991	Mar 1998	\$3,270,000	\$0	\$3,270,000	\$0	\$3,270,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Apr 1998	Dec 2001	\$39,730,000	(\$12,429,379)	\$27,300,621	\$0	\$27,300,621
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$1,429,379	\$1,429,379	\$0	\$1,429,379
Total Proj Authorization			\$43,000,000	(\$11,000,000)	\$32,000,000	\$0	\$32,000,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$2,695,621	\$875,000	\$10,000,000	\$13,000,000	\$4,000,000	\$0	\$30,570,621
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$2,695,621	\$875,000	\$10,000,000	\$13,000,000	\$4,000,000	\$0	\$30,570,621
Authorized Expenditures	\$2,695,621	\$875,000	\$10,000,000	\$13,000,000	\$4,000,000	\$0	\$30,570,621

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: 9104
 Divison: Environmental Services
 Project Title: Regulator Modifications

Project Description and Location

Provides for evaluation of system changes needed to be in conformance with the CSO plan. Includes modifications to regulators in Minneapolis and St. Paul to meet NPDES permits for the elimination of combined sewer overflow.

Grant Recipient:
 Project Category: Wastewater Regulatory Compliance
 Authorization Status: Continuing
 Estimated Useful Life: 50 Years
 Est Debt Financing Term: 20 Years
 Debt Service Revenue: Wastewater Service Charges
 Project Start Date: Jan 1991
 Project Completion Date: Dec 1999
 Authority Spent Thru 1998: 86%

Purpose and Justification

The regulator modifications are needed to assure that the sewer separation programs in Minneapolis and St. Paul can be adequately accommodated at MCES facilities and regulators affected by the CSO control program.

Previous Council Actions

Facility Plan approved in 1979

Project Milestones

Project to be completed in 1999.

Impact on Operating and Maintenance Costs

Project will have little or no impact on O & M costs.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jan 1991	Dec 1999	\$139,670	(\$896)	\$138,774	\$0	\$138,774
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jun 1991	Dec 1999	\$67,851	(\$67,851)	\$0	\$0	\$0
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$543,479	\$68,747	\$612,226	\$0	\$612,226
Total Proj Authorization			\$751,000	\$0	\$751,000	\$0	\$751,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$98,774	\$20,000	\$20,000	\$0	\$0	\$0	\$138,774
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$98,774	\$20,000	\$20,000	\$0	\$0	\$0	\$138,774
Authorized Expenditures	\$98,774	\$20,000	\$20,000	\$0	\$0	\$0	\$138,774

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: 9108
 Division: Environmental Services
 Project Title: MWWTP Process Control System

Project Description and Location

The existing Metro Plant Process Computer System was installed in 1980 to provide plant-wide data acquisition and computer control of most plant processes. The old system is becoming too difficult to maintain and repair. This project replaces the current process computer system with a new monitoring and control system.

Grant Recipient:
 Project Category: Wastewater Treatment Plant Rehabilitation
 Authorization Status: Continuing
 Estimated Useful Life: 10 Years
 Est Debt Financing Term: 20 Years
 Debt Service Revenue: Wastewater Service Charges
 Project Start Date: Jan 1991
 Project Completion Date: Dec 2002
 Authority Spent Thru 1998: 38%

Purpose and Justification

The new computer control system is necessary to replace the obsolete system installed in the early 1980's and provide a replacement system which uses the latest technology and which can be maintained economically in the future.

Previous Council Actions

Facility Planning approved 5/91. Facility Plan approved 5/94.
 Contract awarded 11/97. Installation for Phase I awarded 1/98.

Project Milestones

Impact on Operating and Maintenance Costs

Will reduce O & M costs by updating computer control system to present state-of-art and avoid excessive maintenance costs associated with maintaining an obsolete system.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jan 1991	Jan 2000	\$13,408,500	\$0	\$13,408,500	\$0	\$13,408,500
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Dec 1996	Dec 2002	\$26,546,002	\$1,545,000	\$28,091,002	\$0	\$28,091,002
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$2,045,498	(\$1,545,000)	\$500,498	\$0	\$500,498
Total Proj Authorization			\$42,000,000	\$0	\$42,000,000	\$0	\$42,000,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	10,444,502	\$5,280,000	\$12,000,000	\$11,000,000	\$1,850,000	\$925,000	\$41,499,502
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	10,444,502	\$5,280,000	\$12,000,000	\$11,000,000	\$1,850,000	\$925,000	\$41,499,502
Authorized Expenditures	10,444,502	\$5,280,000	\$12,000,000	\$11,000,000	\$1,850,000	\$925,000	\$41,499,502

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id:	9206
Divison:	Environmental Services
Project Title:	Chaska Interceptor

Project Description and Location

This program will phaseout the Chaska WWTP to the Blue Lake WWTP. The project is being constructed in three stages: Stage I consists of approximately 19,700 feet of 48" to 72" gravity pipe; Stage II consists of approximately 7,300 feet of 30" to 42" gravity pipe and 7,400 feet of dual-barreled forcemain (20" and 30"); and Stage III consists of construction of a lift station and approximately 9,300 LF of dual-barreled forcemain (20" and 30") including a crossing of the Minnesota River.

Grant Recipient:	
Project Category:	Wastewater Interceptor Expansion
Authorization Status:	Continuing with Change Request
Estimated Useful Life:	50 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Wastewater Service Charges
Project Start Date:	Jan 1992
Project Completion Date:	Dec 2000
Authority Spent Thru 1998:	79%

Purpose and Justification

The project enables the Chaska Plant to be closed and more economical treatment provided at the Blue Lake Plant. The new interceptor also provides long term sewer service for the cities of Chaska and Shakopee, enabling better and more cost-effective service.

Previous Council Actions

Facility Plan Study approved 3/92. Facility Plan approved 10/93. Award contract for forcemain approved 6/98.

Project Milestones

Construction of final phase of project, the forcemain and river crossing, is now underway.

Impact on Operating and Maintenance Costs

The project will reduce O & M costs due to less costly treatment at Blue Lake by about \$400,000 per year and eliminates a temporary system.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jan 1992	Jun 1997	\$2,350,005	\$0	\$2,350,005	\$0	\$2,350,005
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jan 1995	Dec 2000	\$12,331,941	\$385,140	\$12,717,081	\$0	\$12,717,081
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$3,318,054	(\$2,385,140)	\$932,914	\$0	\$932,914
Total Proj Authorization			\$18,000,000	(\$2,000,000)	\$16,000,000	\$0	\$16,000,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
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Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$9,927,086	\$2,050,000	\$2,900,000	\$190,000	\$0	\$0	\$15,067,086
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$9,927,086	\$2,050,000	\$2,900,000	\$190,000	\$0	\$0	\$15,067,086
Authorized Expenditures	\$9,927,086	\$2,050,000	\$2,900,000	\$190,000	\$0	\$0	\$15,067,086

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: 9207
 Divison: Environmental Services
 Project Title: MWWTP/Mpls. Meter Improvements

Project Description and Location

The program provides for the replacement of large meters at the Metro Plant including the reconfiguration of the meter conduits; the replacement of large meters in Minneapolis; the addition of odor control facilities at the Minneapolis metering sites; and the modification of the siphon headhouse at the Lake Street crossing of the Mississippi River.

Grant Recipient:
 Project Category: Wastewater Interceptor Rehabilitation
 Authorization Status: Continuing

Estimated Useful Life: 25 Years
 Est Debt Financing Term: 20 Years
 Debt Service Revenue: Wastewater Service Charges

Project Start Date: Jan 1992
 Project Completion Date: Dec 2001
 Authority Spent Thru 1998: 28%

Purpose and Justification

The project will rehabilitate the existing metering facilities to provide better and more accurate metering and overcome any odor or safety problems associated with them. More accurate and reliable flow metering will improve the cost allocation system integrity and reliability.

Previous Council Actions

Facility Plan Study approved in 1992. Facility Plan approved.

Project Milestones

Completing design work.

Impact on Operating and Maintenance Costs

The impact on O & M costs will be rather minor, as project is mainly rehabilitation. There will be increased costs associated with the odor control facilities at the Minneapolis meter station.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jan 1992	Sep 1997	\$2,600,000	\$0	\$2,600,000	\$0	\$2,600,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Feb 1998	Dec 2001	\$6,150,000	(\$718,691)	\$5,431,309	\$0	\$5,431,309
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$718,691	\$718,691	\$0	\$718,691
Total Proj Authorization			\$8,750,000	\$0	\$8,750,000	\$0	\$8,750,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$1,678,309	\$600,000	\$2,000,000	\$2,700,000	\$1,053,000	\$0	\$8,031,309
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$1,678,309	\$600,000	\$2,000,000	\$2,700,000	\$1,053,000	\$0	\$8,031,309
Authorized Expenditures	\$1,678,309	\$600,000	\$2,000,000	\$2,700,000	\$1,053,000	\$0	\$8,031,309

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id:	9208
Divison:	Environmental Services
Project Title:	Rosemount Improvements

Project Description and Location

The existing aerated pond system is projected to reach capacity by the Year 2002. This project consists of a new treatment plant with a capacity of 3 mgd at the present site or a 50-year interceptor system consisting of lift stations, forcemains and gravity lines to convey flow into the MDS at Inver Grove Heights with further conveyance to Metro Plant. The plant would provide advanced secondary treatment and phosphorus removal. The funding and authorization request covers the design/build delivery system for the new plant alternative.

Grant Recipient:	
Project Category:	Wastewater Treatment Plant Expansion
Authorization Status:	Continuing with Change Request
Estimated Useful Life:	50 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Wastewater Service Charges
Project Start Date:	Jan 1992
Project Completion Date:	Dec 2002
Authority Spent Thru 1998:	4%

Purpose and Justification

The project is the most cost effective means of meeting future flows to Rosemount Plant which exceed its treatment capacity.

Previous Council Actions

Facility Plan Study approved in 12/91. Facility Plan approved for design, 12/95.

Project Milestones

Facility planning being revised with design of recommended facilities planned for 2000.

Impact on Operating and Maintenance Costs

O&M costs for the new, larger mechanical plant with improved treatment and sludge handling, will increase by about 100% over the cost to operate the current aerated pond.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jun 1992	Jan 1999	\$1,000,000	(\$600,000)	\$400,000	\$0	\$400,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	May 1999	Dec 2002	\$0	\$14,600,000	\$14,600,000	\$0	\$14,600,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Authorization			\$1,000,000	\$14,000,000	\$15,000,000	\$0	\$15,000,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
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Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$401,672	\$160,000	\$950,000	\$4,000,000	\$6,000,000	\$3,488,328	\$15,000,000
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$401,672	\$160,000	\$950,000	\$4,000,000	\$6,000,000	\$3,488,328	\$15,000,000
Authorized Expenditures	\$401,672	\$160,000	\$950,000	\$4,000,000	\$6,000,000	\$3,488,328	\$15,000,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: 9302
 Divison: Environmental Services
 Project Title: MWWTP Centrifuge Dewatering

Project Description and Location

This program provides for a demonstration test of two sludge dewatering centrifuges and associated equipment. Following successful demonstration, the initial demonstration project is being expanded to include the purchase of the selected equipment to provide total dewatering at the Metro Plant by centrifuges. The installation of the centrifuges will be under Project #9703, MWWTP Solids Processing Facilities.

Grant Recipient:
 Project Category: Wastewater Treatment Plant Rehabilitatio
 Authorization Status: Continuing with Change Request
 Estimated Useful Life: 25 Years
 Est Debt Financing Term: 20 Years
 Debt Service Revenue: Wastewater Service Charges
 Project Start Date: Jan 1993
 Project Completion Date: Dec 2002
 Authority Spent Thru 1998: 66%

Purpose and Justification

The project will verify the best sludge dewatering equipment and system to replace the existing one. Centrifuges will significantly reduce sludge processing costs and enable the costly thermal conditioning and return liquor treatment systems to be phased out. Acquisition of centrifuges under this project will assure their availability for installation as part of Project #9703, MWWTP Solids Processing Facilities.

Previous Council Actions

Facility Plan approved 8/93.

Project Milestones

Demonstration stage completed, centrifuges selected for purchase.

Impact on Operating and Maintenance Costs

New centrifuges will significantly decrease O&M costs at the Metro Plant.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jan 1993	Dec 1998	\$6,738,000	\$0	\$6,738,000	\$0	\$6,738,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Oct 1995	Dec 2002	\$6,135,419	\$5,995,062	\$12,130,481	\$0	\$12,130,481
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$476,581	(\$245,062)	\$231,519	\$0	\$231,519
Total Proj Authorization			\$13,350,000	\$5,750,000	\$19,100,000	\$0	\$19,100,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	12,018,481	\$500,000	\$50,000	\$0	\$0	\$6,300,000	\$18,868,481
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	12,018,481	\$500,000	\$50,000	\$0	\$0	\$6,300,000	\$18,868,481
Authorized Expenditures	12,018,481	\$500,000	\$50,000	\$0	\$0	\$6,300,000	\$18,868,481

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id:	9401
Divison:	Environmental Services
Project Title:	Empire WWTP Expansion

Project Description and Location

The Empire WWTP serves a rapidly growing area in the southwest suburban metropolitan area. This program will provide for the next expansion of the facility. The capacity will be increased from 9 mgd to 12mgd. The expansion will be completed in three phases. Phase 1 will include the construction of three clarifier tanks, a disinfection basin, and a concrete structure for two aeration tanks. Phase 2 will include an anaerobic digester. Phase 3 will include all remaining facilities. The first two phases will be bid and constructed in 1997. Phase 3 will be bid and constructed in 1998 and 1999.

Grant Recipient:	
Project Category:	Wastewater Treatment Plant Expansion
Authorization Status:	Continuing
Estimated Useful Life:	50 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Wastewater Service Charges
Project Start Date:	Jan 1994
Project Completion Date:	Jun 2000
Authority Spent Thru 1998:	65%

Purpose and Justification

The project is necessary to meet the increasing wastewater flows in the service area by expanding capacity from 9 mgd to 12 mgd, sufficient to meet projected service needs for about 10 years. The project completes the original ultimate design concept.

Previous Council Actions

Facility Plan Study approved in 5/93. Facility Plan approved in 12/96. Contract award for Phase 3 approved 4/98.

Project Milestones

Construction of all phases is underway or completed.

Impact on Operating and Maintenance Costs

The project will result in O & M costs increases in proportion to the increased flow from 9 mgd to 12 mgd at the plant. Economics of scale will reduce unit costs of treating additional flow.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jan 1994	Sep 1997	\$1,142,000	\$0	\$1,142,000	\$0	\$1,142,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jan 1997	Jun 2000	\$12,858,000	(\$3,514,244)	\$9,343,756	\$0	\$9,343,756
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$1,514,244	\$1,514,244	\$0	\$1,514,244
Total Proj Authorization			\$14,000,000	(\$2,000,000)	\$12,000,000	\$0	\$12,000,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$4,396,756	\$2,425,000	\$2,860,000	\$804,000	\$0	\$0	\$10,485,756
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$4,396,756	\$2,425,000	\$2,860,000	\$804,000	\$0	\$0	\$10,485,756
Authorized Expenditures	\$4,396,756	\$2,425,000	\$2,860,000	\$804,000	\$0	\$0	\$10,485,756

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id:	9501
Division:	Environmental Services
Project Title:	South Washington County Plant

Project Description and Location

The project provides for a new approximately 10 mgd wastewater treatment plant that will provide service to the communities of Cottage Grove, eastern Woodbury, and potentially southern Lake Elmo. The approved, existing plant site will accommodate approximately a 15 mgd plant, that will meet this area's projected service needs until 2050. Facility planning for the new plant will be completed under this project. In addition, competitive procurement methods, project delivery options; and phasing of construction of the plant will be developed. The interceptors will be implemented under Project #9701, South Washington County Interceptors. Planning for the entire East Area's service needs after 2050 will be included in Project #9702, East Area Plan.

Grant Recipient:	
Project Category:	Wastewater Treatment Plant Expansion
Authorization Status:	Continuing with Change Request
Estimated Useful Life:	50 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Wastewater Service Charges
Project Start Date:	Jan 1995
Project Completion Date:	Dec 2003
Authority Spent Thru 1998:	3%

Purpose and Justification

The plant provides the additional treatment capacity to meet long term service needs in the cities of Cottage Grove, Woodbury, and Lake Elmo to the year 2020. It enables the inadequate Cottage Grove Plant to be phased out and more reliable service for Woodbury.

Previous Council Actions

C/D Study action 5/95. Plant siting approved in 12/95. Facility Plan approved 8/98.

Project Milestones

Impact on Operating and Maintenance Costs

The new plant will increase O & M costs for wastewater formerly treated at Metro Plant and decrease costs for equivalent treatment for Cottage Grove.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jan 1995	Jun 1999	\$2,200,000	(\$900,000)	\$1,300,000	\$0	\$1,300,000
Land Acquisition			\$3,000,000	(\$3,000,000)	\$0	\$0	\$0
Construction	Jun 1999	Dec 2003	\$0	\$47,612,761	\$47,612,761	\$0	\$47,612,761
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$87,239	\$87,239	\$0	\$87,239
Total Proj Authorization			\$5,200,000	\$43,800,000	\$49,000,000	\$0	\$49,000,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$863,761	\$400,000	\$2,160,000	\$9,044,000	\$13,565,000	\$22,880,000	\$48,912,761
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$863,761	\$400,000	\$2,160,000	\$9,044,000	\$13,565,000	\$22,880,000	\$48,912,761
Authorized Expenditures	\$863,761	\$400,000	\$2,160,000	\$9,044,000	\$13,565,000	\$22,880,000	\$48,912,761

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: 9503
 Divison: Environmental Services
 Project Title: Brooklyn Park L.S. Improvements

Project Description and Location

This project provides for added protection of nearby homes from the possibility of flooding due to a breakdown or failure of this lift station.

Grant Recipient:
 Project Category: Wastewater Interceptor Rehabilitation
 Authorization Status: Continuing

Estimated Useful Life: 50 Years
 Est Debt Financing Term: 20 Years
 Debt Service Revenue: Wastewater Service Charges

Project Start Date: Jan 1995
 Project Completion Date: Jun 1999
 Authority Spent Thru 1998: 18%

Purpose and Justification

The project will enable sewer service which removes the present risk of sewer backups for more than 50 homes in a low area in Brooklyn Park. Past experiences and projected future conditions demonstrate the need to provide additional measures to prevent backups associated high wastewater levels in the interceptor to the Brooklyn Park Lift Station.

Previous Council Actions

Facility Plan approved 5/94.

Project Milestones

Impact on Operating and Maintenance Costs

Will increase O & M costs slightly to operate new conveyance alternative, increasing annual costs by about \$5,000/year.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jan 1995	Dec 1997	\$200,000	\$0	\$200,000	\$0	\$200,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Mar 1998	Jun 1999	\$800,000	(\$145,907)	\$654,093	\$0	\$654,093
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$145,907	\$145,907	\$0	\$145,907
Total Proj Authorization			\$1,000,000	\$0	\$1,000,000	\$0	\$1,000,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$64,093	\$90,000	\$700,000	\$0	\$0	\$0	\$854,093
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$64,093	\$90,000	\$700,000	\$0	\$0	\$0	\$854,093
Authorized Expenditures	\$64,093	\$90,000	\$700,000	\$0	\$0	\$0	\$854,093

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: 9505
 Divison: Environmental Services
 Project Title: MWWTP Work Space Improvements

Project Description and Location

The project includes the construction of a new 300,000 square foot Laboratory/Water Quality addition. Located on the north side of the Maintenance-Warehouse Building, this addition will provide updated and expanded laboratory space for the Water Quality staff. The project will also upgrade the existing Administration Building to provide adequate office space for Operations, Technical Services, and Process Engineering staff. The upgrade will provide permanent space to consolidate functions that are currently located in temporary or leased facilities.

Grant Recipient:
 Project Category: Wastewater Treatment Plant Rehabilitatio
 Authorization Status: Continuing
 Estimated Useful Life: 50 Years
 Est Debt Financing Term: 20 Years
 Debt Service Revenue: Wastewater Service Charges
 Project Start Date: Jan 1995
 Project Completion Date: Dec 2000
 Authority Spent Thru 1998: 7%

Purpose and Justification

The project will expand permanent laboratory work space to enable adequate space for necessary functions, to consolidate operations, and to eliminate temporary facilities. Administrative, process control, and engineering functions will also be consolidated in new permanent facilities to eliminate temporary facilities, consolidate operations, and provide space for laboratory expansion. The project will increase efficiency, overcome existing operating problems, and clarify future plant site space allocation.

Previous Council Actions

Facility Plan approved 2/98.

Project Milestones

Impact on Operating and Maintenance Costs

Will increase efficiency of work force involved. Some increase to improved outmoded procedures and to meet new standards and codes.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jan 1995	Dec 1998	\$1,000,000	\$0	\$1,000,000	\$0	\$1,000,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Mar 1998	Dec 2000	\$5,400,000	(\$617,202)	\$4,782,798	\$0	\$4,782,798
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$617,202	\$617,202	\$0	\$617,202
Total Proj Authorization			\$6,400,000	\$0	\$6,400,000	\$0	\$6,400,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$82,798	\$300,000	\$4,000,000	\$1,400,000	\$0	\$0	\$5,782,798
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$82,798	\$300,000	\$4,000,000	\$1,400,000	\$0	\$0	\$5,782,798
Authorized Expenditures	\$82,798	\$300,000	\$4,000,000	\$1,400,000	\$0	\$0	\$5,782,798

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id:	9508
Divison:	Environmental Services
Project Title:	MWWTP Effluent Pump Station

Project Description and Location

This project will provide for the addition of one new pump to the existing five pumps at the Effluent Pump Station at the Metro Plant. It includes new drives, controls, valves and piping for the new pump. It may also include some repair/rehabilitation of the ten discharge pipes and the common discharge header pipe which shows noticeable corrosion.

Grant Recipient:	
Project Category:	Wastewater Treatment Plant Rehabilitation
Authorization Status:	Continuing
Estimated Useful Life:	25 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Wastewater Service Charges
Project Start Date:	Jan 1995
Project Completion Date:	Jun 1999
Authority Spent Thru 1998:	23%

Purpose and Justification

The project will significantly reduce the risk of wastewater bypassing during floods by increasing pumping capacity during peak flows and standby capacity during normal flows. It will also produce greater assurance of pumping effluent to the river if gravity bypassing is prevented by extremely high river levels.

Previous Council Actions

Facility Plan approved in 12/96.

Project Milestones

Project is under construction.

Impact on Operating and Maintenance Costs

Will increase O & M costs slightly to provide extra pump for pumping during flood periods.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jan 1995	Jun 1997	\$170,000	\$0	\$170,000	\$0	\$170,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jan 1998	Jun 1999	\$1,080,000	(\$344,157)	\$735,843	\$0	\$735,843
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$344,157	\$344,157	\$0	\$344,157
Total Proj Authorization			\$1,250,000	\$0	\$1,250,000	\$0	\$1,250,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$85,843	\$120,000	\$700,000	\$0	\$0	\$0	\$905,843
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$85,843	\$120,000	\$700,000	\$0	\$0	\$0	\$905,843
Authorized Expenditures	\$85,843	\$120,000	\$700,000	\$0	\$0	\$0	\$905,843

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: 9602
 Divison: Environmental Services
 Project Title: Battle Creek Siphon Improvements

Project Description and Location

Provides funding for design and construction for improvements to the headhouse as well as the replacement of two barrels (1,464 feet) through marginal soils in the vicinity of Highway 61. The headhouse improvements include expansion of the building to gain operational flexibility, enhance safety, and provide odor control facilities.

Grant Recipient:
 Project Category: Wastewater Interceptor Rehabilitation
 Authorization Status: Continuing
 Estimated Useful Life: 50 Years
 Est Debt Financing Term: 20 Years
 Debt Service Revenue: Wastewater Service Charges
 Project Start Date: Jan 1996
 Project Completion Date: Sep 1999
 Authority Spent Thru 1998: 10%

Purpose and Justification

The project rehabilitates the existing siphon system in order to insure adequate conveyance capacity and elimination of safety and odor problems associated with present operation.

Previous Council Actions

Facility Plan approved 12/95. Capital Budget amended and contract awarded in 7/98.

Project Milestones

Project is under construction.

Impact on Operating and Maintenance Costs

Essentially a rehabilitation project, will have small increase in O & M costs associated with the odor control measures.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jan 1996	Mar 1997	\$160,000	\$0	\$160,000	\$0	\$160,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jun 1997	Sep 1999	\$1,640,000	(\$25,554)	\$1,614,446	\$0	\$1,614,446
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$25,554	\$25,554	\$0	\$25,554
Total Proj Authorization			\$1,800,000	\$0	\$1,800,000	\$0	\$1,800,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$129,446	\$45,000	\$1,600,000	\$0	\$0	\$0	\$1,774,446
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$129,446	\$45,000	\$1,600,000	\$0	\$0	\$0	\$1,774,446
Authorized Expenditures	\$129,446	\$45,000	\$1,600,000	\$0	\$0	\$0	\$1,774,446

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id:	9701
Divison:	Environmental Services
Project Title:	South Washington County Interceptor

Project Description and Location

This project provides funding for the facility planning for an interceptor to convey wastewater from Cottage Grove, eastern Woodbury, and southern Lake Elmo to the new South Washington County Plant (Project #9501), which will be constructed on the existing Cottage Grove Plant site. An alternative that would provide service to Lake Elmo westerly to the Metro Plant will also be evaluated. The facility plan will also determine how to coordinate interceptor construction with municipal trunk sewer needs.

Grant Recipient:	
Project Category:	Wastewater Interceptor Expansion
Authorization Status:	Continuing with Change Request
Estimated Useful Life:	50 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Wastewater Service Charges
Project Start Date:	Jan 1997
Project Completion Date:	Dec 2010
Authority Spent Thru 1998:	19%

Purpose and Justification

The project will provide interceptor facilities to enable the Cottage Grove Plant to be closed and flow diverted to the new plant and to carry flow from eastern Woodbury and potentially southern Lake Elmo to the new regional plant. The interceptor system will enable long term sewer service for the cities served.

Previous Council Actions

Facility Planning approved 12/96.

Project Milestones

Impact on Operating and Maintenance Costs

Will increase O & M costs by new interceptor system and associated pumping facilities.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jan 1997	Dec 2000	\$450,000	\$1,521,081	\$1,971,081	\$0	\$1,971,081
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Dec 2000	Dec 2010	\$0	\$0	\$0	\$31,751,000	\$31,751,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$450,000	(\$421,081)	\$28,919	\$0	\$28,919
Total Proj Authorization			\$900,000	\$1,100,000	\$2,000,000	\$31,751,000	\$33,751,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$71,081	\$300,000	\$800,000	\$800,000	\$0	\$0	\$1,971,081
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$71,081	\$300,000	\$800,000	\$800,000	\$0	\$0	\$1,971,081
Authorized Expenditures	\$71,081	\$300,000	\$800,000	\$800,000	\$0	\$0	\$1,971,081

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id:	9702
Divison:	Environmental Services
Project Title:	East Area Plan

Project Description and Location

Develop a master plan for the East Service to provide the water quality and wastewater treatment information and framework for future detailed facility planning to meet the area's long term sewer service needs. The East Area Master Plan will address future regulatory scenarios, e.g. phosphorus removal, plant expansion, solids management, and rehabilitation/replacement needs. Develop and integrate watershed management plans, balancing point and non-point source pollution control to achieve water quality improvement. Integrate with local comprehensive planning.

Grant Recipient:	
Project Category:	Areawide Planning
Authorization Status:	Continuing
Estimated Useful Life:	
Est Debt Financing Term:	
Debt Service Revenue:	Wastewater Service Charges
Project Start Date:	Jan 1997
Project Completion Date:	Dec 2000
Authority Spent Thru 1998:	4%

Purpose and Justification

The plan is necessary to establish long term sewer service planning and coordination for East Service Area in order that the most economical, effective, and timely regional facilities are provided in the future.

Previous Council Actions

Study approved in 12/96.

Project Milestones

Impact on Operating and Maintenance Costs

Does not lead directly to O & M costs and should reduce O & M costs of future facilities through better planning.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jan 1997	Dec 2000	\$500,000	\$0	\$500,000	\$0	\$500,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction			\$0	\$0	\$0	\$0	\$0
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Authorization			\$500,000	\$0	\$500,000	\$0	\$500,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$200,000	\$0	\$0	\$200,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$20,000	\$125,000	\$155,000	\$0	\$0	\$300,000
Total Sources of funding	\$0	\$20,000	\$125,000	\$355,000	\$0	\$0	\$500,000
Authorized Expenditures	\$0	\$20,000	\$125,000	\$355,000	\$0	\$0	\$500,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id:	9703
Divison:	Environmental Services
Project Title:	MWWTP Solids Processing Improvement

Project Description and Location

Consists of solids processing improvements at the Metro Plant consistent with the Master Plan, new permits, and ongoing projects to provide new facilities for meeting long term future needs for sludge conditioning, dewatering, incineration, energy recovery, and ultimate disposition of resultant residual solids. This project includes the installation of the centrifuges purchased under Project #9302, MWWTP Centrifuge Dewatering.

Grant Recipient:	
Project Category:	Wastewater Treatment Plant Rehabilitation
Authorization Status:	Continuing with Change Request
Estimated Useful Life:	50 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Wastewater Service Charges
Project Start Date:	Jan 1997
Project Completion Date:	Dec 2005
Authority Spent Thru 1998:	15%

Purpose and Justification

The project is necessary to replace the existing solids processing facilities with the most effective, economical, and efficient facilities available. The latest technology provides the opportunity of replacing aging, outmoded facilities at significantly reduced operating costs.

Previous Council Actions

Facility Planning approved 12/96. Project concept approved 9/98. Technology selection approved 7/98.

Project Milestones

Impact on Operating and Maintenance Costs

Significant decrease in future O & M costs by replacing old solid processing facilities with new, more economical technology, even with improved air emissions, odor control and mercury removal.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jan 1997	Jun 2001	\$2,500,000	\$10,000,000	\$12,500,000	\$0	\$12,500,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jun 2001	Dec 2005	\$0	\$0	\$0	\$168,900,000	\$168,900,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$18,100,000	\$18,100,000
Total Proj Authorization			\$2,500,000	\$10,000,000	\$12,500,000	\$187,000,000	\$199,500,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$478,889	\$1,400,000	\$7,000,000	\$3,621,111	\$0	\$0	\$12,500,000
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$478,889	\$1,400,000	\$7,000,000	\$3,621,111	\$0	\$0	\$12,500,000
Authorized Expenditures	\$478,889	\$1,400,000	\$7,000,000	\$3,621,111	\$0	\$0	\$12,500,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: 9704
 Divison: Environmental Services
 Project Title: Blue Lake WWTP Grit Removal

Project Description and Location

Plan, design, and construct grit removal facilities for the wastewater following screening and prior to primary sedimentation. Install two vortex grit removal tanks and associated process equipment, and make modifications to existing facilities as needed.

Grant Recipient:
 Project Category: Wastewater Treatment Plant Rehabilitation
 Authorization Status: Continuing

Estimated Useful Life: 00 Years
 Est Debt Financing Term: 00 Years
 Debt Service Revenue: Wastewater Service Charges

Project Start Date: Jan 1997
 Project Completion Date: Mar 1999
 Authority Spent Thru 1998: 89%

Purpose and Justification

The project will remove materials from the wastewater which would interfere with planned new solids processing facilities. The project will enable more effective and economical solids processing facilities to be installed and operated.

Previous Council Actions

Facility Plan and construction approved in 12/96

Project Milestones

Project is under construction.

Impact on Operating and Maintenance Costs

Will add to liquid treatment O&M costs due to grit removal and disposal. However, more economical solids processing will be realized due to reduced maintenance of downstream equipment.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jan 1997	Dec 1997	\$171,385	\$0	\$171,385	\$0	\$171,385
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jan 1998	Mar 1999	\$1,028,615	(\$252,161)	\$776,454	\$0	\$776,454
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$252,161	\$252,161	\$0	\$252,161
Total Proj Authorization			\$1,200,000	\$0	\$1,200,000	\$0	\$1,200,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$127,839	\$720,000	\$100,000	\$0	\$0	\$0	\$947,839
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$127,839	\$720,000	\$100,000	\$0	\$0	\$0	\$947,839
Authorized Expenditures	\$127,839	\$720,000	\$100,000	\$0	\$0	\$0	\$947,839

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: 9706
 Divison: Environmental Services
 Project Title: MWWTP Liquid Treatment

Project Description and Location

Complete facility planning evaluations and analysis for liquid treatment to fully define the alternatives and needs identified in the treatment options in the Master Plan. The project will also implement the recommended capital projects related to primary and secondary treatment.

Grant Recipient:
 Project Category: Wastewater Treatment Plant Rehabilitatio
 Authorization Status: Continuing with Change Request
 Estimated Useful Life:
 Est Debt Financing Term:
 Debt Service Revenue: Wastewater Service Charges
 Project Start Date: Jan 1997
 Project Completion Date: Dec 2018
 Authority Spent Thru 1998: 18%

Purpose and Justification

The project will define the appropriate facilities necessary for liquid treatment over the next 20 years. In the short term, it will establish and implement the projects necessary to consolidate and optimize liquid treatment based on the Metro Plant Master Plan recommendations.

Previous Council Actions

Approved for Facility Planning in 12/96. Professional services agreement awarded 1/98 for Step I Facility Planning and 8/98 for Step II.

Project Milestones

Impact on Operating and Maintenance Costs

Initial phases may save significant O & M costs by allowing consolidation of primary treatment and optimization of secondary treatment. Phosphorus removal will add additional O&M costs.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jan 1997	Dec 2000	\$2,000,000	\$2,000,000	\$4,000,000	\$0	\$4,000,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Dec 2000	Dec 2018	\$0	\$0	\$0	\$109,689,430	\$109,689,430
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$1,203,570	\$1,203,570
Total Proj Authorization			\$2,000,000	\$2,000,000	\$4,000,000	\$110,893,000	\$114,893,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$27,430	\$680,000	\$2,713,000	\$579,570	\$0	\$0	\$4,000,000
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$27,430	\$680,000	\$2,713,000	\$579,570	\$0	\$0	\$4,000,000
Authorized Expenditures	\$27,430	\$680,000	\$2,713,000	\$579,570	\$0	\$0	\$4,000,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: 9708
 Divison: Environmental Services
 Project Title: Centerville Interceptor Improvement

Project Description and Location

The existing Centerville lift station (L-4) and associated forcemain (76-51) are expected to reach capacity within the next several years. In addition, a connection to serve rapidly growing Lino Lakes Service District #3 was constructed in late 1996. Facility planning is scheduled to be completed in 1997, with design and construction during 1999-2000.

Grant Recipient:
 Project Category: Wastewater Interceptor Expansion
 Authorization Status: Continuing with Change Request
 Estimated Useful Life: 50 Years
 Est Debt Financing Term: 20 Years
 Debt Service Revenue: Wastewater Service Charges
 Project Start Date: Jan 1997
 Project Completion Date: Dec 2000
 Authority Spent Thru 1998: 8%

Purpose and Justification

The project is necessary to meet the immediate and future sewer service needs of the City of Centerville and the southeastern part of Lino Lakes. The needs of the two cities are consistent with their comprehensive sewer plans and MCES wastewater flow projections.

Previous Council Actions
 Facility Planning approved 12/96. Facility Plan approved 5/98.

Project Milestones
 Project is under design.

Impact on Operating and Maintenance Costs
 Will reduce the O & M costs associated with pumping, but increase maintenance costs.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
	Planning and Design	Jan 1997	Jun 1999	\$800,000	\$0	\$800,000	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jul 1999	Dec 2000	\$0	\$5,147,550	\$5,147,550	\$0	\$5,147,550
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$652,450	\$652,450	\$0	\$652,450
Total Proj Authorization			\$800,000	\$5,800,000	\$6,600,000	\$0	\$6,600,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
	Source of funding:						
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$47,550	\$400,000	\$2,700,000	\$2,800,000	\$0	\$0	\$5,947,550
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$47,550	\$400,000	\$2,700,000	\$2,800,000	\$0	\$0	\$5,947,550
Authorized Expenditures	\$47,550	\$400,000	\$2,700,000	\$2,800,000	\$0	\$0	\$5,947,550

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id:	9709
Divison:	Environmental Services
Project Title:	Southwest Area Plan

Project Description and Location

Develop master plans for the Blue Lake and Seneca Plants, addressing future upgrades for various regulatory scenarios, e. g. phosphorus removal, capacity expansion, and rehabilitation/replacement needs. Develop master plans for interceptor systems tributary to these plants, with emphasis on the Lake Minnetonka area. Evaluate corrosion and odor control for long forcemains, reliability of direct series wastewater pumps and single versus dual forcemains, capacity requirements, rehabilitation/replacement needs, and operations and maintenance improvements. Develop and integrate watershed management plans, balancing point and non-point source pollution control to achieve water quality improvement. Integrate with local comprehensive planning.

Grant Recipient:	
Project Category:	Areawide Planning
Authorization Status:	Continuing
Estimated Useful Life:	
Est Debt Financing Term:	
Debt Service Revenue:	Wastewater Service Charges
Project Start Date:	Jan 1997
Project Completion Date:	Dec 2000
Authority Spent Thru 1998:	2%

Purpose and Justification

The study is necessary to update the Centralization/Decentralization Study and provide the Master Plan for the Southwest Service Area. The resulting plan will provide long range plan to enable better coordination, timing, and definition of future facilities.

Previous Council Actions

Study approved in 12/96

Project Milestones

Impact on Operating and Maintenance Costs

Has no direct impact, but should reduce future costs by better planning and coordination of future projects.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jan 1997	Dec 2000	\$500,000	\$0	\$500,000	\$0	\$500,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction			\$0	\$0	\$0	\$0	\$0
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Authorization			\$500,000	\$0	\$500,000	\$0	\$500,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$12,000	\$125,000	\$363,000	\$0	\$0	\$500,000
Total Sources of funding	\$0	\$12,000	\$125,000	\$363,000	\$0	\$0	\$500,000
Authorized Expenditures	\$0	\$12,000	\$125,000	\$363,000	\$0	\$0	\$500,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: 9801
 Divison: Environmental Services
 Project Title: North Area Plan

Project Description and Location

This project consists of a master planning study of the interceptor system for the North Service Area. It will provide the basis for future facility planning for the sewer service area, building on new growth projections, the MWWTP Master Plan, the Centralization/Decentralization Study, I/I Study, and sewer separation results. Develop and integrate watershed management plans, balancing point and non-point source pollution control to achieve water quality improvement. Integrate with local comprehensive planning.

Grant Recipient:
 Project Category: Areawide Planning
 Authorization Status: Continuing

Estimated Useful Life:
 Est Debt Financing Term:
 Debt Service Revenue: Wastewater Service Charges

Project Start Date: Jan 1998
 Project Completion Date: Dec 2000
 Authority Spent Thru 1998: 1%

Purpose and Justification

The Study is an update of the Centralization/Decentralization Study and complements the treatment plant planning in the Metro Plant Master Plan. The study is a Master Plan for the interceptor system for the North Service Area. The study will provide the long range planning to enable timely, efficient, and effective action on the area's interceptor facilities.

Previous Council Actions

Study approved in 12/97

Project Milestones

Impact on Operating and Maintenance Costs

Has no direct impact, but should reduce future O & M costs through better planning and coordination of interceptor projects.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jan 1998	Dec 2000	\$500,000	\$0	\$500,000	\$0	\$500,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction			\$0	\$0	\$0	\$0	\$0
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Authorization			\$500,000	\$0	\$500,000	\$0	\$500,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$5,000	\$125,000	\$370,000	\$0	\$0	\$500,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$5,000	\$125,000	\$370,000	\$0	\$0	\$500,000
Authorized Expenditures	\$0	\$5,000	\$125,000	\$370,000	\$0	\$0	\$500,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: 9802
 Divison: Environmental Services
 Project Title: Blue Lake Groundwater Relief System

Project Description and Location

This project consists of protecting the structures at the Blue Lake WWTP from high groundwater levels. The groundwater levels in the area are expected to increase dramatically due to operational changes at a nearby gravel quarry. The facilities plan will analyze various alternatives to solve the problem including a rock-bolt anchor system, a dewatering system, and a pressure relief system. It is anticipated that the recommended plan will be designed and under construction in 1999.

Grant Recipient:
 Project Category: Wastewater Treatment Plant Rehabilitatio
 Authorization Status: Continuing

Estimated Useful Life: 50 Years
 Est Debt Financing Term: 20 Years
 Debt Service Revenue: Wastewater Service Charges

Project Start Date: Jan 1998
 Project Completion Date: Dec 2000
 Authority Spent Thru 1998: 6%

Purpose and Justification

The project is necessary to insure that the basins, tunnels, and pipes at the Blue Lake Plant are protected against damage due to high groundwater levels. Additional measures are necessary because of projected potential changes in groundwater levels which recently developed.

Previous Council Actions

Approved in 12/97. Authorization to submit loan application to PFA approved 7/98.

Project Milestones

Impact on Operating and Maintenance Costs

O&M costs will increase somewhat to operate and maintain the more extensive system.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jan 1998	Mar 1999	\$500,000	\$0	\$500,000	\$0	\$500,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Apr 1999	Dec 2000	\$3,500,000	(\$270,000)	\$3,230,000	\$0	\$3,230,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$270,000	\$270,000	\$0	\$270,000
Total Proj Authorization			\$4,000,000	\$0	\$4,000,000	\$0	\$4,000,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$0	\$230,000	\$2,900,000	\$600,000	\$0	\$0	\$3,730,000
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$230,000	\$2,900,000	\$600,000	\$0	\$0	\$3,730,000
Authorized Expenditures	\$0	\$230,000	\$2,900,000	\$600,000	\$0	\$0	\$3,730,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: 9901
 Divison: Environmental Services
 Project Title: Lake Minnetonka Area Forcemain Impr

Project Description and Location

This project consists of replacement and/or rehabilitation of force mains in the Lake Minnetonka area. Many of the smaller (6"-10") force mains in this area were constructed of cast or ductile iron pipe and are now 25-35 years old. Some of these smaller lines in Mound and Shorewood already experienced failures due to corrosion. This project will replace and/or rehabilitate the force mains that are at the end of their useful life. In addition the project will include parallel lines for interceptors that carry large flows through environmental sensitive areas, such as Lake Minnetonka, and/or along major highways.

Grant Recipient:
 Project Category: Wastewater Interceptor Rehabilitation
 Authorization Status: New

Estimated Useful Life: 00 Years
 Est Debt Financing Term: 00 Years
 Debt Service Revenue: Wastewater Service Charges

Project Start Date: Jan 1999
 Project Completion Date: Dec 2003
 Authority Spent Thru 1998: 0%

Purpose and Justification

Force mains are vulnerable links in the conveyance of wastewater. These shallow pipelines are subject to both internal and external corrosion and movement due to frost and hydraulic transients causing leaks and breaks resulting in reportable wastewater spills. This project will replace and/or rehabilitate the force mains in the Lake Minnetonka area that are at the end of their useful life. In addition the project will include parallel lines for the area's interceptors that carry large flows through environmental sensitive areas, and/or along major highways.

Previous Council Actions

None

Project Milestones

Facility planning in 1999, design in 2000, and initiation of construction in 2001

Impact on Operating and Maintenance Costs

O&M costs should be reduced somewhat by higher pumping efficiency and reduced emergency repair work.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$300,000	\$300,000	\$600,000	\$900,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction			\$0	\$0	\$0	\$11,400,000	\$11,400,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Authorization			\$0	\$300,000	\$300,000	\$12,000,000	\$12,300,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$0	\$0	\$300,000	\$0	\$0	\$0	\$300,000
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$0	\$300,000	\$0	\$0	\$0	\$300,000
Authorized Expenditures	\$0	\$0	\$300,000	\$0	\$0	\$0	\$300,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id:	SSIP
Divison:	Environmental Services
Project Title:	Small Systemwide Improve. Projects

Project Description and Location

The Small Systemwide Improvement Projects (SSIP) provides for miscellaneous improvements to the wastewater treatment plants and interceptor system. The projects are proposed to provide for more effective operation and to eliminate deficiencies in the system. This is an on-going program. Each year completed projects are deleted and new projects are added. Only the highest priority SSIP projects will be funded within the limits of the authorized budget.

Grant Recipient:	
Project Category:	Wastewater Treatment Facilities Rehab
Authorization Status:	Continuing with Change Request
Estimated Useful Life:	50 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Wastewater Service Charges
Project Start Date:	Jan 1996
Project Completion Date:	Dec 2000
Authority Spent Thru 1998:	41%

Purpose and Justification

The project provides for the implementation of projects in the \$100,000 to \$1,000,000 cost range under less rigorous review and approval processes. The program assures that the planning and implementation costs are not excessive.

Previous Council Actions

On-going program in Capital Program with funding adjusted each year in December.

Project Milestones

Impact on Operating and Maintenance Costs

Impact generally minor as most projects are of a rehabilitation nature.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jan 1996	Dec 1998	\$1,500,000	\$0	\$1,500,000	\$0	\$1,500,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jun 1996	Dec 2000	\$6,500,000	(\$2,000,000)	\$4,500,000	\$0	\$4,500,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Authorization			\$8,000,000	(\$2,000,000)	\$6,000,000	\$0	\$6,000,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
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Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$956,674	\$1,500,000	\$2,000,000	\$1,543,326	\$0	\$0	\$6,000,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$956,674	\$1,500,000	\$2,000,000	\$1,543,326	\$0	\$0	\$6,000,000
Authorized Expenditures	\$956,674	\$1,500,000	\$2,000,000	\$1,543,326	\$0	\$0	\$6,000,000

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**PARKS AND
OPEN SPACE**

**METROPOLITAN COUNCIL
REGIONAL RECREATION OPEN SPACE
PROPOSED 1999-2004 CAPITAL IMPROVEMENT PROGRAM
AND 1999 CAPITAL PROGRAM AND BUDGET**

INTRODUCTION

This section summarizes the proposed 1999-2004 Parks and Open Space Capital Improvement Program and 1999 Capital Program and Budget. The Program represents a capital financing plan for \$95 million of capital investments in the regional recreation open space system. The six-year plan is a summary of specific capital projects included in the Council's *Regional Recreation Open Space Capital Improvement Program: 1998-2003* adopted by the Council on September 25, 1997. Capital financing for the 2004/2005 biennium was assumed to be at the same level as recommended for the 2002/2003 biennium.

RECREATION OPEN SPACE CAPITAL PROGRAMMING PROCESS

The Metropolitan Parks Act, Minnesota Statute 473.147 requires the Metropolitan Council to prepare a regional recreation open space policy plan. That plan must identify lands to be acquired and developed which in concert with state and federal lands will reasonably meet the outdoor recreation needs of the Metropolitan Region's residents and visitors. The plan must also establish priorities for land acquisition and park/trail development. Since 1974, the Metropolitan Council, in partnership with ten regional park implementing agencies that own and operate the regional park system, have acquired land and developed parks and trails consistent with the Metropolitan Council's parks policy plans. Acquisition and development has been accomplished with the financial assistance of Federal, State and Metropolitan Council revenues.

The regional park implementing agencies finance about 95% of operations and maintenance costs with user fees and their own local property taxes. The remainder is financed with State appropriations allocated by statutory formula.

Regional park implementing agencies implement the Council's policy plan by preparing park and trail master plans. Those plans must provide details on park/trail demand, sizing the park/trail to meet the projected demand and details on the cost of acquisition and development projects for the park or trail. The master plans are then reviewed by the public and submitted to the Metropolitan Parks and Open Space Commission. Master plans must be approved by the Metropolitan Council before any projects proposed in them are eligible for funding.

The park master plan projects are considered for funding by the Metropolitan Council through its capital improvement program (CIP) for regional recreation open space. Minn. Statutes 473.147 requires the CIP to cover a five year period and be revised periodically in consultation with the Metropolitan Parks and Open Space Commission and the regional park implementing agencies. The CIP must also establish criteria and priorities for allocating capital improvement funds. The Metropolitan Council has developed six-year capital improvement programs for parks to identify long-range as well as short range capital improvement needs. The most recently prepared CIP covers a 6-year period from 1998-2003.

Capital Improvement Program Process

Capital improvement programs (CIP) for regional recreation open space are prepared using the following process:

- Regional park implementing agencies submit project proposals to the Metropolitan Council. The projects need to be consistent with Metropolitan Council approved park/trail master plans. Park agencies submit their projects in priority order.
- Projects are reviewed and prioritized by Metropolitan Council staff using Council adopted funding priority policies for land acquisition, park/trail redevelopment and park/trail development purposes. Council funding priorities, plus the expected benefit of each project based on park usage data, are used to prepare draft CIPs. Each project is prioritized within land acquisition, park/trail redevelopment and park/trail development categories. In this way, similar projects compete against each other for priority.
- Drafts of the CIP are presented to the Metropolitan Parks and Open Space Commission for its review and comment along with comments by the regional park implementing agencies. Revisions are made to address issues about equity and benefit to the regional park agencies reflecting the fact that 40% of project costs will be financed with Metropolitan Council bonds--paid for with a metropolitan wide property tax levy. The CIP fairly allocates benefits of park/trail projects to those who use and pay for them.
- The Metropolitan Council approves a final draft CIP for public hearing, holds a public hearing and adopts a final capital improvement program after final review and comment by the Metropolitan Parks and Open Space Commission.

PROPOSED FUNDING SOURCES

Under state law, the Metropolitan Council can issue up to a maximum of \$40 million in general obligation bonds for regional park system capital improvements. (Minn. Statutes Chapter 473.325). As of December 31, 1998, the Council will have \$25.4 million in outstanding debt under this authority.

In 1994, the Council adopted a position paper that proposed maximizing regional bonding authority for park capital improvements by creating a revolving capital fund. Based on the limitations of \$40 million that can be outstanding at any time and the cap on the levy limit on debt service for these bonds, the Council could issue up to \$6.5 million of 5-year bonds each year and not exceed the bonding authority or debt service levy limit. Thus, the Council could generate about \$13 million (after issuance costs) in bonds for a two-year biennium as a match to any other revenue source for regional park capital improvements. In December, 1996 as part of its review of the 1997-2001 CIP and 1997 capital program, the Council reduced the regional bonding commitment to \$5.3 million per year.

The regional bonds are proposed to fund 40% of the capital project costs in the CIP as a match to state bonds or Legislative Commission on Minnesota Resources (LCMR) recommended appropriations. This ratio is proposed as a fair allocation of the debt service on these bonds between the Metropolitan Area and Greater Minnesota. Under the 40/60 split, approximately 76% of the debt service on regional and state bonds for a project would be financed from taxes collected in the Metropolitan Area, while 24% would come from Greater Minnesota. That's comparable to the amount of benefit Metropolitan Area and Greater Minnesota residents receive from the regional park system based on visitor origin data for the system.

If a project is a good candidate for federal transportation funds, the CIP proposes federal funding up to 80% funding of the project's cost or \$500,000, with 20% matching funds provided from LCMR recommended appropriations or State Bonds.

1999-2004 CAPITAL IMPROVEMENT PROGRAM

Table 14 on the following page summarizes the six-year capital improvement program for Regional Recreation Open Space. The program is a summary of specific capital projects included in the Council's *Regional Recreation Open Space Capital Improvement Program: 1998-2003* adopted by the Council on September 25, 1997. The adopted CIP provides descriptions of each proposed capital grant by implementing agency and park/trail unit for 1998 through 2003. Capital financing for the 2004/2005 biennium was assumed to be at the same level as recommended for the 2002/2003 biennium.

FISCAL IMPACT

Figures 23 and 24 on the following pages illustrate the impact of the regional recreation open space capital improvement program on regional property taxes. The capital financing plan approved by the Council for parks and open space assumes that the Council will issue approximately \$5.3 million per year in five-year bonds to establish a revolving bonding program that fully utilizes the Council's existing regional parks bonding authority and provides a stable regional financing source to match federal and state funding.

Figure 23 shows the impact of the program on total property taxes. Parks debt service property taxes are projected to increase from approximately \$5.9 million for tax year payable 1998 to \$8 million in tax year 2004, an average annual increase of 5.4 percent. Figure 24 shows the impact of the program on a \$115,000 residential homestead. Taxes paid by such a household (in constant 1998 dollars) would increase from approximately \$4.18 in 1998 to \$4.33 in 2004.

Table 14
Recreation Open Space
1999-2004 Capital Improvement Program
Sources and Uses of Funds

	1999	2000	2001	2002	2003	2004	Total
Sources of Funds							
State Grants	11,427,000	10,929,000	10,790,000	7,870,000	7,950,000	7,950,000	56,916,000
Regional Bond Proceeds	5,300,000	5,300,000	5,300,000	5,300,000	5,300,000	5,300,000	31,800,000
Interest Income	650,000	550,000	450,000	400,000	400,000	400,000	2,850,000
Total Sources	17,377,000	16,779,000	16,540,000	13,570,000	13,650,000	13,650,000	91,566,000
Uses of Funds							
Acquisition	1,856,000	602,000	180,000	1,105,000	2,030,000	1,573,000	7,346,000
Development	7,056,000	7,480,000	10,565,000	5,243,000	4,921,000	5,109,000	40,374,000
Redevelopment	9,428,000	10,133,000	7,237,000	6,768,000	6,299,000	6,568,000	46,433,000
Mixed Purpose	705,000	-	-	-	-	-	705,000
Total Uses	19,045,000	18,215,000	17,983,000	13,116,000	13,250,000	13,250,000	94,859,000
Annual Surplus/(Deficit)	(1,668,000)	(1,436,000)	(1,443,000)	454,000	400,000	400,000	(3,293,000)
Fund Balance, Beginning of Year	8,738,000	7,070,000	5,634,000	4,191,000	4,645,000	5,045,000	
Fund Balance, End of Year	7,070,000	5,634,000	4,191,000	4,645,000	5,045,000	5,445,000	
Authorization Status							
Currently Approved Projects	19,045,000	10,348,000	5,000,000	-	-	-	34,393,000
Future Authorization Requests	-	7,867,000	12,983,000	13,116,000	13,250,000	13,250,000	60,466,000
Percent Currently Authorized	100%	57%	28%	0%	0%	0%	

Metropolitan Council 1988-2004 Parks Debt Service Levy

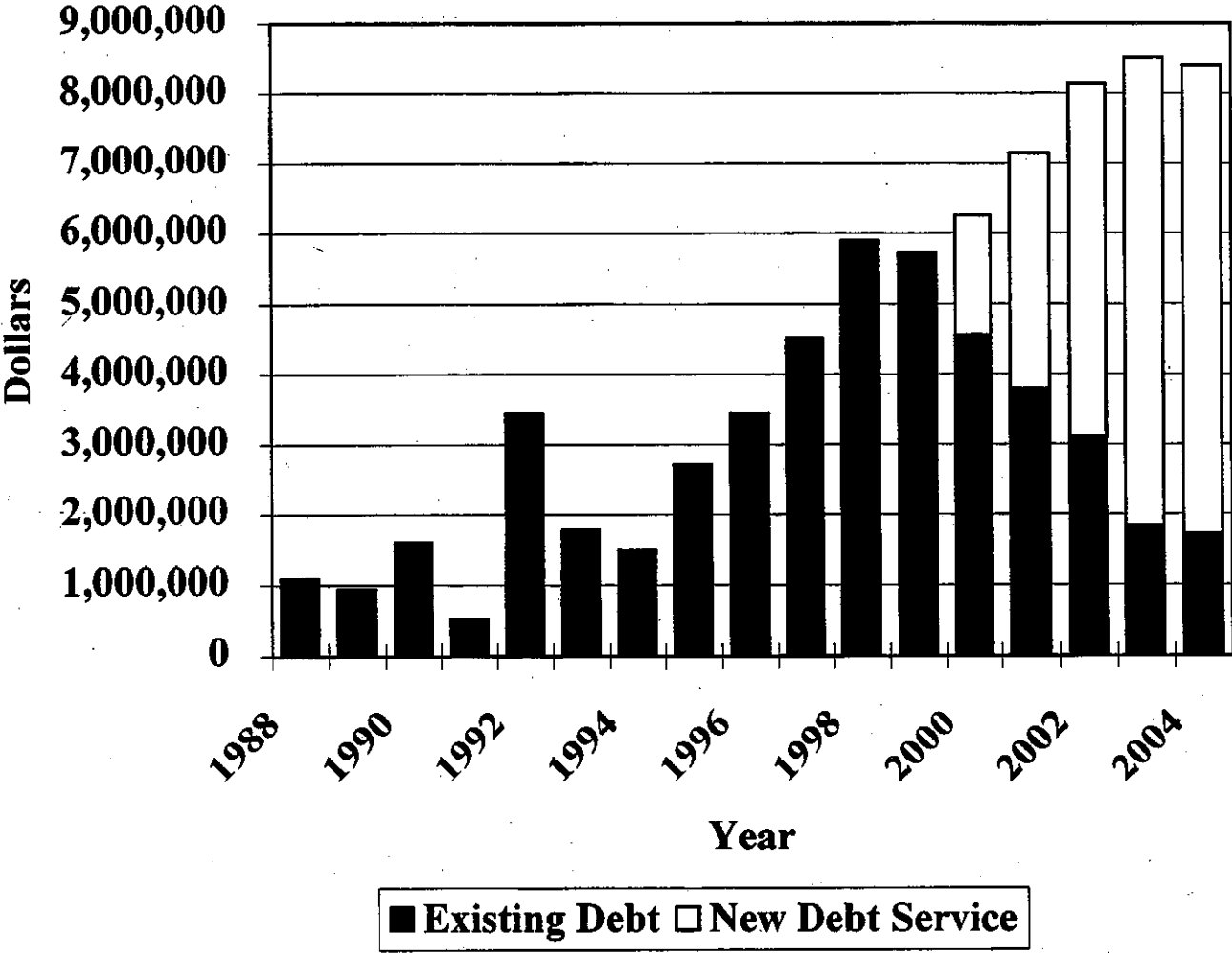


Figure 23

**Metropolitan Council
Parks Taxes on \$115,000 Residential Hstd
Constant 1998 Dollars**

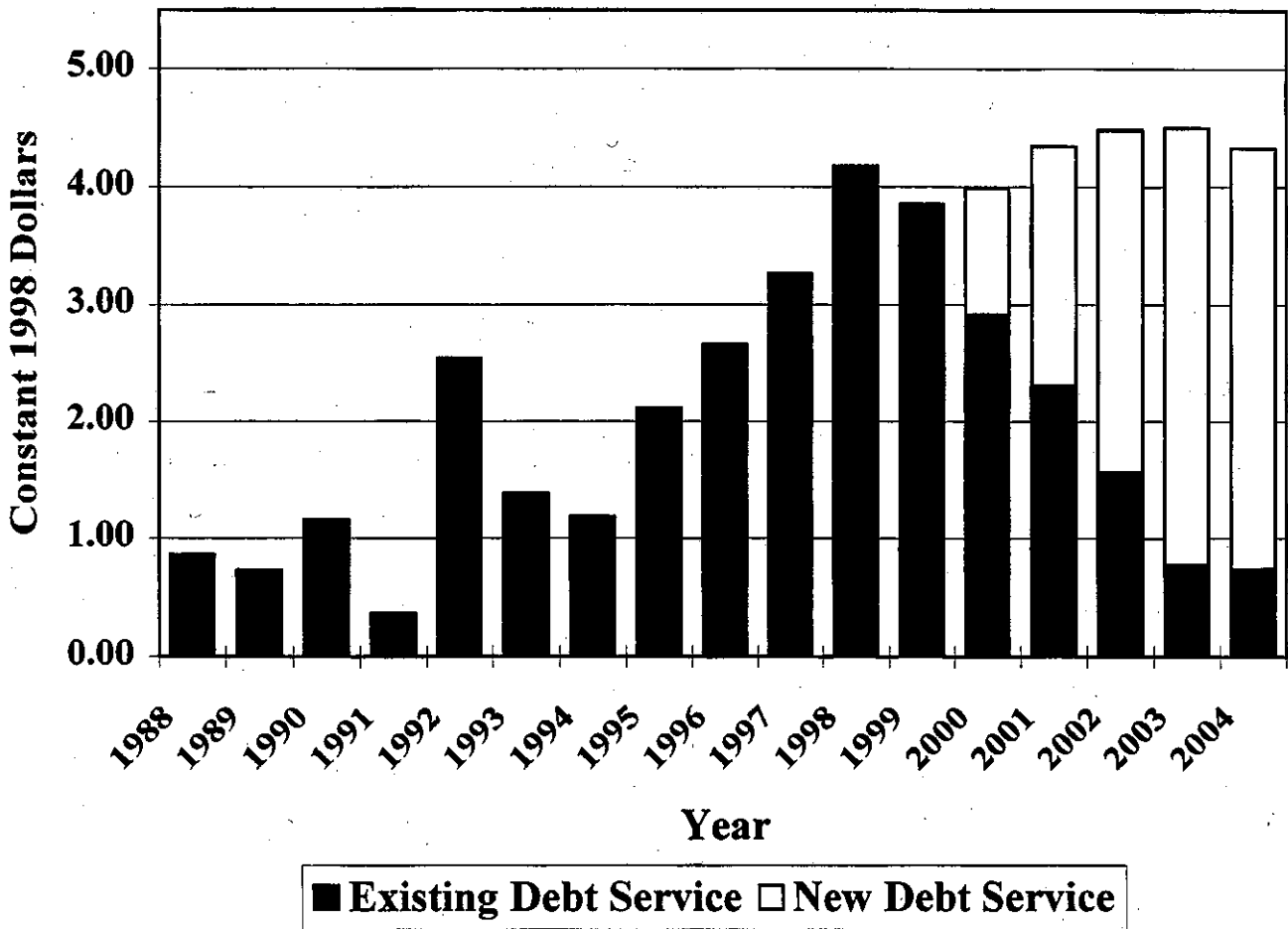


Figure 24

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PROPOSED 1999 PARKS AND OPEN SPACE CAPITAL PROGRAM AND CAPITAL BUDGET

The proposed 1999 Capital Program and 1999 Capital Budget for parks and open space includes capital budget authorizations for regional park capital improvements made by regional park implementing agencies. Capital budget authorization is maintained for each active capital project until the project is completed, although capital expenditures may occur over a number of years.

Table 15 summarizes the proposed 1999 capital program authorizations and capital budgets for individual capital projects in the Parks and Open Space Program. The capital projects in the proposed 1999 capital program were approved by the Council during 1998 and there are no changes to the capital program authorizations. The multi-year 1999 capital program authorization totals \$63,655,460. **The proposed 1999 capital budget totals \$19,044,598.** The proposed 1999 capital budgets for individual capital projects total \$24,044,598, but the capital budget assumes a 20 percent delay factor that will push a portion of anticipated 1999 expenditures into future years.

**Table 15
Regional Recreation Open Space
Proposed 1999 Capital Program**

Contract Number	Project Desc	Project Title	Acq. Dev. Redev.	Capital Program Authorization			Capital Program Expenditure Forecast			Total Authorized Expenditures	Anticipated Future Authorizations	Estimated Total Project Cost	
				Continuing 1998 Authorization	Requested Change in Authorization	Proposed 1999 Authorization	Expenditures Prior to 1998	1999 Expenditures	1999 Capital Budget				2000 and Subsequent
Anoka County													
SG-96-31	Yes	Rum River Central RP first part of Phase I dev.	D	949,000	-	949,000	-	742,682	206,318	-	949,000	-	949,000
SG-97-222	Yes	Rum River Central RP second part of Phase I dev	D	345,000	-	345,000	-	-	200,000	145,000	345,000	-	345,000
SG-97-223	Yes	Bunker Hills RP campground expansion	D	1,139,300	-	1,139,300	-	25,018	655,000	459,282	1,139,300	-	1,139,300
SG-98-59	Yes	Rice Creek PR roads, trails, beach, picnic shelter	D	1,644,300	-	1,644,300	-	-	800,000	844,300	1,644,300	-	1,644,300
SG-98-T1	Yes	Rice Creek West RT tunnel under Hwy 65	D	1,100,000	-	1,100,000	-	-	975,000	125,000	1,100,000	-	1,100,000
SG-98-Tw	Yes	Mississippi River RT bridge over Mississippi St	D	300,000	-	300,000	-	-	300,000	-	300,000	-	300,000
		Anoka County Subtotal		5,477,600	-	5,477,600	-	767,700	3,136,318	1,573,582	5,477,600	-	5,477,600
Bloomington													
SG-97-224	Yes	Normandale L amphitheatre, trail center	D	697,500	-	697,500	-	-	610,000	87,500	697,500	-	697,500
SG-97-119		Corridor Park 7300 Marth Rd. acq.	A	153,000	-	153,000	-	-	153,000	-	153,000	-	153,000
		City of Bloomington Subtotal		850,500	-	850,500	-	-	763,000	87,500	850,500	-	850,500
Carver County													
SG-94-96		L. Minnewashta play area and Baylor shop	D	188,000	-	188,000	154,700	7,855	25,445	-	188,000	-	188,000
SG-95-48	Yes	L. Minnewashta play area (Phase 2) and roads	D	512,000	-	512,000	206,900	65,675	239,425	-	512,000	-	512,000
SG-95-47		Baylor RP, Eagle Lake shore easement acq.	A	23,850	-	23,850	-	-	23,850	-	23,850	-	23,850
SG-97-220		L. Minnewashta RP beach, trail, picnic shelter	D	372,000	-	372,000	-	-	200,000	172,000	372,000	-	372,000
SG-97-92		L. Waconia Co Rd 30 realignment study	R	30,000	-	30,000	9,700	20,300	-	-	30,000	-	30,000
		Carver County Subtotal		1,125,850	-	1,125,850	371,300	93,830	488,720	172,000	1,125,850	-	1,125,850
Dakota County													
SG-94-100	Yes	All Dakota Co. regional parks acq.	A	530,000	-	530,000	81,049	-	272,000	176,951	530,000	-	530,000
SG-96-24		Big Rivers RT & Miss. R. RT in Dakota Co. acq	A	600,000	-	600,000	-	217,574	215,000	167,426	600,000	-	600,000
SG-96-53		Lake Byllesby RP	R	250,001	-	250,001	5,263	-	244,738	-	250,001	-	250,001
SG-95-41		Lebanon Hills RP ADA retrofit group camp	R	25,269	-	25,269	2,270	14,634	8,365	-	25,269	-	25,269
SG-96-34	Yes	Lebanon Hills RP campground expansion	D	900,000	-	900,000	-	6,922	795,000	98,078	900,000	-	900,000
SG-98-58	Yes	Lebanon Hills RP trailhead facility	D	1,568,000	-	1,568,000	-	-	1,340,200	227,800	1,568,000	-	1,568,000
AG-91-10		Miesville Ravine PR acquisition	A	450,000	-	450,000	215,557	-	215,000	19,443	450,000	-	450,000
SG-95-46		Miesville Ravine PR	D	150,000	-	150,000	-	-	150,000	-	150,000	-	150,000
SG-95-42		Spring Lake PR ADA retrofit picnic area	R	44,270	-	44,270	9,400	21,038	13,832	-	44,270	-	44,270
SG-97-219	Yes	All Dakota Co. regional parks acq.	A	453,000	-	453,000	-	-	305,000	148,000	453,000	-	453,000
		Dakota County Subtotal		4,970,540	-	4,970,540	313,539	260,168	3,559,135	837,698	4,970,540	-	4,970,540
Hennepin County Park Reserve District/Scott County													
SG-95-53		ADA Retrofits-Fishing docks in 4 parks	R	31,250	-	31,250	12,450	4,675	14,125	-	31,250	-	31,250
SG-95-54		ADA Retrofits-Elm Creek and Hyland PR play a	R	50,000	-	50,000	-	30,000	20,000	-	50,000	-	50,000
SG-95-74		ADA Retrofits-Richardson and Lowry Nat. Ctr. a	R	50,000	-	50,000	46,700	3,300	-	-	50,000	-	50,000
SG-98-???		Bryant Lake RP development phase I reimbursm	D	3,000,000	-	3,000,000	-	3,000,000	-	-	3,000,000	-	3,000,000
SG-94-93		Cleary Lake RP picnic shelter	D	160,000	-	160,000	119,600	40,400	-	-	160,000	-	160,000
SG-98-52	Yes	Elm Creek PR reconstruct swimming pool	R	560,000	-	560,000	-	-	560,000	-	560,000	-	560,000
SG-98-49	Yes	Hyland Bush Anderson PR reconstruct trail systc	R	195,000	-	195,000	-	-	195,000	-	195,000	-	195,000
SG-95-83		Lake Rebecca PR land acquisition	A	200,000	-	200,000	850	-	199,150	-	200,000	-	200,000
SG-96-27		Lake Minnetonka RP acquisition reimbursement	A	540,000	-	540,000	522,000	18,000	-	-	540,000	-	540,000
SG-96-28		Lake Minnetonka RP phase I dev. reimb.	D	3,366,000	-	3,366,000	2,939,100	264,648	162,252	-	3,366,000	-	3,366,000
SG-98-???		Lake Minnetonak RP phase I dev reimb	D	333,000	-	333,000	-	333,000	-	-	333,000	-	333,000
AG-91-19		N. Henn. RT (Wirth to French RP) acq.	A	1,500,000	-	1,500,000	1,166,600	259,899	73,501	-	1,500,000	-	1,500,000
SG-98-T3	Yes	N Henn RT (Wirth to French RP) construction	D	1,000,000	-	1,000,000	-	1,000,000	-	-	1,000,000	-	1,000,000
SG-97-215		Bryant Lake RP acq. reimbursement	A	46,500	-	46,500	-	46,500	-	-	46,500	-	46,500

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Table 15
Regional Recreation Open Space
Proposed 1999 Capital Program

Contract Number	Project Desc	Project Title	Acq. Dev. 1998	Capital Program Authorization			Capital Program Expenditure Forecast			Total Authorized Expenditures	Anticipated Future Authorizations	Estimated Total Project Cost	
				Continuing 1998 Authorization	Requested Change in Authorization	Proposed 1999 Authorization	Expenditures Prior to 1998	1998 Expenditures	1999 Capital Budget				2000 and Subsequent
SG-97-214		Cleary Lake RP parking, roads, trails.	D	223,200	-	223,200	-	-	223,200	-	223,200	-	223,200
SG-97-216		N. Henn. RT (Wirth - French) dev.	D	690,500	-	690,500	-	690,500	-	-	690,500	-	690,500
SG-94-77a		North Mississippi RP land acquisition	A	200,723	-	200,723	143,045	-	57,678	-	200,723	-	200,723
SG-98-T4	Yes	Southwest RT (St Louis Park) acquisition and de	A/D	500,000	-	500,000	-	500,000	-	-	500,000	-	500,000
		Hennepin Park District Subtotal		12,646,173	-	12,646,173	4,950,345	6,190,922	1,504,906	-	12,646,173	-	12,646,173
		Minneapolis											
SG-95-10		Central Miss. Riverfront RP soil cleanup	A/D	1,052,391	-	1,052,391	835,400	12,392	204,599	-	1,052,391	-	1,052,391
SG-94-98	Yes	Central Miss. Riverfront RP Nicollet Isl. dev.	D	1,000,000	-	1,000,000	200,500	667,828	131,672	-	1,000,000	-	1,000,000
SG-96-33	Yes	Central Miss. Riverfront RP acq. and GRR parkw	D	1,871,000	-	1,871,000	-	1,512,673	358,327	-	1,871,000	-	1,871,000
SG-94-97	Yes	Mpls. Chain of Lakes RP (L. Harriet) trails, park	R	2,100,000	-	2,100,000	1,365,300	572,553	162,147	-	2,100,000	-	2,100,000
SG-96-23	Yes	Mpls. Chain of Lakes RP (L. Calhoun), trails, pa	R	1,116,000	-	1,116,000	204,800	350,217	560,983	-	1,116,000	-	1,116,000
SG-96-22	Yes	Minnehaha RP Phase 3 redev.	R	1,395,000	-	1,395,000	729,100	592,007	73,893	-	1,395,000	-	1,395,000
SG-98-51	Yes	Minnehaha RP Minnehaha Ave, parking, lighting	R	1,800,000	-	1,800,000	-	65,000	1,545,000	190,000	1,800,000	-	1,800,000
SG-95-72		Cedar Lake RT ISTE A match \$539,200	D	125,800	-	125,800	23,500	9,339	92,961	-	125,800	-	125,800
SG-97-262	Yes	North Mississippi RP visitor center, parking, play	D	2,000,000	-	2,000,000	-	36,911	580,000	1,383,089	2,000,000	-	2,000,000
SG-98-22		Minnehaha RP Stevens house improve	R	8,200	-	8,200	-	8,200	-	-	8,200	-	8,200
		Minneapolis Park and Recreation Board Subtotal		12,468,391	-	12,468,391	3,358,600	3,827,120	3,709,582	1,573,089	12,468,391	-	12,468,391
		Ramsey County											
SG-95-57		Battle Creek RP match to ISTE A for trail dev.	D	87,962	-	87,962	-	87,962	-	-	87,962	-	87,962
SG-96-32	Yes	Battle Creek RP swimming pond, shower bldg.	D	2,000,000	-	2,000,000	-	47,462	1,595,000	357,538	2,000,000	-	2,000,000
SG-98-T5	Yes	Birch Lake RT development	D	150,000	-	150,000	-	-	150,000	-	150,000	-	150,000
SG-98-T6	Yes	BN RT development	D	400,000	-	400,000	-	15,000	385,000	-	400,000	-	400,000
SG-98-56	Yes	Hwy 96, BN and Rice Creek RT development (IS	D	520,000	-	520,000	-	107,000	275,000	138,000	520,000	-	520,000
AG-91-6		Long Lake RP & Rice Creek W. RT dev.	D	900,000	-	900,000	864,700	35,300	-	-	900,000	-	900,000
SG-98-???		Long Lake RP acquisition reimbursement	A	32,300	-	32,300	-	32,300	-	-	32,300	-	32,300
SG-98-T7	Yes	Mississippi River acquire and renovate recreation	A/R	500,000	-	500,000	-	-	500,000	-	500,000	-	500,000
SG-95-56		Snail Lake RP phase 4 dev.	D	699,300	-	699,300	666,100	33,200	-	-	699,300	-	699,300
SG-98-57	Yes	Vadnais-Snail Lake RP trails, roads, parking, bri	D	812,600	-	812,600	-	512,000	300,600	-	812,600	-	812,600
SG-97-217	Yes	Bald Eagle RP road relocation, boat access	D	445,000	-	445,000	-	8,149	436,851	-	445,000	-	445,000
SG-98-???		Bald Eagle RP acquisition reimbursement	A	139,400	-	139,400	-	139,400	-	-	139,400	-	139,400
SG-98-???		Bald Eagle RP acquisition	A	280,400	-	280,400	-	280,400	-	-	280,400	-	280,400
SG-95-58		Battle Creek RP 8 acre prairie	A	25,000	-	25,000	-	25,000	-	-	25,000	-	25,000
SG-96-55		Bald Eagle-Otter Lake RP 2.77 acres	A	139,000	-	139,000	-	139,000	-	-	139,000	-	139,000
		Ramsey County Subtotal		7,130,962	-	7,130,962	1,530,800	1,462,173	3,642,451	495,538	7,130,962	-	7,130,962
		St Paul											
SG-96-26		Battle Creek RP oak savannah restoration	D	71,700	-	71,700	-	-	71,700	-	71,700	-	71,700
SG-94-82	Yes	B.N. Trail RT dev.	D	517,244	-	517,244	305,443	144,545	67,256	-	517,244	-	517,244
SG-94-80	Yes	Como RP picnic pavilion	R	2,500,000	-	2,500,000	215,600	1,724,231	560,169	-	2,500,000	-	2,500,000
SG-95-66		Como RP conservatory entrance, utilities	R	1,157,200	-	1,157,200	630,100	527,100	-	-	1,157,200	-	1,157,200
SG-96-25	Yes	Como RP parking deck, utilities, paths, lights	R	2,443,700	-	2,443,700	59,400	90,963	1,010,000	1,283,337	2,443,700	-	2,443,700
SG-98-???		Como RP streetcar station (ISTEA)	R	310,000	-	310,000	-	-	310,000	-	310,000	-	310,000
SG-98-S1	Yes	Como RP Conservatory/Zoo Educ Resource Cen	R	3,900,000	-	3,900,000	-	200,000	900,000	2,800,000	3,900,000	-	3,900,000
SG-98-T8	Yes	Como RP bridge over Lexington Pkwy	D	250,000	-	250,000	-	20,000	230,000	-	250,000	-	250,000
SG-97-218	Yes	Harriet Island roads, parking and lighting	R	1,328,300	-	1,328,300	-	82,610	1,050,000	195,690	1,328,300	-	1,328,300
SG-98-61	Yes	Harriet Island picnic pavilion renovation	R	2,010,000	-	2,010,000	-	30,000	1,700,000	280,000	2,010,000	-	2,010,000
SG-98-S2	Yes	Harriet Island redevelopment	R	1,500,000	-	1,500,000	-	-	500,000	1,000,000	1,500,000	-	1,500,000
SG-98-T9	Yes	Harriet Island trailhead	D	800,000	-	800,000	-	250,000	500,000	50,000	800,000	-	800,000
		St Paul Subtotal		16,788,144	-	16,788,144	1,210,543	3,069,449	6,899,125	5,609,027	16,788,144	-	16,788,144

**Table 15
Regional Recreation Open Space
Proposed 1999 Capital Program**

Contract Number	Project Desc	Project Title	Acq. Dev. Redev.	Capital Program Authorization			Capital Program Expenditure Forecast			Total Authorized Expenditures	Anticipated Future Authorizations	Estimated Total Project Cost	
				Continuing 1998 Authorization	Requested Change in Authorization	Proposed 1999 Authorization	Expenditures Prior to 1998	1998 Expenditures	1999 Capital Budget				2000 and Subsequent
Washington County													
SG-94-74		Big Marine PR Land Acquisition	A	342,000	-	342,000	184,608	-	157,392	-	342,000	-	342,000
SG-95-51		Lake Elmo PR tree nursery and fencing	D	8,000	-	8,000	4,800	3,200	-	-	8,000	-	8,000
SG-97-93	Yes	Grey Cloud Island RP Land Acquisition	A	447,300	-	447,300	-	263,331	183,969	-	447,300	-	447,300
SG-98-???		St Croix Bluffs RP partial acquisition reimbursem	A	1,400,000	-	1,400,000	-	1,400,000	-	-	1,400,000	-	1,400,000
Washington County Subtotal				2,197,300	-	2,197,300	189,408	1,666,531	341,361	-	2,197,300	-	2,197,300
Total				63,655,460	-	63,655,460	11,924,535	17,337,893	24,044,598	10,348,434	63,655,460	-	63,655,460
Projects by Category													
Acquisition				7,502,473	-	7,502,473	2,313,709	2,821,404	1,855,540	511,820	7,502,473	-	7,502,473
Development				31,296,406	-	31,296,406	5,485,343	9,667,269	12,056,207	4,087,587	31,296,406	-	31,296,406
Redevelopment				22,804,190	-	22,804,190	3,290,083	4,336,828	9,428,252	5,749,027	22,804,190	-	22,804,190
Mixed Purpose				2,052,391	-	2,052,391	835,400	512,392	704,599	-	2,052,391	-	2,052,391
Total				63,655,460	-	63,655,460	11,924,535	17,337,893	24,044,598	10,348,434	63,655,460	-	63,655,460
Project Delay Factor									(5,000,000)	5,000,000			
Adjusted Total									19,044,598	15,348,434			

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PARKS AND OPEN SPACE CAPITAL PROJECT DESCRIPTIONS

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**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: SG-94-100
 Divison: Community Development
 Project Title: Dakota Co. parks acquisition

Project Description and Location

To acquire land within Dakota County regional parks.

Grant Recipient: Dakota County
 Project Category: Parks Land Acquisition
 Authorization Status: Continuing

Estimated Useful Life: 50 Years
 Est Debt Financing Term: 05 Years
 Debt Service Revenue: Property Tax

Project Start Date: Jun 1995
 Project Completion Date: Dec 1997
 Authority Spent Thru 1998: 15%

Purpose and Justification

Allow Dakota County to complete purchase of available parcels to complete land acquisition within regional parks.

Previous Council Actions

Metropolitan Council approved this grant in June, 1994 as part of the 1994-95 regional park capital improvement program implementation plan.

Project Milestones

Impact on Operating and Maintenance Costs

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition	Jun 1995	Dec 1997	\$530,000	\$0	\$530,000	\$0	\$530,000
Construction:			\$0	\$0	\$0	\$0	\$0
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$530,000	\$0	\$530,000	\$0	\$530,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$71,180	\$0	\$246,820	\$0	\$0	\$0	\$318,000
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$9,869	\$0	\$202,131	\$0	\$0	\$0	\$212,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$81,049	\$0	\$448,951	\$0	\$0	\$0	\$530,000
Authorized Expenditures	\$81,049	\$0	\$448,951	\$0	\$0	\$0	\$530,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id:	SG-94-80
Divison:	Community Development
Project Title:	Como RP picnic pavilion

Project Description and Location

Replace the large group picnic pavilion burned down in 1984 plus related parking, utilities and landscaping at Como Regional Park.

Grant Recipient:	City of St. Paul
Project Category:	Parks Redevelopment
Authorization Status:	Continuing
Estimated Useful Life:	50 Years
Est Debt Financing Term:	05 Years
Debt Service Revenue:	Property Tax
Project Start Date:	Jun 1994
Project Completion Date:	Jun 1999
Authority Spent Thru 1998:	78%

Purpose and Justification

To implement the Como Regional Park master plan.

Previous Council Actions

The Metropolitan Council authorized this grant in June 1994.

Project Milestones

Design/engineering work has been completed. Construction began late in 1997 and is expected to be completed by the end of 1998.

Impact on Operating and Maintenance Costs

Como Regional Park is operated/maintained by the City of St. Paul Parks and Recreation Division.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jun 1994	Jun 1999	\$2,500,000	\$0	\$2,500,000	\$0	\$2,500,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$2,500,000	\$0	\$2,500,000	\$0	\$2,500,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$129,360	\$1,034,539	\$336,101	\$0	\$0	\$0	\$1,500,000
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$86,240	\$689,692	\$224,068	\$0	\$0	\$0	\$1,000,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$215,600	\$1,724,231	\$560,169	\$0	\$0	\$0	\$2,500,000
Authorized Expenditures	\$215,600	\$1,724,231	\$560,169	\$0	\$0	\$0	\$2,500,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: SG-94-82
 Divison: Community Development
 Project Title: BN Trail (St. Paul) Development

Project Description and Location

Construct the Phalen Creek Segment of the BN Regional Trail from the intersection of Payne Av. and E. 7th Street to the southern end of Lake Phalen Regional Park in the City of St. Paul.

Grant Recipient: City of St. Paul
 Project Category: Parks Development
 Authorization Status: Continuing

Estimated Useful Life: 20 Years
 Est Debt Financing Term: 05 Years
 Debt Service Revenue: Property Tax/Other Revenues

Project Start Date: Jun 1994
 Project Completion Date: Dec 1999
 Authority Spent Thru 1998: 87%

Purpose and Justification

Implements the Phalen Creek Segment of the BN Regional Trail master plan.

Previous Council Actions

This grant was authorized by the Metropolitan Council in May 1994.

Project Milestones

Most of the project has been completed and paid for. The 1999 expenditures are for completed work that has not yet been billed to the Metropolitan Council.

Impact on Operating and Maintenance Costs

The Phalen Creek Segment of the BN Regional Trail is operated/maintained by the City of St. Paul.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jun 1994	Dec 1999	\$517,244	\$0	\$517,244	\$0	\$517,244
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$517,244	\$0	\$517,244	\$0	\$517,244

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$183,266	\$86,727	\$40,354	\$0	\$0	\$0	\$310,347
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$122,177	\$57,818	\$26,902	\$0	\$0	\$0	\$206,897
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$305,443	\$144,545	\$67,256	\$0	\$0	\$0	\$517,244
Authorized Expenditures	\$305,443	\$144,545	\$67,256	\$0	\$0	\$0	\$517,244

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: SG-94-97
 Divison: Community Development
 Project Title: Lake Harriet trails, boat launch

Project Description and Location

Lake Harriet portion of Minneapolis Chain of Lakes Regional Park. Project includes road modifications and reconfigured boat launch to accommodate increased bicycle and in-line skating circulation. Trail reconstruction for pedestrian, bicycle, and skating circulation, including informational graphics and shoreline modifications if necessary. Restoration of vegetation, eroded shoreline, and related landscaping. Up to \$40,000 may be used for traffic and facility design and planning for Lake Harriet and the Chain of Lakes (Calhoun and Lake of the Isles).

Grant Recipient: Mpls. Park & Rec. Board
 Project Category: Parks Redevelopment
 Authorization Status: Continuing

Estimated Useful Life: 50 Years
 Est Debt Financing Term: 05 Years
 Debt Service Revenue: Property Tax

Project Start Date: Jul 1994
 Project Completion Date: Dec 1998
 Authority Spent Thru 1998: 92%

Purpose and Justification

Redevelopment needed to accommodate heavy use of this park and is consistent with the Council's 1994-95 regional parks capital improvement program.

Previous Council Actions

Metro. Council approved park master plan in late 1970's. Metropolitan Parks and Open Space Commission reviewed design in Sept. 1996.

Project Milestones

Mpls. Park Board approved construction plan in Aug. 1996. Construction began July 28, 1997 and most construction is expected to be complete by Nov. 14, 1997 with landscape planting and other miscellaneous construction in spring 1998.

Impact on Operating and Maintenance Costs

Minneapolis Park & Rec. Board operates and maintains Mpls. Chain of Lakes Regional Park

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jul 1994	Aug 1996	\$40,000	\$0	\$40,000	\$0	\$40,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jul 1997	Dec 1998	\$2,060,000	\$0	\$2,060,000	\$0	\$2,060,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$2,100,000	\$0	\$2,100,000	\$0	\$2,100,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$819,180	\$343,532	\$97,288	\$0	\$0	\$0	\$1,260,000
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$546,120	\$229,021	\$64,859	\$0	\$0	\$0	\$840,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$1,365,300	\$572,553	\$162,147	\$0	\$0	\$0	\$2,100,000
Authorized Expenditures	\$1,365,300	\$572,553	\$162,147	\$0	\$0	\$0	\$2,100,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: SG-94-98
 Divison: Community Development
 Project Title: Upper Nicollet Island Dev.

Project Description and Location

Burial of electrical, cable TV and phone lines, trail connection from east channel side of the Island from Merriam Street Bridge to Boom Island, and related lighting, graphics, furnishings, and landscaping. Historic walks, lighting, planing, furnishings, graphics and miscellaneous landscape work related to street construction on upper end of Nicollet Island in Central Miss. Riverfront Regional Park--Minneapolis.

Grant Recipient: Mpls. Park & Rec. Board
 Project Category: Parks Development
 Authorization Status: Continuing

Estimated Useful Life: 50 Years
 Est Debt Financing Term: 05 Years
 Debt Service Revenue: Property Tax

Project Start Date: Jul 1994
 Project Completion Date: Jun 1998
 Authority Spent Thru 1998: 87%

Purpose and Justification

Consistent with development master plan for the park.

Previous Council Actions

Metro. Council approved master plan for Central Miss. Riverfront Regional Park in May 1983.

Project Milestones

Project bid in two parts—one in July, 1997 and the other August 1997. Construction to begin Sept, 1997 with the majority done by Dec. 1997.

Impact on Operating and Maintenance Costs

Mpls. Park & Rec. Board will operate/maintain Central Miss. Riverfront Regional Park.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition	Oct 1974	Dec 1996	\$0	\$0	\$0	\$0	\$0
Construction	Aug 1997	Dec 1997	\$1,000,000	\$0	\$1,000,000	\$0	\$1,000,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$1,000,000	\$0	\$1,000,000	\$0	\$1,000,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$120,300	\$400,697	\$79,003	\$0	\$0	\$0	\$600,000
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$80,200	\$267,131	\$52,669	\$0	\$0	\$0	\$400,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$200,500	\$667,828	\$131,672	\$0	\$0	\$0	\$1,000,000
Authorized Expenditures	\$200,500	\$667,828	\$131,672	\$0	\$0	\$0	\$1,000,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: SG-95-48
 Divison: Community Development
 Project Title: Lake Minnewashta RP play area, road

Project Description and Location
 Lake Minnewashta RP active play area, park roads and picnic shelter.

Grant Recipient: Carver County
 Project Category: Parks Development
 Authorization Status: Continuing
 Estimated Useful Life: 50 Years
 Est Debt Financing Term: 05 Years
 Debt Service Revenue: Property Tax
 Project Start Date: Jun 1995
 Project Completion Date: Jun 1999
 Authority Spent Thru 1998: 53%

Purpose and Justification
 Continues implementation of the Lake Minnewashta Regional Park master plan.

Previous Council Actions
 Grant was authorized by the Metropolitan Council in May 1995.

Project Milestones
 As of June 30, 1998, approximately 50% of the project was complete.

Impact on Operating and Maintenance Costs

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jun 1995	Jun 1999	\$512,000	\$0	\$512,000	\$0	\$512,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$512,000	\$0	\$512,000	\$0	\$512,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$124,140	\$39,405	\$143,655	\$0	\$0	\$0	\$307,200
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$82,760	\$26,270	\$95,770	\$0	\$0	\$0	\$204,800
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$206,900	\$65,675	\$239,425	\$0	\$0	\$0	\$512,000
Authorized Expenditures	\$206,900	\$65,675	\$239,425	\$0	\$0	\$0	\$512,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: SG-96-22
 Divison: Community Development
 Project Title: Phase 3 Minnehaha RP redev.

Project Description and Location

The following redevelopment work is financed with this grant at Minnehaha Regional Park--Minneapolis: Remove deteriorated parking area at promontory overlooking Minnehaha Falls and replace with pedestrian walks and promenade; provide material for construction of Lower Glen Boardwalk (labor provided by AmeriCorps); do related landscaping, lighting and park furnishings, plus required preliminary design, engineering, surveying and tests for the Minnehaha Drive area adjoining TH 55 in anticipation of future bid letting concurrent with TH 55 bid letting.

Grant Recipient: Minneapolis Park & Recreation Board
 Project Category: Parks Redevelopment
 Authorization Status: Continuing

Estimated Useful Life: 50 Years
 Est Debt Financing Term: 05 Years
 Debt Service Revenue: Property Tax

Project Start Date: Dec 1996
 Project Completion Date: Jun 2001
 Authority Spent Thru 1998: 95%

Purpose and Justification

Implements third phase of redeveloping Minnehaha Regional Park as called for in the Minnehaha Regional park redevelopment master plan.

Previous Council Actions

Metropolitan Council approved the Minnehaha Regional Park redevelopment master plan in Dec. 1993 and has provided two grants for phases 1 and 2.

Project Milestones

Project is currently under construction in 1997 with most construction to be completed in 1998.

Impact on Operating and Maintenance Costs

Minnehaha Regional Park is operated/maintained by the Minneapolis Park & Recreation Board

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Dec 1996	Jun 2001	\$1,395,000	\$0	\$1,395,000	\$0	\$1,395,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$1,395,000	\$0	\$1,395,000	\$0	\$1,395,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
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Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$437,460	\$355,204	\$44,336	\$0	\$0	\$0	\$837,000
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$291,640	\$236,803	\$29,557	\$0	\$0	\$0	\$558,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$729,100	\$592,007	\$73,893	\$0	\$0	\$0	\$1,395,000
Authorized Expenditures	\$729,100	\$592,007	\$73,893	\$0	\$0	\$0	\$1,395,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id:	SG-96-23
Divison:	Community Development
Project Title:	Lake Calhoun trails redev.
Grant Recipient:	Minneapolis Park & Rec. Board
Project Category:	Parks Redevelopment
Authorization Status:	Continuing
Estimated Useful Life:	50 Years
Est Debt Financing Term:	05 Years
Debt Service Revenue:	Property Tax
Project Start Date:	Dec 1996
Project Completion Date:	Jun 2001
Authority Spent Thru 1998:	50%

Project Description and Location

The following redevelopment work at Lake Calhoun portion of Minneapolis Chain of Lakes Regional Park: Replace worn out bicycle and hiking trails, restore turf and vegetation, reconfigure boat launch and landscaping plus street modifications where required.

Purpose and Justification

To continue redevelopment of Minneapolis Chain of Lakes Regional Park based on design plan from Grant SG-94-97. That grant also financed redevelopment of trails and relocated boat launch on Lake Harriet.

Previous Council Actions

Metropolitan Parks and Open Space Commission reviewed design plans in Sept. 1996.

Project Milestones

Construction contract awarded July 1997. Construction to begin Sept. 22, 1997 and be completed by early summer of 1998.

Impact on Operating and Maintenance Costs

Minneapolis Chain of Lakes Regional Park is operated/maintained by the Minneapolis Park & Recreation Board

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition	Jul 1997	Dec 1998	\$1,116,000	\$0	\$1,116,000	\$0	\$1,116,000
Construction			\$0	\$0	\$0	\$0	\$0
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$1,116,000	\$0	\$1,116,000	\$0	\$1,116,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
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Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$122,880	\$210,130	\$336,590	\$0	\$0	\$0	\$669,600
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$81,920	\$140,087	\$224,393	\$0	\$0	\$0	\$446,400
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$204,800	\$350,217	\$560,983	\$0	\$0	\$0	\$1,116,000
Authorized Expenditures	\$204,800	\$350,217	\$560,983	\$0	\$0	\$0	\$1,116,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: SG-96-25
 Divison: Community Development
 Project Title: Como Regional Park Parking Deck

Project Description and Location

Develop an underground parking deck and related utilities and landscaping to replace the surfact lot south of the Conservatory at Como Regional Park.

Grant Recipient: City of St. Paul
 Project Category: Parks Redevelopment
 Authorization Status: Continuing

Estimated Useful Life: 50 Years
 Est Debt Financing Term: 20 Years
 Debt Service Revenue: Property Tax

Project Start Date: Jun 1996
 Project Completion Date: Jun 2000
 Authority Spent Thru 1998: 6%

Purpose and Justification

To implement the Como Regional Park master plan

Previous Council Actions

The Metropolitan Council authorized this grant in June 1996

Project Milestones

Design/engineering work has begun. A portion of the construction is expected to be completed in 1998 with the majority done in 1999.

Impact on Operating and Maintenance Costs

Como Regional Park is operated/maintained by the City of St. Paul.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jun 1996	Jun 2000	\$2,443,700	\$0	\$2,443,700	\$0	\$2,443,700
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$2,443,700	\$0	\$2,443,700	\$0	\$2,443,700

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$35,635	\$54,570	\$605,909	\$769,886	\$0	\$0	\$1,466,000
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$23,765	\$36,393	\$404,091	\$513,451	\$0	\$0	\$977,700
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$59,400	\$90,963	\$1,010,000	\$1,283,337	\$0	\$0	\$2,443,700
Authorized Expenditures	\$59,400	\$90,963	\$1,010,000	\$1,283,337	\$0	\$0	\$2,443,700

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id:	SG-96-31
Divison:	Community Development
Project Title:	Part 1, Phase 1 Rum River Park Dev.

Project Description and Location

Rum River boat ramp, parking lot, information kiosk, canoe access and season restroom; canoe campground; group and family picnic areas with restroom/picnic shelter; 3 miles of hiking and cross-country ski trail; trail head/restroom building; play equipment and open play area; visitor contact station; underground electrical service, gates, boundary fencing, and security lighting; paved park roads and parking lots plus construction documents, fees and permits in Rum River Central Regional Park--Anoka County.

Grant Recipient:	Anoka County Parks Dept.
Project Category:	Parks Development
Authorization Status:	Continuing
Estimated Useful Life:	50 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Other Revenues
Project Start Date:	Dec 1996
Project Completion Date:	Jun 2001
Authority Spent Thru 1998:	78%

Purpose and Justification

To implement part 1 of Phase 1 development for this park in accordance with the Metropolitan Council approved master plan.

Previous Council Actions

Metropolitan Council approved an updated version of the Rum River Central Regional Park master plan in March 1995.

Project Milestones

About 84% of the project is completed with the balance of construction to be done in 1998.

Impact on Operating and Maintenance Costs

Rum River Central Regional Park is operated/maintained by the Anoka County Parks Dept.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition	Dec 1996	Jun 2001	\$949,000	\$0	\$949,000	\$0	\$949,000
Construction			\$0	\$0	\$0	\$0	\$0
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$949,000	\$0	\$949,000	\$0	\$949,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$742,682	\$206,318	\$0	\$0	\$0	\$949,000
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$742,682	\$206,318	\$0	\$0	\$0	\$949,000
Authorized Expenditures	\$0	\$742,682	\$206,318	\$0	\$0	\$0	\$949,000

METROPOLITAN COUNCIL 1999 CAPITAL PROGRAM

Project id: SG-96-32
 Division: Community Development
 Project Title: Battle Creek RP Swimming Pond

Project Description and Location

Develop a swimming pond, shower/change building, parking lot, access road, and some trails in Battle Creek Regional Park, Ramsey County.

Grant Recipient: Ramsey County Parks Dept.
 Project Category: Parks Development
 Authorization Status: 50

Estimated Useful Life: 50 Years
 Est Debt Financing Term: 20 Years
 Debt Service Revenue: Other Revenues

Project Start Date: Jun 1996
 Project Completion Date: Dec 1999
 Authority Spent Thru 1998: 2%

Purpose and Justification

To implement a portion of the Battle Creek Regional Park master plan.

Previous Council Actions

The Metropolitan Council approved the Battle Creek Regional Park Master Plan in 1982. This particular grant was authorized by the Metropolitan Council in May 1996.

Project Milestones

Design engineering work is currently underway. Controversy on whether a swimming pond or a water recreation area—at a nearby location should be built is being resolved at this time.

Impact on Operating and Maintenance Costs

Battle Creek Regional Park is operated/maintained by Ramsey County Parks and Recreation Dept.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jun 1997	Dec 1999	\$2,000,000	\$0	\$2,000,000	\$0	\$2,000,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$2,000,000	\$0	\$2,000,000	\$0	\$2,000,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$47,462	\$1,595,000	\$357,538	\$0	\$0	\$2,000,000
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$47,462	\$1,595,000	\$357,538	\$0	\$0	\$2,000,000
Authorized Expenditures	\$0	\$47,462	\$1,595,000	\$357,538	\$0	\$0	\$2,000,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id:	SG-96-33
Divison:	Community Development
Project Title:	Last segment Great River Rd.

Project Description and Location

Acquire land for right-of-way and construct last segment of Great River Road in Central Mississippi Riverfront Regional Park--Minneapolis. The segment is about 1.5 miles long and is upriver from the I-35 bridge on the downtown side of the Mississippi River.

Grant Recipient:	Mpls. Park & Rec. Board
Project Category:	Parks Land Acquisition & Dev.
Authorization Status:	Continuing
Estimated Useful Life:	50 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Other Revenues
Project Start Date:	Dec 1996
Project Completion Date:	Jun 2001
Authority Spent Thru 1998:	81%

Purpose and Justification

Completion of the Great River Road parkway in this section is consistent with the Council approved master plan for Central Mississippi Riverfront Regional Park. The parkway extends from Hennepin Ave. downriver to the existing West River Road parkway in Mississippi Gorge Regional Park.

Previous Council Actions

Metropolitan Council approved Central Miss. Riverfront Regional Park master plan in May 1983.

Project Milestones

Land acquisition to occur in August 1997 with construction of parkway beginning shortly thereafter. Parkway to be constructed before November 1997 with landscaping occurring in spring and early summer of 1998.

Impact on Operating and Maintenance Costs

Central Mississippi Riverfront Regional Park is operated/maintained by the Minneapolis Park & Rec. Board.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition	Dec 1996	Sep 1997	\$500,000	\$0	\$500,000	\$0	\$500,000
Construction	Sep 1997	Jun 2001	\$1,371,000	\$0	\$1,371,000	\$0	\$1,371,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$1,871,000	\$0	\$1,871,000	\$0	\$1,871,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$1,512,673	\$358,327	\$0	\$0	\$0	\$1,871,000
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$1,512,673	\$358,327	\$0	\$0	\$0	\$1,871,000
Authorized Expenditures	\$0	\$1,512,673	\$358,327	\$0	\$0	\$0	\$1,871,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: SG-96-34
 Divison: Community Development
 Project Title: Lebanon Hills RP campground expand

Project Description and Location

Add drive-in and tent camp sites to Lebanon Hills Regional Park campground

Grant Recipient: Dakota County
 Project Category: Parks Development
 Authorization Status: Continuing

Estimated Useful Life: 50 Years
 Est Debt Financing Term: 20 Years
 Debt Service Revenue: Other Revenues

Project Start Date: Jun 1996
 Project Completion Date: Jun 1999
 Authority Spent Thru 1998: 1%

Purpose and Justification

Project implements Lebanon Hills Regional Park master plan.

Previous Council Actions

The Metropolitan Council authorized this grant in June 1996.

Project Milestones

Design engineering work completed in spring 1998. Construction began and expected to be completed by June 1999.

Impact on Operating and Maintenance Costs

Lebanon Hills Regional Park is operated by Dakota County.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jun 1996	Jun 1999	\$900,000	\$0	\$900,000	\$0	\$900,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$900,000	\$0	\$900,000	\$0	\$900,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$6,922	\$795,000	\$98,078	\$0	\$0	\$900,000
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$6,922	\$795,000	\$98,078	\$0	\$0	\$900,000
Authorized Expenditures	\$0	\$6,922	\$795,000	\$98,078	\$0	\$0	\$900,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id:	SG-97-217
Divison:	Community Development
Project Title:	Bald Eagle RP boat access/beach dev

Project Description and Location

Redevelop boat access and picnic area, including relocation of Overlake Road, expanding the boat access from 24 to 50 spaces and expansion of picnic area at Bald Eagle-Otter Lake Regional Park, Ramsey County.

Grant Recipient:	Ramsey County Parks Dept.
Project Category:	Parks Redevelopment
Authorization Status:	Continuing
Estimated Useful Life:	50 Years
Est Debt Financing Term:	05 Years
Debt Service Revenue:	Property Tax
Project Start Date:	Jun 1997
Project Completion Date:	Jun 2000
Authority Spent Thru 1998:	2%

Purpose and Justification

To implement the Bald Eagle-Otter Lake Regional Park master plan.

Previous Council Actions

The grant for this project was authorized by the Metropolitan Council on June 26, 1997. Grant agreement is being executed at this time. Design/engineering work has begun.

Project Milestones

Grant agreement is being executed at this time. Design/engineering work has begun.

Impact on Operating and Maintenance Costs

Bald Eagle-Otter Lake Regional Park is operated/maintained by the Ramsey County Parks and Recreation Dept.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jun 1997	Jun 2000	\$445,000	\$0	\$445,000	\$0	\$445,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$445,000	\$0	\$445,000	\$0	\$445,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$4,889	\$262,111	\$0	\$0	\$0	\$267,000
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$3,260	\$174,740	\$0	\$0	\$0	\$178,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$8,149	\$436,851	\$0	\$0	\$0	\$445,000
Authorized Expenditures	\$0	\$8,149	\$436,851	\$0	\$0	\$0	\$445,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: SG-97-218
 Divison: Community Development
 Project Title: Harriet Island RP roads, parking

Project Description and Location

Construct park roads, parking, lighting and associated landscaping at Harriet Island Regional Park in the City of St. Paul.

Grant Recipient: City of St. Paul
 Project Category: Parks Redevelopment
 Authorization Status: 50
 Estimated Useful Life: 50 Years
 Est Debt Financing Term: 05 Years
 Debt Service Revenue: Property Tax
 Project Start Date: Jun 1997
 Project Completion Date: Jun 2000
 Authority Spent Thru 1998: 85%

Purpose and Justification

To implement the Lilydale-Harriet Island Regional Park master plan.

Previous Council Actions

The Metropolitan Council authorized this grant on June 26, 1997.

Project Milestones

Grant agreement is being executed at this time. Design/engineering work has begun. Majority of construction is to be done in 1998 with estimated project completion date by the end of 1999.

Impact on Operating and Maintenance Costs

Harriet Island Regional Park is operated/maintained by the City of St. Paul, Division of Parks and Recreation.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jun 1997	Jun 2000	\$1,328,300	\$0	\$1,328,300	\$0	\$1,328,300
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$1,328,300	\$0	\$1,328,300	\$0	\$1,328,300

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$82,610	\$678,590	\$0	\$0	\$0	\$0	\$761,200
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$371,410	\$195,690	\$0	\$0	\$0	\$567,100
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$82,610	\$1,050,000	\$195,690	\$0	\$0	\$0	\$1,328,300
Authorized Expenditures	\$82,610	\$1,050,000	\$195,690	\$0	\$0	\$0	\$1,328,300

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id:	SG-97-219
Divison:	Community Development
Project Title:	Dakota Co. Regional Park acq.

Project Description and Location

Acquire lands within the authorized boundaries of regional parks and park reserves in Dakota County.

Grant Recipient:	Dakota County
Project Category:	Parks Land Acquisition
Authorization Status:	Continuing

Estimated Useful Life:	50 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Other Revenues

Project Start Date:	Jun 1997
Project Completion Date:	Jun 2000
Authority Spent Thru 1998:	0%

Purpose and Justification

Implement the master plans for regional parks and park reserves in Dakota County.

Previous Council Actions

The Metropolitan Council authorized this grant on June 26, 1997

Project Milestones

Negotiations with landowners has not yet resulted in acquisitions needing funds from this grant.

Impact on Operating and Maintenance Costs

The regional parks and park reserves in Dakota County are operated by Dakota County.

Project Authorization:

	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition	Jun 1997	Jun 2000	\$453,000	\$0	\$453,000	\$0	\$453,000
Construction			\$0	\$0	\$0	\$0	\$0
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$453,000	\$0	\$453,000	\$0	\$453,000

Project Cash Flow

	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$305,000	\$148,000	\$0	\$0	\$453,000
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$0	\$305,000	\$148,000	\$0	\$0	\$453,000
Authorized Expenditures	\$0	\$0	\$305,000	\$148,000	\$0	\$0	\$453,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: SG-97-222
 Divison: Community Development
 Project Title: Second Part, Phase 1 Rum River Dev.

Project Description and Location

Two picnic shelters with tables/grills; 4 miles of hiking/crosscountry ski trails; paved park roads and parking lots; underground electrical service and security lighting; landscaping; plus construction documents, fees and permits at Rum River Central Regional Park--Anoka County.

Grant Recipient: Anoka County Parks Dept.
 Project Category: Parks Development
 Authorization Status: Continuing

Estimated Useful Life: 50 Years
 Est Debt Financing Term: 20 Years
 Debt Service Revenue: Other Revenues

Project Start Date: Jun 1997
 Project Completion Date: Jun 2000
 Authority Spent Thru 1998: 0%

Purpose and Justification

To complete phase 1 development of the park in accordance with the Metropolitan Council approved master plan.

Previous Council Actions

Metropolitan Council approved an updated version of the Rum River Central Regional Park master plan in March 1995.

Project Milestones

Work on this project will begin in 1998 after the first part of Phase 1 is completed (Grant SG-96-31). Project is expected to be completed in 1998.

Impact on Operating and Maintenance Costs

Rum River Central Regional Park is operated/maintained by the Anoka County Parks Dept.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition	Jun 1997	Jun 2000	\$345,000	\$0	\$345,000	\$0	\$345,000
Construction			\$0	\$0	\$0	\$0	\$0
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$345,000	\$0	\$345,000	\$0	\$345,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$200,000	\$145,000	\$0	\$0	\$345,000
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$0	\$200,000	\$145,000	\$0	\$0	\$345,000
Authorized Expenditures	\$0	\$0	\$200,000	\$145,000	\$0	\$0	\$345,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id:	SG-97-223
Divison:	Community Development
Project Title:	Bunker Hills campground expansion
Grant Recipient:	Anoka County Parks Dept.
Project Category:	Parks Development
Authorization Status:	Continuing
Estimated Useful Life:	50 Years
Est Debt Financing Term:	05 Years
Debt Service Revenue:	Property Tax
Project Start Date:	Jun 1997
Project Completion Date:	Jun 2000
Authority Spent Thru 1998:	2%

Project Description and Location

Construct two entrance contact stations with electricity, restrooms, and realigned entrance roads to the stations; expand and upgrade the family campground to include restrooms/showers/laundry building, dump station, up to 20 full service campsites with electrical and water hook-ups, paved roads and parking throughout the campground, plus upgrade existing campsites at Bunker Hills Regional Park--Anoka County.

Purpose and Justification

Implements master plan for the park.

Previous Council Actions

The Metropolitan Council approved the master plan for Bunker Hills Regional Park May 1982.

Project Milestones

Construction documents and permits have been completed. Construction to begin in 1998 and end in 1999.

Impact on Operating and Maintenance Costs

Bunker Hills Regional Park is operated/maintained by the Anoka County Parks Dept.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jun 1997	Jun 2000	\$1,139,300	\$0	\$1,139,300	\$0	\$1,139,300
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$1,139,300	\$0	\$1,139,300	\$0	\$1,139,300

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$375,000	\$248,600	\$0	\$0	\$623,600
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$25,018	\$280,000	\$210,682	\$0	\$0	\$515,700
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$25,018	\$655,000	\$459,282	\$0	\$0	\$1,139,300
Authorized Expenditures	\$0	\$25,018	\$655,000	\$459,282	\$0	\$0	\$1,139,300

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: SG-97-224
 Division: Community Development
 Project Title: Bush Lake amphitheatre/trail center

Project Description and Location

Two story building with upper story a concert pavillion (2,800 sq. ft.) with dressing rooms, storage for sound equipment, props, light and sound control booth, and electrical and stage lighting, plus 50 x 50 ft. primary stage and 10 x 30 ft. secondary--lower stage. Lower floor (2,000 sq. ft.) is a trail center with restrooms, concession area for trail equipment rentals and food sales, meeting room, attendant office and maintenance storage area. Also grass terraced seating area and path to parking lot in the Normandale Lake portion of Hyland-Bush-Anderson Lakes Park Reserve--Bloomington.

Grant Recipient: City of Bloomington
 Project Category: Parks Development
 Authorization Status: Continuing

Estimated Useful Life: 50 Years
 Est Debt Financing Term: 05 Years
 Debt Service Revenue: Property Tax

Project Start Date: Jun 1997
 Project Completion Date: Jun 2000
 Authority Spent Thru 1998: 0%

Purpose and Justification

Implements master plan for Hyland-Bush-Anderson Lakes Park Reserve.

Previous Council Actions

Metropolitan Council approved the master plan for Hyland-Bush-Anderson Lakes Park Reserve in May 1983.

Project Milestones

Construction documents being prepared in 1997. Construction to be begin in 1998 and be completed in 1999.

Impact on Operating and Maintenance Costs

Hyland-Bush-Anderson Lakes Park Reserve is operated/maintained under a joint powers agreement between Hennepin Parks (Hyland and Anderson Lakes) and Bloomington (Bush and Normandale Lakes).

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jun 1997	Jun 2000	\$697,500	\$0	\$697,500	\$0	\$697,500
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$697,500	\$0	\$697,500	\$0	\$697,500

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$331,018	\$47,482	\$0	\$0	\$378,500
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$278,982	\$40,018	\$0	\$0	\$319,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$0	\$610,000	\$87,500	\$0	\$0	\$697,500
Authorized Expenditures	\$0	\$0	\$610,000	\$87,500	\$0	\$0	\$697,500

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id:	SG-97-262
Divison:	Community Development
Project Title:	North Miss. RP Development

Project Description and Location

Construct plays structure, parking, picnic area and possibly a visitor center in North Mississippi Regional Park.

Grant Recipient:	Minneapolis Park & Rec. Board
Project Category:	Parks Development
Authorization Status:	Continuing
Estimated Useful Life:	20 Years
Est Debt Financing Term:	00 Years
Debt Service Revenue:	Other Revenues
Project Start Date:	Nov 1997
Project Completion Date:	Dec 2000
Authority Spent Thru 1998:	2%

Purpose and Justification

State law requires the Metropolitan Council to finance the development of North Miss. Regional Park with interest earnings on park grant funds. Projects must be consistent with the master plan for the park.

Previous Council Actions

The Metropolitan Council authorized this grant in Nov. 1997

Project Milestones

Design/engineering work began in 1998. Construction is expected to begin in 1999.

Impact on Operating and Maintenance Costs

North Mississippi Regional Park is operated by the Minneapolis Park & Recreation Board.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Nov 1997	Dec 2000	\$2,000,000	\$0	\$2,000,000	\$0	\$2,000,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$2,000,000	\$0	\$2,000,000	\$0	\$2,000,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
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Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Sources	\$0	\$36,911	\$580,000	\$1,383,089	\$0	\$0	\$2,000,000
Total Sources of funding	\$0	\$36,911	\$580,000	\$1,383,089	\$0	\$0	\$2,000,000
Authorized Expenditures	\$0	\$36,911	\$580,000	\$1,383,089	\$0	\$0	\$2,000,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: SG-97-93
 Divison: Community Development
 Project Title: Grey Cloud Island RP acquisition

Project Description and Location
 Acquire land from willing sellers in Grey Cloud Island Regional Park.

Grant Recipient: Washington County
 Project Category: Parks Land Acquisition
 Authorization Status: Continuing
 Estimated Useful Life: 50 Years
 Est Debt Financing Term: 20 Years
 Debt Service Revenue: Other Revenues
 Project Start Date: Jun 1997
 Project Completion Date: Jun 2001
 Authority Spent Thru 1998: 59%

Purpose and Justification
 To implement the Grey Cloud Island Regional Park master plan.

Previous Council Actions
 The Metropolitan Council authorized this grant on May 22, 1997.

Project Milestones
 Negotiations with willing sellers are proceeding.

Impact on Operating and Maintenance Costs
 Grey Cloud Island Regional Park is operated/maintained by the Washington County Parks Dept.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition	Jun 1997	Jun 1999	\$447,300	\$0	\$447,300	\$0	\$447,300
Construction			\$0	\$0	\$0	\$0	\$0
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$447,300	\$0	\$447,300	\$0	\$447,300

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$146,589	\$102,411	\$0	\$0	\$0	\$249,000
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$116,742	\$81,558	\$0	\$0	\$0	\$198,300
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$263,331	\$183,969	\$0	\$0	\$0	\$447,300
Authorized Expenditures	\$0	\$263,331	\$183,969	\$0	\$0	\$0	\$447,300

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: SG-98-49
 Divison: Community Development
 Project Title: Hyland PR Trail Development

Project Description and Location

Redevelop a portion of the trail system in Hyland Lake Park Reserve to meet ADA standards as well as replace worn out sections of trail.

Grant Recipient: Hennepin Parks
 Project Category: Parks Redevelopment
 Authorization Status: Continuing

Estimated Useful Life: 20 Years
 Est Debt Financing Term: 05 Years
 Debt Service Revenue: Property Tax

Project Start Date: Jun 1998
 Project Completion Date: Dec 2001
 Authority Spent Thru 1998: 0%

Purpose and Justification

Implements the Hyland Lake Park Reserve master plan.

Previous Council Actions

This grant was authorized by the Metropolitan Council on May 14, 1998

Project Milestones

Design/engineering work has begun. Construction is expected to start in 1999.

Impact on Operating and Maintenance Costs

Hyland Lake Park Reserve is operated/maintained by Hennepin Parks.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jun 1998	Dec 2001	\$195,000	\$0	\$195,000	\$0	\$195,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$195,000	\$0	\$195,000	\$0	\$195,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$123,200	\$0	\$0	\$0	\$123,200
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$71,800	\$0	\$0	\$0	\$71,800
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$0	\$195,000	\$0	\$0	\$0	\$195,000
Authorized Expenditures	\$0	\$0	\$195,000	\$0	\$0	\$0	\$195,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: SG-98-51
 Divison: Community Development
 Project Title: Minnehaha RP Development

Project Description and Location

Redevelop a portion of Minnehaha Ave., plus parking and a bridge over Minnehaha Creek in Minnehaha Regional Park.

Grant Recipient: Mpls. Park & Rec. Board
 Project Category: Parks Redevelopment
 Authorization Status: Continuing

Estimated Useful Life: 20 Years
 Est Debt Financing Term: 00 Years
 Debt Service Revenue: Other Revenues

Project Start Date: Jun 1998
 Project Completion Date: Jun 2001
 Authority Spent Thru 1998: 0%

Purpose and Justification

To implement a portion of the Minnehaha Regional Park master plan.

Previous Council Actions

The Metropolitan Council authorized a grant for this project on May 14, 1998.

Project Milestones

Some design/engineering work has begun. Construction is expected to begin in spring 1999.

Impact on Operating and Maintenance Costs

Minnehaha Regional Park is operated/maintained by the Minneapolis Park & Rec. Board.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jun 1998	Dec 2001	\$1,800,000	\$0	\$1,800,000	\$0	\$1,800,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$1,800,000	\$0	\$1,800,000	\$0	\$1,800,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$65,000	\$1,545,000	\$190,000	\$0	\$1,800,000
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$0	\$65,000	\$1,545,000	\$190,000	\$0	\$1,800,000
Authorized Expenditures	\$0	\$0	\$65,000	\$1,545,000	\$190,000	\$0	\$1,800,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: SG-98-52
 Divison: Community Development
 Project Title: Elm Creek Park R. swimming pond

Project Description and Location

Reconstruct the swimming pond at Elm Creek Park Reserve to meet Americans with Disability access requirements as well as new public health codes.

Grant Recipient: Hennepin Parks
 Project Category: Parks Redevelopment
 Authorization Status: Continuing

Estimated Useful Life: 50 Years
 Est Debt Financing Term: 20 Years
 Debt Service Revenue: Other Revenues

Project Start Date: Jun 1998
 Project Completion Date: Dec 2001
 Authority Spent Thru 1998: 0%

Purpose and Justification

Implement the master plan for Elm Creek Park Reserve

Previous Council Actions

This grant was authorized by the Metropolitan Council on May 14, 1998.

Project Milestones

Design/engineering work began in 1998. Construction is expected to start in 1999.

Impact on Operating and Maintenance Costs

Elm Creek Park Reserve is operated by Hennepin Parks.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jun 1998	Dec 2001	\$560,000	\$0	\$560,000	\$0	\$560,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$560,000	\$0	\$560,000	\$0	\$560,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$560,000	\$0	\$0	\$0	\$560,000
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$0	\$560,000	\$0	\$0	\$0	\$560,000
Authorized Expenditures	\$0	\$0	\$560,000	\$0	\$0	\$0	\$560,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: SG-98-56
 Divison: Community Development
 Project Title: ISTEA match to 3 trail projects

Project Description and Location

ISTEA matching funds for constructing portions of the Highway 96, BN and Rice Creek North Regional Trails.

Grant Recipient: Ramsey County
 Project Category: Parks Development
 Authorization Status: Continuing

Estimated Useful Life: 20 Years
 Est Debt Financing Term: 05 Years
 Debt Service Revenue: Property Tax/Other Revenues

Project Start Date: Jun 1998
 Project Completion Date: Dec 2001
 Authority Spent Thru 1998: 21%

Purpose and Justification

Implements the master plans for these trails.

Previous Council Actions

The Metropolitan Council authorized this grant on May 14, 1998.

Project Milestones

Design/engineering work began in 1998. Construction is expected to begin in 1999.

Impact on Operating and Maintenance Costs

These regional trails are operated by Ramsey County.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jun 1998	Dec 2001	\$520,000	\$0	\$520,000	\$0	\$520,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$520,000	\$0	\$520,000	\$0	\$520,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$72,019	\$185,096	\$92,885	\$0	\$0	\$350,000
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$34,981	\$89,904	\$45,115	\$0	\$0	\$170,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$107,000	\$275,000	\$138,000	\$0	\$0	\$520,000
Authorized Expenditures	\$0	\$107,000	\$275,000	\$138,000	\$0	\$0	\$520,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id:	SG-98-57
Divison:	Community Development
Project Title:	Vadnais-Snail Lake RP trails, roads

Project Description and Location

Construct 2.3 miles of paved trails, two parking lots (60 and 69 parking spaces), utilities, and landscaping in the Snail Lake segment of the park. Plus, construct a 30 space parking lot for a trailhead, trail underpass of railroad tracks and a county road, 2 bridges over the Vadnais Lake outlet channe and .5 miles of non-paved trail plus landscaping, signing and fencing in the Vadnais Lake segment of the park.

Grant Recipient:	Ramsey County
Project Category:	Parks Development
Authorization Status:	Continuing
Estimated Useful Life:	50 Years
Est Debt Financing Term:	05 Years
Debt Service Revenue:	
Project Start Date:	
Project Completion Date:	
Authority Spent Thru 1998:	0%

Purpose and Justification

Project implements the Vadnais-Snail Lake RP development master plan.

Previous Council Actions

The Metropolitan Council authorized this grant on May 14, 1998.

Project Milestones

Design/engineering work has begun. Construction is expected to begin in 1999.

Impact on Operating and Maintenance Costs

Vadnais-Snail Lake Regional Park is operated/maintained by Ramsey County.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction			\$812,600	\$0	\$812,600	\$0	\$812,600
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$812,600	\$0	\$812,600	\$0	\$812,600

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$512,000	\$300,600	\$0	\$0	\$812,600
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$0	\$512,000	\$300,600	\$0	\$0	\$812,600
Authorized Expenditures	\$0	\$0	\$512,000	\$300,600	\$0	\$0	\$812,600

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id:	SG-98-58
Divison:	Community Development
Project Title:	Lebanon Hills RP trailhead

Project Description and Location

Develop a trailhead building with parking, access road and utilities to serve the 35 mile trail system in Lebanon Hills Regional Park.

Grant Recipient:	Dakota County
Project Category:	Parks Development
Authorization Status:	Continuing
Estimated Useful Life:	50 Years
Est Debt Financing Term:	05 Years
Debt Service Revenue:	Property Tax
Project Start Date:	Jul 1998
Project Completion Date:	Dec 2001
Authority Spent Thru 1998:	0%

Purpose and Justification

Implements the Lebanon Hills Regional Park master plan

Previous Council Actions

This grant was authorized by the Metropolitan Council on May 14, 1998.

Project Milestones

Design/engineering work began in the summer of 1998.
Construction to start in Spring 1999.

Impact on Operating and Maintenance Costs

Lebanon Hills Regional Park is operated by Dakota County.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jul 1998	Dec 2001	\$1,568,000	\$0	\$1,568,000	\$0	\$1,568,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$1,568,000	\$0	\$1,568,000	\$0	\$1,568,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$804,120	\$136,680	\$0	\$0	\$940,800
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$536,080	\$91,120	\$0	\$0	\$627,200
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$0	\$1,340,200	\$227,800	\$0	\$0	\$1,568,000
Authorized Expenditures	\$0	\$0	\$1,340,200	\$227,800	\$0	\$0	\$1,568,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: SG-98-59
 Divison: Community Development
 Project Title: Rice Creek Chain of Lakes PR dev.

Project Description and Location

Park roads, trails, beach improvements, beach/concession building replacement, large group picnic pavilion, small picnic area, campground amphitheatre, landscaping, site amenities, and signs.

Grant Recipient: Anoka County
 Project Category: Parks Development
 Authorization Status: Continuing

Estimated Useful Life: 50 Years
 Est Debt Financing Term: 05 Years
 Debt Service Revenue:

Project Start Date: Jun 1998
 Project Completion Date: Dec 2002
 Authority Spent Thru 1998: 0%

Purpose and Justification

Implements Rice Creek Chain of Lakes Park Reserve master plan.

Previous Council Actions

Grant was authorized by the Metropolitan Council on May 14, 1998

Project Milestones

Grant agreement executed. Design/engineering work has begun. Construction scheduled to begin in spring 1999.

Impact on Operating and Maintenance Costs

Rice Creek Chain of Lakes Park Reserve is operated by Anoka County.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Apr 1999	Dec 2001	\$1,644,300	\$0	\$1,644,300	\$0	\$1,644,300
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$1,644,300	\$0	\$1,644,300	\$0	\$1,644,300

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$800,000	\$844,300	\$0	\$0	\$1,644,300
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$0	\$800,000	\$844,300	\$0	\$0	\$1,644,300
Authorized Expenditures	\$0	\$0	\$800,000	\$844,300	\$0	\$0	\$1,644,300

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: SG-98-61
 Divison: Community Development
 Project Title: Harriet Island RP picnic pavilion

Project Description and Location

Restoration and development of the picnic pavilion and related site utilities, walkways, lighting and landscaping at Harriet Island Regional Park.

Grant Recipient: City of St. Paul
 Project Category: Parks Redevelopment
 Authorization Status: Continuing

Estimated Useful Life: 50 Years
 Est Debt Financing Term: 05 Years
 Debt Service Revenue: Other Revenues/Property Tax

Project Start Date: Jun 1998
 Project Completion Date: Dec 2001
 Authority Spent Thru 1998: 1%

Purpose and Justification

Project implements the Harrie Island Regional Park master plan.

Previous Council Actions

This grant was authorized by the Metropolitan Council on May 14, 1998.

Project Milestones

Design/engineering work begun in 1998. Construction to begin in 1999.

Impact on Operating and Maintenance Costs

Harriet Island Regional Park is operated/maintained by the City of St. Paul.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction			\$2,010,000	\$0	\$2,010,000	\$0	\$2,010,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$2,010,000	\$0	\$2,010,000	\$0	\$2,010,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$30,000	\$1,179,090	\$185,010	\$0	\$0	\$1,394,100
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$520,910	\$94,990	\$0	\$0	\$615,900
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$30,000	\$1,700,000	\$280,000	\$0	\$0	\$2,010,000
Authorized Expenditures	\$0	\$30,000	\$1,700,000	\$280,000	\$0	\$0	\$2,010,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: SG-98-S1
 Divison: Community Development
 Project Title: Como Regional Park Educ. Res. Ctr.

Project Description and Location

Special appropriation pass-through grant to the City of St. Paul for the design, site preparation work including utilities and phase one construction of the Como Park Education Resource Center.

Grant Recipient: City of St. Paul
 Project Category: Parks Development
 Authorization Status: Continuing

Estimated Useful Life: 50 Years
 Est Debt Financing Term: 00 Years
 Debt Service Revenue: Other Revenues

Project Start Date: Jun 1998
 Project Completion Date: Dec 2001
 Authority Spent Thru 1998: 5%

Purpose and Justification

This is a special State appropriation for this project.

Previous Council Actions

The Metropolitan Council authorized the grant on May 14, 1998.

Project Milestones

The grant agreement is being executed. Design work is expected to begin in 1998 and continue into 1999. Construction likely to begin in late 1999.

Impact on Operating and Maintenance Costs

Como Regional Park is operated/maintained by the City of St. Paul.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction			\$3,900,000	\$0	\$3,900,000	\$0	\$3,900,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$3,900,000	\$0	\$3,900,000	\$0	\$3,900,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$200,000	\$900,000	\$2,800,000	\$0	\$0	\$3,900,000
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$200,000	\$900,000	\$2,800,000	\$0	\$0	\$3,900,000
Authorized Expenditures	\$0	\$200,000	\$900,000	\$2,800,000	\$0	\$0	\$3,900,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: SG-98-S2
 Divison: Community Development
 Project Title: Harriet Island RP Redevelopment

Project Description and Location

Construct a connection through and over the existing flood control levee between the park and adjacent community, including at least one major park entrance. The balance of work will construct Phase 2 of the Riverwalk, including access/walking/sitting and biking opportunities to the river and additional site development throughout Harriet Island Regional Park.

Grant Recipient: City of St. Paul
 Project Category: Parks Redevelopment
 Authorization Status: Continuing

Estimated Useful Life: 20 Years
 Est Debt Financing Term: 00 Years
 Debt Service Revenue: Other Revenues

Project Start Date: Jun 1998
 Project Completion Date: Dec 2001
 Authority Spent Thru 1998: 0%

Purpose and Justification

This is a pass-through grant from a special State appropriation to the City of St. Paul for redeveloping Harriet Island Regional Park. This \$1.5 million appropriation must be matched with Non-State revenues.

Previous Council Actions

The Metropolitan Council authorized the grant on May 14, 1998.

Project Milestones

Design/engineering work has begun. Construction is expected to begin in 1999.

Impact on Operating and Maintenance Costs

Harriet Island Regional Park is operated/maintained by the City of St. Paul.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jun 1998	Dec 2001	\$1,500,000	\$0	\$1,500,000	\$0	\$1,500,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$1,500,000	\$0	\$1,500,000	\$0	\$1,500,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$500,000	\$1,000,000	\$0	\$0	\$1,500,000
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$0	\$500,000	\$1,000,000	\$0	\$0	\$1,500,000
Authorized Expenditures	\$0	\$0	\$500,000	\$1,000,000	\$0	\$0	\$1,500,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id:	SG-98-t1
Division:	Community Development
Project Title:	Rice Creek West RT tunnel

Project Description and Location

Construct a tunnel under MN Hwy. 65 in Fridley as part of Rice Creek West Regional Trail. This is part of a \$5 million regional trail connections appropriation financed with State funds in 1998. It is a pass-through appropriation to the Metropolitan Council.

Grant Recipient:	Anoka County
Project Category:	Parks Development
Authorization Status:	Continuing
Estimated Useful Life:	50 Years
Est Debt Financing Term:	00 Years
Debt Service Revenue:	Other Revenues
Project Start Date:	Jun 1998
Project Completion Date:	Dec 2001
Authority Spent Thru 1998:	0%

Purpose and Justification

Project provides a safe trail crossing of a major highway. It connects two developed portions of this regional trail.

Previous Council Actions

The Metropolitan Council authorized this grant on May 14, 1998.

Project Milestones

The Legislative Commission on Minnesota Resources approved the workprogram for this project in July 1998. Design/engineering work has started. Construction expected to begin in 1999.

Impact on Operating and Maintenance Costs

Rice Creek West Regional Trail is operated by Anoka County.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jul 1998	Dec 2001	\$1,100,000	\$0	\$1,100,000	\$0	\$1,100,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$1,100,000	\$0	\$1,100,000	\$0	\$1,100,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$975,000	\$125,000	\$0	\$0	\$1,100,000
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$0	\$975,000	\$125,000	\$0	\$0	\$1,100,000
Authorized Expenditures	\$0	\$0	\$975,000	\$125,000	\$0	\$0	\$1,100,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: SG-98-T2
 Divison: Community Development
 Project Title: Miss. River RT-Anoka Co. bridge

Project Description and Location

Construct a bridge over Mississippi St. in Fridley as part of the Mississippi River RT-Anoka Co. development.

Grant Recipient: Anoka County
 Project Category: Parks Development
 Authorization Status: Continuing

Estimated Useful Life: 20 Years
 Est Debt Financing Term: 20 Years
 Debt Service Revenue: Other Revenues

Project Start Date: Jul 1998
 Project Completion Date: Dec 2001
 Authority Spent Thru 1998: 0%

Purpose and Justification

To implement the Mississippi River Regional Trail-Anoka County master plan.

Previous Council Actions

The Metropolitan Council authorized this grant agreement May 14, 1998. This is a pass-through grant from a special \$5 million state appropriation for regional trail connections.

Project Milestones

Design/engineering work has begun. Construction is expected to begin in 1999.

Impact on Operating and Maintenance Costs

The Mississippi River Regional Trail-Anoka County is operated/maintained by Anoka County.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jul 1998	Dec 2001	\$300,000	\$0	\$300,000	\$0	\$300,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$300,000	\$0	\$300,000	\$0	\$300,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$300,000	\$0	\$0	\$0	\$300,000
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$0	\$300,000	\$0	\$0	\$0	\$300,000
Authorized Expenditures	\$0	\$0	\$300,000	\$0	\$0	\$0	\$300,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id:	SG-98-T3
Division:	Community Development
Project Title:	N. Henn. RT (French-Wirth) Dev.

Project Description and Location

Construct a portion of the N. Hennepin Regional Trail between Theodore Wirth RP and French RP and link it to the Luce Line State Trail

Grant Recipient:	Hennepin Parks
Project Category:	Parks Development
Authorization Status:	Continuing
Estimated Useful Life:	20 Years
Est Debt Financing Term:	00 Years
Debt Service Revenue:	Other Revenues
Project Start Date:	Jul 1998
Project Completion Date:	Dec 2001
Authority Spent Thru 1998:	100%

Purpose and Justification

Project is part of a special \$5 million State appropriation for regional trail connections.

Previous Council Actions

This grant was authorized by the Metropolitan Council on May 14, 1998.

Project Milestones

Design/engineering work has started. Construction is expected to begin in 1999.

Impact on Operating and Maintenance Costs

The North Hennepin Regional Trail is operated/maintained by Hennepin Parks.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jul 1998	Dec 2001	\$1,000,000	\$0	\$1,000,000	\$0	\$1,000,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$1,000,000	\$0	\$1,000,000	\$0	\$1,000,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
Authorized Expenditures	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: **SG-98-T4**
 Divison: **Community Development**
 Project Title: **Hutchinson Spur Trail Acq./Dev.**

Project Description and Location

Match ISTEAs funds, and City of St. Louis Park funds to acquire the Hutchinson Spur railroad right-of-way from a private developer and construct a trail in the City of St. Louis Park.

Grant Recipient: **Hennepin Parks**
 Project Category: **Parks Acquisition/ Development**
 Authorization Status: **Continuing**

Estimated Useful Life: **50 Years**
 Est Debt Financing Term: **00 Years**
 Debt Service Revenue: **Other Revenues**

Project Start Date: **Jul 1998**
 Project Completion Date: **Dec 2001**
 Authority Spent Thru 1998: **100%**

Purpose and Justification

This project is part of a special \$5 million State appropriation for regional trail connections.

Previous Council Actions

This grant was authorized by the Metropolitan Council on May 14, 1998.

Project Milestones

Acquisition is expected to be completed in 1999 and construction is likely to start in 2000.

Impact on Operating and Maintenance Costs

The Hutchinson Spur trail will be operated and maintained by Hennepin Parks under a joint powers agreement with the City of St. Louis Park.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction			\$500,000	\$0	\$500,000	\$0	\$500,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$500,000	\$0	\$500,000	\$0	\$500,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000
Authorized Expenditures	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: SG-98-T5
 Divison: Community Development
 Project Title: Birch Lake RT extension

Project Description and Location

Extend the Birch Lake RT from its current terminus 1 mile to the Tamarack Lake section of Bald Eagle-Otter Lake Regional Park.

Grant Recipient: Ramsey County
 Project Category: Parks Development
 Authorization Status: Continuing

Estimated Useful Life: 20 Years
 Est Debt Financing Term: 00 Years
 Debt Service Revenue: Other Revenues

Project Start Date: Jul 1998
 Project Completion Date: Dec 2001
 Authority Spent Thru 1998: 0%

Purpose and Justification

This project is part of a special \$5 million State appropriation for regional trail connection projects.

Previous Council Actions

The Metropolitan Council approved this grant on May 14, 1998.

Project Milestones

Design/engineering work likely to begin in 1998. Construction to begin in 1999.

Impact on Operating and Maintenance Costs

The Birch Lake Regional Trail is operated/maintained by Ramsey County.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jul 1998	Dec 2001	\$150,000	\$0	\$150,000	\$0	\$150,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$150,000	\$0	\$150,000	\$0	\$150,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$150,000	\$0	\$0	\$0	\$150,000
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$0	\$150,000	\$0	\$0	\$0	\$150,000
Authorized Expenditures	\$0	\$0	\$150,000	\$0	\$0	\$0	\$150,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: SG-98-T6
 Divison: Community Development
 Project Title: BN Regional Trail extension

Project Description and Location

Extend the BN Regional Trail 4 miles from its existing terminus at Beam Av. in Maplewood to the City of White Bear Lake.

Grant Recipient: Ramsey County
 Project Category: Parks Development
 Authorization Status: Continuing

Estimated Useful Life: 20 Years
 Est Debt Financing Term: 00 Years
 Debt Service Revenue: Other Revenues

Project Start Date: Jul 1998
 Project Completion Date: Dec 2001
 Authority Spent Thru 1998: 4%

Purpose and Justification

Project is part of a special \$5 million State appropriation for regional trail connection projects.

Previous Council Actions

This grant was authorized by the Metropolitan Council on May 14, 1998.

Project Milestones

Design/engineering work began in 1998. Construction expected to begin in 1999.

Impact on Operating and Maintenance Costs

This section of the BN regional trail is operated/maintained by Ramsey County.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jul 1998	Dec 2001	\$400,000	\$0	\$400,000	\$0	\$400,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$400,000	\$0	\$400,000	\$0	\$400,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$15,000	\$385,000	\$0	\$0	\$0	\$400,000
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$15,000	\$385,000	\$0	\$0	\$0	\$400,000
Authorized Expenditures	\$0	\$15,000	\$385,000	\$0	\$0	\$0	\$400,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id:	SG-98-17
Divison:	Community Development
Project Title:	Acq. land Miss. River RT-Dakota Co.

Project Description and Location

Special appropriation to Ramsey County to acquire land for a portion of the Mississippi River Regional Trail in the City of South St. Paul. The funds need to be passed through Ramsey County before they go to Dakota County and the City of South St. Paul.

Grant Recipient:	Ramsey County
Project Category:	Parks Development
Authorization Status:	Continuing
Estimated Useful Life:	50 Years
Est Debt Financing Term:	00 Years
Debt Service Revenue:	Other Revenues
Project Start Date:	Jul 1998
Project Completion Date:	Dec 2001
Authority Spent Thru 1998:	0%

Purpose and Justification

This is a part of \$5 million 1998 State appropriation for regional trail connection projects that is a pass-through grant to the Metropolitan Council.

Previous Council Actions

The Metropolitan Council authorized the grant on May 14, 1998

Project Milestones

The Legislative Commission on Minnesota Resources approved the workprogram for this project in July 1998. Design/engineering work has begun.

Impact on Operating and Maintenance Costs

The Mississippi River Regional Trail-Dakota County is operated by Dakota County.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jul 1998	Dec 2001	\$500,000	\$0	\$500,000	\$0	\$500,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$500,000	\$0	\$500,000	\$0	\$500,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$500,000	\$0	\$0	\$0	\$500,000
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$0	\$500,000	\$0	\$0	\$0	\$500,000
Authorized Expenditures	\$0	\$0	\$500,000	\$0	\$0	\$0	\$500,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id: SG-98-T8
 Divison: Community Development
 Project Title: Trail bridge over Lexington Parkway

Project Description and Location

Construct a pedestrian/bicycle bridge over Lexington Parkway in Como Regional Park north of the Gates Ajar, connecting existing trails and eliminating conflicts with an at-grade crossing of Lexington Parkway.

Grant Recipient: City of St. Paul
 Project Category: Parks Development
 Authorization Status: Continuing

Estimated Useful Life: 50 Years
 Est Debt Financing Term: 00 Years
 Debt Service Revenue: Other Revenues

Project Start Date: Jul 1998
 Project Completion Date: Dec 2001
 Authority Spent Thru 1998: 8%

Purpose and Justification

This project is part of a special State appropriation for regional trail connection projects.

Previous Council Actions
 This grant was authorized by the Metropolitan Council on May 14, 1998.

Project Milestones
 Design/engineering work began in 1998. Construction is expected to begin in 1999.

Impact on Operating and Maintenance Costs
 Como Regional Park is operated/maintained by the City of St. Paul.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jul 1998	Dec 2001	\$250,000	\$0	\$250,000	\$0	\$250,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$250,000	\$0	\$250,000	\$0	\$250,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$20,000	\$230,000	\$0	\$0	\$0	\$250,000
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$20,000	\$230,000	\$0	\$0	\$0	\$250,000
Authorized Expenditures	\$0	\$20,000	\$230,000	\$0	\$0	\$0	\$250,000

**METROPOLITAN COUNCIL
1999 CAPITAL PROGRAM**

Project id:	SG-98-T9
Divison:	Community Development
Project Title:	Harriet Island RP trailhead

Project Description and Location

Replace seasonal utility services in Harriet Island Regional Park to enable the use of the picnic pavilion as a year-round bike/hike/cross-country ski trailhead. Provide parking and lighting at the "upstream end" of the park.

Grant Recipient:	City of St. Paul
Project Category:	Parks Development
Authorization Status:	Continuing
Estimated Useful Life:	50 Years
Est Debt Financing Term:	00 Years
Debt Service Revenue:	Other Revenues
Project Start Date:	Jul 1998
Project Completion Date:	Dec 2001
Authority Spent Thru 1998:	31%

Purpose and Justification

This project is part of a special State appropriation for regional trail connection projects.

Previous Council Actions

This grant was authorized by the Metropolitan Council on May 14, 1998.

Project Milestones

Design/engineering work begun in 1998. Construction expected in 1999.

Impact on Operating and Maintenance Costs

Harriet Island Regional Park is operated/maintained by the City of St. Paul.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jul 1998	Dec 2001	\$800,000	\$0	\$800,000	\$0	\$800,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$800,000	\$0	\$800,000	\$0	\$800,000

Project Cash Flow	Prior to 1998	1998 Estimated	1999 Budget	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$250,000	\$500,000	\$50,000	\$0	\$0	\$800,000
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$250,000	\$500,000	\$50,000	\$0	\$0	\$800,000
Authorized Expenditures	\$0	\$250,000	\$500,000	\$50,000	\$0	\$0	\$800,000

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**800 MEGAHERTZ
RADIO**

**METROPOLITAN COUNCIL
800 MEGAHERTZ RADIO SYSTEM
PROPOSED 1999-2004 CAPITAL IMPROVEMENT PROGRAM
AND 1999 CAPITAL PROGRAM AND BUDGET**

INTRODUCTION

The State of Minnesota as well as regional, county and local public safety agencies currently employ conventional VHF and UHF radio systems, which have been in use for over thirty years. These systems are not adequate for the expanded communications needed today. A significant problem with these systems is the lack of spectrum. Current radio channels are very congested for public safety users. Any expansion of current radio systems would be extremely limited and could not meet any significant additional needs because existing conventional systems operate on dedicated frequencies which do not use channel capacity efficiently. An alternative approach to the conventional systems with their dedicated channels is trunking in which channels are pooled and computers used to assign available channels to various users, arranged in "talk groups".

The FCC has allocated several blocks of 800 MHz channels to public safety users with directives to maximize the potential of these channels by sharing them through the use of trunking. Public safety users in the Twin Cities metropolitan area recognized that if agencies licensed 800 MHz channels for independent systems, there were not be sufficient channels to meet the needs of all users. Only by creating a single integrated system could channel capacity be maximized to provide adequate communications for all public safety users.

The Metropolitan Council undertook a planning process in the metropolitan area involving all public safety radio system users which determined that a single radio system was feasible. A new governing body, the Metropolitan Radio Board, was created by the legislature in 1995 to prepare a system plan and oversee the implementation of the plan. The Board endorsed a design consisting of a region-wide backbone network and county subsystems. This design allows the system to be built in phases with each county connecting to the backbone on its own schedule.

The region-wide backbone is designed for wide area coverage of nine counties: Hennepin, Ramsey, Carver, Scott, Dakota, Washington, Anoka, Chisago and Isanti. The design will meet both MnDOT and the State Patrol's communications needs as well as those of other state agencies.

Other public safety agencies that will be subscribers to the regional backbone are Emergency Medical Services and Metro Transit. The identified subscribers will pool their radio frequencies to increase the capacity of the system, resulting in more efficient use of frequencies. The overall cost of the system is also reduced by building one shared system rather than multiple individual systems.

The technology to be used for the radio system is digital modulation rather than analog. The reasons for choosing digital rather than analog are its ability to migrate to greater channel and spectrum efficiency, reduction in noise, static and interference, enhanced privacy and security, and greater use of software rather than hardware for upgrades and migration.

Hennepin county and the city of Minneapolis have prepared subsystem plans and have received authorization from the Radio Board to include their subsystem design specifications in the Board's RFP process for an initial network that will serve an estimated 11,700 state, regional, Hennepin and Minneapolis radio users. Total build-out of the system with all seven metropolitan counties participating is expected to reach 25,000 radio units.

Authorized funding for the regional backbone is \$28 million: \$15 million from state agency sources; \$3 million from Metro Transit; and \$10 million in revenue bonds backed by a 4 cent telephone tax. Hennepin county and the city of Minneapolis are expected to fund their share of the system costs, approximately \$20 million, separately from the backbone costs.

The RFP for the radio and microwave system were issued on February 7, 1997 with vendor responses due September 4, 1997. One response was submitted by a partnership of Motorola and E.F. Johnson. Following an evaluation for compliance with RFP specifications, the Metropolitan Radio Board is expected to recommend in November, 1997 that contract negotiations begin with the Motorola/E.F. Johnson partnership. During the time that contract negotiations are occurring on the radio and microwave system, bid specifications will be prepared and issued for antenna tower, equipment shelter and building construction to accommodate the radio and microwave equipment.

Construction and installation is expected to begin in 1999. The system should be operational in 2001 with final system acceptance in 2002.

1999-2004 CAPITAL IMPROVEMENT PROGRAM: SOURCES AND USES

Table 16 summarizes the 1998-2002 capital improvement program for the Council's portion of the 800 Megahertz Radio System.

PROPOSED 1999 CAPITAL PROGRAM AND CAPITAL BUDGET

The proposed 1999 changes to capital program authorizations total \$12,476,000. This will provide authorization for remaining capital expenditures to implement the radio system. The proposed 1999 capital budget for totals \$3,218,000.

Table 16
800n Megahertz Radio System
1999-2004 Capital Improvement Program
Sources and Uses of Funds

	1999	2000	2001	2002	2003	2004	Total
Sources of Funds							
Revenue Bond Proceeds	10,000,000	-	-	-	-	-	10,000,000
Other Sources	1,050,000	506,000	276,000	466,000	-	-	2,298,000
Total Sources	11,050,000	506,000	276,000	466,000	-	-	12,298,000
Uses of Funds							
Backbone System	3,000,000	-	-	-	-	-	3,000,000
System InterOperability	218,000	1,771,000	8,444,000	2,043,000	-	-	12,476,000
Total Uses	3,218,000	1,771,000	8,444,000	2,043,000	-	-	15,476,000
Annual Surplus/(Deficit)	7,832,000	(1,265,000)	(8,168,000)	(1,577,000)	-	-	(3,178,000)
Fund Balance, Beginning of Year	3,178,000	11,010,000	9,745,000	1,577,000	-	-	
Fund Balance, End of Year	11,010,000	9,745,000	1,577,000	-	-	-	
Authorization Status							
Currently Authorized	3,218,000	1,771,000	8,444,000	2,043,000	-	-	15,476,000
Future Authorizations	-	-	-	-	-	-	-
Percent Currently Authorized	100%	100%	100%	100%	-	-	100%

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Capital improvement program

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