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# Metropolitan Council

## 2000-2005 Capital Improvement Program and 2000 Capital Program and Budget

Adopted December 15, 1999

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*The mission of the Metropolitan Council is to improve regional competitiveness in the global economy so that this is one of the best places to live, work, raise and family and grow a business.*

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

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RESOLUTION NO. 99-65  
APPROVING THE METROPOLITAN COUNCIL  
2000-2005 CAPITAL IMPROVEMENT PROGRAM  
AND 2000 CAPITAL PROGRAM AND BUDGET

- 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 2000-2005 capital improvement program and 2000 capital program and budget for public hearing on October 27, 1999.
- WHEREAS, a public hearing on the 2000-2005 capital improvement program and 2000 capital program and budget was held on December 8, 1999;

THEREFORE, BE IT RESOLVED,

That the Metropolitan Council approves the 2000-2005 Capital Improvement Program and 2000 Capital Program and Budget as follows:

1. Adopt the 2000-2005 Capital Improvement Program as its capital investment and financing plan.
2. Approve \$165,606,720 of new multi-year capital program authorizations in the 2000 Capital Program, including:
  - \$ 110,750,000 for Environmental Services,
  - \$ 50,931,250 for Transit, and
  - \$ 3,925,470 for 800 Megahertz Radio.
3. Approve a 2000 Capital Expenditure Budget of \$241,098,672 for previously approved capital projects and new capital projects authorized in the 2000 Capital Program, including:
  - \$ 63,147,351 for Environmental Services,
  - \$ 157,863,157 for Transit,
  - \$ 17,502,084 for Parks and Open Space, and
  - \$ 2,586,080 for the 800 Megahertz Radio Project.

Adopted this 15th day of December, 1999

  
Ted Mondale, Chair

  
Sandi Lindstrom, Recording Secretary

**METROPOLITAN COUNCIL  
PROPOSED 2000 CAPITAL PROGRAM / BUDGET AND  
2000-2005 CAPITAL IMPROVEMENT PROGRAM**

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## METROPOLITAN COUNCIL

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**DATE:** November 10, 1999  
**TO:** Ted Mondale, Chair and Metropolitan Council Members  
**FROM:** Jim Solem, Regional Administrator  
**SUBJECT:** Public Hearing Draft: Proposed Metropolitan Council 2000-2005 Capital Improvement Program and 2000 Capital Budget

Attached is a summary of the proposed 2000-2005 Capital Improvement Program and 2000 Capital Budget. We are recommending that the summary be adopted as a public hearing draft for the December 8, 1999 public hearing.

The proposed 2000-2005 Capital Improvement Program and 2000 Capital Budget presents annual capital budgets and longer-term capital improvement programs for each of the divisions of the Council 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.

The proposed capital program strongly supports the Metropolitan Council's strategies on infrastructure, quality of life and alignment. The capital improvement program for transit reflects the start of an ambitious effort to double the size of the transit system in the next twenty years. The capital improvement program for environmental services includes investments to expand the wastewater service system to support regional growth and to meet environmental requirements. The entire program includes significant investment to preserve existing regional investments in transit, wastewater services and parks and open space.

The proposed investment in transit, wastewater services and parks and open space also supports the Council's Growth Strategy and enhances the region's quality of life. Transit investments support growth in the developed areas of the region and enhance mobility within the region. Investments in wastewater services ensure protection of the environments while reducing costs to businesses and communities. The regional park system provides a world-class recreation open space system for the citizens of the region.

The proposed capital program also supports the Council's strategy of aligning regional policies and program with those of local governments and state agencies. The development of the transit,

wastewater services and parks capital investment programs involve the Council working closely with local governments, transit providers and park implementing agencies.

This public hearing draft summary presents: 1) a unified 2000-2005 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 2000 capital program and budget with new multi-year capital program authorization requests and proposed 2000 capital expenditures.

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 reflects a commitment to maintain and preserve regional investments in wastewater services, transit and parks and open space. The Council has a regional investment in infrastructure with a net book value of \$1.1 billion and an estimated replacement cost of \$3.5 billion. These investments need to be preserved and replaced at the end of their useful life. Approximately \$730 million, or 36 percent, of the proposed six-year capital investment by the Council will be used to rehabilitate or replace existing capital facilities, vehicles and equipment. Excluding light rail transit and transitways, which are new investments for the region, approximately 54 percent of the capital projects in the capital improvement program involve rehabilitation or replacement of regional infrastructure.

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 \$2.0 billion in regional facilities over the next six years. The proposed capital improvement program will require the issuance of approximately \$634 million in regional bonding. The proposed program for transit will also require \$375 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 1999 and 2005. However, projected increases in property taxes and user fees for operations and debt service are only slightly higher than projected inflation rates and are lower than anticipated increases in regional income and market values.

## **CAPITAL PROGRAM ISSUES**

### **TRANSIT**

The transit capital improvement program proposes investing \$1.5 billion 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 the transit capital improvement program of two years ago. 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 2000-2005 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 be the first step in a 20-year plan to double 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 capital improvement program provides for the replacement of 1,122 transit vehicles in accordance with fleet replacement plans and provides for 379 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 two additional garages to house future additions to the bus fleet. The program includes completion of the Hiawatha Corridor light rail transit line and the start of a system of transitways in other parts of the region. The program includes \$122 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. Because the Council is the fiscal agent for the Hiawatha light rail line, the capital costs and revenues for the are reflected in the Council's capital budget, even though the Minnesota Department of Transportation is the construction manager for the project.

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

- The Council needs legislative authorization for \$134 million in new regional bonding over the six-year period as the regional contribution to capital program financing.
- The Council needs to secure \$375 million in additional financial support from the state to provide capital financing for transit system expansion and \$40 million to assist in funding two additional bus garages. 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 \$450 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 2000-2005 program represents the first six years of a twenty-year program prepared by the Division.

Approximately \$237 million of the six-year program (53 percent of the program) will be invested in rehabilitation and replacement of existing facilities. The remaining \$213 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 1999-2003 Plan for Allocating Resources (PAR)*. The 2000 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 \$118 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 \$91 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 program are based on the *Regional Recreation Open Space Capital Improvement Program 2000-2005* developed by the Metropolitan Parks and Open Space Commission. The Commission and the Council will adopt the CIP in November 1999.

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.

### **SMART GROWTH CRITERIA**

The Governor's Office developed Smart Growth Criteria for evaluating capital budget requests for state bonding. The criteria are intended to ensure that the state's capital bonding investments are consistent with the Administration's four Smart Growth principles of stewardship, efficiency, choice and accountability. The Council has requested state bonding authorization be included in the Governor's 2000 state bonding request to provide funding for two transit capital projects (bus garage and transitways) and for regional parks and open space capital projects. Attached is a summary of the Smart Growth Criteria and an evaluation of major Council capital investment categories against the criteria.

### **CONCLUSION**

The proposed 2000-2005 Capital Improvement Program and 2000 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.

# Smart Growth Criteria

for

## Evaluating Capital Budget Requests

---

October 21, 1999

The act of bonding, by definition, imposes costs on future residents who must pay the bonds off. It is therefore government's responsibility to impose on future generations the lowest possible long-term costs in pursuit of the greatest benefits.

### About the criteria

The criteria are intended to ensure that the state's capital bonding investments are consistent with the Ventura Administration's four Smart Growth principles of Stewardship, Efficiency, Choice and Accountability. It should be noted, however, that these Smart Growth criteria do not necessarily ensure that bonding projects will serve other goals in the Administration's "Big Plan" equally well.

Representatives from eleven state agencies have collaborated to develop these criteria. The agencies include: Minnesota Planning, the Metropolitan Council, the Departments of Transportation, Natural Resources, Agriculture, Trade & Economic Development, Revenue and Finance, the Environmental Quality Board, the Office of Environmental Assistance and the Pollution Control Agency.

### How the criteria will be used

No single set of criteria can apply equally well to all types of bonding proposals. Given this, a general set of criteria is proposed.

Because of the nature of the capital bonding process, there are some important issues that the criteria may not be able to address, but which deserve consideration in the way individual projects and programs are implemented. For example, since growth often translates into new buildings and other structures, it makes sense to consider *how* those structures are being built in addition to where. While there is a Smart Building criterion included here, more detailed criteria will also be necessary to ensure that smart design, construction, operation and maintenance practices are incorporated throughout the implementation of a given project.

It is also important to point out that the criteria are better for evaluating individual *projects* than for evaluating *entire programs* all at once. This is because programs (such as the State Revolving Fund for wastewater, for example) include multiple projects, each of which could receive a different "score" on these Smart Growth criteria.

The criteria are for evaluating individual bonding proposals and giving them one of three qualitative ratings (or noting that the criteria are "not applicable" using an "NA" designation) based on their overall performance on the Smart Growth criteria:

- A net contribution to smart growth (noted by a "↑" sign)
- A net negative for smart growth (noted by a "↓" sign)
- A net neutral effect on smart growth (noted by a "↔" sign)
- "Not Applicable" (noted by the designation "NA")

## Principle

**Stewardship:** Use land and natural resources wisely to sustain them for the future.

**Overall SG Rating:** NA  
(circle one)



### General Evaluation:

- Project maintains or enhances the integrity of natural systems & the resource base
- Project diminishes and/or threatens them
- Project does not significantly affect them

### Specific Criteria:

- Project will be utilizing a *brownfield* site (a polluted site available for reuse in economic development, job creation or some other community amenity, after appropriate cleanup has taken place)
- Project does not create or support development pressures to convert farmland to urban purposes
- Project demonstrates best management practices for storm water management, pollution prevention and minimization of storm water runoff.
- Project does not result in significant adverse impacts on natural systems or the services they provide. These systems include protected waters and wetlands, forests and prairies.
- Project does not result in significant adverse impacts on outdoor recreation areas such as parks, wildlife areas or natural areas.
- Project does not result in significant adverse impacts on unique cultural and historical areas

**Efficiency:** make more efficient, integrated public investments in transportation, housing, schools, utilities, information infrastructure and other public services

**Overall SG Rating:** NA  
(circle one)



### General Evaluation:

- Investment is a net plus for Minnesota's economy because:
  - its lifecycle economic benefits are greater than its lifecycle costs (economic, environmental and social costs and benefits over the course of its life); and,
  - it represents a real economic gain rather than just a transfer of economic activity within the state
- Investment is a net negative for Minnesota's economy
- Investment has a neutral effect on Minnesota's economy

### Specific Criteria:

- Infrastructure impacts:
  - Project uses and/or complements existing infrastructure investments
  - Project reflects integration of public investments, such as transportation, housing, schools, utilities, information infrastructure and other public services
  - Project does not call for or precipitate new investments outside existing population and/or trade centers
- Project maintains or improves the jobs/housing balance in the surrounding area.
- Project reflects best management practices in its predesign, design, construction, maintenance and operation so as to reduce lifecycle building costs (economic, environmental and social)

**Choice:** Give communities smart growth options and choices

**Overall SG Rating:** NA      ↑      ↓      ↔  
(circle one)

**General Evaluation:**

- Project is the result of citizen participation and enhances the range of choices communities and residents have in transportation, housing, jobs, education and the other amenities that make communities desirable
- Project does not reflect citizen participation or enhance the range of choices
- Project does not significantly affect the range of choices or require participation

**Specific Criteria:**

- Project is consistent with an up-to-date local comprehensive plan that has been developed through broad input from citizens, business, environmental and other civic interests
- Project supports the role that the community plays in the regional economy
- Project encourages lifecycle housing options for variety of age and income groups
- Project contributes to greater transportation options and/or supports/transit friendly development patterns—characterized by compact development, mixing of land uses, pedestrian-friendly infrastructure, all aimed at encouraging a greater ability to choose transit, walking or bicycling as a way to meet one's needs.

**Accountability:** reinforce responsibility and accountability for development decisions

**Overall Rating:** NA      ↑      ↓      ↔  
(circle one)

**General Evaluation:**

- Project increases state and local accountability for the costs and consequences of development decisions
- Project diminishes accountability
- Project does not significantly affect accountability

**Specific Criteria:**

- The project leverages investment and resources from non-profit, private and other public sources (local, regional, state, federal)

- The project has regional or statewide benefits that justify state investment (benefits are not just local).
- The project represents an innovative model of statewide significance and demonstrates *integrated* public investment (simultaneously addressing transportation, housing, schools, utilities, telecommunications, etc)
- Project is consistent with an up-to-date state or regional agency's strategic plan

## Future Tasks and Considerations

- Develop legislation that puts Smart Growth criteria in statute so that they become an institutionalized part of the policy, funding, bonding and building process. This should include performance measures and requirements for monitoring and reporting on progress both before and after a project is complete. The legislation might also require proposers to provide a simple statement of expected outcomes for citizens to ensure that the state maximizes the things that people care most about (e.g., citizens likely care more about having access to the things they need in life rather than wide roads (which is just one way to accomplish this).
- Communicate Smart Growth criteria through education and outreach activities on the front end of the bonding process *and* provide assistance during implementation of a given project so that they are actually incorporated.
- Develop any additional criteria necessary to assist program managers in integrating Smart Growth principles into the way that they *operate* their programs.
- Develop Smart Growth screening criteria (i.e., minimum criteria a proposal must meet to be considered).
- Consider developing different applications of Smart Growth criteria that would be appropriate for different types of expenditures. Eventually, Smart Growth criteria should be applied to all state spending.
- Discuss how to handle equity issues such as affordable housing? (one suggestion for a neutral criterion on equity was: "*will the costs of the project be covered proportionately by those who will reap its benefits?*")
- Undertake research to better understand how the application of Smart Growth principles affects the short- and long-term economic, environmental and social costs and benefits of individual projects and programs (e.g., evaluate the full, long-term costs and benefits of a project both with and without applying Smart Growth principles to it).

Capital Investment	Est 2000-2005 Expenditures	State Investment	Smart Growth Criteria							
			Stewardship		Efficiency		Choice		Accountability	
			Rating	Comment	Rating	Comment	Rating	Comment	Rating	Comment
Transit:										
Bus Fleet: Replacement	285,000,000	-	↑	Improve air, reduce fuel use	↑	Uses existing infrastructure	↑	Provide transportation options	↑	Leverages federal funds
Bus Fleet: Buses for System Growth	107,000,000	-	↑	Improve air, reduce fuel use	↑	Complement existing infra.	↑	Provide transportation options	↑	Leverages federal funds
Support Facilities: East Metro Bus Garage	35,000,000	8,000,000	↑	Brownfield site	↑		↑	Provide transportation options	↑	Leverages federal, state funds
Support Facilities: 6th Bus Garage	46,000,000	20,000,000	↔		↑		↑	Provide transportation options	↑	Leverages state funds
Support Facilities: 7th Bus Garage	52,000,000	20,000,000	↔		↑		↑	Provide transportation options	↑	Leverages state funds
Other Support Facilities	50,000,000	-	↔		↑		↑	Provide transportation options	↔	
Public Facilities: Transit Hubs	47,000,000	-	↑	Improve air, reduce fuel use	↑		↑	Provide transportation options	↑	Leverages federal funds
Public Facilities: Park and Ride Lots	43,000,000	-	↑	Improve air, reduce fuel use	↑		↑	Provide transportation options	↑	Leverages federal funds
Public Facilities: Transitways	170,000,000	-	↑	Improve air, reduce fuel use	↑		↑	Provide transportation options	↑	Leverages federal funds
Other Public Facilities	32,000,000	-	↑		↑		↑	Provide transportation options	↑	Leverages federal funds
Radio Communication/Vehicle Location	35,000,000	-	↔		↑		↑	Provide transportation options	↑	Leverages federal funds
Other Communication and Computerization	31,000,000	-	↔		↑		↑	Provide transportation options	↔	
Other Capital Facilities	34,000,000	-	↔		↔		↑	Provide transportation options	↔	
Hiawatha Corridor Light Rail	501,000,000	97,000,000	↑	Improve air, reduce fuel use, promote infill development	↑		↑	Provide transportation options	↑	Leverages federal, state funds
Subtotal	1,468,000,000	145,000,000								
Environmental Services:										
Metro Plant Liquid Treatment	66,000,000	-	↑	Improve water quality	↑	Uses existing infrastructure	↑	Support regional economy	↑	Consistent with regional plan
Metro Plant Solids Processing	198,000,000	-	↑	Improve water, air quality	↑	Uses existing infrastructure	↑	Support regional economy	↑	Consistent with regional plan
Metro Plant Process Control System	14,000,000	-	↑	Improve water, air quality	↑		↑	Support regional economy	↑	Consistent with regional plan
Metro Plant Other Improvements	23,000,000	-	↔		↑		↑	Support regional economy	↑	Consistent with regional plan
Regional Plants Liquid Treatment	120,000,000	-	↑	Improve water quality	↑	Uses existing infrastructure	↑	Support regional economy	↑	Consistent with regional plan
Regional Plants Solids Processing	19,000,000	-	↑	Improve water, air quality	↑		↑	Support regional economy	↑	Consistent with regional plan
Interceptor System Improvements	109,000,000	-	↑	Reduce development pressure	↑	Uses existing infrastructure	↑	Support regional economy	↑	Consistent with regional plan
Other Improvements	15,000,000	-	↔		↑		↑	Support regional economy	↑	Consistent with regional plan
Unspecified Cost Savings	(115,000,000)	-	N.A.		↑					
Subtotal	449,000,000	-								
Parks and Open Space										
Land Acquisition	9,000,000	4,000,000	↑	Preserve natural systems	↔		↑	Consistent with local plans	↑	Leverages state funds
Park Development	47,000,000	29,000,000	↑	Enhance recreation areas	↑		↑	Consistent with local plans	↑	Leverages state funds
Park Redevelopment	35,000,000	21,000,000	↑	Enhance recreation areas	↑	Uses existing infrastructure	↑	Consistent with local plans	↑	Leverages state funds
Subtotal	91,000,000	54,000,000								
800 Megahertz Radio System	16,000,000	-	↔		↑	Integration of systems	↑	Consistent with local plans	↑	Consistent with regional plan
	2,024,000,000	199,000,000								

Key  
 ↑ A net contribution to smart growth  
 ↓ A net negative to smart growth  
 ↔ A net neutral effect on smart growth



	<b>Stewardship</b>	<b>Efficiency</b>	<b>Choice</b>	<b>Accountability</b>
	Use land and natural resources wisely to sustain them for the future.	Make more efficient, integrated public investments in transportation, housing, schools, utilities, information infrastructure and other public services.	Give communities smart growth options and choices.	Reinforce responsibility and accountability for development decisions.
<b>General Evaluation:</b>	Project maintains or enhances the integrity of natural systems and the resources base	Investment is a net plus for economy because its lifecycle economic benefits are greater than its lifecycle costs (economic, environmental and social) over the course of its life and it represents a real economic gain within the state.	Project is the result of citizen participation and enhances the range of choices communities and residents have in transportation, housing, jobs, education and other amenities that make communities desirable	Project increases state and local accountability for the costs and consequences of development decisions.
<b>Specific Criteria:</b>	Utilizes brownfield site No development pressures on farmland Best management practices for storm water mgmt and pollution prevention No significant adverse impact on natural systems (waters, wetlands, forests, prairies) No significant adverse impact on outdoor recreations areas (parks, wildlife areas, natural areas) No significant adverse impact on unique cultural and historical areas	Uses or complements existing infrastructure investments Integration of public investments Does not require new investments outside existing urban centers Maintains or improves jobs/housing balance Best management practices to reduce lifecycle economic, environmental and social costs	Consistent with up-to-date local comprehensive plans developed through broad public input Supports role community plays in the regional economy Encourages lifecycle housing options Provides greater transportation options and/or supports transit friendly development patterns	Leverages investment and resources from non-profit, private and other public sources (local, regional, state, federal) Regional or statewide benefits that justify state investments Innovative model of statewide significance and demonstrates integrated public investment Consistent with an up-to-date state or regional agency's strategic plan

**METROPOLITAN COUNCIL  
PROPOSED 2000-2005 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 2000-2005 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 six-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 2000-2005 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

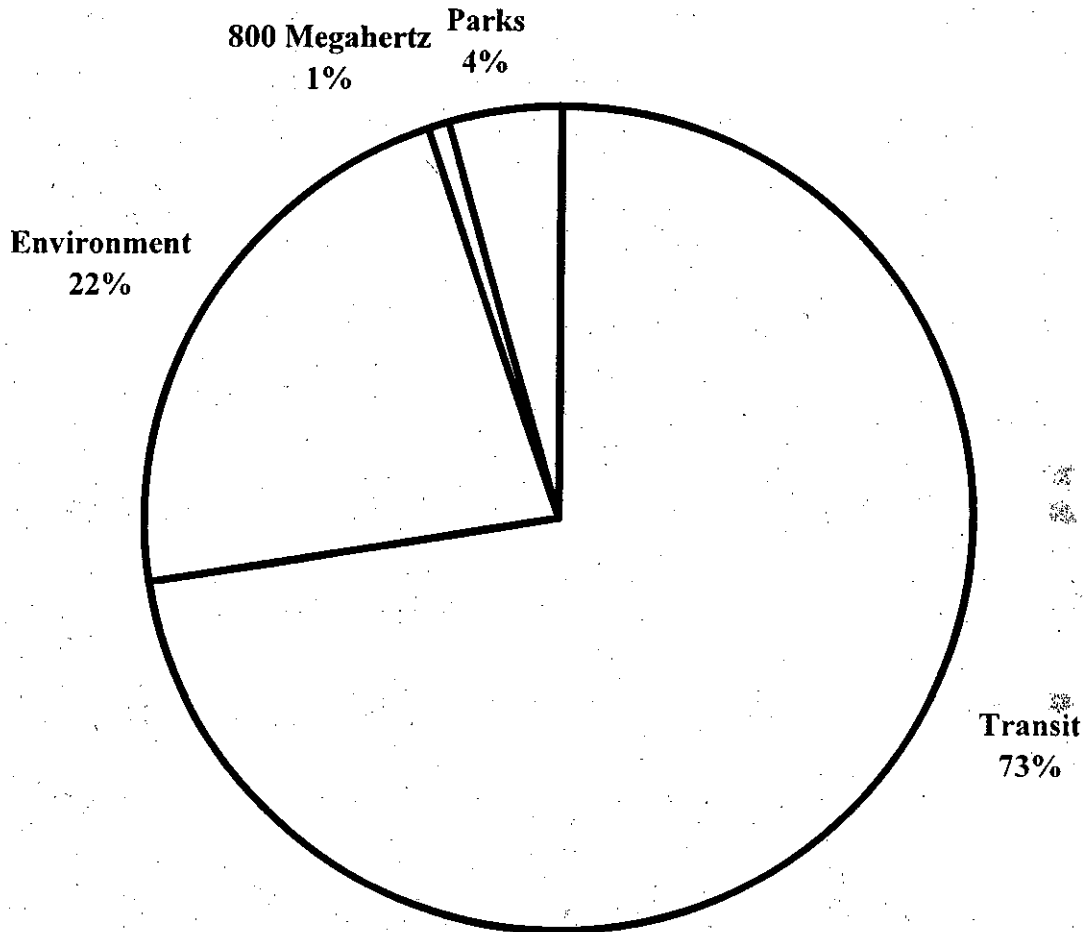
The combined 2000-2005 capital improvement programs for parks and open space, transit and environmental services propose investing \$2 billion in regional facilities over the next six years. Approximately \$730 million, or 36 percent, will be used to rehabilitate and replace existing regional facilities, vehicles and equipment. The remaining \$1.3 billion includes \$501 million to complete the Hiawatha Corridor light rail transit line and \$522 million to expand the transit system. Also included is \$213 million for capacity expansion and quality improvements in wastewater services, \$56 million for regional park land acquisition and development and \$3 million to enhance the emergency radio communication system in the region. These capital expenditures are summarized in Tables 1A and 1B.

Figure 1 shows the proposed capital expenditures for each functional area. Because of light rail transit and other expansion of the transit system, transit capital projects account for 73 percent of the total. Environmental services capital projects account for 22 percent of the total, parks and open space capital projects account for 4 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 2005 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 2000 and 2005 range between \$245 million and \$479 million per year.

The Environmental Services Division is proposing to invest \$450 million in capital facilities in the 2000-2005 period, averaging of \$75 million per year. Capital investments are made to develop and maintain a system of regional interceptors and treatment works and related facilities. During the 2000-2005 period, approximately 81 percent of the proposed capital spending will be on treatment works projects and 19 percent on interceptor projects. An estimated 53 percent of capital investments during the six-year period will be for rehabilitation or replacement projects to maintain existing facilities.

# Metropolitan Council 2000-2005 Projected Capital Investments



**Proposed 2000-2005 Capital Investments:  
\$ 2.024 Billion**

## Metropolitan Council 1988-2005 Capital Spending by Purpose

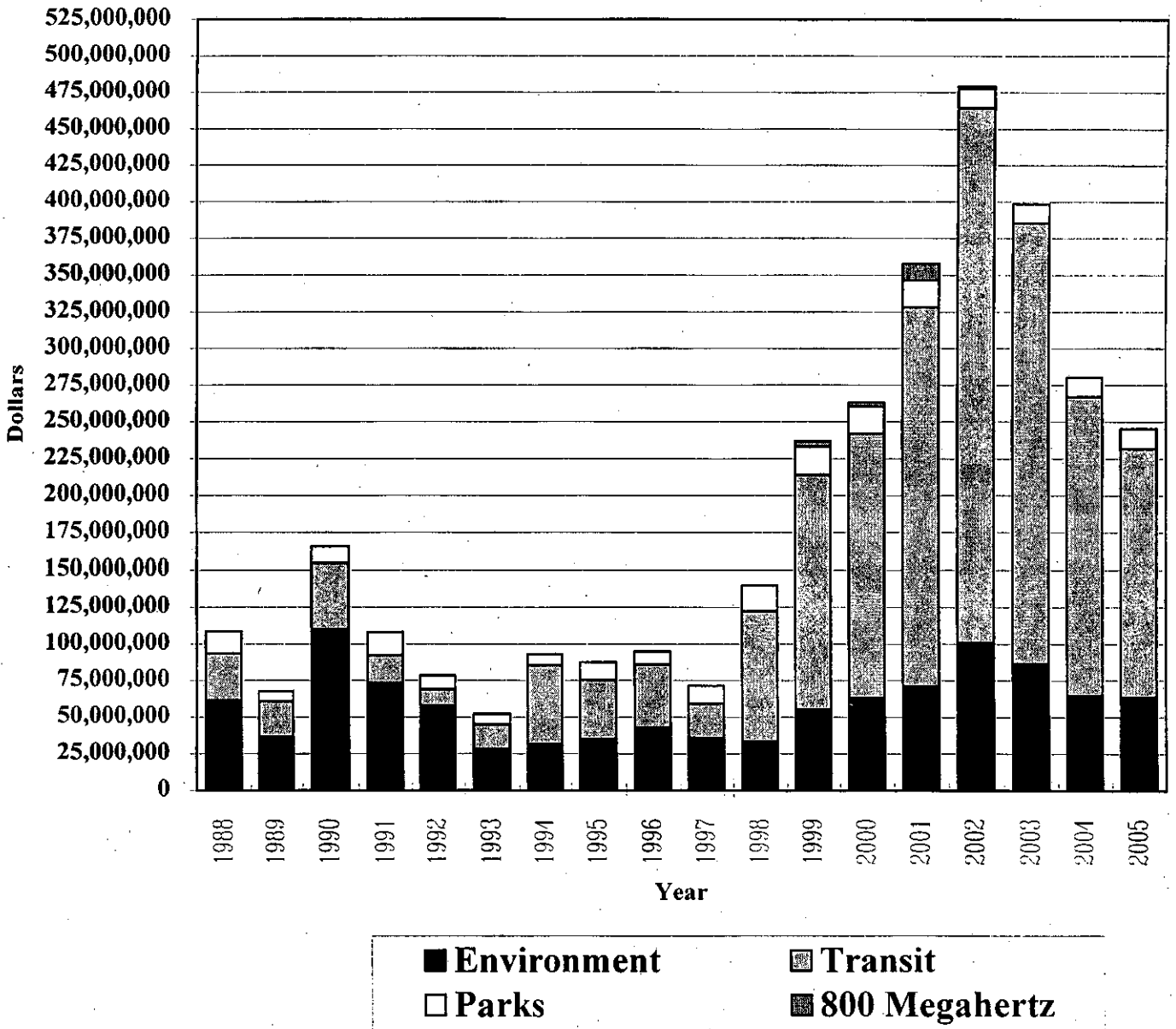


Figure 2

The Transportation Division is proposing to invest almost \$1.5 billion in transit capital equipment and facilities in the 2000-2005 period. Projects include \$501 million to complete the Hiawatha Corridor light rail transit line, \$170 million to start a system of transitways and \$797 million to maintain and expand the bus system. The proposed capital expenditures for transit will require regional borrowing of approximately \$30 million per year. 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 previously approved capital improvement programs. The Transportation Division is proposing a more aggressive capital investment program that, along with a supplemental state appropriation for operations, will allow increased transit service levels between 1999 and 2005. 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 program also includes significant expenditures for the Hiawatha Corridor LRT for the first time.

The Community Development Division's 2000-2005 Regional Recreation Open Space Capital Improvement Program assumes that state and regional funding in the next two bienniums is at the same level as the 2000/2001 biennium and is resource constrained to reflect anticipated federal and state funding and regional bonding. The Community Development Division is proposing to invest \$90 million in regional recreation open space capital facilities between 2000 and 2005. Capital projects include land acquisition, development of new park facilities and redevelopment of park facilities. An estimated 39 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 2000 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 2000-2005 capital investments. Federal transit capital funds are expected to provide approximately 33

percent of the necessary capital financing and state capital funds another 11 percent. Available capital funds in Environmental Services will provide 2 percent of capital financing, while other miscellaneous sources provide 2 percent. Thirty four 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 25 percent of the capital financing for transit and 20 percent of the agency-wide capital financing.

The Council anticipates receiving approximately \$365 million in federal capital grants to fund bus-related transit capital projects in the 2000-2005 period. The federal funding will primarily finance fleet purchases and will provide financing for various public facilities. In addition, the Council anticipates receiving an additional \$265 million in federal capital grants to complete the Hiawatha Corridor light rail transit line.

In addition to federal capital grants, the Council also anticipates receiving \$199 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 \$48.5 million in state funding to help finance a new East Metro bus garage facility and two additional bus garages. The transit CIP also includes \$96.5 million in state funding to completed the Hiawatha Corridor LRT line. 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 \$54 million in state funding from state bonds and from the Environmental Trust Fund.

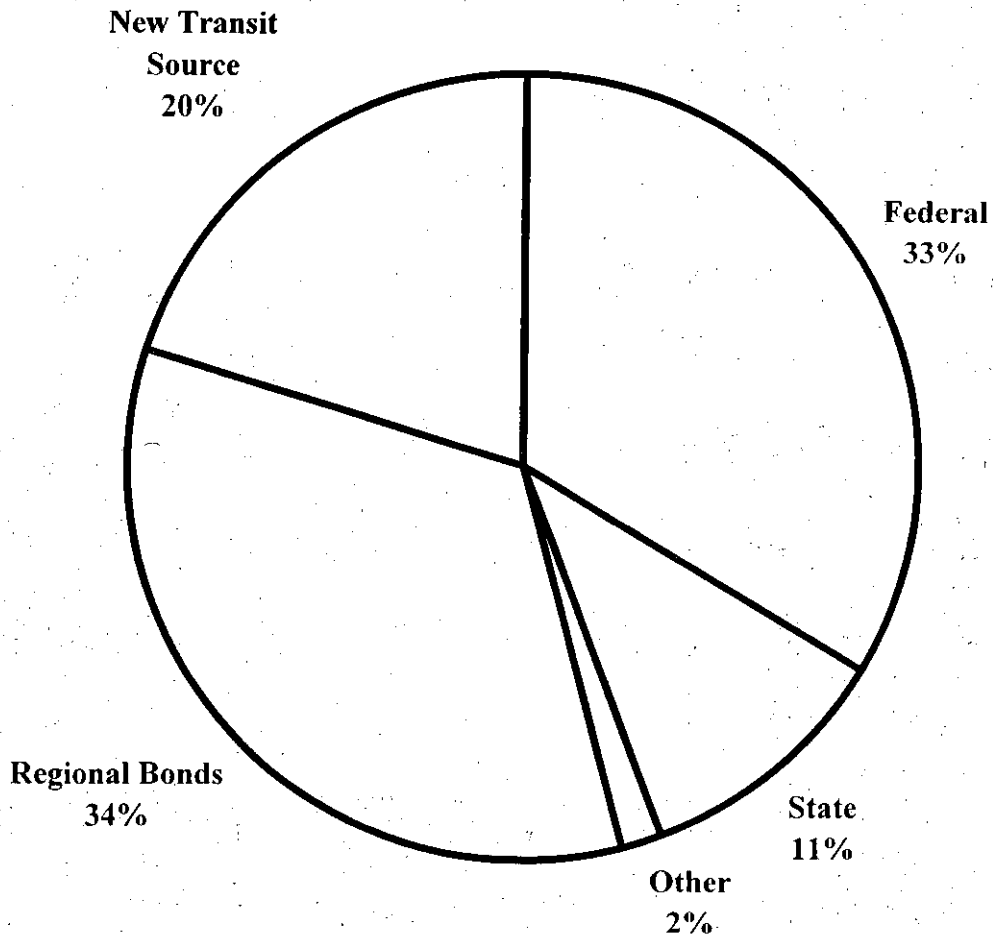
Funding sources vary by division. The Environmental Services Division capital improvement program assumes no federal or state funding and is financed primarily through regional borrowing and, to a lesser extent, available fund balances and interest income.

The Transportation Division capital improvement program assumes approximately \$629 million in federal funding (43 percent), \$145 million in state funding (10 percent) \$140 million (10 percent) from local and in-kind contribution for LRT. The remaining \$557 million of capital financing would be provided through regional borrowing of \$179 million (12 percent) and \$378 million (25 percent) from the unspecified new funding source.

The Recreation Open Space capital improvement program for the 2000-2005 period assumes approximately \$54 million (60 percent) state funding and \$2.6 million interest income (3 percent), with the remaining \$34 million (37 percent) in capital financing provided by regional borrowing.

Figure 4 shows the trends in capital financing between 1988 and 2005. Each funding source fluctuates from year to year in response to annual changes in capital spending and investment.

# Metropolitan Council 2000-2005 Capital Financing



**Proposed 2000-2005 Capital Financing:  
\$ 2.013 billion**



## Metropolitan Council 1988-2005 Capital Financing by Source

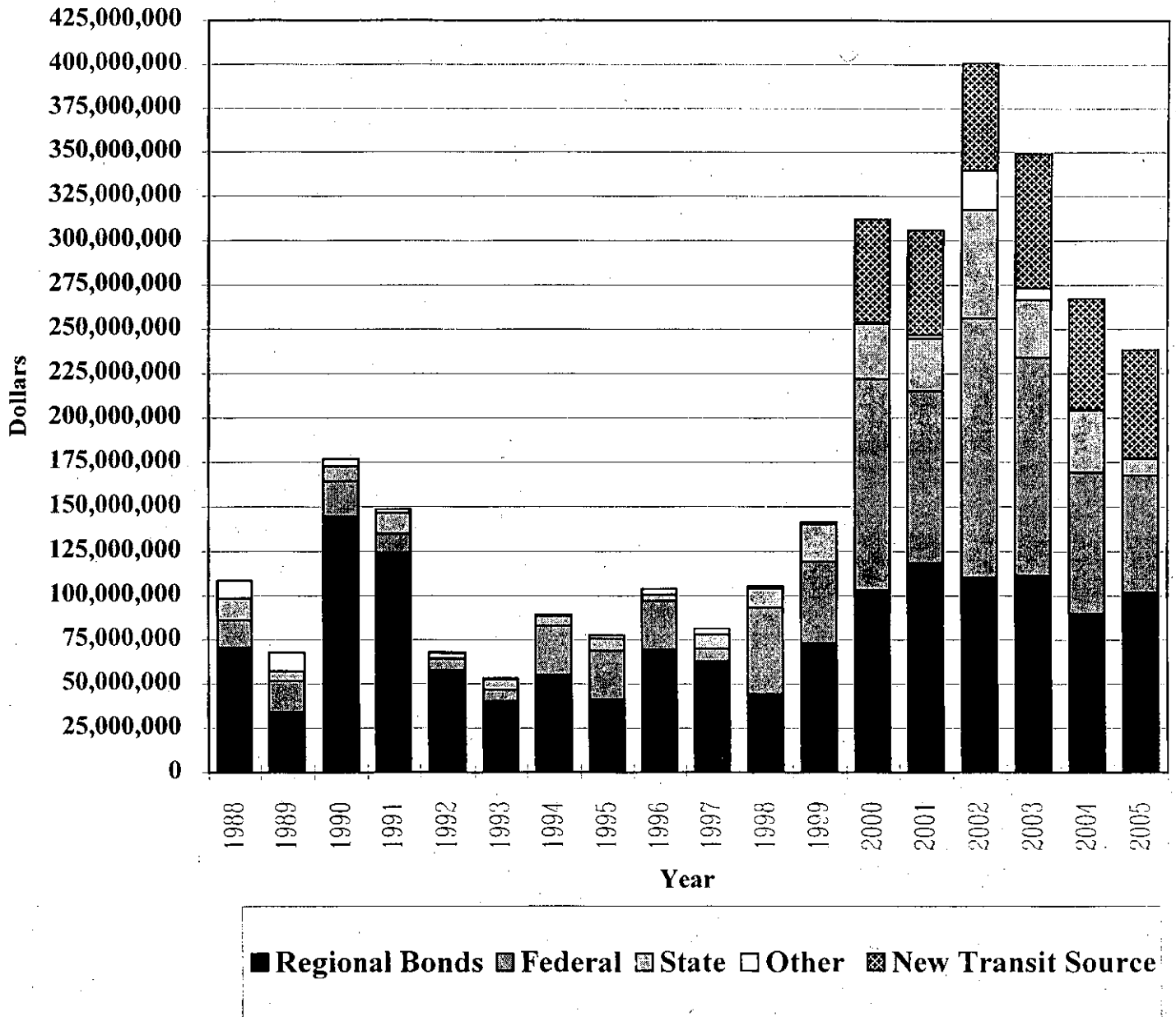


Figure 4

## **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.

Approximately one-third of the proposed 2000-2005 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 2000 and 2005 of \$634 million, an average of \$106 million per year. Environmental Services borrowing accounts for 67 percent of the total borrowing, transit borrowing for 28 percent and parks and open space borrowing the remaining 5 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 2005. Regional borrowing fluctuates between \$90 and \$118 million per year.

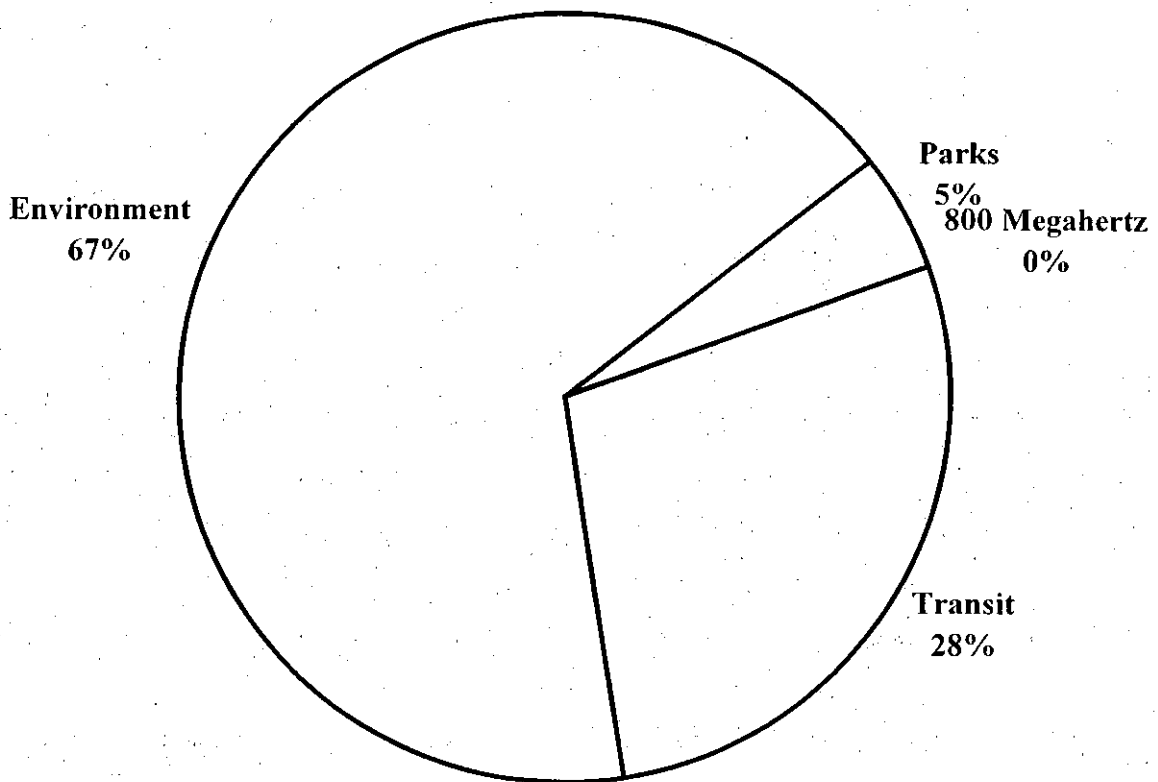
The Environmental Services Division capital improvement program requires regional borrowing of approximately \$424 million during the 2000-2005 period. The Division utilizes loans from the state Public Facilities Authority (PFA) to the maximum extent possible to take advantage of lower interest rates. During the six year period, an estimated \$268 million in PFA loans will be utilized, providing 63 percent of the long-term financing for the capital program. The remaining \$156 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 \$178 million in regional bonding, including \$44 million in existing regional transit bonding authority and \$134 million in new authority that would need legislative approval. 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 underfunded by \$376 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 transitway projects, public facility development and fleet purchases.

The Recreation Open Space capital improvement program includes \$34 million in regional borrowing, an average of \$5.7 million per year. The regional borrowing provides approximately 40 percent match for state funding for regional parks.

The 800-Megahertz Radio Project issued \$3 million in regional general obligation bonds in 1997 and \$13.3 million in revenue bonds in 1999 to finance the regional backbone system.

# Metropolitan Council 2000-2005 Projected Regional Borrowing



**Proposed 2000-2005 Regional Borrowing:  
\$ 634 Million**

# Metropolitan Council 1988-2005 Projected Regional Bonding

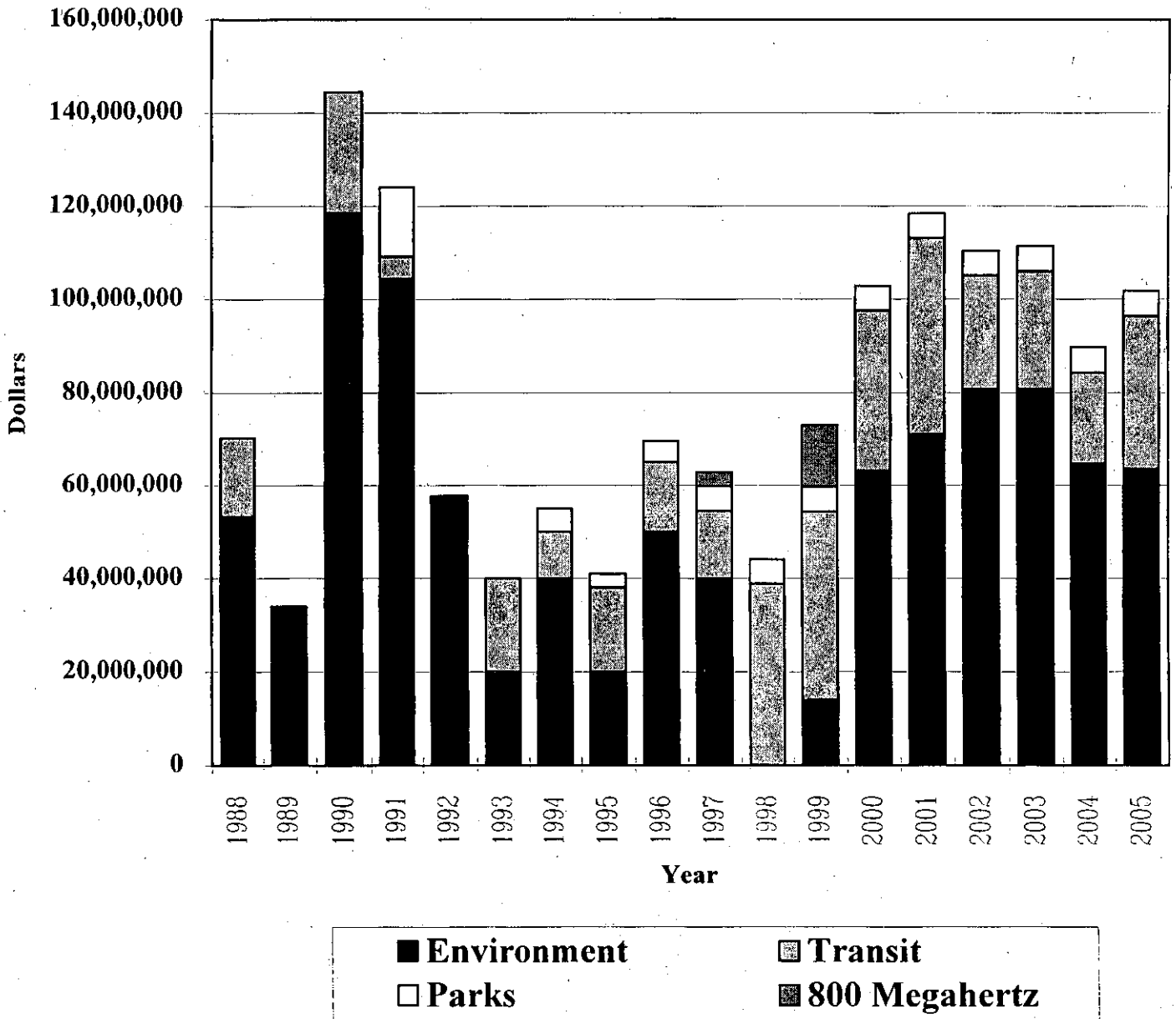


Figure 6

## 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, 1999 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 12/31/99
Parks and Open Space-General Obligation	\$40,000,000	\$ 13,280,000
Radio-General Obligation Bonds	3,000,000	0
Radio-Revenue Bonds	13,300,000	0
Transit-General Obligation (1997 Authorization)	30,000,000	475,000
Transit-General Obligation (1998 Authorization)	32,500,000	32,500,000
Transit-General Obligation (1999 Authorization)	36,000,000	36,000,000
Environmental Services	Unlimited	N.A.

## FISCAL IMPACTS OF REGIONAL BORROWING

This section provides a consolidated picture of the fiscal impacts of the proposed 2000-2005 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 5 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 six-year period are:

	2000-2005 Forecast (Annual Average Change)
Households	1.24%
Consumer Price Index	2.50%
Personal Income per Household	2.98%
Total Personal Income	4.25%
Market Values per Household	4.15%
Total Market Value	5.44%

### Annual Debt Service Payments

Figures 7 and 8 and Table 2 show the impact of the proposed 2000-2005 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 2000-2005 as a result of proposed regional borrowing. Overall, annual debt service payments are expected to increase from \$90 million in 1999 to \$121 million in 2005, reflecting an annual percentage increase of 5.2 percent. This annual percentage increase is significantly above the projected annual inflation rate over the period of 2.5 percent and the projected growth rate in total regional income of 4.3 percent.

## Metropolitan Council 1988-2005 Annual Debt Service

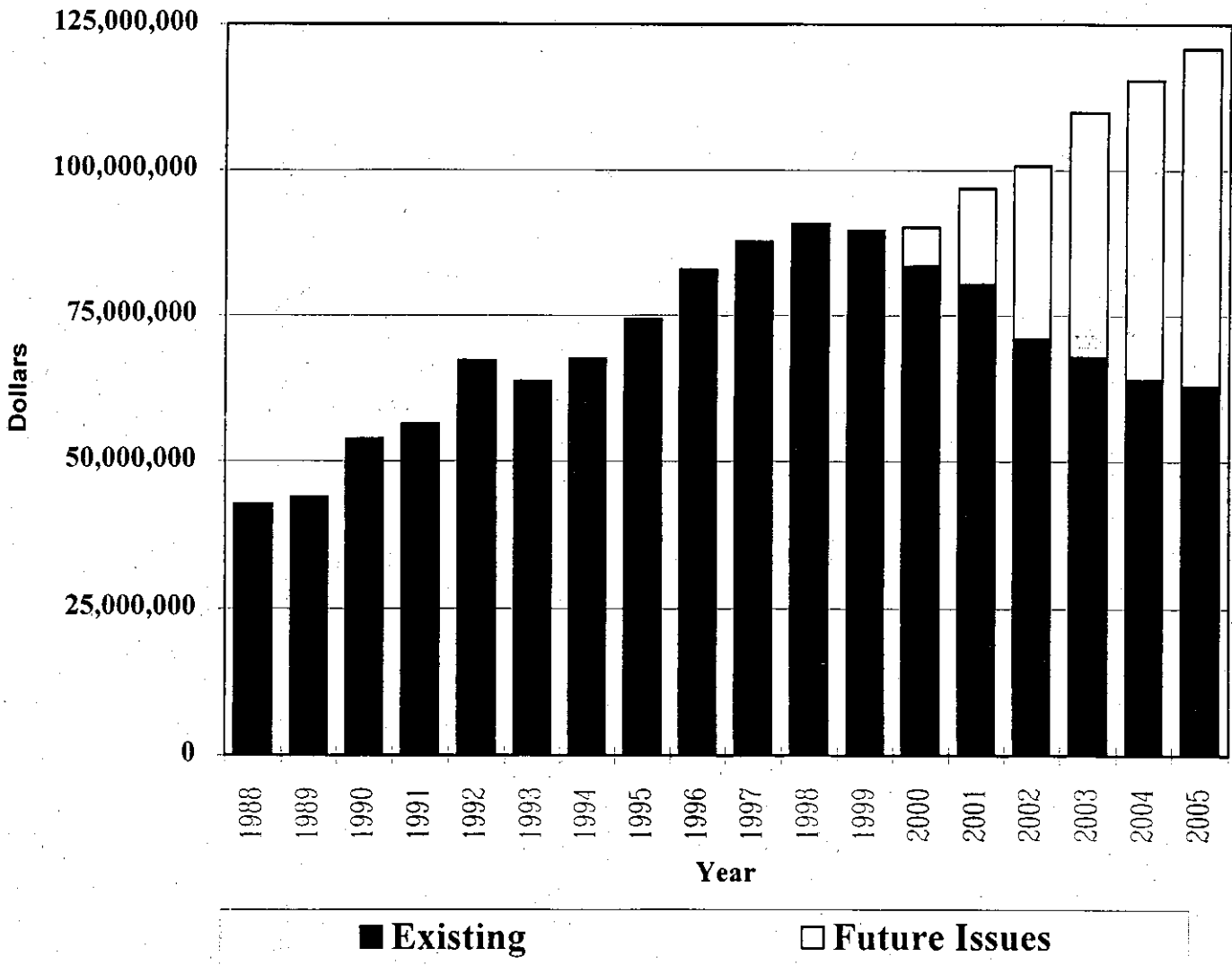


Figure 7



# Metropolitan Council 1988-2005 Annual Debt Service

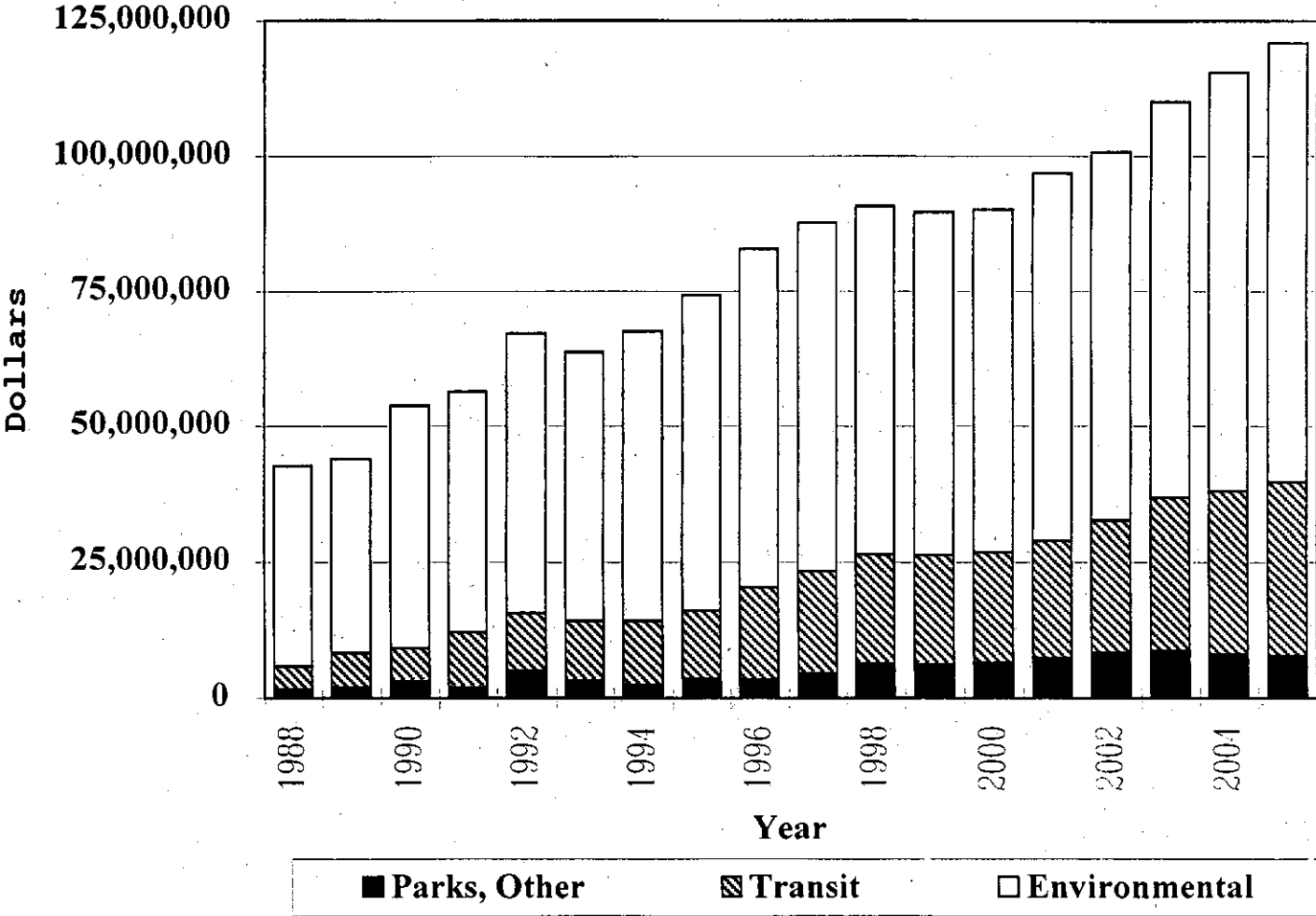


Figure 8

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 \$5.7 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 \$5.7 million in 1999 to \$7.8 million in 2005, an annual percentage increase of 5.3 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 178 million of existing and new authorizations during the 2000-2005 period to finance transit capital projects. Annual debt service levies resulting from this capital financing program will increase from \$20.2 million in 1999 to \$31.8 million in 2005, an annual percentage increase of 6.7 percent.

The environmental services capital improvement program will increase annual debt service payments from \$63.3 million in 1999 to \$81.3 million in 2005, an annual percentage increase of 4.3 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 the last three years of 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 2000-2005 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 2000-2005 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 2000-2005. Overall, property taxes and sewer service charges are expected to increase from \$253 million in 1999 to \$310 million in 2005, an annual percentage increase of 3.4 percent. This is over the projected annual inflation rate of 2.5 percent, but less than the projected annual growth in regional personal income of 4.3 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 2.6 percent annual rate, while taxes and user charges supporting Council debt service are expected to increase at a 5.3 percent annual rate. 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 \$22.9 million in 1999 to \$26.8 million in 2004, a 2.7 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.

Transit property taxes include separate levies for transit operations and debt service. Overall, transit property tax levies are projected to increase from \$94 million in 1999 to \$135 million in 2005, a 6.1 percent annual increase. Debt service property taxes are projected to increase 7.9 percent annually, while the transit operating levy is projected to increase 5.6 percent annually. Transit operating levies for 2000-2005 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 \$123 million in 2001, then increase to \$141 million in 2005. Current sewer service charges supporting annual debt service are projected to increase 7.1 percent annually, while sewer service charges supporting operations are projected to decrease at a 5.0 percent annual rate.

## Metropolitan Council 1988-2005 Taxes and User Fees

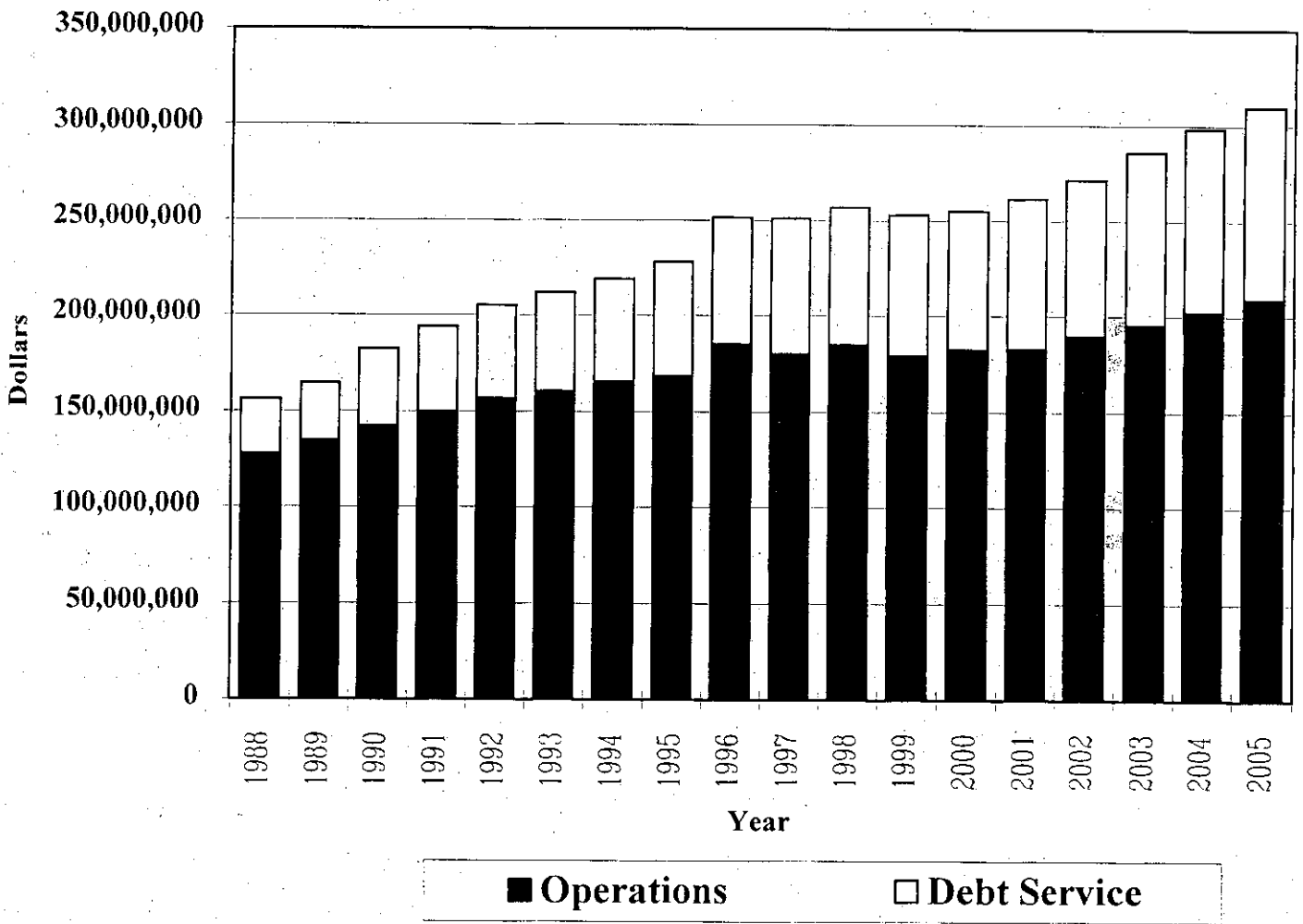


Figure 9

## Metropolitan Council 1988-2005 Taxes and User Fees

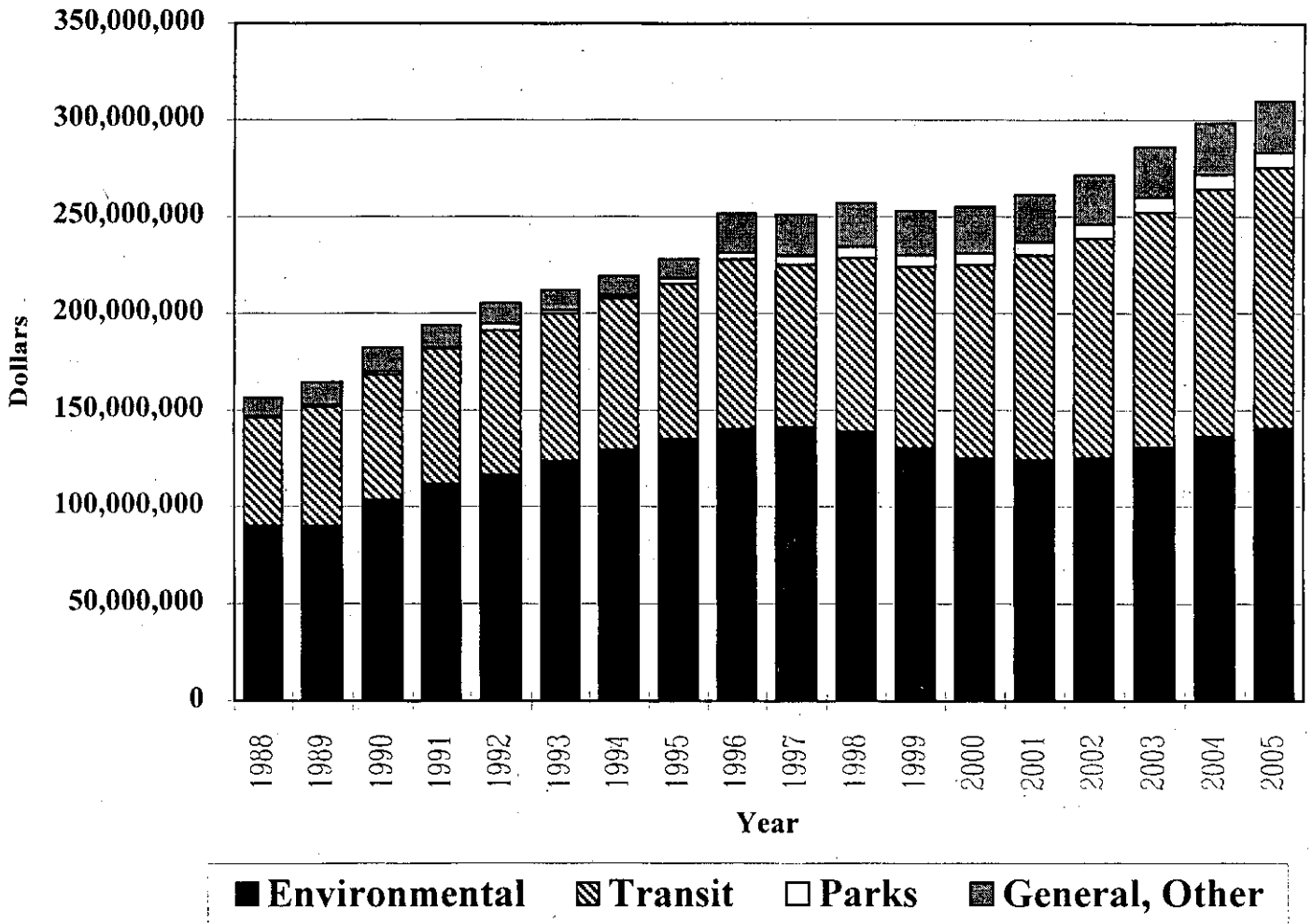


Figure 10

## **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 2000-2005 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 4.3 percent between 1999 and 2005 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 199 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 0.29 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 \$120,000 residential homestead in constant 1999 dollars. This measure shows a decline in constant dollar annual tax and user fee payments made by this typical household. Council property taxes and sewer service charges totaled approximately \$188 in 1999 and are projected to decline to \$179 in 2001 before increasing to \$184 dollars (constant 1999 dollars) in 2005. This reflects increases in annual debt service payments and decreases in taxes and user fees for operations on a constant dollar basis.

## Metropolitan Council 1988-2005 Taxes and User Fees as Percent of Regional Personal Income

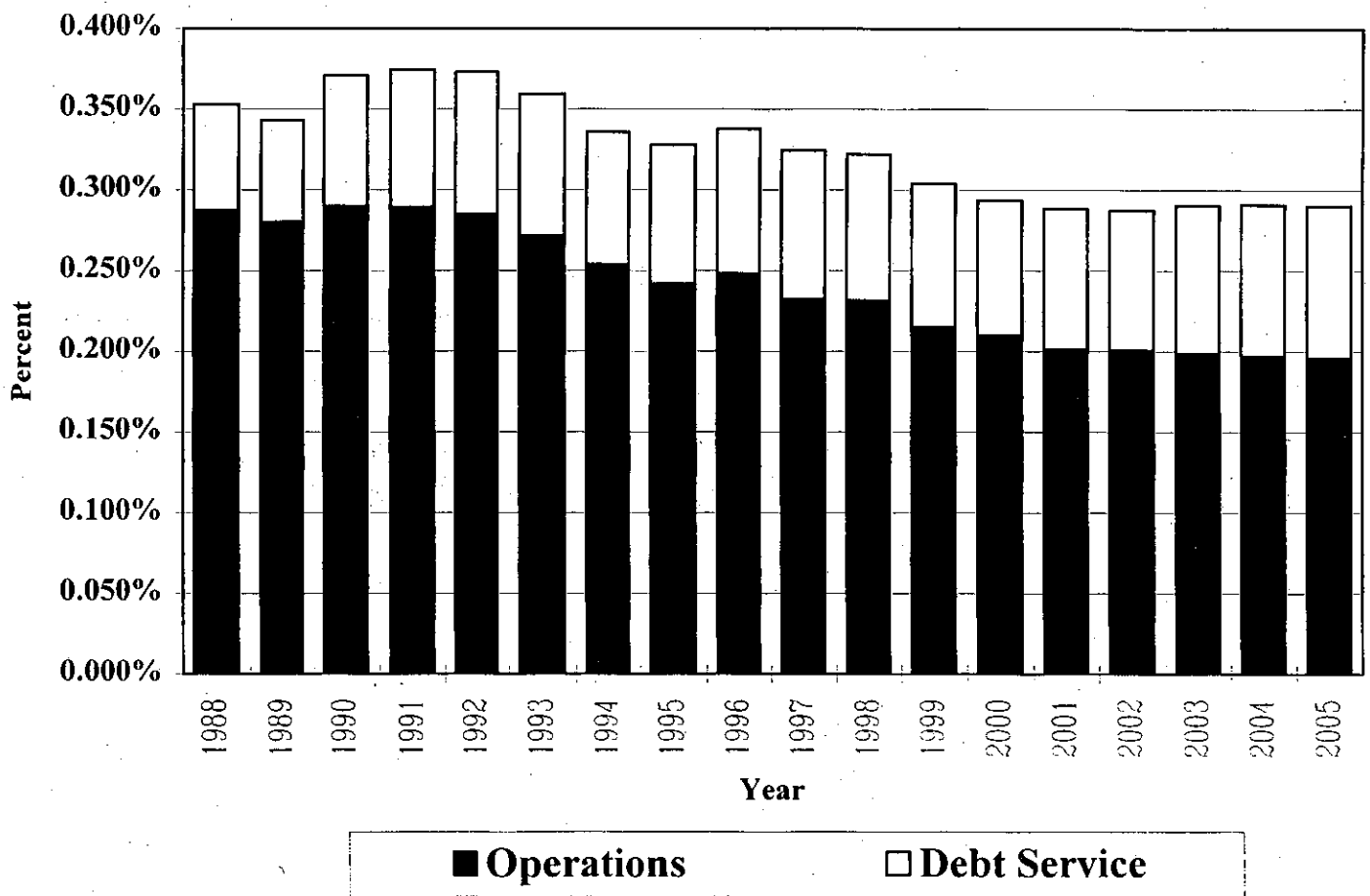


Figure 11

# Metropolitan Council 1988-2005 Taxes and User Fees as Percent of Regional Personal Income

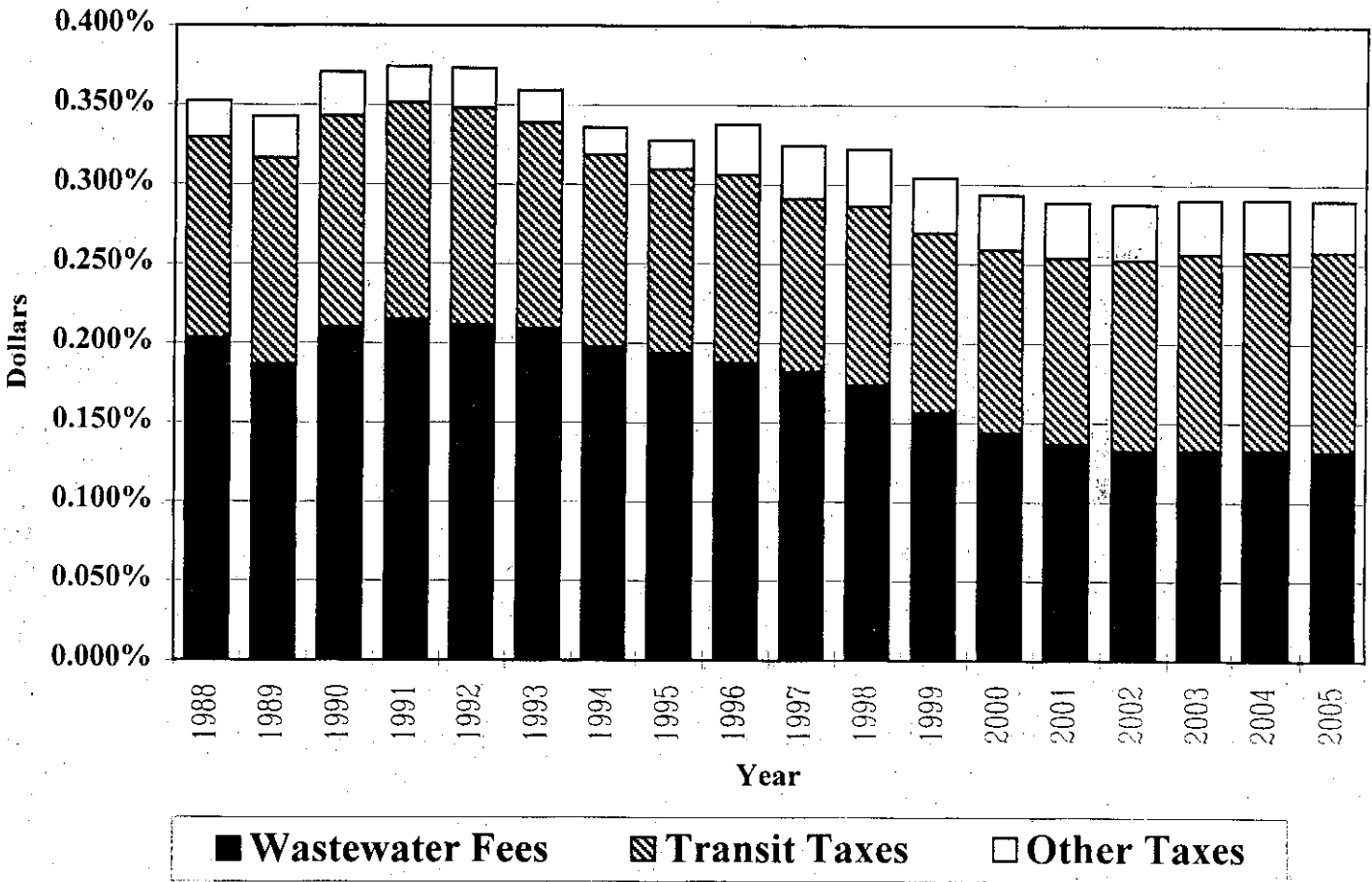


Figure 12



# Metropolitan Council 1988-2005 Taxes and User Fees on \$120,000 Residential Homestead (in Constant 1999 Dollars)

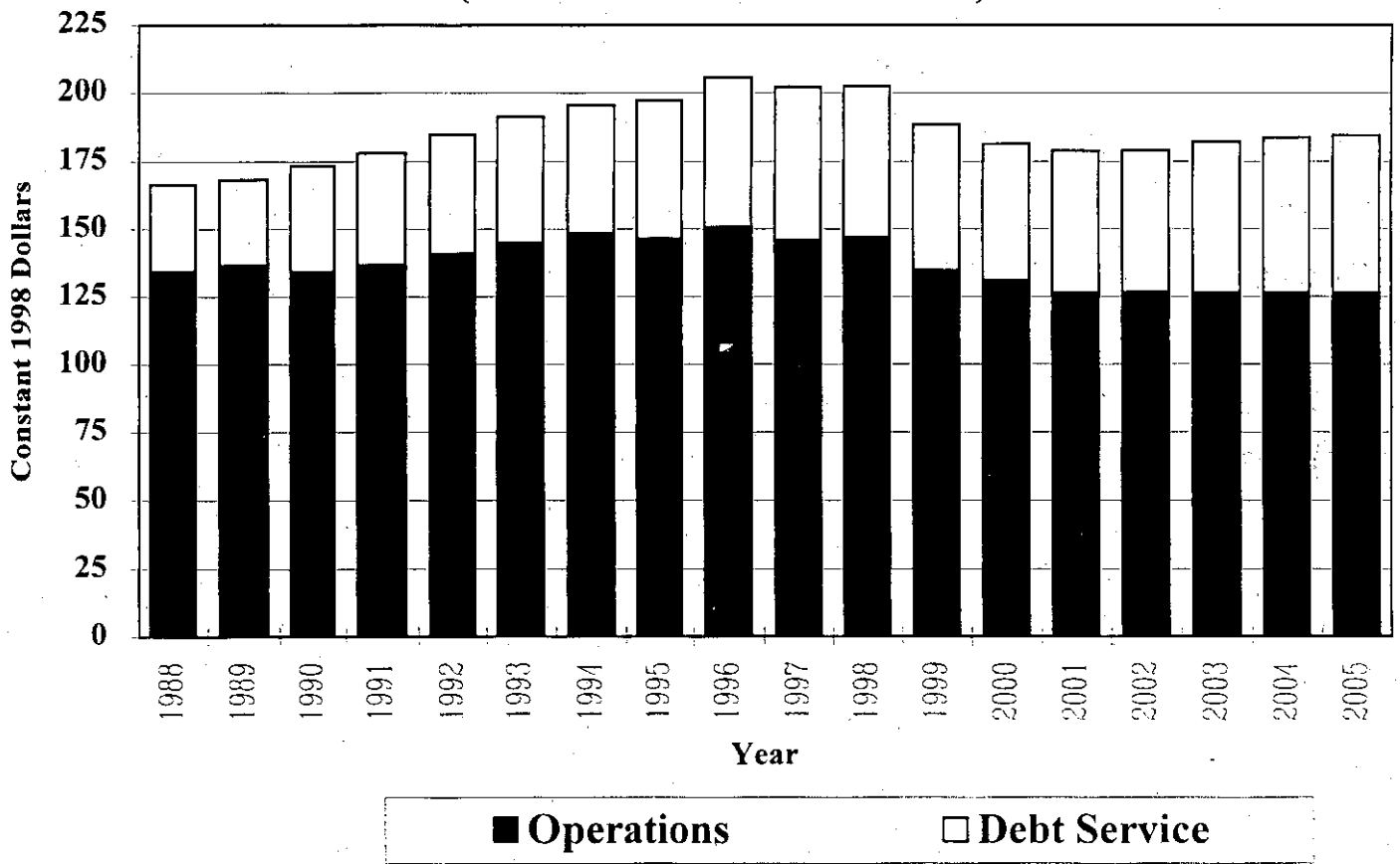


Figure 13

# Metropolitan Council 1988-2005 Taxes and User Fees on \$120,000 Residential Homestead (in Constant 1999 Dollars)

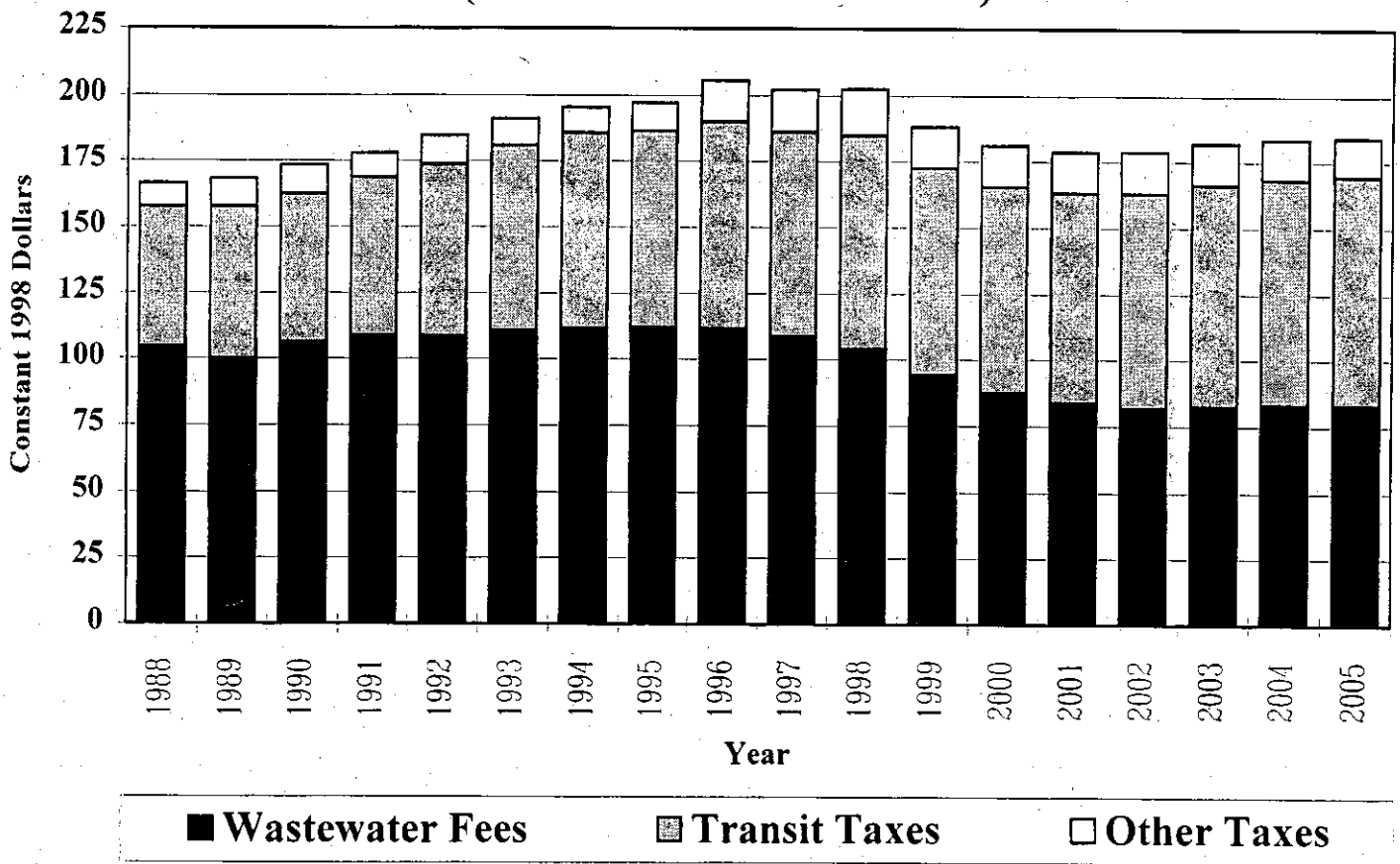


Figure 14

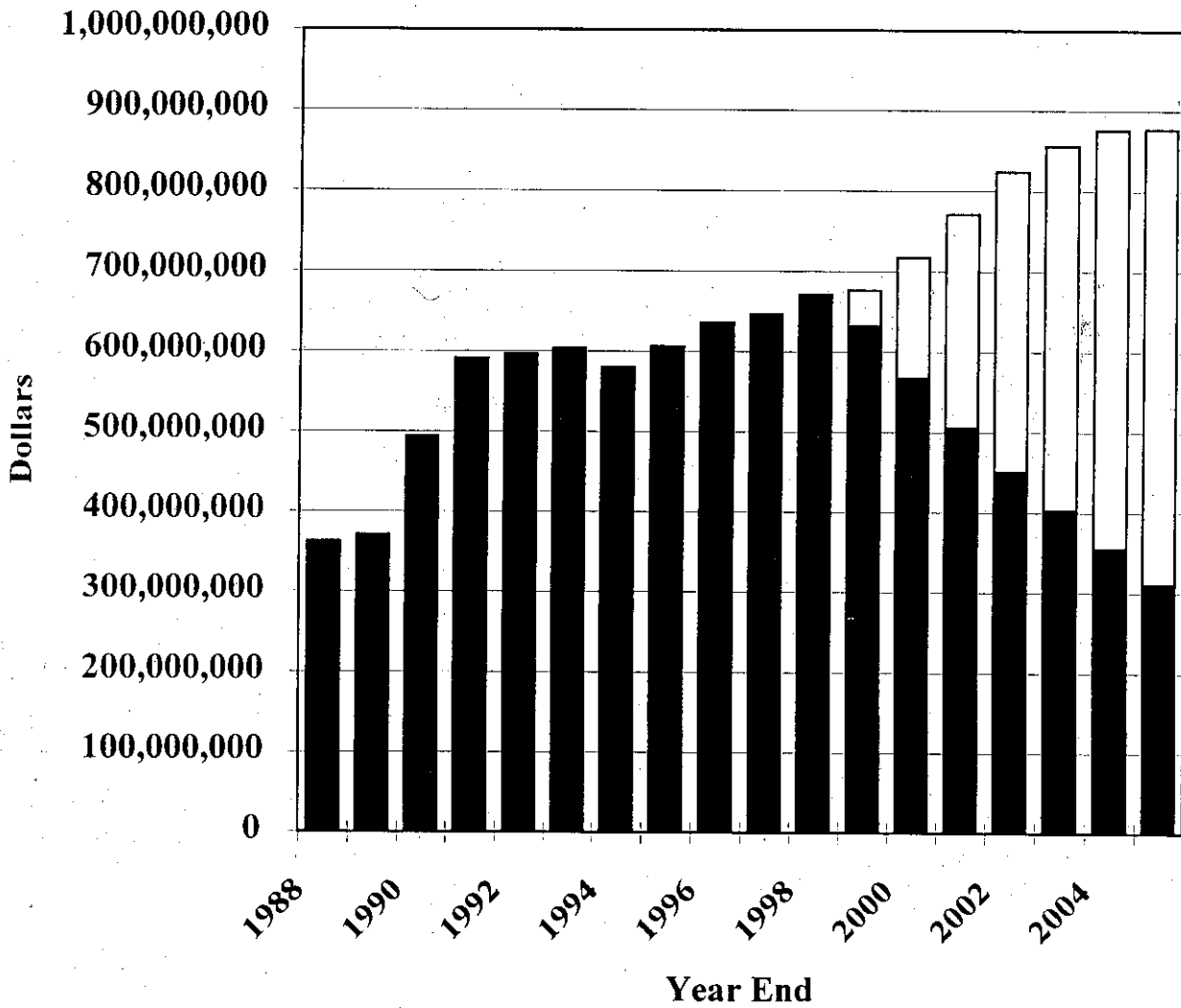
## **Outstanding Debt**

Figures 15 and 16 show the impact of the proposed 2000-2005 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 2000-2005 capital improvement program will increase outstanding debt from \$676 million at year end 1999 to \$877 million at year end 2005, a 4.4 percent annual increase. The Environmental Services Division accounts for the largest share of the outstanding debt -- 77 percent at year-end 1999 and 75 percent at year-end 2005. Transit is the next largest and fastest growing component at 17 percent and 22 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 1999, the Council's outstanding debt will be slightly less than one-half of one percent (0.49%) of regional market values. Outstanding debt is projected to decrease slightly to 0.46 percent of regional market values by the end of 2005.

## Metropolitan Council 1988-2005 Outstanding Debt



■ Existing Debt

□ Future Issues

Future Issues includes 1996 and 1997 PFA Loans

Figure 15

## Metropolitan Council 1988-2005 Outstanding Debt

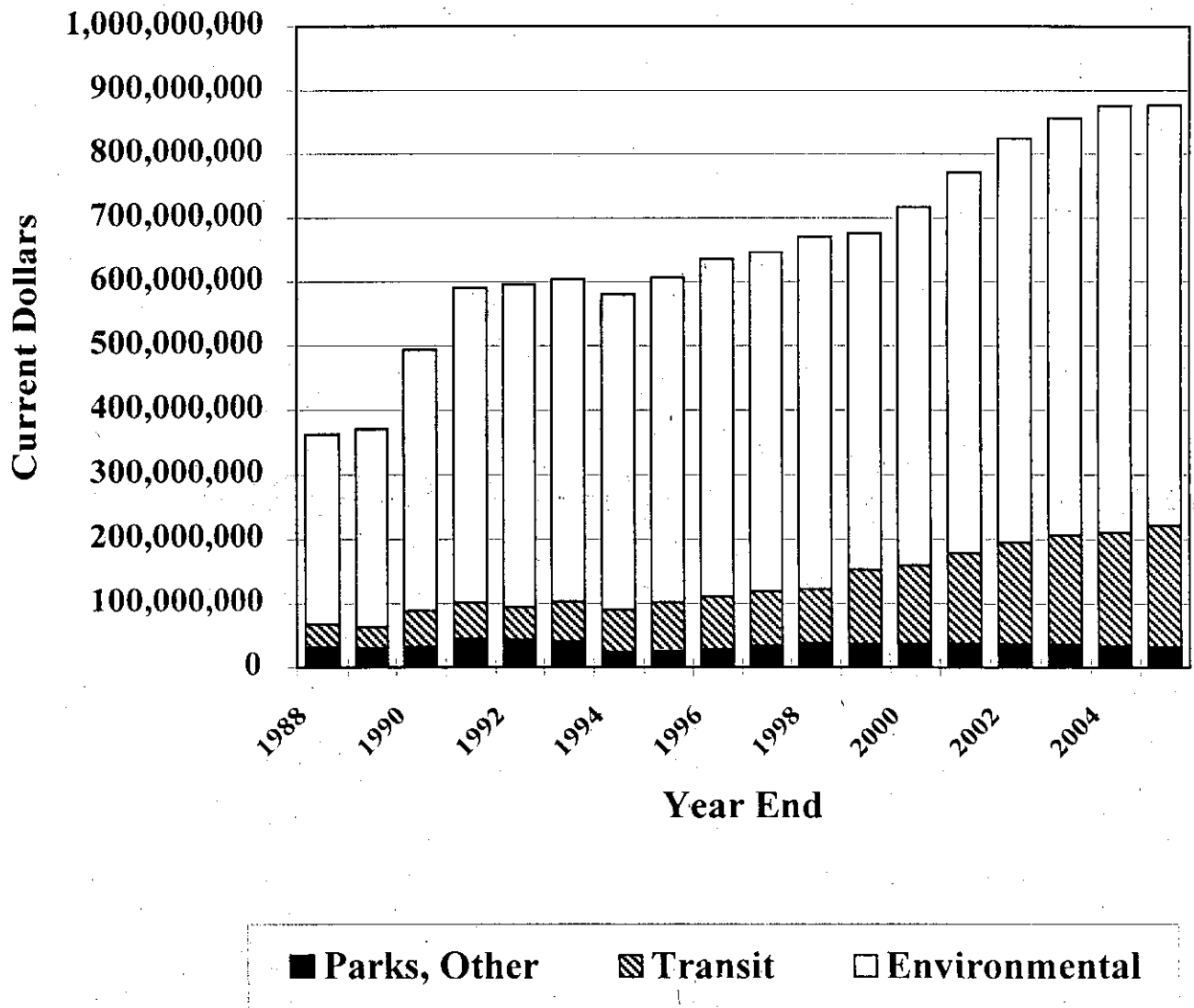


Figure 16

## Metropolitan Council 1988-2005 Outstanding Debt as Percent of Market Value

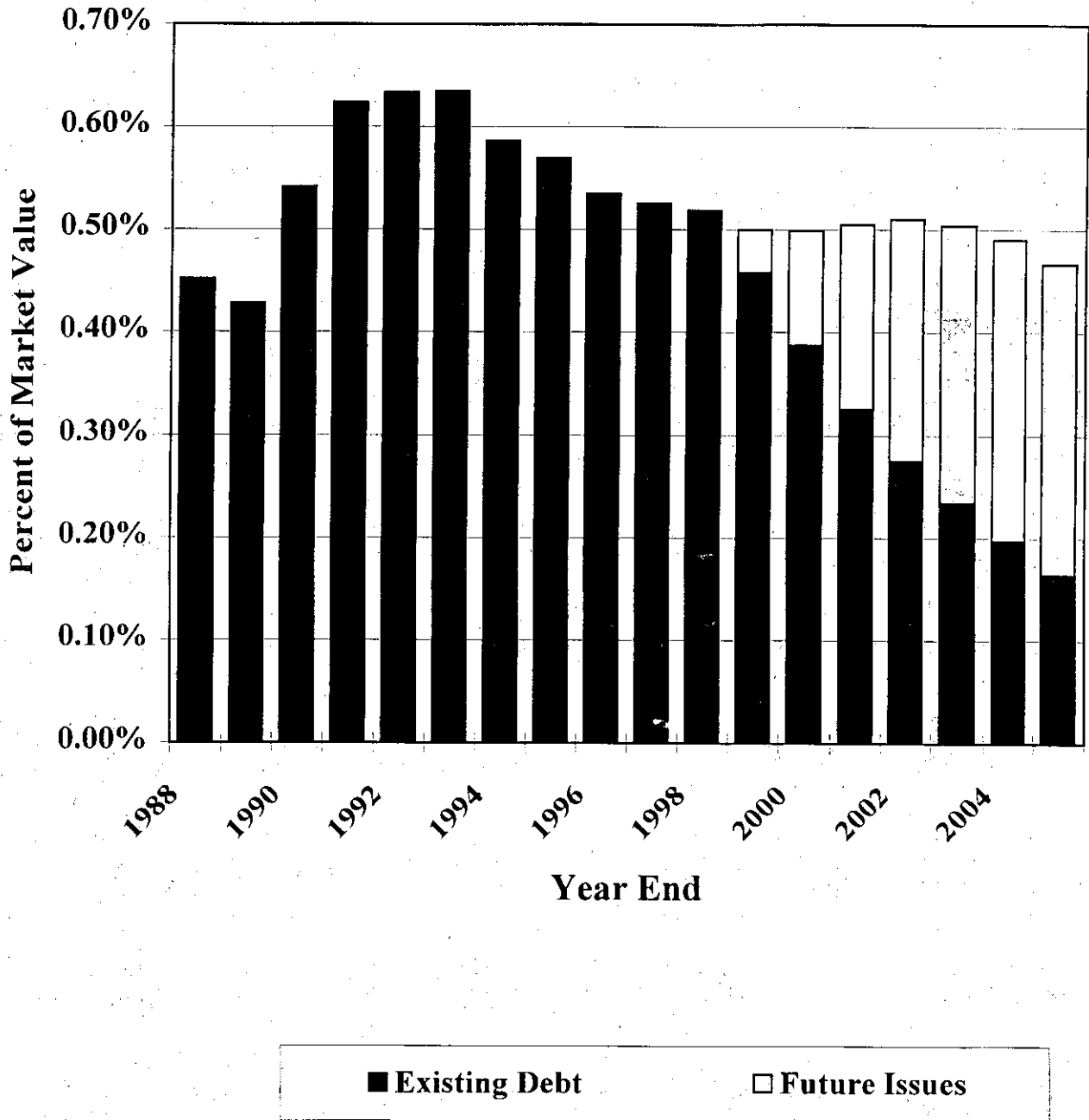


Figure 17

## Metropolitan Council 1988-2005 Outstanding Debt as Percent of Market Value

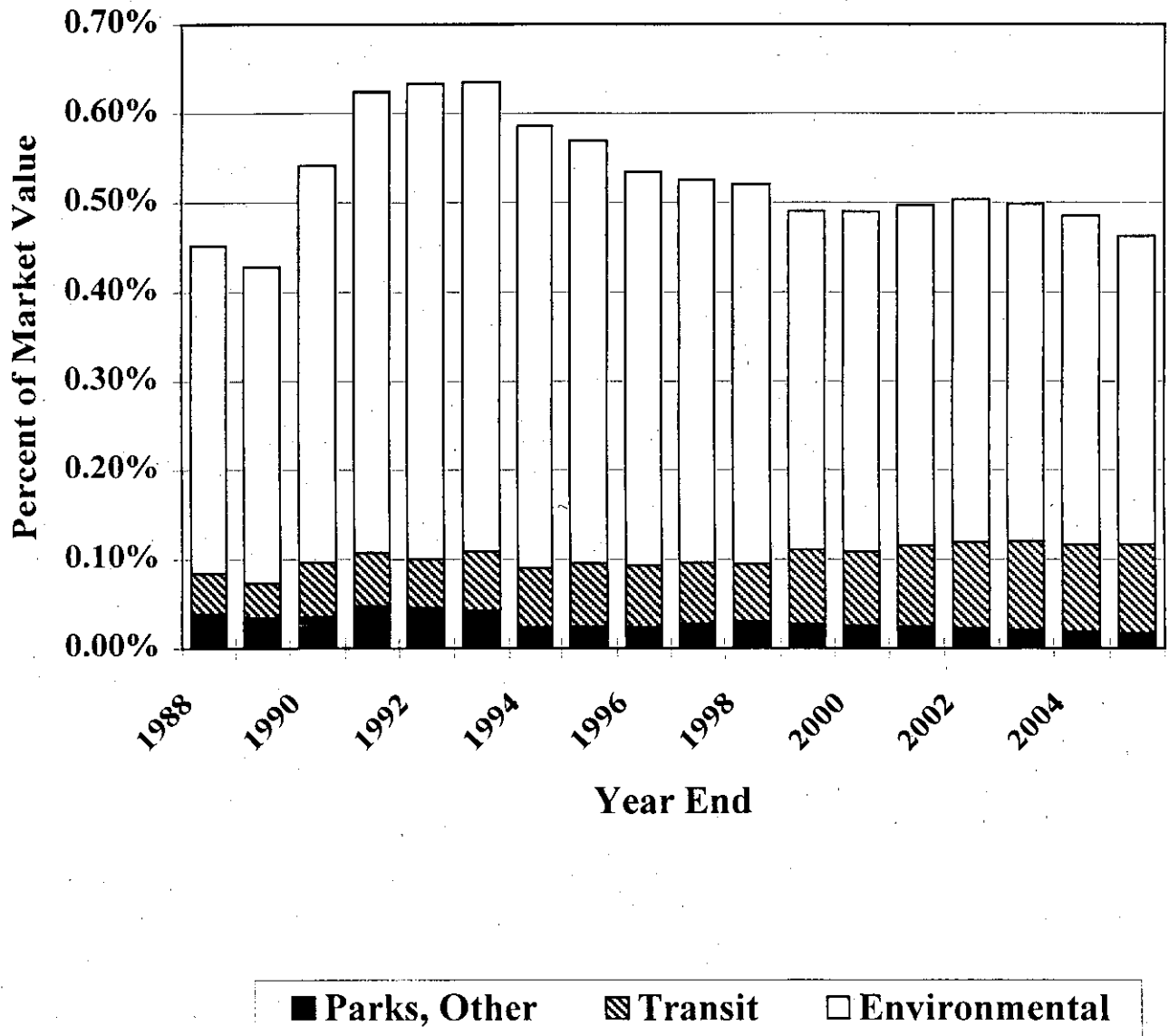


Figure 18

**Table 1A**  
**METROPOLITAN COUNCIL**  
**PROJECTED 2000-2005 CAPITAL IMPROVEMENT PROGRAM FINANCING**

	Proposed 2000-2005 Capital Improvement Program						Total
	2000	2001	2002	2003	2004	2005	
<b>Federal</b>							
Transit	118,917,000	96,664,000	145,617,000	122,675,000	79,603,000	65,970,000	629,446,000
Parks and Open Space	0	0	0	0	0	0	0
Subtotal-Federal	118,917,000	96,664,000	145,617,000	122,675,000	79,603,000	65,970,000	629,446,000
<b>State</b>							
Transit	20,117,000	18,522,000	53,440,000	24,733,000	27,057,000	1,148,000	145,017,000
Parks and Open Space	11,084,000	11,100,000	7,980,000	7,860,000	8,005,000	8,150,000	54,179,000
Subtotal-State	31,201,000	29,622,000	61,420,000	32,593,000	35,062,000	9,298,000	199,196,000
<b>Regional Borrowing</b>							
Transit							
Existing Authority	20,798,000	23,000,000	500,000	0	0	0	44,298,000
Future Requests	13,600,000	19,100,000	23,800,000	25,200,000	19,600,000	32,800,000	134,100,000
800 Megahertz Radio	0	0	0	0	0	0	0
Environmental Services							
General Obligation Bonds	3,172,000	31,011,000	40,775,000	40,775,000	24,701,000	23,518,000	163,952,000
PFA Loans	59,975,000	39,975,000	39,975,000	39,975,000	39,975,000	39,975,000	259,850,000
Parks and Open Space	5,300,000	5,300,000	5,300,000	5,390,000	5,413,000	5,435,000	32,138,000
Subtotal-Reg. Borrowing	102,845,000	118,386,000	110,350,000	111,340,000	89,689,000	101,728,000	634,338,000
<b>Other Sources</b>							
Transit	100,000	28,006,000	56,581,000	41,875,000	12,018,000	2,040,000	140,620,000
Environmental Services	0	0	0	0	0	0	0
Parks and Open Space	550,000	450,000	400,000	400,000	400,000	400,000	2,600,000
800 Megahertz Radio	0	1,419,000	1,687,000	0	0	0	3,106,000
Subtotal-Other Sources	650,000	29,875,000	58,668,000	42,275,000	12,418,000	2,440,000	146,326,000
ES Capital Revolving Fund	0	0	20,096,000	5,904,000	0	0	26,000,000
New Transit Funding Source	58,224,000	59,348,000	61,139,000	76,095,000	62,491,000	60,825,000	378,122,000
<b>Total Capital Financing</b>							
Federal Grants	118,917,000	96,664,000	145,617,000	122,675,000	79,603,000	65,970,000	629,446,000
State Grants	31,201,000	29,622,000	61,420,000	32,593,000	35,062,000	9,298,000	199,196,000
Regional Borrowing	102,845,000	118,386,000	110,350,000	111,340,000	89,689,000	101,728,000	634,338,000
Other Sources	650,000	29,875,000	58,668,000	42,275,000	12,418,000	2,440,000	146,326,000
ES Capital Revolving Fund	0	0	20,096,000	5,904,000	0	0	26,000,000
New Transit Funding Source	58,224,000	59,348,000	61,139,000	76,095,000	62,491,000	60,825,000	378,122,000
Total Sources	311,837,000	333,895,000	457,290,000	390,882,000	279,263,000	240,261,000	2,013,428,000
<b>Total Capital Expenditures</b>							
Transit	178,841,000	257,070,000	363,305,000	298,592,000	202,225,000	168,346,000	1,468,379,000
Environmental Services	63,147,000	70,986,000	100,846,000	86,654,000	64,676,000	63,493,000	449,802,000
Parks and Open Space	18,464,000	18,482,000	13,366,000	13,250,000	13,418,000	13,585,000	90,565,000
800 Megahertz Radio	2,586,000	11,303,000	1,687,000	0	0	0	15,576,000
Total Expenditures	263,038,000	357,841,000	479,204,000	398,496,000	280,319,000	245,424,000	2,024,322,000



**Table 1B  
METROPOLITAN COUNCIL  
PROJECTED 2000-2005 CAPITAL IMPROVEMENT PROGRAM FINANCING**

Proposed 2000-2005 Capital Improvement Program							
	2000	2001	2002	2003	2004	2005	Total
<b>Transit</b>							
<b>Sources of Funds</b>							
Federal - Bus System	81,570,000	51,347,000	53,899,000	54,838,000	60,248,000	62,820,000	364,722,000
Federal - Hiawatha LRT	37,347,000	45,317,000	91,718,000	67,837,000	19,355,000	3,150,000	264,724,000
Federal Subtotal	118,917,000	96,664,000	145,617,000	122,675,000	79,603,000	65,970,000	629,446,000
State - Bus System	6,500,000	2,000,000	20,000,000	0	20,000,000	0	48,500,000
State - Hiawatha LRT	13,617,000	16,522,000	33,440,000	24,733,000	7,057,000	1,148,000	96,517,000
State Subtotal	20,117,000	18,522,000	53,440,000	24,733,000	27,057,000	1,148,000	145,017,000
Regional Borrowing	34,398,000	42,100,000	24,300,000	25,200,000	19,600,000	32,800,000	178,398,000
Other Local and In-Kind - LRT	0	27,906,000	56,481,000	41,775,000	11,918,000	1,940,000	140,020,000
Interest/Miscellaneous	100,000	100,000	100,000	100,000	100,000	100,000	600,000
Subtotal	173,532,000	185,292,000	279,938,000	214,483,000	138,278,000	101,958,000	1,093,481,000
New Funding Source	58,224,000	59,348,000	61,139,000	76,095,000	62,491,000	60,825,000	378,122,000
Total Sources	231,756,000	244,640,000	341,077,000	290,578,000	200,769,000	162,783,000	1,471,603,000
<b>Uses of Funds</b>							
Bus System	124,877,000	160,325,000	141,666,000	124,247,000	123,895,000	122,108,000	797,118,000
Hiawatha Light Rail Transit	50,964,000	89,745,000	181,639,000	134,345,000	38,330,000	6,238,000	501,261,000
Transitways	3,000,000	7,000,000	40,000,000	40,000,000	40,000,000	40,000,000	170,000,000
Total Uses	178,841,000	257,070,000	363,305,000	298,592,000	202,225,000	168,346,000	1,468,379,000
Sources Over/(Under) Uses	52,915,000	(12,430,000)	(22,228,000)	(8,014,000)	(1,456,000)	(5,563,000)	3,224,000
<b>Parks and Open Space</b>							
<b>Sources of Funds</b>							
State Bonds	11,084,000	11,100,000	7,980,000	7,860,000	8,005,000	8,150,000	54,179,000
Regional Borrowing	5,300,000	5,300,000	5,300,000	5,390,000	5,413,000	5,435,000	32,138,000
Interest and Miscellaneous	550,000	450,000	400,000	400,000	400,000	400,000	2,600,000
Total Sources of Funds	16,934,000	16,850,000	13,680,000	13,650,000	13,818,000	13,985,000	88,917,000
<b>Uses of Funds</b>							
Acquisition	1,684,000	2,344,000	1,763,000	1,183,000	1,079,000	975,000	9,028,000
Redevelopment	7,670,000	10,946,000	6,253,000	6,561,000	7,208,000	7,855,000	46,493,000
Development	9,110,000	5,192,000	5,349,000	5,507,000	5,131,000	4,756,000	35,045,000
Total Uses of Funds	18,464,000	18,482,000	13,366,000	13,250,000	13,418,000	13,585,000	90,565,000
Sources Over/(Under) Uses	(1,530,000)	(1,632,000)	314,000	400,000	400,000	400,000	(1,648,000)
<b>800 Megahertz Radio</b>							
<b>Sources of Funds</b>							
Operating Income	0	1,419,000	1,687,000	0	0	0	3,106,000
<b>Uses of Funds</b>							
Radio System Infrastructure	2,586,000	11,303,000	1,687,000	-	-	-	15,576,000
Sources Over/(Under) Uses	(2,586,000)	(9,884,000)	-	-	-	-	(12,470,000)

**Table 1B  
METROPOLITAN COUNCIL  
PROJECTED 2000-2005 CAPITAL IMPROVEMENT PROGRAM FINANCING**

Proposed 2000-2005 Capital Improvement Program							
	2000	2001	2002	2003	2004	2005	Total
<b>Environmental Services</b>							
<b>Sources of Funds</b>							
Regional Borrowing	63,147,000	70,986,000	80,750,000	80,750,000	64,676,000	63,493,000	423,802,000
Capital Revolving Fund	0	0	20,096,000	5,904,000	0	0	26,000,000
<b>Total Sources</b>	<b>63,147,000</b>	<b>70,986,000</b>	<b>100,846,000</b>	<b>86,654,000</b>	<b>64,676,000</b>	<b>63,493,000</b>	<b>449,802,000</b>
<b>Uses of Funds</b>							
Wastewater Services	63,147,000	70,986,000	100,846,000	86,654,000	64,676,000	63,493,000	449,802,000
Sources Over/(Under) Uses	0	0	0	0	0	0	0
<b>Total Capital Sources</b>							
Federal Grants	118,917,000	96,664,000	145,617,000	122,675,000	79,603,000	65,970,000	629,446,000
State Grants	31,201,000	29,622,000	61,420,000	32,593,000	35,062,000	9,298,000	199,196,000
Regional Borrowing	102,845,000	118,386,000	110,350,000	111,340,000	89,689,000	101,728,000	634,338,000
Other Sources	650,000	29,875,000	58,668,000	42,275,000	12,418,000	2,440,000	146,326,000
ES Capital Revolving Fund	0	0	20,096,000	5,904,000	0	0	26,000,000
New Transit Funding Source	58,224,000	59,348,000	61,139,000	76,095,000	62,491,000	60,825,000	378,122,000
<b>Total Sources</b>	<b>311,837,000</b>	<b>333,895,000</b>	<b>457,290,000</b>	<b>390,882,000</b>	<b>279,263,000</b>	<b>240,261,000</b>	<b>2,013,428,000</b>
<b>Total Capital Uses</b>							
Transit	178,841,000	257,070,000	363,305,000	298,592,000	202,225,000	168,346,000	1,468,379,000
Environmental Services	63,147,000	70,986,000	100,846,000	86,654,000	64,676,000	63,493,000	449,802,000
Parks and Open Space	18,464,000	18,482,000	13,366,000	13,250,000	13,418,000	13,585,000	90,565,000
800 Megahertz Radio	2,586,000	11,303,000	1,687,000	0	0	0	15,576,000
<b>Total Expenditures</b>	<b>263,038,000</b>	<b>357,841,000</b>	<b>479,204,000</b>	<b>398,496,000</b>	<b>280,319,000</b>	<b>245,424,000</b>	<b>2,024,322,000</b>
Sources Over/(Under) Uses	48,799,000	(23,946,000)	(21,914,000)	(7,614,000)	(1,056,000)	(5,163,000)	(10,894,000)

**Table 2**  
**METROPOLITAN COUNCIL**  
**ANNUAL DEBT SERVICE LEVY AND SEWER SERVICE FEE PROJECTIONS**  
**BASED ON PROJECTED 2000-2005 CAPITAL IMPROVEMENT PROGRAM**

	1999	2000	2001	2002	2003	2004	2005	1999-2005 Annual Rate
<b>Property Tax Supported</b>								
<b>Transit</b>								
Existing	20,190,351	15,982,077	13,413,925	9,869,636	8,960,927	7,808,827	7,785,969	
New	0	4,411,881	8,255,994	14,467,670	19,202,097	22,080,676	23,998,517	
<b>Subtotal-Transit</b>	<b>20,190,351</b>	<b>20,393,958</b>	<b>21,669,919</b>	<b>24,337,306</b>	<b>28,163,024</b>	<b>29,889,503</b>	<b>31,784,486</b>	<b>6.70%</b>
<b>Parks and Open Space</b>								
Existing	5,725,500	6,047,814	5,408,080	4,327,089	3,023,672	1,368,452	1,401,066	
New	0	0	1,487,937	3,106,512	4,752,125	6,389,600	6,389,600	
<b>Subtotal</b>	<b>5,725,500</b>	<b>6,047,814</b>	<b>6,896,017</b>	<b>7,433,602</b>	<b>7,775,797</b>	<b>7,758,052</b>	<b>7,790,666</b>	<b>5.27%</b>
<b>Solid Waste</b>								
Existing	0	0	0	427,460	432,962	311,403	0	
<b>Radio</b>								
Existing	425,825	423,525	420,454	421,840	422,155	416,283	414,971	-0.43%
<b>Subtotal</b>								
Existing	26,341,676	22,453,416	19,242,459	15,046,026	12,839,716	9,904,965	9,602,006	
New	0	4,411,881	9,743,931	17,574,182	23,954,222	28,470,276	30,388,117	
<b>Subtotal</b>	<b>26,341,676</b>	<b>26,865,297</b>	<b>28,986,390</b>	<b>32,620,208</b>	<b>36,793,938</b>	<b>38,375,240</b>	<b>39,990,123</b>	<b>7.21%</b>
<b>Wastewater Service Fee Supported</b>								
<b>Environmental Services</b>								
Existing	63,300,000	60,957,000	61,036,000	55,899,000	55,020,000	54,055,000	53,259,000	
New	0	2,343,000	6,791,000	12,259,000	18,156,000	23,421,000	28,025,000	
<b>Subtotal-Envir Serv</b>	<b>63,300,000</b>	<b>63,300,000</b>	<b>67,827,000</b>	<b>68,158,000</b>	<b>73,176,000</b>	<b>77,476,000</b>	<b>81,284,000</b>	<b>4.26%</b>
<b>Combined</b>								
Existing	89,641,676	83,410,416	80,278,459	70,945,026	67,859,716	63,959,965	62,861,006	
New	0	6,754,881	16,534,931	29,833,182	42,110,222	51,891,276	58,413,117	
<b>Total</b>	<b>89,641,676</b>	<b>90,165,297</b>	<b>96,813,390</b>	<b>100,778,208</b>	<b>109,969,938</b>	<b>115,851,240</b>	<b>121,274,123</b>	<b>5.17%</b>
<b>Constant 1999 Dollars</b>	<b>89,641,676</b>	<b>87,966,144</b>	<b>92,148,378</b>	<b>93,582,584</b>	<b>99,627,336</b>	<b>102,395,616</b>	<b>104,574,296</b>	<b>2.60%</b>

**Table 3**  
**METROPOLITAN COUNCIL**  
**PROPERTY TAX AND USER FEE PROJECTIONS**  
**BASED ON PROJECTED 2000-2005 CAPITAL IMPROVEMENT PROGRAM**

	1999	2000	2001	2002	2003	2004	2005	1999-2005 Annual Rate
<b>Property Taxes</b>								
<b>General</b>								
General Operations	10,174,600	10,174,600	10,174,600	10,174,600	10,174,600	10,174,600	10,174,600	0.00%
Livable Communities	10,116,080	11,132,936	11,531,577	11,923,471	12,304,262	12,705,997	13,129,827	4.44%
Highway ROW	2,159,302	2,333,630	2,485,316	2,634,435	2,779,329	2,932,192	3,093,462	6.17%
Radio Debt Service	425,825	423,525	420,454	421,840	422,155	416,283	414,971	-0.43%
Solid Waste Debt Service	0	0	0	427,460	432,962	311,403	0	
Subtotal-General	22,875,807	24,064,691	24,611,947	25,581,806	26,113,308	26,540,475	26,812,860	2.68%
<b>Transit</b>								
Operations	74,052,144	79,771,821	84,473,206	89,059,782	93,479,427	98,082,532	102,911,755	5.64%
Debt Service	20,190,351	20,393,958	21,669,919	24,337,306	28,163,024	29,889,503	31,784,486	7.86%
Subtotal-Transit	94,242,495	100,165,779	106,143,125	113,397,088	121,642,451	127,972,035	134,696,241	6.13%
<b>Parks and Open Space</b>								
Debt Service	5,725,500	6,047,814	6,896,017	7,433,602	7,775,797	7,758,052	7,790,666	5.27%
<b>Property Tax Subtotal</b>								
Operations	96,502,126	103,412,987	108,664,699	113,792,288	118,737,618	123,895,320	129,309,644	5.00%
Debt Service	26,341,676	26,865,297	28,986,390	32,620,208	36,793,938	38,375,240	39,990,123	7.21%
Subtotal	122,843,802	130,278,284	137,651,089	146,412,496	155,531,555	162,270,561	169,299,767	5.49%
<b>User Fees</b>								
<b>Environmental Services</b>								
Operations	82,359,000	78,826,000	73,810,000	75,668,000	76,591,000	78,068,000	79,544,000	-0.58%
Debt Service	47,736,000	45,974,000	50,090,000	49,412,000	53,949,000	58,012,000	61,066,000	4.19%
Subtotal-Envir Serv	130,095,000	124,800,000	123,900,000	125,080,000	130,540,000	136,080,000	140,610,000	1.30%
<b>Combined</b>								
Operations	178,861,126	182,238,987	182,474,699	189,460,288	195,328,618	201,963,320	208,853,644	2.62%
Debt Service	74,077,676	72,839,297	79,076,390	82,032,208	90,742,938	96,387,240	101,056,123	5.31%
Total	252,938,802	255,078,284	261,551,089	271,492,496	286,071,555	298,350,561	309,909,767	3.44%
<b>Constant 1999 Dollars</b>								
Operations	178,861,126	177,794,134	173,682,046	175,932,712	176,958,087	178,506,147	180,093,843	0.11%
Debt Service	74,077,676	71,062,729	75,266,046	76,175,060	82,208,623	85,192,276	87,140,378	2.74%
Total	252,938,802	248,856,863	248,948,092	252,107,772	259,166,710	263,698,422	267,234,221	0.92%

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 2000-2005 CAPITAL IMPROVEMENT PROGRAM**

	1999	2000	2001	2002	2003	2004	2005	1999-2005 Annual Rate
Regional Income (\$Billions)	83.2	86.9	90.7	94.5	98.5	102.6	106.8	4.25%
Reg Income per Household	83,719	86,507	89,058	91,641	94,345	97,052	99,857	2.98%
<b>General</b>								
Operations	0.027%	0.027%	0.027%	0.026%	0.026%	0.025%	0.025%	
Debt Service	0.001%	0.000%	0.000%	0.001%	0.001%	0.001%	0.000%	
Subtotal-General	0.027%	0.028%	0.027%	0.027%	0.027%	0.026%	0.025%	
<b>Transit</b>								
Operations	0.089%	0.092%	0.093%	0.094%	0.095%	0.096%	0.096%	
Debt Service	0.024%	0.023%	0.024%	0.026%	0.029%	0.029%	0.030%	
Subtotal-Transit	0.113%	0.115%	0.117%	0.120%	0.124%	0.125%	0.126%	
<b>Environmental Services</b>								
Operations	0.099%	0.091%	0.081%	0.080%	0.078%	0.076%	0.074%	
Debt Service	0.057%	0.053%	0.055%	0.052%	0.055%	0.057%	0.057%	
Subtotal-Envir Serv	0.156%	0.144%	0.137%	0.132%	0.133%	0.133%	0.132%	
<b>Parks and Open Space</b>								
Debt Service	0.007%	0.007%	0.008%	0.008%	0.008%	0.008%	0.007%	
<b>Combined</b>								
Operations	0.215%	0.210%	0.201%	0.201%	0.198%	0.197%	0.195%	
Debt Service	0.089%	0.084%	0.087%	0.087%	0.092%	0.094%	0.095%	
Total	0.304%	0.293%	0.288%	0.287%	0.290%	0.291%	0.290%	

**Table 5**  
**METROPOLITAN COUNCIL**  
**PROPERTY TAX AND USER FEE IMPACT ON \$120,000 RESIDENTIAL HOMESTEAD**  
**BASED ON PROJECTED 2000-2005 CAPITAL IMPROVEMENT PROGRAM**  
**(Constant 1999 Dollars)**

	1999	2000	2001	2002	2003	2004	2005	1999-2005 Annual Rate
Market Value	120,000	120,000	120,000	120,000	120,000	120,000	120,000	0.00%
Net Tax Capacity	1,515	1,498	1,510	1,521	1,532	1,543	1,554	0.42%
<b>Property Taxes</b>								
<b>General</b>								
Operations	6.46	6.19	6.00	5.83	5.68	5.55	5.41	-2.91%
Livable Communities	5.30	5.51	5.46	5.42	5.40	5.38	5.36	0.17%
Radio Debt Service	0.29	0.27	0.25	0.24	0.23	0.22	0.21	-5.16%
Solid Waste Debt Service	0.00	0.00	0.00	0.24	0.24	0.16	0.00	
Subtotal-General	12.05	11.97	11.71	11.74	11.55	11.30	10.98	-1.54%
<b>Transit</b>								
Operations	63.06	63.79	64.75	65.72	66.66	67.63	68.65	1.43%
Debt Service	15.13	14.24	14.39	15.43	17.13	17.44	17.78	2.73%
Subtotal-Transit	78.19	78.02	79.14	81.15	83.79	85.07	86.43	1.68%
<b>Parks and Open Space</b>								
Debt Service	3.86	3.80	4.12	4.24	4.25	4.07	3.92	0.26%
<b>Property Tax Subtotal</b>								
Operations	74.82	75.49	76.21	76.97	77.74	78.56	79.42	1.00%
Debt Service	19.28	18.30	18.75	20.15	21.85	21.89	21.91	2.16%
Subtotal	94.10	93.79	94.96	97.12	99.59	100.45	101.33	1.24%
<b>User Fees</b>								
<b>Environmental Services</b>								
Operations	59.69	55.26	49.99	49.52	48.44	47.71	46.99	-3.91%
Debt Service	34.60	32.23	33.93	32.34	34.12	35.46	36.07	0.70%
Subtotal-Envir Serv	94.29	87.49	83.92	81.86	82.56	83.17	83.06	-2.09%
<b>Combined</b>								
Operations	134.51	130.75	126.20	126.49	126.18	126.27	126.41	-1.03%
Debt Service	53.88	50.53	52.68	52.49	55.97	57.35	57.99	1.23%
Total	188.39	181.28	178.88	178.98	182.15	183.62	184.39	-0.36%

**Table 6**  
**METROPOLITAN COUNCIL**  
**OUTSTANDING DEBT, YEAR END**  
**BASED ON PROJECTED 2000-2005 CAPITAL IMPROVEMENT PROGRAM**

	1999	2000	2001	2002	2003	2004	2005	1999-2005 Annual Rate
<b>Existing Debt</b>								
Radio	2,840,000	2,575,000	2,300,000	2,015,000	1,715,000	1,400,000	1,075,000	
Solid Waste	2,135,000	1,810,000	1,475,000	1,130,000	770,000	390,000	0	
Parks and Open Space	26,720,000	22,045,000	17,805,000	13,485,000	10,000,000	7,600,000	6,675,000	
Transit	89,590,000	74,235,000	62,045,000	51,865,000	44,630,000	38,070,000	32,245,000	
Environmental Services	509,835,000	466,277,000	421,642,000	381,902,000	345,162,000	307,922,000	270,627,000	
<b>Total Existing</b>	<b>631,120,000</b>	<b>566,942,000</b>	<b>505,267,000</b>	<b>450,397,000</b>	<b>402,277,000</b>	<b>355,382,000</b>	<b>310,622,000</b>	
<b>New Debt</b>								
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	25,800,000	47,800,000	79,210,000	106,260,000	126,130,000	137,900,000	156,970,000	
Environmental Services	14,000,000	91,563,000	170,854,000	247,614,000	305,157,000	358,488,000	385,328,000	
<b>Total New</b>	<b>45,100,000</b>	<b>149,963,000</b>	<b>265,714,000</b>	<b>373,849,000</b>	<b>454,212,000</b>	<b>520,813,000</b>	<b>566,723,000</b>	
<b>Existing and New Debt</b>								
Radio	2,840,000	2,575,000	2,300,000	2,015,000	1,715,000	1,400,000	1,075,000	-14.9%
Solid Waste	2,135,000	1,810,000	1,475,000	1,130,000	770,000	390,000	0	
Parks and Open Space	32,020,000	32,645,000	33,455,000	33,460,000	32,925,000	32,025,000	31,100,000	-0.5%
Transit	115,390,000	122,035,000	141,255,000	158,125,000	170,760,000	175,970,000	189,215,000	8.6%
Environmental Services	523,835,000	557,840,000	592,496,000	629,516,000	650,319,000	666,410,000	655,955,000	3.8%
<b>Total Existing and New</b>	<b>676,220,000</b>	<b>716,905,000</b>	<b>770,981,000</b>	<b>824,246,000</b>	<b>856,489,000</b>	<b>876,195,000</b>	<b>877,345,000</b>	<b>4.4%</b>
<b>Market Values (\$Billions)</b>								
Market Values (\$Billions)	138.0	146.4	155.2	163.8	171.9	180.5	189.6	5.4%
Market Value per Househo	138,789	145,742	152,476	158,834	164,695	170,805	177,159	4.2%
<b>Percent of Market Value</b>								
Radio	0.002%	0.002%	0.001%	0.001%	0.001%	0.001%	0.001%	
Solid Waste	0.002%	0.001%	0.001%	0.001%	0.000%	0.000%	0.000%	
Parks and Open Space	0.023%	0.022%	0.022%	0.020%	0.019%	0.018%	0.016%	
Transit	0.084%	0.083%	0.091%	0.097%	0.099%	0.097%	0.100%	
Environmental Services	0.380%	0.381%	0.382%	0.384%	0.378%	0.369%	0.346%	
<b>Total</b>	<b>0.490%</b>	<b>0.490%</b>	<b>0.497%</b>	<b>0.503%</b>	<b>0.498%</b>	<b>0.485%</b>	<b>0.463%</b>	
Existing	0.457%	0.387%	0.326%	0.275%	0.234%	0.197%	0.164%	
New	0.033%	0.102%	0.171%	0.228%	0.264%	0.288%	0.299%	
<b>Total</b>	<b>0.490%</b>	<b>0.490%</b>	<b>0.497%</b>	<b>0.503%</b>	<b>0.498%</b>	<b>0.485%</b>	<b>0.463%</b>	

## **METROPOLITAN COUNCIL UNIFIED 2000 CAPITAL PROGRAM AND CAPITAL BUDGET**

The proposed Unified 2000 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 for the 2000 Capital Program and Budget and 2000-2005 Capital Improvement Program:

*Capital Improvement Program (CIP)* - The 2000-2005 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 2000 Capital Budget. The CIP includes both authorized capital projects and planned, but currently unauthorized capital projects.

*Authorized Capital Program* - The Capital Program provides multi-year authorization to proceed with capital projects. The 2000 Capital Program includes previously approved capital projects, amendments to previously approved capital projects and proposed authorizations to proceed with new capital projects or proceed with the next phase of multi-phase capital projects.

*Capital Budget* - The Capital Budget appropriates funds for capital expenditures for a specific budget year. The 2000 Capital Budget includes expenditure appropriations for previously authorized projects and for new capital projects authorized in the 2000 Authorized 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 2000 authorized capital program. Only 24 percent of projected 2000-2005 capital expenditures are authorized under the proposed 2000 capital program. Only 14 percent of projected expenditures in the last five years of the capital improvement program are authorized, primarily in the Environmental Services capital program where capital projects are frequently implemented over several years. Only 13 percent of the projected 2000-2005 capital expenditures for transit are authorized, since future capital funding is less certain than in other areas.



	2000	2001-2005	Total
Projected Capital Expenditures	263,038,000	1,761,284,000	2,024,322,000
Authorized Expenditures	241,099,000	253,373,000	494,472,000
Percent Authorized	92%	14%	24%

The 2000 capital program is summarized in Table 7 on the following page. **Proposed changes in capital program authorizations for 2000 total \$165,611,720.** Detail on proposed capital program authorizations and 2000 changes to the capital program are included in the Environmental Services, Transit, Radio and Parks and Open Space sections.

The total proposed 2000 capital program is \$799,664,600. Based on cash flow projections, an estimated \$305,192,903 (38 percent) of the proposed 2000 capital program authority will have been expended by the end of 1999. Continuing and new capital projects will result in \$494,471,697 in future capital expenditures from 2000 through 2005. **The proposed 2000 capital budget appropriation is \$241,098,672.**

Table 7 provides a summary of the 2000 Capital Program. It shows the transition from the 1999 Capital Program, as adopted and amended, to the proposed 2000 Capital Program. Table 8 provides a more detailed summary of the proposed 2000 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 2000 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 2000 capital program for transit and parks and open space may not include all the capital projects that may need to be approved in 2000. Amendments to transit and parks capital program authorizations will be brought to the Council for review and approval after final decisions are made by the 2000 State Legislature on new regional bonding authorizations, state bonding or new capital funding sources.

**Table 7**  
**Metropolitan Council**  
**Proposed Capital Program Summary**

**Capital Program Authorization by Functional Area**

Transit	Environmental Services	Parks & Open Space	800 Mhz Radio	Combined Total
---------	------------------------	--------------------	---------------	----------------

Continuing Projects  
Changes:  
Changes in Continuing Projects  
New Projects  
Total Requested Changes  
Adopted 1999 Capital Program  
Amendments/Adjustments thru October 13  
Proposed 1999 Amendments  
1998 Capital Program, As Amended  
Less: Capital Projects Completed in 1999  
Equals: Continuing Capital Projects

1999 Capital Program				
203,990,381	205,501,000	63,655,460	3,000,000	476,146,841
7,148,319	66,050,000	-	12,476,000	85,674,319
8,008,000	300,000	-	-	8,308,000
<u>15,156,319</u>	<u>66,350,000</u>	<u>-</u>	<u>12,476,000</u>	<u>93,982,319</u>
219,146,700	271,851,000	63,655,460	15,476,000	570,129,160
79,514,710	-	2,014,460	-	81,529,170
<u>28,292,638</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>28,292,638</u>
<u>326,954,048</u>	<u>271,851,000</u>	<u>65,669,920</u>	<u>15,476,000</u>	<u>679,950,968</u>
(27,086,196)	(2,450,000)	(16,361,892)	-	(45,898,088)
<u>299,867,852</u>	<u>269,401,000</u>	<u>49,308,028</u>	<u>15,476,000</u>	<u>634,052,880</u>

Continuing Projects  
Proposed Authorization Changes  
Changes in Continuing Projects  
New Projects  
Total Requested Changes  
Proposed 2000 Capital Program  
Amendments  
2000 Capital Program, As Amended

Proposed 2000 Capital Program				
299,867,852	269,401,000	49,308,028	15,476,000	634,052,880
<u>50,931,250</u>	<u>106,600,000</u>	<u>-</u>	<u>3,930,470</u>	<u>161,461,720</u>
<u>-</u>	<u>4,150,000</u>	<u>-</u>	<u>-</u>	<u>4,150,000</u>
<u>50,931,250</u>	<u>110,750,000</u>	<u>-</u>	<u>3,930,470</u>	<u>165,611,720</u>
350,799,102	380,151,000	49,308,028	19,406,470	799,664,600
-	-	-	-	-
<u>350,799,102</u>	<u>380,151,000</u>	<u>49,308,028</u>	<u>19,406,470</u>	<u>799,664,600</u>

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**Table 8  
Metropolitan Council  
Proposed 2000 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 1999	Requested	Proposed	Expenditures Prior to 2000	2000	2001 and Subsequent			
	Authorization	Change in Authorization	2000 Authorization		Capital Budget				
October 25, 1999									
<b>Transit</b>									
Fleet Modernization	143,504,365	-	143,504,365	89,006,756	51,915,734	2,581,875	143,504,365	-	143,504,365
Support Facilities	51,814,289	-	51,814,289	9,097,455	22,309,574	20,407,260	51,814,289	-	51,814,289
Public Facilities	38,348,478	-	38,348,478	12,351,091	20,251,280	5,746,107	38,348,478	18,040,000	56,388,478
Computerization/Communication	33,178,270	-	33,178,270	14,793,918	9,441,664	8,942,688	33,178,270	6,012,770	39,191,040
Other Capital Equipment	19,953,700	-	19,953,700	16,573,000	2,980,700	400,000	19,953,700	-	19,953,700
Hiawatha Corridor Light Rail	13,068,750	50,931,250	64,000,000	13,035,795	50,964,205	-	64,000,000	484,554,000	548,554,000
<b>Transit Total</b>	<b>299,867,852</b>	<b>50,931,250</b>	<b>350,799,102</b>	<b>154,858,015</b>	<b>157,863,157</b>	<b>38,077,930</b>	<b>350,799,102</b>	<b>508,606,770</b>	<b>859,405,872</b>
<b>Environmental Services</b>									
Continuing Projects									
Step II Design	2,000,000	-	2,000,000	595,908	500,000	904,092	2,000,000	20,000,000	22,000,000
Step III Construction	240,101,000	(1,000,000)	239,101,000	113,429,315	41,746,781	83,924,904	239,101,000	14,026,000	253,127,000
Moving to Step II Design	300,000	-	300,000	30,000	270,000	-	300,000	10,200,000	10,500,000
Moving to Step III Construction	16,500,000	103,600,000	120,100,000	6,746,787	15,600,000	97,753,213	120,100,000	151,200,000	271,300,000
Ongoing Programs and Special Projects	10,500,000	4,000,000	14,500,000	5,435,894	8,396,570	667,536	14,500,000	-	14,500,000
New Projects	-	4,150,000	4,150,000	-	3,650,000	500,000	4,150,000	29,050,000	33,200,000
<b>Environmental Services Total</b>	<b>269,401,000</b>	<b>110,750,000</b>	<b>380,151,000</b>	<b>126,237,904</b>	<b>70,163,351</b>	<b>183,749,745</b>	<b>380,151,000</b>	<b>224,476,000</b>	<b>604,627,000</b>
Project Delay Factor					(7,016,000)	7,016,000			
Adjusted Cash Flow Forecast					63,147,351	190,765,745			
<b>Parks and Open Space</b>									
Acquisition	5,876,283	-	5,876,283	3,318,512	1,834,535	723,236	5,876,283	-	5,876,283
Development	25,419,206	-	25,419,206	11,125,636	10,663,995	3,629,575	25,419,206	-	25,419,206
Redevelopment	16,792,539	-	16,792,539	5,822,178	8,234,554	2,735,807	16,792,539	-	16,792,539
Mixed Purpose	1,220,000	-	1,220,000	-	1,145,000	75,000	1,220,000	-	1,220,000
<b>Parks and Open Space Total</b>	<b>49,308,028</b>	<b>-</b>	<b>49,308,028</b>	<b>20,266,326</b>	<b>21,878,084</b>	<b>7,163,618</b>	<b>49,308,028</b>	<b>-</b>	<b>49,308,028</b>
Project Delay Factor					(4,376,000)	4,376,000			
Adjusted Cash Flow Forecast					17,502,084	11,539,618			
<b>800 Megahertz Radio</b>									
Backbone System and Radio Equipment	15,476,000	3,925,470	19,401,470	3,830,658	2,586,080	12,989,732	19,406,470	-	19,406,470
<b>All New and Continuing Projects (with Adjusted Cash Flow Forecasts)</b>									
Transit	299,867,852	50,931,250	350,799,102	154,858,015	157,863,157	38,077,930	350,799,102	508,606,770	859,405,872
Environmental Services	269,401,000	110,750,000	380,151,000	126,237,904	63,147,351	190,765,745	380,151,000	224,476,000	604,627,000
Parks and Open Space	49,308,028	-	49,308,028	20,266,326	17,502,084	11,539,618	49,308,028	-	49,308,028
800 Megahertz Radio	15,476,000	3,925,470	19,401,470	3,830,658	2,586,080	12,989,732	19,406,470	-	19,406,470
<b>Total</b>	<b>634,052,880</b>	<b>165,606,720</b>	<b>799,659,600</b>	<b>305,192,903</b>	<b>241,098,672</b>	<b>253,373,025</b>	<b>799,664,600</b>	<b>733,082,770</b>	<b>1,532,747,370</b>

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Table 9  
**METROPOLITAN COUNCIL**  
**PROJECTED 2000-2005 CAPITAL IMPROVEMENT PROGRAM FINANCING**

Proposed 2000-2005 Capital Improvement Program							
	2000	2001	2002	2003	2004	2005	Total
<b>Transit</b>							
<b>Sources of Funds</b>							
Federal - Bus System	81,570,000	51,347,000	53,899,000	54,838,000	60,248,000	62,820,000	364,722,000
Federal - Hiawatha LRT	37,347,000	45,317,000	91,718,000	67,837,000	19,355,000	3,150,000	264,724,000
Federal Subtotal	118,917,000	96,664,000	145,617,000	122,675,000	79,603,000	65,970,000	629,446,000
State - Bus System	6,500,000	2,000,000	20,000,000	0	20,000,000	0	48,500,000
State - Hiawatha LRT	13,617,000	16,522,000	33,440,000	24,733,000	7,057,000	1,148,000	96,517,000
State Subtotal	20,117,000	18,522,000	53,440,000	24,733,000	27,057,000	1,148,000	145,017,000
Regional Borrowing	34,398,000	42,100,000	24,300,000	25,200,000	19,600,000	32,800,000	178,398,000
Other Local and In-Kind - LRT	0	27,906,000	56,481,000	41,775,000	11,918,000	1,940,000	140,020,000
Interest/Miscellaneous	100,000	100,000	100,000	100,000	100,000	100,000	600,000
Subtotal	173,532,000	185,292,000	279,938,000	214,483,000	138,278,000	101,958,000	1,093,481,000
New Funding Source	58,224,000	59,348,000	61,139,000	76,095,000	62,491,000	60,825,000	378,122,000
Total Sources	231,756,000	244,640,000	341,077,000	290,578,000	200,769,000	162,783,000	1,471,603,000
<b>Uses of Funds</b>							
Bus System	124,877,000	160,325,000	141,666,000	124,247,000	123,895,000	122,108,000	797,118,000
Hiawatha Light Rail Transit	50,964,000	89,745,000	181,639,000	134,345,000	38,330,000	6,238,000	501,261,000
Transitways	3,000,000	7,000,000	40,000,000	40,000,000	40,000,000	40,000,000	170,000,000
Total Uses	178,841,000	257,070,000	363,305,000	298,592,000	202,225,000	168,346,000	1,468,379,000
Sources Over/(Under) Uses	52,915,000	(12,430,000)	(22,228,000)	(8,014,000)	(1,456,000)	(5,563,000)	3,224,000
<b>Parks and Open Space</b>							
<b>Sources of Funds</b>							
State Bonds	11,084,000	11,100,000	7,980,000	7,860,000	8,005,000	8,150,000	54,179,000
Regional Borrowing	5,300,000	5,300,000	5,300,000	5,390,000	5,413,000	5,435,000	32,138,000
Interest and Miscellaneous	550,000	450,000	400,000	400,000	400,000	400,000	2,600,000
Total Sources of Funds	16,934,000	16,850,000	13,680,000	13,650,000	13,818,000	13,985,000	88,917,000
<b>Uses of Funds</b>							
Acquisition	1,684,000	2,344,000	1,763,000	1,183,000	1,079,000	975,000	9,028,000
Redevelopment	7,670,000	10,946,000	6,253,000	6,561,000	7,208,000	7,855,000	46,493,000
Development	9,110,000	5,192,000	5,349,000	5,507,000	5,131,000	4,756,000	35,045,000
Total Uses of Funds	18,464,000	18,482,000	13,366,000	13,250,000	13,418,000	13,585,000	90,565,000
Sources Over/(Under) Uses	(1,530,000)	(1,632,000)	314,000	400,000	400,000	400,000	(1,648,000)
<b>800 Megahertz Radio</b>							
<b>Sources of Funds</b>							
Operating Income	0	1,419,000	1,687,000	0	0	0	3,106,000
<b>Uses of Funds</b>							
Radio System Infrastructure	2,586,000	11,303,000	1,687,000	-	-	-	15,576,000
Sources Over/(Under) Uses	(2,586,000)	(9,884,000)	-	-	-	-	(12,470,000)

**Table 9**  
**METROPOLITAN COUNCIL**  
**PROJECTED 2000-2005 CAPITAL IMPROVEMENT PROGRAM FINANCING**

	Proposed 2000-2005 Capital Improvement Program						Total
	2000	2001	2002	2003	2004	2005	
<b>Environmental Services</b>							
<b>Sources of Funds</b>							
Regional Borrowing	63,147,000	70,986,000	80,750,000	80,750,000	64,676,000	63,493,000	423,802,000
Capital Revolving Fund	0	0	20,096,000	5,904,000	0	0	26,000,000
<b>Total Sources</b>	<b>63,147,000</b>	<b>70,986,000</b>	<b>100,846,000</b>	<b>86,654,000</b>	<b>64,676,000</b>	<b>63,493,000</b>	<b>449,802,000</b>
<b>Uses of Funds</b>							
Wastewater Services	63,147,000	70,986,000	100,846,000	86,654,000	64,676,000	63,493,000	449,802,000
Sources Over/(Under) Uses	0	0	0	0	0	0	0
<b>Total Capital Sources</b>							
Federal Grants	118,917,000	96,664,000	145,617,000	122,675,000	79,603,000	65,970,000	629,446,000
State Grants	31,201,000	29,622,000	61,420,000	32,593,000	35,062,000	9,298,000	199,196,000
Regional Borrowing	102,845,000	118,386,000	110,350,000	111,340,000	89,689,000	101,728,000	634,338,000
Other Sources	650,000	29,875,000	58,668,000	42,275,000	12,418,000	2,440,000	146,326,000
ES Capital Revolving Fund	0	0	20,096,000	5,904,000	0	0	26,000,000
New Transit Funding Source	58,224,000	59,348,000	61,139,000	76,095,000	62,491,000	60,825,000	378,122,000
<b>Total Sources</b>	<b>311,837,000</b>	<b>333,895,000</b>	<b>457,290,000</b>	<b>390,882,000</b>	<b>279,263,000</b>	<b>240,261,000</b>	<b>2,013,428,000</b>
<b>Total Capital Uses</b>							
Transit	178,841,000	257,070,000	363,305,000	298,592,000	202,225,000	168,346,000	1,468,379,000
Environmental Services	63,147,000	70,986,000	100,846,000	86,654,000	64,676,000	63,493,000	449,802,000
Parks and Open Space	18,464,000	18,482,000	13,366,000	13,250,000	13,418,000	13,585,000	90,565,000
800 Megahertz Radio	2,586,000	11,303,000	1,687,000	0	0	0	15,576,000
<b>Total Expenditures</b>	<b>263,038,000</b>	<b>357,841,000</b>	<b>479,204,000</b>	<b>398,496,000</b>	<b>280,319,000</b>	<b>245,424,000</b>	<b>2,024,322,000</b>
Sources Over/(Under) Uses	48,799,000	(23,946,000)	(21,914,000)	(7,614,000)	(1,056,000)	(5,163,000)	(10,894,000)

**Table 10**  
**2000-2005 Capital Improvement Program**  
**2000 Capital Budget**

	<u>2000-2005 CIP</u>		<u>2000 Capital Budget</u>
<b>Transit</b>			
Bus System	797,120,000		106,899,000
Hiawatha LRT	501,261,000	*	50,964,000
Transitways	170,000,000		-
<b>Total Transit</b>	<u>1,468,381,000</u>		<u>157,863,000</u>
<b>Environmental Services</b>	449,802,000		63,147,000
<b>Parks and Open Space</b>	90,566,000		17,502,000
<b>800 Megahertz Radio</b>	15,576,000		2,586,000
<b>Total</b>	<u><u>2,024,325,000</u></u>		<u><u>241,098,000</u></u>

\* \$47,293,000 of the Hiawatha Corridor LRT project cost of \$548,554,000 will have been expended by December 31, 1999



**Table 11**  
**2000-2005 Capital Improvement Program**  
**Capital Funding Sources**

	2000-2005 CIP		2000 Capital Budget	
<b>Transit</b>				
Federal Funding - Bus System	364,722,000		52,680,000	**
Federal Funding - Hiawatha LRT	264,724,000	*	37,347,000	
State Funding - Bus System	48,500,000		9,598,000	
State Funding - LRT	96,517,000	*	13,617,000	
Other Funding/In-Kind - LRT	140,020,000	*	-	
Regional Funding	178,398,000		44,621,000	**
Unspecified New Funding Source	375,500,000		-	
<b>Total Transit</b>	<b>1,468,381,000</b>		<b>157,863,000</b>	
<b>Environmental Services</b>				
<b>Regional Borrowing</b>				
PFA Loans	267,943,000		54,357,000	
GO Bonds	155,859,000		8,790,000	
Capital Revolving Fund	26,000,000		-	
<b>Total Environmental Services</b>	<b>449,802,000</b>		<b>63,147,000</b>	
<b>Parks and Open Space</b>				
State Funding	54,179,000		11,971,000	
Regional Borrowing	33,787,000		4,981,000	
Interest Earning	2,600,000		550,000	
<b>Total Parks and Open Space</b>	<b>90,566,000</b>		<b>17,502,000</b>	
<b>800 Megahertz Radio</b>				
Regional Borrowing	12,469,000		2,586,000	
Operating Fund Transfers	3,107,000		-	
<b>Total 800 Megahertz Radio</b>	<b>15,576,000</b>		<b>2,586,000</b>	
<b>Total</b>	<b>2,024,325,000</b>		<b>241,098,000</b>	

\* \$47,293,000 of the Hiawatha Corridor LRT project funding sources of \$548,554,000 will have been recognized by December 31, 1999

\*\* Transit funding sources exclude \$9.3 million for fleet expansion in 2000

**Table 12**  
**2000-2005 Capital Improvement Program**  
**Major Spending Components**

	2000-2005 CIP	2000 Capital Budget
<b>Transit</b>		
<b>Bus System</b>		
Fleet Replacement	285,369,000	46,458,000
Fleet Growth	106,818,000	4,402,000 **
Public Facilities	122,451,000	20,118,000
3 Bus Garages	136,300,000	19,086,000
Support Facil./Equip.	146,182,000	16,835,000
Subtotal Bus System	797,120,000	106,899,000
Hiawatha Corridor LRT	501,261,000 *	50,964,000
Transitways	170,000,000	-
<b>Total Transit</b>	<b>1,468,381,000</b>	<b>157,863,000</b>
<b>Environmental Services</b>		
MWWTP Solids Processing	198,300,000	7,700,000
MWWTP Liquids Processing	66,253,000	7,900,000
South Wash Co Plant/Interceptor	68,104,000	6,900,000
Empire Plant > 2000	45,000,000	-
Blue Lake Solids Processing	18,654,000	15,060,000
Other Facilities	166,220,000	32,603,000
Less: Project Delay Factor	(20,151,000)	(7,016,000)
Less: Cost Reductions	(92,578,000)	-
<b>Total Environmental Services</b>	<b>449,802,000</b>	<b>63,147,000</b>
<b>Parks and Open Space</b>		
Land Acquisition	9,028,000	1,834,000
Park Development	46,493,000	11,809,000
Park Redevelopment	35,045,000	8,235,000
Less: Project Delay Factor	-	(4,376,000)
<b>Total Parks and Open Space</b>	<b>90,566,000</b>	<b>17,502,000</b>
<b>800 Megahertz Radio</b>	<b>15,576,000</b>	<b>2,586,000</b>
<b>Total</b>	<b>2,024,325,000</b>	<b>241,098,000</b>

\* \$47,293,000 of the Hiawatha Corridor LRT project cost of \$548,554,000 will have been expended by December 31, 1999

\*\* Fleet Growth excludes \$9.3 million in fleet expansion to be funded

**Table 13**  
**2000-2005 Capital Improvement Program**  
**Compared to 1999-2004 Capital Improvement Program**  
**New Capital Projects and Other Changes**

**Transit**

**New Projects:**

Hiawatha Corridor LRT	501,261,000 *
Transitways	170,000,000
Seventh Bus Garage	52,000,000
60 Buses for Fleet Growth	23,551,000
Fringe Park and Ride Lots	19,500,000
Gateway Ramp Garage	3,000,000
<b>Subtotal - New Projects</b>	<b>769,312,000</b>
<b>Changes in Continuing Projects</b>	<b>38,270,000</b>
<b>Total Changes</b>	<b>807,582,000</b>

**Environmental Services**

**New Projects:**

Hopkins Lift Station/Force Main Improvements	12,000,000
Mpls/St Paul Interceptor Improvements	12,000,000
Lift Station Control / Field Telemetry	6,200,000
Northeast Interceptor System Improvements	6,000,000
Mpls Interceptor 1-MN-320 Rehabilitation	3,000,000
<b>Subtotal - New Projects</b>	<b>39,200,000</b>
<b>Changes to Continuing Projects</b>	<b>19,534,000</b>
<b>Cost Reductions</b>	<b>(92,578,000)</b>
<b>Total Changes</b>	<b>(33,844,000)</b>

**Parks and Open Space**

Changes to Continuing Projects	(4,293,000)
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**800 Megahertz Radio**

Changes to Continuing Projects	100,000
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**Combined Program**

<b>New Projects</b>	<b>808,512,000</b>
<b>Changes to Continuing Projects</b>	<b>53,611,000</b>
<b>Cost Reductions</b>	<b>(92,578,000)</b>
<b>Total Change</b>	<b>769,545,000</b>

\* \$47,293,000 of the Hiawatha Corridor LRT project cost of \$548,554,000 will have been expended by December 31, 1999

**Table 14**  
**Authorized 2000 Capital Program**  
**Requested Changes in Authorization**

	<u>Requested Change in Authorization</u>
<b>Transit</b>	
Hiawatha Corridor Light Rail	50,931,250
<b>Environmental Services</b>	
MWWTP Liquid Treatment	65,600,000
MWWTP Solids Processing	38,000,000
MWWTP/Mpls Meter Improvements	(1,000,000)
Interceptor Rehabilitation Program	2,000,000
Small Systemwide Improvement Program	2,000,000
North Area Plan	250,000
Southwest Area Plan	(250,000)
<b>New Projects:</b>	
Hopkins Lift Station/Force Main Improvements	100,000
Lift Station Control / Field Telemetry Upgrade	750,000
Mpls/St Paul Interceptor Improvements	3,000,000
Mpls Interceptor 1-MN-320 Rehabilitation	300,000
	<u>110,750,000</u>
<b>800 Megahertz Radio</b>	
Regional Backbone System	3,930,470
<b>Total - All Programs</b>	<u><u>165,611,720</u></u>

**Table 15**  
**Regional Transit - Transit Operations**  
**Proposed 2000 Authorized Capital Program**

Project Number	Project Title	Grant Recipient/ Project Manager	Capital Program Authorization			Capital Program Expenditure Forecast				Anticipated Future Authorization	Estimated Total Project Cost
			Continuing 1999 Authorization	Requested Change in Authorization	Proposed 2000 Authorization	Expenditures 2000 Prior to 2000	Capital Budget	2001 and Subsequent	Total Authorized Expenditures		
<b>Fleet Modernization</b>											
61511	Purchase 65 Articulated Buses	Metro Transit	27,350,000	-	27,350,000	27,350,000	-	-	27,350,000	-	27,350,000
61710	Purchase 98 40-Foot Buses	Metro Transit	25,200,000	-	25,200,000	25,200,000	-	-	25,200,000	-	25,200,000
61810	Purchase 67 40-Foot Buses	Metro Transit	17,500,000	-	17,500,000	17,500,000	-	-	17,500,000	-	17,500,000
61910	Purchase 50 40-Foot Buses	Metro Transit	13,750,000	-	13,750,000	13,000,000	750,000	-	13,750,000	-	13,750,000
61816	1998 Lifts	Metro Transit	260,000	-	260,000	260,000	-	-	260,000	-	260,000
61912	1999 Engines	Metro Transit	2,600,000	-	2,600,000	1,960,000	640,000	-	2,600,000	-	2,600,000
61914	1999 Transmissions	Metro Transit	400,000	-	400,000	400,000	-	-	400,000	-	400,000
61916	1999 Lifts	Metro Transit	250,000	-	250,000	150,000	100,000	-	250,000	-	250,000
61918	Hybrid Buses	Metro Transit	3,050,000	-	3,050,000	600,000	2,450,000	-	3,050,000	-	3,050,000
61915	1999 Tire Lease	Metro Transit	1,250,000	-	1,250,000	1,250,000	-	-	1,250,000	-	1,250,000
61022	2000 Handicap Lift Purchase/Rebuild	Metro Transit	600,000	-	600,000	-	600,000	-	600,000	-	600,000
61090	2000 Tire Lease	Metro Transit	1,250,000	-	1,250,000	-	1,250,000	-	1,250,000	-	1,250,000
61021	2000 Transmission Rebuild	Metro Transit	1,600,000	-	1,600,000	-	1,600,000	-	1,600,000	-	1,600,000
61020	2000 Engine Purchase/Rebuild	Metro Transit	2,900,000	-	2,900,000	-	2,900,000	-	2,900,000	-	2,900,000
61011	Future Purchase of 40 Foot Buses	Metro Transit	2,581,875	-	2,581,875	-	-	2,581,875	2,581,875	-	2,581,875
61012	Purchase 25 Small Buses-Spring 2000	Metro Transit	2,000,000	-	2,000,000	-	2,000,000	-	2,000,000	-	2,000,000
61010	Purchase 40 Forty ft buses-Spring 2000	Metro Transit	11,004,263	-	11,004,263	-	11,004,263	-	11,004,263	-	11,004,263
61015	Purchase 55 Forty ft Buses-Fall 2000	Metro Transit	16,335,000	-	16,335,000	-	16,335,000	-	16,335,000	-	16,335,000
<b>Fleet Modernization Subtotal</b>			<b>129,881,138</b>	<b>-</b>	<b>129,881,138</b>	<b>87,670,000</b>	<b>39,629,263</b>	<b>2,581,875</b>	<b>129,881,138</b>	<b>-</b>	<b>129,881,138</b>
<b>Support Facilities</b>											
62230	1992 Bus Turnarounds	Metro Transit	422,029	-	422,029	238,200	183,829	-	422,029	-	422,029
62530	St Paul East Metro Garage	Metro Transit	41,350,000	-	41,350,000	7,289,216	19,085,784	14,975,000	41,350,000	-	41,350,000
62744	Underground Storage Tank Repair	Metro Transit	300,000	-	300,000	300,000	-	-	300,000	-	300,000
62830	Bus Turnaround	Metro Transit	40,000	-	40,000	39	39,961	-	40,000	-	40,000
62993	1999 Support Facilities	Metro Transit	1,000,000	-	1,000,000	1,000,000	-	-	1,000,000	-	1,000,000
62090	2000 Major Improvements to Facilities	Metro Transit	2,000,000	-	2,000,000	-	2,000,000	-	2,000,000	-	2,000,000
62010	Police Building Purchase	Metro Transit	1,000,000	-	1,000,000	-	1,000,000	-	1,000,000	-	1,000,000
<b>Support Facilities Subtotal</b>			<b>46,112,029</b>	<b>-</b>	<b>46,112,029</b>	<b>8,827,455</b>	<b>22,309,574</b>	<b>14,975,000</b>	<b>46,112,029</b>	<b>-</b>	<b>46,112,029</b>
<b>Public Facilities</b>											
63270	Downtown St Paul Transit Hub	Metro Transit	1,748,330	-	1,748,330	1,748,330	-	-	1,748,330	-	1,748,330
63291	Bus Stop Signs	Metro Transit	1,961,866	-	1,961,866	1,415,866	546,000	-	1,961,866	-	1,961,866
63470	Brookdale Hub	Metro Transit	1,031,500	-	1,031,500	196,500	835,000	-	1,031,500	-	1,031,500
63552	Transit Hub-Robbinsdale	Metro Transit	353,000	-	353,000	117,000	236,000	-	353,000	-	353,000
63556	Speedlite / Synchronlite	Metro Transit	183,831	-	183,831	113,831	70,000	-	183,831	-	183,831
63652	Uptown Transit Hub	Metro Transit	4,600,000	-	4,600,000	491,000	4,109,000	-	4,600,000	-	4,600,000
63653	Foley Park and Ride Expansion	Metro Transit	8,043,750	-	8,043,750	4,969,162	2,074,588	1,000,000	8,043,750	-	8,043,750
63751	Co Rd C / Hwy 61 Park and Ride	Metro Transit	274,000	-	274,000	274,000	-	-	274,000	-	274,000
63755	I-35E Bus Lane	Metro Transit	325,000	-	325,000	325,000	-	-	325,000	-	325,000

**Table 15**  
**Regional Transit - Transit Operations**  
**Proposed 2000 Authorized Capital Program**

Project Number	Project Title	Grant Recipient/ Project Manager	Capital Program Authorization			Capital Program Expenditure Forecast				Anticipated Future Authorization	Estimated Total Project Cost
			Continuing 1999 Authorization	Requested Change in Authorization	Proposed 2000 Authorization	Expenditures 2000		Total Authorized Expenditures			
						Prior to 2000	Capital Budget	2001 and Subsequent			
63760	Lake Street Transit Hub at Chicago	Metro Transit	250,000	-	250,000	10,000	240,000	-	250,000	-	250,000
63762	1996 Safety / ADA	Metro Transit	200,000	-	200,000	73,000	30,000	97,000	200,000	-	200,000
63763	Bus Stop Security Lighting	Metro Transit	25,000	-	25,000	5,000	20,000	-	25,000	-	25,000
63752	Transit Hubs - 135W Corridor	Metro Transit	3,460,000	-	3,460,000	181,000	3,279,000	-	3,460,000	12,540,000	16,000,000
63772	1997 Passenger Shelters	Metro Transit	1,670,000	-	1,670,000	179,000	110,000	1,381,000	1,670,000	-	1,670,000
63850	1998 Safety / ADA	Metro Transit	200,000	-	200,000	20,000	-	180,000	200,000	-	200,000
63852	Mini Bus Station in Minneapolis	Metro Transit	1,000,000	-	1,000,000	22,000	328,000	650,000	1,000,000	-	1,000,000
63853	Meter Bypass-Lyndale/94	Metro Transit	2,000	-	2,000	2,000	-	-	2,000	-	2,000
63854	Central Corridor Lighting Improvements	Metro Transit	150,000	-	150,000	12,000	138,000	-	150,000	-	150,000
63851	ADA Improvements	Metro Transit	483,000	-	483,000	42,000	25,000	416,000	483,000	-	483,000
63855	Surveillance at 2 Park & Ride Lots	Metro Transit	80,000	-	80,000	-	80,000	-	80,000	-	80,000
63856	Route-O-Matic Meter Bypass Equip.	Metro Transit	80,000	-	80,000	-	80,000	-	80,000	-	80,000
63857	Cent Corr 194&Snelling, 280 Hub,Dwtn Mpls Sh	Metro Transit	1,500,000	-	1,500,000	200,000	1,300,000	-	1,500,000	-	1,500,000
63858	Central Corridor UofM Shelters	Metro Transit	800,000	-	800,000	12,000	90,000	698,000	800,000	-	800,000
63950	Public Facility Refurbishment	Metro Transit	526,000	-	526,000	32,315	493,685	-	526,000	-	526,000
63011	Central Corridor Projects	Metro Transit	1,000,000	-	1,000,000	-	1,000,000	-	1,000,000	-	1,000,000
63954	CR 73/1394 Park and Ride Exp	Metro Transit	1,535,000	-	1,535,000	50,000	650,000	835,000	1,535,000	5,500,000	7,035,000
63951	W. St. Paul Park-Ride / Hub	Metro Transit	300,000	-	300,000	-	300,000	-	300,000	-	300,000
63952	Columbia Heights Transit Hub	Metro Transit	800,000	-	800,000	200,000	600,000	-	800,000	-	800,000
63953	Hopkins Park-Ride / Hub	Metro Transit	300,000	-	300,000	-	300,000	-	300,000	-	300,000
63954	610 & Noble Park-Ride	Metro Transit	250,000	-	250,000	250,000	-	-	250,000	-	250,000
63955	Riverview Corridor (Enhancements-Shltrs)	Metro Transit	1,912,500	-	1,912,500	100,000	1,812,500	-	1,912,500	-	1,912,500
Public Facilities Subtotal			35,044,777	-	35,044,777	11,041,004	18,746,773	5,257,000	35,044,777	18,040,000	53,084,777
<b>Computerization/Communication</b>											
64283	HRIS Upgrade	Metro Transit	149,921	-	149,921	149,921	-	-	149,921	-	149,921
64581	Radio System / 800 Mhz /AVL	Metro Transit	16,000,000	-	16,000,000	772,029	6,285,283	8,942,688	16,000,000	6,012,770	22,012,770
64585	Geographic Information System	Metro Transit	200,000	-	200,000	50,000	150,000	-	200,000	-	200,000
64586	General Ledger (G/L) Replacement	Metro Transit	1,870,000	-	1,870,000	1,870,000	-	-	1,870,000	-	1,870,000
64587	Automatic Passenger Counters	Metro Transit	241,750	-	241,750	241,750	-	-	241,750	-	241,750
64588	Route Renumbering	Metro Transit	155,000	-	155,000	5,000	150,000	-	155,000	-	155,000
64681	Garage Sensor	Metro Transit	150,000	-	150,000	50,000	100,000	-	150,000	-	150,000
64782	Trapeze Upgrade	Metro Transit	100,000	-	100,000	50,000	50,000	-	100,000	-	100,000
64789	Central Administrative Systems	Metro Transit	350,000	-	350,000	-	350,000	-	350,000	-	350,000
64882	Orion Project	Metro Transit	7,500,000	-	7,500,000	7,500,000	-	-	7,500,000	-	7,500,000
64880	Year 2000 Conversion	Metro Transit	2,200,000	-	2,200,000	2,000,000	200,000	-	2,200,000	-	2,200,000
64881	TimeCalc Conversion	Metro Transit	110,000	-	110,000	10,000	100,000	-	110,000	-	110,000
64889	1999 Computer Systems	Metro Transit	1,625,000	-	1,625,000	1,000,000	625,000	-	1,625,000	-	1,625,000
64090	2000 Computer Modernization	Metro Transit	750,000	-	750,000	-	750,000	-	750,000	-	750,000
Computerization/Communication Subtotal			31,401,671	-	31,401,671	13,698,700	8,760,283	8,942,688	31,401,671	6,012,770	37,414,441

**Table 15**  
**Regional Transit - Transit Operations**  
**Proposed 2000 Authorized Capital Program**

Project Number	Project Title	Grant Recipient/ Project Manager	Capital Program Authorization			Capital Program Expenditure Forecast			Anticipated Future Authorization	Estimated Total Project Cost	
			Continuing 1999 Authorization	Requested Change in Authorization	Proposed 2000 Authorization	Expenditures 2000 Prior to 2000	Capital Budget	2001 and Subsequent			Total Authorized Expenditures
<b>Other Capital Equipment</b>											
65224	Electronic Fare Collection	Metro Transit	8,770,000	-	8,770,000	8,770,000	-	-	8,770,000	-	8,770,000
65790	1997 Capital Equipment	Metro Transit	1,050,000	-	1,050,000	800,000	250,000	-	1,050,000	-	1,050,000
65791	Vehicle Replacement	Metro Transit	500,000	-	500,000	500,000	-	-	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	445,000	300,000	-	745,000	-	745,000
65891	1998 Non-Revenue Vehicle Replacement	Metro Transit	505,000	-	505,000	455,000	50,000	-	505,000	-	505,000
65990	1999 Capital Equip./Non-Revenue Vehicles	Metro Transit	1,250,000	-	1,250,000	500,000	750,000	-	1,250,000	-	1,250,000
65919	1999 Capitalize Maint Activities	Metro Transit	2,783,000	-	2,783,000	2,783,000	-	-	2,783,000	-	2,783,000
65090	2000 Capital Equip/Non-Revenue Vehicles	Metro Transit	1,800,000	-	1,800,000	-	1,400,000	400,000	1,800,000	-	1,800,000
	Other Capital Equipment Subtotal		19,453,000	-	19,453,000	16,303,000	2,750,000	400,000	19,453,000	-	19,453,000
65895	Hiawatha Corridor LRT Project	Metro Transit	13,068,750	50,931,250	64,000,000	13,035,795	50,964,205	-	64,000,000	484,554,000	548,554,000
	Total Projects		274,961,365	50,931,250	325,892,615	150,575,954	143,160,098	32,156,563	325,892,615	508,606,770	834,499,385

**Table 16  
Regional Transit - Other Providers  
Proposed 2000 Authorized Capital Program**

Project Number	Project Title	Grant Recipient/ Project Manager	Capital Program Authorization			Capital Program Expenditure Forecast				Anticipated Future Authorization	Estimated Total Project Cost
			Continuing 1999 Authorization	Requested Change in Authorization	Proposed 2000 Authorization	Expenditures Prior to 2000	Capital Budget	2001 and Subsequent	Total Authorized Expenditures		
<b>Fleet Modernization</b>											
35218	Hastings Vehicle Replacement	Hastings	25,000	-	25,000	-	25,000	-	25,000	-	25,000
35305	Senior Transportation Vehicles	Senior Transportation	123,319	-	123,319	123,319	-	-	123,319	-	123,319
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
35416	MVTA Transmission Replacement	MVTA	30,000	-	30,000	-	30,000	-	30,000	-	30,000
35417	MVTA 5 Forty-Foot CNG Buses	MVTA	1,102,500	-	1,102,500	368,432	734,068	-	1,102,500	-	1,102,500
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	17,756	265,965	-	283,721	-	283,721
35431	Regional Fleet Rehab - East and West Metro	Various Providers	326,279	-	326,279	18,818	307,461	-	326,279	-	326,279
35429	SWMTC Fleet Equipment Replacement	SWMTC	514,400	-	514,400	105,931	408,469	-	514,400	-	514,400
35330	Metro Mobility Transmission Replacement	Metro Mobility	228,000	-	228,000	-	228,000	-	228,000	-	228,000
35501	HSI, Inc - Vehicle Refurbishment	HSI, Inc	35,000	-	35,000	35,000	-	-	35,000	-	35,000
35502	MVTA Small Bus Mid-Life Overhaul	MVTA	19,200	-	19,200	-	19,200	-	19,200	-	19,200
35504	MVTA Rebuild 2 40-Foot Buses	MVTA	180,000	-	180,000	-	180,000	-	180,000	-	180,000
35506	SWMTC - 4 Artic Buses (Local match)	SWMTC	358,000	-	358,000	-	358,000	-	358,000	-	358,000
35508	SWMTC - Replace 9 Small to Medium Buses	SWMTC	558,000	-	558,000	-	558,000	-	558,000	-	558,000
35509	MVTA - Replace 4 Mid-Size Buses	MVTA	968,000	-	968,000	-	968,000	-	968,000	-	968,000
35541	Maple Grove - Replace 3 Vans	Maple Grove	120,000	-	120,000	-	120,000	-	120,000	-	120,000
35542	Hastings - Replace 3 Small Buses	Hastings	186,000	-	186,000	-	186,000	-	186,000	-	186,000
35544	Carver County - Replace 1 Small Bus	Carver County	62,000	-	62,000	-	62,000	-	62,000	-	62,000
35545	DARTS - Replace 6 Small Buses	DARTS	372,000	-	372,000	-	372,000	-	372,000	-	372,000
35546	HSI, Inc - Replace 4 Small Buses	HSI, Inc	248,000	-	248,000	-	248,000	-	248,000	-	248,000
35547	Scott County - Replace 3 Small Buses	Scott County	186,000	-	186,000	-	186,000	-	186,000	-	186,000
35548	Westonka Rides - Replace 1 Small Bus	Senior Community Svcs	62,000	-	62,000	-	62,000	-	62,000	-	62,000
35549	Non-Metro Transit Transmissions*	MC-Transit Development	250,000	-	250,000	-	250,000	-	250,000	-	250,000
35550	Non-Metro Transit Engines*	MC-Transit Development	375,000	-	375,000	-	375,000	-	375,000	-	375,000
35551	Non-Metro Transit Lifts*	MC-Transit Development	35,000	-	35,000	-	35,000	-	35,000	-	35,000
35552	2000 Private Vehicle Capital Payments	MC-Transit Development	500,000	-	500,000	-	500,000	-	500,000	-	500,000
35553	Replace 14 40-Foot Buses	MC-Transit Development	4,025,000	-	4,025,000	-	4,025,000	-	4,025,000	-	4,025,000
35436	Purchase 8 40' buses	SWMTC	559,308	-	559,308	-	559,308	-	559,308	-	559,308
35437	Purchase 2 40' buses	SWMTC	110,000	-	110,000	-	110,000	-	110,000	-	110,000
35438	Lease 4 Ryder buses	SWMTC	144,000	-	144,000	-	144,000	-	144,000	-	144,000
35203-2	Engine replacement for Reg Fleet	T&TD Office	67,500	-	67,500	67,500	-	-	67,500	-	67,500
35203-5	Midside Vehicle Purchase	T&TD Office	300,000	-	300,000	-	300,000	-	300,000	-	300,000
Fleet Modernization Subtotal			13,623,227	-	13,623,227	1,336,756	12,286,471	-	13,623,227	-	13,623,227
<b>Support Facilities</b>											
35317	MVTA Burnsville Garage Shop Equipment	MVTA	110,000	-	110,000	110,000	-	-	110,000	-	110,000
35318	MVTA Burnsville Garage Renovation	MVTA	130,000	-	130,000	130,000	-	-	130,000	-	130,000



**Table 16**  
**Regional Transit - Other Providers**  
**Proposed 2000 Authorized Capital Program**

Project Number	Project Title	Grant Recipient/ Project Manager	Capital Program Authorization			Capital Program Expenditure Forecast				Anticipated Future Authorization	Estimated Total Project Cost
			Continuing 1999 Authorization	Requested Change in Authorization	Proposed 2000 Authorization	Expenditures Prior to 2000	Capital Budget	2001 and Subsequent	Total Authorized Expenditures		
35521	MVTA Bus Garage Makeup Air Unit	MVTA	30,000	-	30,000	30,000	-	-	30,000	-	30,000
35522	HSI, Inc Support Facility	HSI, Inc	572,000	-	572,000	-	-	572,000	572,000	-	572,000
35525	DARTS Maintenance Facility	DARTS	900,000	-	900,000	-	-	900,000	900,000	-	900,000
35529	SWMTC Bus Garage Replacement	SWMTC	3,960,260	-	3,960,260	-	-	3,960,260	3,960,260	-	3,960,260
	<b>Support Facilities Subtotal</b>		<b>5,702,260</b>		<b>5,702,260</b>	<b>270,000</b>		<b>5,432,260</b>	<b>5,702,260</b>		<b>5,702,260</b>
	<b>Public Facilities</b>										
35203-9	Stillwater/E Metro Cap Fac.	MnDOT?	150,000	-	150,000	-	-	150,000	150,000	-	150,000
35203-11	Unallocated Transit Redesign Facilities	T&TD Office	229,107	-	229,107	-	-	229,107	229,107	-	229,107
35233	Chanhassen Lake Drive East	Chanhassen	190,000	-	190,000	66,294	123,706	-	190,000	-	190,000
35223	MVTA Burnsville Bikeway	MVTA	98,000	-	98,000	98,000	-	-	98,000	-	98,000
35215	MVTA Apple Valley Transit Station	MVTA	920,000	-	920,000	920,000	-	-	920,000	-	920,000
35225	Plymouth Metro Park and Ride Redesign	Plymouth	211,500	-	211,500	1,377	210,123	-	211,500	-	211,500
35329	MVTA Palemino Hills Cost Overrun	MVTA	41,402	-	41,402	41,402	-	-	41,402	-	41,402
35316	MVTA Valley Park and Ride	MVTA	335,000	-	335,000	18,014	316,986	-	335,000	-	335,000
35409	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	Plymouth Metrolink Neighborhood Stops	Plymouth	135,000	-	135,000	-	135,000	-	135,000	-	135,000
35413	Shakopee P&R Shakopee Bypass/CR 17	Shakopee	110,000	-	110,000	-	-	110,000	110,000	-	110,000
35414	Plymouth Metrolink P&R Vicksburg Lane/CR 9	Plymouth	86,400	-	86,400	-	86,400	-	86,400	-	86,400
35415	Plymouth Metrolink P&R CR 101/CR 6	Plymouth	86,400	-	86,400	-	86,400	-	86,400	-	86,400
35420	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
0	Noble Avenue Park and Ride Lot	Brooklyn Park	20,000	-	20,000	20,000	-	-	20,000	-	20,000
35555	Yankee Doodle Park and Ride Lot (6/23/99 amen	MVTA	125,000	-	125,000	100,000	25,000	-	125,000	-	125,000
35514	SWMTC Park and Ride Upgrades	SWMTC	30,000	-	30,000	30,000	-	-	30,000	-	30,000
35439	Cost-overruns at the Southwest Transit Station	SWMTC	75,692	-	75,692	-	75,692	-	75,692	-	75,692
35556	Blackhawk P&R	MVTA	18,371	-	18,371	-	18,371	-	18,371	-	18,371
35557	Burnsville Transit Station	MVTA	14,429	-	14,429	-	14,429	-	14,429	-	14,429
	<b>Public Facilities Subtotal</b>		<b>3,303,701</b>		<b>3,303,701</b>	<b>1,310,087</b>	<b>1,504,507</b>	<b>489,107</b>	<b>3,303,701</b>		<b>3,303,701</b>
	<b>Computerization/Communication</b>										
35231	Metro Mobility Computer Replacement	Metro Mobility	943,000	-	943,000	943,000	-	-	943,000	-	943,000
35315	Metro Commuter Services Ridematch System	Metro Commuter Services	90,000	-	90,000	90,000	-	-	90,000	-	90,000
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
35426	SWMTC Computer/Commun Equipment	SWMTC	112,800	-	112,800	37,668	75,132	-	112,800	-	112,800
35427	Carver County Dispatch Software	Carver County	22,499	-	22,499	-	22,499	-	22,499	-	22,499
35530	MVTA Information Technology	MVTA	15,000	-	15,000	-	15,000	-	15,000	-	15,000
35531	HSI, Inc Computer/Communication Equip	HSI, Inc	35,000	-	35,000	-	35,000	-	35,000	-	35,000
35532	HSI, Inc Communication Equip	HSI, Inc	37,500	-	37,500	-	37,500	-	37,500	-	37,500
35533	SWMTC Computer and Office Equip	SWMTC	56,500	-	56,500	-	56,500	-	56,500	-	56,500
35534	Anoka County Transit Computer Equip	Anoka County	65,000	-	65,000	-	65,000	-	65,000	-	65,000

**Table 16**  
**Regional Transit - Other Providers**  
**Proposed 2000 Authorized Capital Program**

Project Number	Project Title	Grant Recipient/ Project Manager	Capital Program Authorization			Capital Program Expenditure Forecast				Anticipated Future Authorization	Estimated Total Project Cost
			Continuing 1999 Authorization	Requested Change in Authorization	Proposed 2000 Authorization	Expenditures Prior to 2000	2000 Capital Budget	2001 and Subsequent	Total Authorized Expenditures		
35535	SWMTC PASS System Upgrade	SWMTC	24,000	-	24,000	-	24,000	-	24,000	-	24,000
35536	Metro Mobility Radio Voice Equipment	Metro Mobility	100,000	-	100,000	-	100,000	-	100,000	-	100,000
35537	SWMTC Mobile Radio System Replacement	SWMTC	100,750	-	100,750	-	100,750	-	100,750	-	100,750
35539	Metro Mobility Computer Equipment	Metro Mobility	150,000	-	150,000	-	150,000	-	150,000	-	150,000
	Computerization/Communication Subtotal		1,776,599	-	1,776,599	1,095,218	681,381	-	1,776,599	-	1,776,599
	<b>Other Capital Equipment</b>										
35112	Metro Mobility Engines, Trans, Vehicles	Metro Mobility	270,000	-	270,000	270,000	-	-	270,000	-	270,000
35523	SWMTC Major Maintenance Tools	SWMTC	230,700	-	230,700	-	230,700	-	230,700	-	230,700
	Other Capital Equipment Subtotal		500,700	-	500,700	270,000	230,700	-	500,700	-	500,700
	Total Projects		24,906,487	-	24,906,487	4,282,061	14,703,059	5,921,367	24,906,487	-	24,906,487

**Table 17**  
**Environmental Services**  
**Proposed 2000 Authorized Capital Program**

Project Number	Project Title	Capital Program Authorization			Capital Program Expenditure Forecast				Anticipated Future Authorizations	Estimated Total Project Cost
		Continuing 1999 Authorization	Requested Change in Authorization	Proposed 2000 Authorization	Expenditures Prior to 2000	2000 Capital Budget	2001 and Subsequent	Total Authorized Expenditures		
<b>I. Continuing Projects in Step II Design</b>										
9701	South Washington County Interceptors	2,000,000	-	2,000,000	595,908	500,000	904,092	2,000,000	20,000,000	22,000,000
	Subtotal:	2,000,000	-	2,000,000	595,908	500,000	904,092	2,000,000	20,000,000	22,000,000
<b>II. Continuing Projects in Step III Construction</b>										
9602	Battle Creek Siphon Improvements	1,800,000	-	1,800,000	1,727,182	47,264	25,554	1,800,000	-	1,800,000
9802	Blue Lake Groundwater Relief System	4,000,000	-	4,000,000	1,481,456	1,749,000	769,544	4,000,000	-	4,000,000
9102	Blue Lake Solids Processing	32,000,000	-	32,000,000	10,296,021	15,060,000	6,643,979	32,000,000	-	32,000,000
9503	Brooklyn Park L.S. Improvements	1,000,000	-	1,000,000	90,654	700,000	209,346	1,000,000	-	1,000,000
9708	Centerville Interceptor Improvements	6,600,000	-	6,600,000	1,805,500	3,310,000	1,484,500	6,600,000	-	6,600,000
9206	Chaska Interceptor	16,000,000	-	16,000,000	14,605,281	51,350	1,343,369	16,000,000	-	16,000,000
9004	Elm Creek Interceptor	24,100,000	-	24,100,000	21,202,776	651,183	2,246,041	24,100,000	14,026,000	38,126,000
9401	Empire WWTP Expansion	12,000,000	-	12,000,000	9,815,484	900,000	1,284,516	12,000,000	-	12,000,000
9302	MWWTP Centrifuge Dewatering	19,100,000	-	19,100,000	12,724,512	-	6,375,488	19,100,000	-	19,100,000
9108	MWWTP Process Control System	42,000,000	-	42,000,000	28,043,834	7,638,188	6,317,978	42,000,000	-	42,000,000
9207	MWWTP/Mpls. Meter Improvements	8,750,000	(1,000,000)	7,750,000	2,743,975	2,910,000	2,096,025	7,750,000	-	7,750,000
9505	MWWTP Work Space Improvements	8,000,000	-	8,000,000	6,045,204	1,954,796	-	8,000,000	-	8,000,000
9104	Regulator Modifications	751,000	-	751,000	117,850	350,000	283,150	751,000	-	751,000
9208	Rosemount Improvements	15,000,000	-	15,000,000	475,000	25,000	14,500,000	15,000,000	-	15,000,000
9501	South Washington County Plant	49,000,000	-	49,000,000	2,254,586	6,400,000	40,345,414	49,000,000	-	49,000,000
	Subtotal:	240,101,000	(1,000,000)	239,101,000	113,429,315	41,746,781	83,924,904	239,101,000	14,026,000	253,127,000
<b>III. Continuing Projects moving to Step II Design</b>										
9901	Lake Minnetonka Area Forcemain Improvements	300,000	-	300,000	30,000	270,000	-	300,000	10,200,000	10,500,000
	Subtotal:	300,000	-	300,000	30,000	270,000	-	300,000	10,200,000	10,500,000
<b>IV. Continuing Projects moving to Step III Construction</b>										
9706	MWWTP Liquid Treatment	4,000,000	65,600,000	69,600,000	3,346,787	7,900,000	58,353,213	69,600,000	-	69,600,000
9703	MWWTP Solids Processing	12,500,000	38,000,000	50,500,000	3,400,000	7,700,000	39,400,000	50,500,000	151,200,000	201,700,000
	Subtotal:	16,500,000	103,600,000	120,100,000	6,746,787	15,600,000	97,753,213	120,100,000	151,200,000	271,300,000

**Table 17**  
**Environmental Services**  
**Proposed 2000 Authorized Capital Program**

**V. New Projects**

8002	Hopkins LS/FM Improvements	-	100,000	100,000	-	100,000	-	100,000	11,900,000	12,000,000
8001	LS Supervisory Control & Field Telemetry Upgrade	-	750,000	750,000	-	250,000	500,000	750,000	5,450,000	6,200,000
8004	Mpls/St Paul Interceptor Improvements	-	3,000,000	3,000,000	-	3,000,000	-	3,000,000	-	3,000,000
8003	Mpls. Interceptor 1-MN-320 Rehabilitation	-	300,000	300,000	-	300,000	-	300,000	11,700,000	12,000,000
	Subtotal:	-	4,150,000	4,150,000	-	3,650,000	500,000	4,150,000	29,050,000	33,200,000

**VI. Ongoing Programs and Special Projects**

9702	East Area Plan	500,000	-	500,000	125,000	375,000	-	500,000	-	500,000
9001	Interceptor Rehabilitation Program	3,000,000	2,000,000	5,000,000	865,062	3,890,000	244,938	5,000,000	N/A	5,000,000
9801	North Area Plan	500,000	250,000	750,000	125,000	625,000	-	750,000	-	750,000
----	Small Systemwide Improvement Program	6,000,000	2,000,000	8,000,000	4,195,832	3,381,570	422,598	8,000,000	N/A	8,000,000
9709	Southwest Area Plan	500,000	(250,000)	250,000	125,000	125,000	-	250,000	-	250,000
	Subtotal:	10,500,000	4,000,000	14,500,000	5,435,894	8,396,570	667,536	14,500,000	-	14,500,000

**Summary**

I. Continuing Projects in Step III Construction	2,000,000	-	2,000,000	595,908	500,000	904,092	2,000,000	20,000,000	22,000,000
II. Continuing Projects in Step III Construction	240,101,000	(1,000,000)	239,101,000	113,429,315	41,746,781	83,924,904	239,101,000	14,026,000	253,127,000
III. Continuing Projects moving to Step II Design	300,000	-	300,000	30,000	270,000	-	300,000	10,200,000	10,500,000
IV. Continuing Projects moving to Step III Construction	16,500,000	103,600,000	120,100,000	6,746,787	15,600,000	97,753,213	120,100,000	151,200,000	271,300,000
V. New Project	-	4,150,000	4,150,000	-	3,650,000	500,000	4,150,000	29,050,000	33,200,000
VI. Ongoing Programs and Special Projects	10,500,000	4,000,000	14,500,000	5,435,894	8,396,570	667,536	14,500,000	-	14,500,000
	269,401,000	110,750,000	380,151,000	126,237,904	70,163,351	183,749,745	380,151,000	224,476,000	604,627,000

Project Delay Factor  
Adjusted 2000 Capital Budget

(7,016,000) 7,016,000  
63,147,351 190,765,745

**Table 18  
Regional Parks and Open Space  
Proposed 2000 Authorized Capital Program**

Project Number	Project Title	Capital Program Authorization			Capital Program Expenditure Forecast				Anticipated Future Authorizations	Estimated Total Project Cost
		Continuing 1999 Authorization	Requested Change in Authorization	Proposed 2000 Authorization	Expenditures Prior to 2000	2000 Capital Budget	2001 and Subsequent	Total Authorized Expenditures		
<b>Anoka County</b>										
10100	Bunker Hills RP campground expansion	1,139,300	-	1,139,300	532,657	606,643	-	1,139,300	-	1,139,300
10120	Rice Creek PR roads, trails, beach, picnic shelter	1,644,300	-	1,644,300	38,113	1,124,331	481,856	1,644,300	-	1,644,300
10129	Rice Creek West RT tunnel under Hwy 65	1,400,000	-	1,400,000	995,230	404,770	-	1,400,000	-	1,400,000
10128	Mississippi River RT bridget over Mississippi St	-	-	-	-	-	-	-	-	-
10148	Rice Creek PR roads, trails	41,000	-	41,000	-	41,000	-	41,000	-	41,000
Anoka County Subtotal		4,224,600	-	4,224,600	1,565,999	2,176,745	481,856	4,224,600	-	4,224,600
<b>Bloomington</b>										
10099	Normandale I. amphitheatre, trail center	697,500	-	697,500	-	697,500	-	697,500	-	697,500
10110	Hyland Bush Anderson PR reconstruct trail system	277,600	-	277,600	52,600	225,000	-	277,600	-	277,600
10151	Hyland-Bush-Anderson Lakes PR acquisition	197,000	-	197,000	-	197,000	-	197,000	-	197,000
City of Bloomington Subtotal		1,172,100	-	1,172,100	52,600	1,119,500	-	1,172,100	-	1,172,100
<b>Carver County</b>										
10051	L. Minnewashta play area (Phase 2) and roads	512,000	-	512,000	512,000	-	-	512,000	-	512,000
10103	L. Minnewashta RP beach, trail, picnic shelter	372,000	-	372,000	47,074	324,926	-	372,000	-	372,000
10092	L. Waconia Co Rd 30 realignment study	30,000	-	30,000	30,000	-	-	30,000	-	30,000
10155	L. Waconia RP CR 30 realignment acquisition	791,092	-	791,092	8,412	469,607	313,073	791,092	-	791,092
10152	Baylor RP parking area, garage	157,800	-	157,800	-	157,800	-	157,800	-	157,800
10147	L. Minnewashta RP park road	134,000	-	134,000	-	95,000	39,000	134,000	-	134,000
10143	Lake Waconia land acquisition	426,768	-	426,768	426,768	-	-	426,768	-	426,768
Carver County Subtotal		2,423,660	-	2,423,660	1,024,255	1,047,333	352,073	2,423,660	-	2,423,660
<b>Dakota County</b>										
10020	All Dakota Co. regional parks acq.	530,000	-	530,000	81,049	230,000	218,951	530,000	-	530,000
10073	Big Rivers RT & Miss. R. RT in Dakota Co. acq.	600,000	-	600,000	217,574	191,213	191,213	600,000	-	600,000
10083	Lake Byllesby RP	250,000	-	250,000	30,263	219,738	-	250,000	-	250,000
10053	Lebanon Hills RP ADA retrofit group camp	25,269	-	25,269	25,269	-	-	25,269	-	25,269
10082	Lebanon Hills RP campground expansion	900,000	-	900,000	27,719	872,281	-	900,000	-	900,000
10119	Lebanon Hills RP trailhead facility	1,568,000	-	1,568,000	-	430,000	1,138,000	1,568,000	-	1,568,000
10008	Miesville Ravine PR acquisition	450,000	-	450,000	215,557	234,443	-	450,000	-	450,000
10057	Miesville Ravine PR	150,000	-	150,000	150,000	-	-	150,000	-	150,000
10054	Spring Lake PR ADA retrofit picnic area	44,270	-	44,270	44,270	-	-	44,270	-	44,270
10104	All Dakota Co. regional parks acq.	453,000	-	453,000	7	452,993	-	453,000	-	453,000

**Table 18  
Regional Parks and Open Space  
Proposed 2000 Authorized Capital Program**

Project Number	Project Title	Capital Program Authorization			Capital Program Expenditure Forecast				Anticipated Future Authorizations	Estimated Total Project Cost
		Continuing 1999 Authorization	Requested Change in Authorization	Proposed 2000 Authorization	Expenditures Prior to 2000	2000 Capital Budget	2001 and Subsequent	Total Authorized Expenditures		
10154	Maps for Trail Users	15,000	-	15,000	-	15,000	-	15,000	-	15,000
10146	Lake Byllesby RP boat launch relocation	322,000	-	322,000	-	89,500	232,500	322,000	-	322,000
<b>Dakota County Subtotal</b>		<b>5,307,539</b>	<b>-</b>	<b>5,307,539</b>	<b>791,708</b>	<b>2,735,168</b>	<b>1,780,663</b>	<b>5,307,539</b>	<b>-</b>	<b>5,307,539</b>
<b>Suburban Hennepin County Park Reserve District</b>										
10116	Bryant Lake RP development phase I reimbursement	3,000,000	-	3,000,000	2,433,215	566,785	-	3,000,000	-	3,000,000
10028	Cleary Lake RP picnic shelter	160,000	-	160,000	160,000	-	-	160,000	-	160,000
10113	Elm Creek PR reconstruct swimming pool	560,000	-	560,000	-	517,000	43,000	560,000	-	560,000
10115	Lake Minnetonak RP phase I dev reimb	333,000	-	333,000	333,000	-	-	333,000	-	333,000
10005	N. Henn. RT (Wirth to French RP) acq.	1,500,000	-	1,500,000	1,500,000	-	-	1,500,000	-	1,500,000
10134	N Henn RT (Wirth to French RP) construction	1,000,000	-	1,000,000	25,000	900,000	75,000	1,000,000	-	1,000,000
10108	Cleary Lake RP parking, roads, trails.	223,200	-	223,200	-	223,200	-	223,200	-	223,200
10097	N. Henn. RT (Wirth - French) dev. (10107 also)	690,500	-	690,500	690,500	-	-	690,500	-	690,500
10087	North Mississippi RP land acquisition	200,723	-	200,723	143,045	57,678	-	200,723	-	200,723
10133	Southwest RT (St Louis Park) acquis and dev	500,000	-	500,000	-	500,000	-	500,000	-	500,000
10145	Scott County RT extension to Sioux Community	220,000	-	220,000	-	145,000	75,000	220,000	-	220,000
<b>Hennepin Park District Subtotal</b>		<b>8,387,423</b>	<b>-</b>	<b>8,387,423</b>	<b>5,284,760</b>	<b>2,909,663</b>	<b>193,000</b>	<b>8,387,423</b>	<b>-</b>	<b>8,387,423</b>
<b>Minneapolis</b>										
10072	Mpls. Chain of Lakes RP (L. Calhoun), trails, parkway	1,116,000	-	1,116,000	1,116,000	-	-	1,116,000	-	1,116,000.00
10112	Minnehaha RP Minnehaha Ave, parking, lighting	1,800,000	-	1,800,000	96,178	775,000	928,822	1,800,000	-	1,800,000.00
10140	North Mississippi RP visitor center, parking, play stru	2,750,000	-	2,750,000	178,619	1,010,000	1,561,381	2,750,000	-	2,750,000.00
0	Wirth RP Trail	300,000	-	300,000	25,000	250,000	25,000	300,000	-	300,000.00
0	Mpls Chain of Lakes RP stream/wetland	500,000	-	500,000	-	480,000	20,000	500,000	-	500,000.00
10149	Mpls Chain of Lakes RP trail rehab	751,500	-	751,500	-	465,750	285,750	751,500	-	751,500.00
10144	Central Miss RP historic/interpretive center	421,000	-	421,000	-	250,000	171,000	421,000	-	421,000.00
<b>Minneapolis Park and Recreation Board Subtotal</b>		<b>7,638,500</b>	<b>-</b>	<b>7,638,500</b>	<b>1,415,797</b>	<b>3,230,750</b>	<b>2,991,953</b>	<b>7,638,500</b>	<b>-</b>	<b>7,638,500.00</b>
<b>Ramsey County</b>										
10142	Battle Creek RP match to ISTEA for trail dev.	87,962	-	87,962	87,962	-	-	87,962	-	87,962
10080	Battle Creek RP swimming pond, shower bldg.	2,000,000	-	2,000,000	1,954,592	45,408	-	2,000,000	-	2,000,000
10131	Birch Lake RT development	150,000	-	150,000	15,000	125,000	10,000	150,000	-	150,000
10132	BN RT development	400,000	-	400,000	25,000	335,000	40,000	400,000	-	400,000
10117	Hwy 96, BN and Rice Creek RT development (ISTEA)	520,000	-	520,000	184,721	335,279	-	520,000	-	520,000
10007	Long Lake RP & Rice Creek W. RT dev.	900,000	-	900,000	900,000	-	-	900,000	-	900,000
10138	Mississippi River acquire and renovate recreational fa	500,000	-	500,000	-	500,000	-	500,000	-	500,000
10046	Snail Lake RP phase 4 dev.	699,300	-	699,300	699,300	-	-	699,300	-	699,300

**Table 18**  
**Regional Parks and Open Space**  
**Proposed 2000 Authorized Capital Program**

Project Number	Project Title	Capital Program Authorization			Capital Program Expenditure Forecast				Anticipated Future Authorizations	Estimated Total Project Cost
		Continuing 1999 Authorization	Requested Change in Authorization	Proposed 2000 Authorization	Expenditures Prior to 2000	2000 Capital Budget	2001 and Subsequent	Total Authorized Expenditures		
10118	Vadnais-Snail Lake RP trails, roads, parking, bridges	812,600	-	812,600	211,062	560,000	41,538	812,600	-	812,600
10106	Bald Eagle RP road relocation, boat access	445,000	-	445,000	68,279	376,721	-	445,000	-	445,000
10124	Bald Eagle RP acquisition	280,400	-	280,400	280,400	-	-	280,400	-	280,400
10150	Battle Creek RP trails, parking, restoration	480,800	-	480,800	25,000	370,000	85,800	480,800	-	480,800
<b>Ramsey County Subtotal</b>		<b>7,276,062</b>	<b>-</b>	<b>7,276,062</b>	<b>4,451,316</b>	<b>2,647,408</b>	<b>177,338</b>	<b>7,276,062</b>	<b>-</b>	<b>7,276,062</b>
<b>St Paul</b>										
10075	Battle Creek RP oak savannah restoration	71,700	-	71,700	61,700	10,000	-	71,700	-	71,700
10027	B.N. Trail RT dev.	517,244	-	517,244	517,244	-	-	517,244	-	517,244
10026	Como RP picnic pavilion	2,500,000	-	2,500,000	2,500,000	-	-	2,500,000	-	2,500,000
10074	Como RP parking deck, utilities, paths, lights	2,443,700	-	2,443,700	986,952	1,456,748	-	2,443,700	-	2,443,700
10123	Como RP streetcar station (ISTEA)	310,000	-	310,000	70,382	173,000	66,618	310,000	-	310,000
10121	Como RP Conservatory/Zoo Educ Resource Center	600,000	-	600,000	78,758	206,125	315,117	600,000	-	600,000
10135	Como RP bridge over Lexington Pkwy	30,000	-	30,000	15,250	14,750	-	30,000	-	30,000
10098	Harriet Island roads, parking and lighting (10105 also)	1,328,300	-	1,328,300	400,991	927,309	-	1,328,300	-	1,328,300
10122	Harriet Island picnic pavilion renovation	2,010,000	-	2,010,000	200,515	1,809,485	-	2,010,000	-	2,010,000
10127	Harriet Island redevelopment	1,500,000	-	1,500,000	25,000	670,000	805,000	1,500,000	-	1,500,000
10130	Harriet Island trailhead	800,000	-	800,000	182,400	617,600	-	800,000	-	800,000
10153	Harriet Island picnic renovation	319,900	-	319,900	195,000	124,900	-	319,900	-	319,900
<b>St Paul Subtotal</b>		<b>12,430,844</b>	<b>-</b>	<b>12,430,844</b>	<b>5,234,193</b>	<b>6,009,916</b>	<b>1,186,735</b>	<b>12,430,844</b>	<b>-</b>	<b>12,430,844</b>
<b>Washington County</b>										
10093	Grey Cloud Island RP Land Acquisition	447,300	-	447,300	445,699	1,601	-	447,300	-	447,300
<b>Washington County Subtotal</b>		<b>447,300</b>	<b>-</b>	<b>447,300</b>	<b>445,699</b>	<b>1,601</b>	<b>-</b>	<b>447,300</b>	<b>-</b>	<b>447,300</b>
<b>Total</b>		<b>49,308,028</b>	<b>-</b>	<b>49,308,028</b>	<b>20,266,326</b>	<b>21,878,084</b>	<b>7,163,618</b>	<b>49,308,028</b>	<b>-</b>	<b>49,308,028</b>
Project Delay Factor						(4,376,000)	4,376,000			
Adjusted 2000 Capital Budget						17,502,084	11,539,618			

HT 394 .T9 M47m 2000/2005  
Metropolitan Council of the  
Twin Cities Area.  
Capital improvement program

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