



# Metropolitan Council

## 2001-2006 Capital Improvement Program and 2001 Capital Program and Budget

Public Hearing Draft  
November 8, 2000

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

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### Metropolitan Council

Mears Park Centre

230 East Fifth Street

St. Paul, Minnesota 55101-1626

General: (651) 602-1000

TTY: (651) 291-0904

Metro Info Line: (651) 602-1888

E-mail: [data.center@metc.state.mn.us](mailto:data.center@metc.state.mn.us)

Website: [www.metrocouncil.org](http://www.metrocouncil.org)

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**METROPOLITAN COUNCIL  
PROPOSED 2001 CAPITAL PROGRAM / BUDGET AND  
2001-2006 CAPITAL IMPROVEMENT PROGRAM**

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**METROPOLITAN COUNCIL**

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

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**DATE:** November 1, 2000  
**TO:** Ted Mondale, Chair and Metropolitan Council Member  
**FROM:** Jay Lindgren, Regional Administrator  
**SUBJECT:** Public Hearing Draft: Proposed Metropolitan Council 2001-2006 Capital Improvement Program and 2001 Capital Program and Budget

This document is the proposed 2001-2006 Capital Improvement Program and 2001 Capital Program and Budget. We are recommending that the document be adopted as a public hearing draft for the December 13, 2000 public hearing.

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 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 environment 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 800 megahertz radio system provides high quality public safety communications for the region and the new Family Affordable Housing Program provides expanded suburban housing opportunities for low-income families.

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 federal and state agencies and with local governments, transit providers and park implementing agencies.

This public hearing draft summary presents: 1) a unified 2001-2006 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 2001 capital program and budget with new multi-year capital program authorization requests and proposed 2001 capital expenditures.

The objectives of the unified capital programming process are:

- to ensure that the region's capital investment in regional systems are maintained and preserved;
- to serve regional growth and provide transportation alternatives;
- to ensure that the Council's capital investment plan reflects regional priorities, including Smart Growth principles;
- 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 billion and an estimated replacement cost of \$3 to 4 billion. These investments need to be preserved and replaced at the end of their useful life. Approximately \$750 million, or 32 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 transitway projects, which are new capital investments for the region, approximately 52 percent of the capital projects in the capital improvement program involve rehabilitation or replacement of existing regional facilities or equipment.

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

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

## CAPITAL PROGRAM ISSUES

### TRANSIT

The transit capital improvement program proposes investing \$1.7 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 1999, 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 2001-2006 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 bus service capacity in the region. The capital improvement program also includes the Hiawatha Corridor light rail project, one designated busway project and one commuter rail project, consistent with the *Transit 2020 Master Plan* adopted by the Council in February, 2000.

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

- The Council needs legislative authorization for \$195 million in new regional bonding over the six-year period as the regional contribution to capital program financing.
- The Council needs to secure additional financial support from the state. This financial support may involve state bonding to finance bus garages transitways and commuter rail. It may also 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 \$506 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 2001-2006 program represents the first six years of a twenty-year program prepared by the Division.

Approximately \$293 million of the six-year program (58 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. The main one involves meeting regional wastewater system needs for rehabilitation and expansion within the financial constraints of the Environmental Services Division's *Strategic Business Plan and 2001-2006 Plan for Allocating Resources (PAR)*. The 2001 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.

## PARKS AND OPEN SPACE

The Parks and Open Space capital improvement program proposes investing \$109 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 is based on the *Regional Recreation Open Space Capital Improvement Program 2000-2005* developed by the Metropolitan Parks and Open Space Commission and on funding decisions by the Legislature. 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.



## METROPOLITAN COUNCIL 2001 UNIFIED CAPITAL PROGRAM

The proposed Unified 2001 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 the addition of new capital projects to the capital program and amendments to previously approved projects. The following definitions are used for the 2001 Capital Program and Budget and 2001-2006 Capital Improvement Program:

Capital Improvement Program (CIP) - The 2001-2006 Capital Improvement Program is a six-year capital investment program that describes capital investment strategies, specific capital investments and capital financing plans. The capital improvement program provides a basis for new capital program authorizations and the 2001 Capital Budget. The CIP includes both the 2001-2006 portion of authorized capital projects and capital investments that are planned within the six-year period, but that are currently not authorized.

Authorized Capital Program - The Capital Program provides multi-year authorization to spend on specific capital projects. The proposed 2001 Capital Program includes previously approved capital projects, proposed amendments to previously approved capital projects and proposed new authorizations.

Capital Budget - The Capital Budget appropriates funds for capital expenditures for a specific budget year. The proposed 2001 Capital Budget includes appropriations for previously authorized projects and for new capital projects authorized in the 2001 Authorized Capital Program.

Inclusion of a capital project in the six-year capital improvement program does not constitute Council approval to proceed with that project. Table 1 summarizes the capital program by major category and shows the relationship between projected capital expenditures in the six-year capital improvement program and projected capital expenditures for projects in the proposed 2001 authorized capital program. Of the \$2.3 billion in capital investments in the six-year capital improvement program, approximately \$1.1 billion or 47 percent, has authority to be spent between 2001 and 2006.

The percent of planned 2001-2006 expenditures that are authorized varies by functional area. In the Environmental Services capital improvement program, with capital projects with multi-year construction periods and predictable long-term capital financing sources, 66 percent of planned 2001-2006 capital expenditures are authorized. In the Transit and Parks and Open Space capital improvement programs, with less predictable future capital financing, 13 and 36 percent of planned 2001-2006 capital expenditures are authorized respectively.

**Table 1**  
**Metropolitan Council**  
**Summary of Capital Improvement Program, Authorized Capital Program and 2001 Capital Budget**

	Proposed 2001-2006 Capital Improvement Program	Proposed 2001 Authorized Capital Program			Proposed 2001 Capital Budget
		Total Authorization	Spending Prior to 2001	2001-2006 Authorized Spending	
<b>Transit</b>					
<b>Bus System</b>					
Fleet Modernization	\$ 431,234,000	\$ 63,594,339	\$ 34,134,438	\$ 29,459,901	\$ 18,727,130
Public Facilities	154,496,000	51,693,319	17,149,738	34,543,581	24,300,874
Bus Garages	102,791,000	39,300,000	23,300,000	16,000,000	16,000,000
Support Facil./Equip.	128,310,000	47,438,411	22,959,427	24,478,984	15,804,197
<b>Subtotal Bus System</b>	<b>\$ 816,831,000</b>	<b>\$ 202,026,069</b>	<b>\$ 97,543,603</b>	<b>\$ 104,482,466</b>	<b>\$ 74,832,201</b>
Hiawatha Corridor LRT	494,575,000	625,555,000 <sup>1</sup>	130,980,510	494,574,490	176,187,035 <sup>2</sup>
Commuter Rail	225,000,000	-	-	-	-
Designated Busway	125,000,000	-	-	-	-
<b>Total Transit</b>	<b>\$ 1,661,406,000</b>	<b>\$ 827,581,069</b>	<b>228,524,113</b>	<b>\$ 599,056,956</b>	<b>\$ 251,019,236</b>
<b>Environmental Services</b>					
MWWTP Solids Processing	195,540,000	201,700,000	6,190,000	195,510,000	2,700,000
MWWTP Liquids Processing	58,560,000	69,600,000	11,040,000	58,560,000	23,530,000
South Wash County Plant/Interceptor	102,000,000	80,000,000	8,427,000	71,573,000	28,000,000
Rosemount/Empire Service Area Capacity	50,000,000	5,000,000	-	5,000,000	3,400,000
Elm Creek Interceptor	25,400,000	30,000,000	21,000,000	9,000,000	1,000,000
Other Facilities	208,970,000	189,650,000	105,999,000	83,651,000	53,450,000
<b>Subtotal</b>	<b>\$ 640,470,000</b>	<b>\$ 575,950,000</b>	<b>\$ 152,656,000</b>	<b>\$ 423,294,000</b>	<b>\$ 112,080,000</b>
Less: Project Delay Factor	(8,067,000)				(15,250,320)
Less: Cost Reductions	(126,481,000)				(19,365,936)
<b>Total Environmental Services</b>	<b>\$ 505,922,000</b>				<b>\$ 77,463,744</b>
<b>Parks and Open Space</b>					
Land Acquisition	8,691,000	5,245,015	2,725,864	2,519,151	2,425,473
Park Development	63,565,000	42,237,643	15,321,412	26,916,231	10,250,657
Park Redevelopment	36,475,000	16,513,281	6,981,629	9,531,652	6,689,978
<b>Total Parks and Open Space</b>	<b>\$ 108,731,000</b>	<b>\$ 63,995,939</b>	<b>25,028,905</b>	<b>\$ 38,967,034</b>	<b>\$ 19,366,108</b>
800 Megahertz Radio	12,254,000	19,401,470	7,147,470	12,254,000	8,969,000
Family Affordable Housing Program	8,350,000	-	-	-	-
<b>Total</b>	<b>\$ 2,296,663,000</b>	<b>\$ 1,486,928,478</b>	<b>\$ 413,356,488</b>	<b>\$ 1,073,571,990</b>	<b>\$ 356,818,088</b>

- (1) \$130,98,000 of the Hiawatha Corridor LRT project cost of \$625,555,000 estimated expended by December 31, 2000
- (2) 2001 Spending Authorization contingent on full funding agreement from Federal Transit Administration

- (3) Environmental Services capital cost reductions included in CIP will be realized by reducing costs within current authorized program
- (4) Capital spending authorization will be approved after execution of funding agreement with the Minneapolis Public Housing Authority

## Proposed 2001-2006 Capital Improvement Program

The 2001-2006 Capital Improvement Program proposed for public hearing is summarized in Table 2. The capital improvement program proposes capital spending of \$2.3 billion over the six years of the program, or average annual spending of \$383 million. By far the largest component of the unified program is transit capital investment, with \$1.7 billion or 72 percent of the total. Environmental Services proposed capital spending of \$506 million and Parks and Open Space \$109 million. Capital spending by the Council on these three regional systems accounts for 99 percent of the total capital improvement program. The 800 Megahertz Radio System and the new Family Affordable Housing Program comprise the balance of the program.

### Transit

The proposed capital improvement program for transit, totally \$1.7 billion, reflects an ambitious program by the Council to improve transit service in the region. In February, 2000, the Council adopted the *Transit 2020 Master Plan* (Publication No. 35-00-003A) with goals for a regional transit system by 2020 that doubles the capacity of the bus system, includes a network of dedicated transitways and fosters more efficient use of land and public infrastructure – otherwise known as “Smart Growth”. The bus system will remain the foundation of future transit services, with service greatly expanded and reorganized to better meet customer needs and promote Smart Growth principles. Transitways, consisting of bus-only shoulder lanes, high-occupancy vehicle (HOV) lanes, exclusive busways, light rail transit and commuter rail, will provide a commute time advantage over single occupant vehicles, improve transit service reliability and boost the potential for transit-oriented development.

The proposed transit 2001-2006 capital improvement program reflects the first six years of this twenty-year plan to improve transit service in the region. The program, summarized in Table 2 (page 1 of 4), assumes expansion of the bus system by 30 percent, completion of the Hiawatha Corridor light rail line and construction of one dedicated busway and one commuter rail line by 2006. Completion of the proposed capital improvement program will require funding from a variety of sources, including federal and state capital grants, regional bonding and local contributions. Even with these funding sources, the program has a \$132 million funding gap that will require a new state or regional dedicated funding source. Table 3 provides detail on the bus system component of the transit capital improvement program.

## Environmental Services – Wastewater Services

The Environmental Services Division is responsible for ensuring that sufficient wastewater treatment capacity exists to service planned development, that wastewater is treated to preserve water quality in the region and that wastewater services are provided in a cost and quality competitive manner. The Environmental Services Division proposes capital spending of \$506 million in the 2001-2006 capital improvement program for wastewater services – the regional service system of treatment plants and interceptors that treats wastewater within the metropolitan sewer service area. The proposed capital program provides capital investments to preserve and rehabilitate existing wastewater infrastructure, meet higher water and air quality regulations and expand the systems capacity to meet regional growth needs.

The Division's capital plans are presented in three coordinated documents – the *2001-2006 Capital Improvement Program and 2001 Capital Budget*, the *Capital Finance Plan* and the *Plan for Allocating Resources*. Detailed information on capital investments and capital financing for wastewater services can be obtained in these documents or on the Council website at [www.metrocouncil.org](http://www.metrocouncil.org). After accessing the Council's website, select the Environment icon, select the Topic menu and select Capital Projects. The 2001-2006 capital improvement program is summarized in Table 2 (page 3 of 4) and capital project detail is summarized in Table 4.

The Environmental Services Division has adopted a number of competitive goals to ensure that wastewater service rates are competitive with other wastewater utilities. Within the capital improvement program, the Division's goal is a 20 percent reduction in targeted capital project costs over the next six years. To accomplish this goal, the Division will utilize value engineering and design to goal approaches to plan and design necessary capital projects at the lowest reasonable cost and will use alternative delivery systems such as design-build (DB) and design-build-operate (DBO).

On the financing side, the Environmental Services Division uses a variety of methods to keep long-term borrowing levels and costs as low as possible. The Division uses pay-as-you go capital funding to the maximum extent feasible to reduce the amount of long-term debt it needs to issue. For the first time in 2001, the Division will use funds from the sewer availability charge (SAC) reserve fund to pay for capital projects on a pay-as-you-go basis. This will reduce long-term borrowing by \$11.5 million per year. When the Division does borrow to finance capital projects, it uses loans from the Minnesota Public Facilities Authority to the maximum extent. These loans provide the Council with a 150 basis point interest subsidy and over the term of the loan reduce debt service costs and rates for wastewater services.

## Parks and Open Space

The Metropolitan Council and the Metropolitan Parks and Open Space Commission are responsible for planning a regional recreation open space system and implementing the system through capital grants to local park implementing agencies. Parks and trails in the regional park system are owned and operated by ten regional park implementing agencies. These agencies prepare master plans for each park and trail unit that describe land to be acquired and recreational facilities to be developed or redeveloped and estimate capital costs. The Council reviews the master plans for consistency with the regional plan and must approve the master plans before any funds can be grants from the capital improvement program.

Regional park capital grants are funded from state bond and regional bonds. The Council's request for state bonding is based on a capital improvement program adopted by the Council. The most recent regional parks capital improvement program includes requested capital projects and funding for the 2000/2001 state biennium and proposed capital projects and funding for the 2002/2003 and 2004/2005 state fiscal years. The capital improvement program was originally adopted in May, 1999 and amended in February, 2000. The amendment divided the 2000/2001 state bonding request into three parts. Part 1 proposed capital projects to be funded from \$5 million in state bonds and \$3.3 million in regional bonds. These state funds were appropriated by the 2000 Legislature. Part 2 proposed capital projects to be funded from \$6.2 million in state bonds and \$4.1 million in regional bonds in 2001. The Legislative Commission on Minnesota Resources (LCMR) has recommended that the 2001 Legislature appropriate \$5,558,442 in state bonds for regional parks. Part 3 proposed capital projects to be funded from \$5 million in state bonds and \$3.3 million in regional bonds. This portion of the capital improvement program has not been recommended for state funding by the Governor's Office or the LCMR.

Capital project detail on the parks capital improvement program is available in the *2000-2005 Metropolitan Regional Parks Capital Improvement Program* (Publication No. 78-00-019). The unified capital improvement program estimates sources and uses of funds for calendar years 2001-2006 based on this document. The program is summarized in Table 2 (page 2 of 4). Table 5 shows how the fiscal year capital improvement program translates into a calendar year program.

## 800 Megahertz Radio

The Metropolitan Radio Board (the "Board") was established as a political subdivision of the State of Minnesota under Minnesota Laws 1995 Chapter 195. The Board is responsible for overseeing the implementation and operation of a region-wide public safety radio communication system. The State legislature authorized the issuance of \$3,000,000 of general obligation bonds and \$13,300,000 of revenue bonds by the Council and \$7,500,000 of general obligation bonds to be issued by the State. The legislature also authorized the expenditure of \$7,500,000 from the state trunk highway fund to fund the backbone infrastructure system.

The proposed 2001-2006 capital improvement program reflects the completion of the 800 megahertz radio system. The Council issued \$3 million in general obligation bonds in 1997 and \$13.3 million in revenue bonds in 1999 to fund capital expenditures. The proposed capital program uses available fund balances from the bond sales and operating revenues to fund the remaining capital expenditures for the system. Sources and uses of funds for the radio system are summarized in Table 2 (page 2 of 4).

### Family Affordable Housing Program

In January, 2000, the Metropolitan Council established a Family Affordable Housing Program. Under this program, the Council will develop and operate up to 300 federally assisted public housing family units in Anoka County, Hennepin County (excluding the cities of Minneapolis, Bloomington and St. Louis Park) and Ramsey County (excluding the city of St. Paul).

The proposed 2001-2006 capital improvement program includes \$8.35 million for the first 50 units of public housing. Sources and uses of capital funds for the program are summarized in Table 2 (page 3 of 4).

**Table 2**  
**Metropolitan Council**  
**Proposed 2001-2006 Capital Improvement Program**  
**Sources and Uses of Funds**

	2001	2002	2003	2004	2005	2006	Total
<b>Transit</b>							
<b>Sources of Funds</b>							
Federal - Bus System	67,806,000	72,480,000	58,819,000	64,509,000	79,135,000	71,388,000	414,137,000
Federal - Designated Busway	-	12,500,000	18,500,000	18,500,000	13,000,000	-	62,500,000
Federal - Commuter Rail	-	-	22,500,000	34,000,000	34,000,000	22,000,000	112,500,000
Federal - Hiawatha LRT	66,330,000	80,000,000	90,000,000	39,952,500	-	-	276,282,500
Federal Subtotal	134,136,000	164,980,000	189,819,000	156,961,500	126,135,000	93,388,000	865,419,500
State - Bus System	4,500,000	5,000,000	4,600,000	6,800,000	4,700,000	3,300,000	28,900,000
State - Designated Busway	-	10,000,000	14,800,000	14,800,000	10,400,000	-	50,000,000
State - Commuter Rail	-	-	18,000,000	27,200,000	27,200,000	17,600,000	90,000,000
State - Hiawatha LRT	37,860,000	25,825,000	14,522,000	5,060,000	-	-	83,267,000
State Subtotal	42,360,000	40,825,000	51,922,000	53,860,000	42,300,000	20,900,000	252,167,000
Regional Borrowing	40,875,000	40,000,000	40,000,000	40,000,000	40,000,000	40,000,000	240,875,000
Other Local and In-Kind - LRT	36,774,000	44,327,000	53,033,000	22,091,500	9,400,000	4,400,000	170,025,500
Interest/Miscellaneous	175,000	175,000	175,000	175,000	175,000	175,000	1,050,000
Subtotal	254,320,000	290,307,000	334,949,000	273,088,000	218,010,000	158,863,000	1,529,537,000
New Funding Source	25,800,000	22,800,000	18,800,000	18,800,000	23,026,000	22,643,000	131,869,000
<b>Total Sources</b>	<b>280,120,000</b>	<b>313,107,000</b>	<b>353,749,000</b>	<b>291,888,000</b>	<b>241,036,000</b>	<b>181,506,000</b>	<b>1,661,406,000</b>
<b>Uses of Funds</b>							
Bus System	155,534,000	144,614,000	114,782,000	131,041,000	128,605,000	142,255,000	816,831,000
Hiawatha Light Rail Transit	176,188,000	175,931,000	114,876,000	27,580,000	-	-	494,575,000
Commuter Rail	-	-	45,000,000	68,000,000	68,000,000	44,000,000	225,000,000
Transitways	-	25,000,000	37,000,000	37,000,000	26,000,000	-	125,000,000
<b>Total Uses</b>	<b>331,722,000</b>	<b>345,545,000</b>	<b>311,658,000</b>	<b>263,621,000</b>	<b>222,605,000</b>	<b>186,255,000</b>	<b>1,661,406,000</b>
Sources Over/(Under) Uses	(51,602,000)	(32,438,000)	42,091,000	28,267,000	18,431,000	(4,749,000)	-
Short Term Borrowing -Hiawatha	35,224,000	28,279,000	(34,479,000)	(29,024,000)	-	-	-
Capital Funds Available, Year Start	23,000,000	6,622,000	2,463,000	10,075,000	9,318,000	27,749,000	-
Capital Funds Available, Year End	6,622,000	2,463,000	10,075,000	9,318,000	27,749,000	23,000,000	-

**Table 2**  
**Metropolitan Council**  
**Proposed 2001-2006 Capital Improvement Program**  
**Sources and Uses of Funds**

	2001	2002	2003	2004	2005	2006	Total
<b>Parks and Open Space</b>							
<b>Sources of Funds</b>							
State Bonds	16,775,000	21,595,000	11,690,000	8,005,000	8,150,000	8,354,000	74,569,000
Regional Borrowing	3,600,000	3,600,000	5,300,000	5,300,000	5,400,000	5,400,000	28,600,000
Interest and Miscellaneous	793,000	200,000	200,000	200,000	200,000	200,000	1,793,000
<b>Total Sources</b>	<b>21,168,000</b>	<b>25,395,000</b>	<b>17,190,000</b>	<b>13,505,000</b>	<b>13,750,000</b>	<b>13,954,000</b>	<b>104,962,000</b>
<b>Uses of Funds</b>							
Acquisition	2,874,000	1,581,000	1,183,000	1,079,000	975,000	999,000	8,691,000
Redevelopment	11,122,000	18,218,000	10,391,000	7,208,000	7,855,000	8,051,000	62,845,000
Development	8,906,000	7,301,000	5,507,000	5,131,000	4,756,000	4,874,000	36,475,000
Mixed Purpose	720,000	-	-	-	-	-	720,000
<b>Total Uses</b>	<b>23,621,000</b>	<b>27,100,000</b>	<b>17,080,000</b>	<b>13,418,000</b>	<b>13,585,000</b>	<b>13,925,000</b>	<b>108,729,000</b>
Sources Over/(Under) Uses	(2,453,000)	(1,705,000)	110,000	87,000	165,000	29,000	(3,767,000)
Capital Funds Available, Year Start	6,333,000	3,880,000	2,175,000	2,285,000	2,372,000	2,537,000	
Capital Funds Available, Year End	3,880,000	2,175,000	2,285,000	2,372,000	2,537,000	2,566,000	
<b>800 Megahertz Radio</b>							
<b>Sources of Funds</b>							
Regional Borrowing	-	-	-	-	-	-	-
Operating Income	-	1,600,000	1,100,000	-	-	-	2,700,000
<b>Total Sources</b>	<b>-</b>	<b>1,600,000</b>	<b>1,100,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2,700,000</b>
<b>Uses of Funds</b>							
Radio System Infrastructure	8,969,000	2,185,000	1,100,000	-	-	-	12,254,000
Sources Over/(Under) Uses	(8,969,000)	(585,000)	-	-	-	-	(9,554,000)
Capital Funds Available, Year Start	9,554,000	585,000	-	-	-	-	-
Capital Funds Available, Year End	585,000	-	-	-	-	-	-



**Table 2**  
**Metropolitan Council**  
**Proposed 2001-2006 Capital Improvement Program**  
**Sources and Uses of Funds**

	2001	2002	2003	2004	2005	2006	Total
<b>Environmental Services</b>							
<b>Sources of Funds</b>							
Regional Borrowing	65,964,000	77,608,000	79,164,000	76,829,000	55,747,000	42,980,000	398,292,000
MCES SAC Reserve	11,500,000	11,500,000	11,500,000	11,500,000	11,500,000	11,500,000	69,000,000
MCES Capital Fund Balance	-	23,684,000	14,947,000	-	-	-	38,631,000
<b>Total Sources</b>	<b>77,464,000</b>	<b>112,792,000</b>	<b>105,611,000</b>	<b>88,329,000</b>	<b>67,247,000</b>	<b>54,480,000</b>	<b>505,923,000</b>
<b>Uses of Funds</b>							
Wastewater Services	77,464,000	112,792,000	105,611,000	88,329,000	67,247,000	54,480,000	505,923,000
Sources Over/(Under) Uses	-	-	-	-	-	-	-
Capital Funds Available, Year Start	38,631,000	38,631,000	14,947,000	-	-	-	-
Capital Funds Available, Year End	38,631,000	14,947,000	-	-	-	-	-
<b>Family Affordable Housing Program</b>							
<b>Sources of Funds</b>							
Federal	6,350,000	2,000,000	-	-	-	-	8,350,000
Other	-	-	-	-	-	-	-
<b>Total Sources</b>	<b>6,350,000</b>	<b>2,000,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>8,350,000</b>
<b>Uses of Funds</b>							
Affordable Housing	6,350,000	2,000,000	-	-	-	-	8,350,000
Sources Over/(Under) Uses	-	-	-	-	-	-	-
Capital Funds Available, Year Start	-	-	-	-	-	-	-
Capital Funds Available, Year End	-	-	-	-	-	-	-

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**Table 2**  
**Metropolitan Council**  
**Proposed 2001-2006 Capital Improvement Program**  
**Sources and Uses of Funds**

	2001	2002	2003	2004	2005	2006	Total
<b>Total Capital Sources</b>							
Federal Grants	140,486,000	166,980,000	189,819,000	156,961,500	126,135,000	93,388,000	873,769,500
State Grants	59,135,000	62,420,000	63,612,000	61,865,000	50,450,000	29,254,000	326,736,000
Regional Borrowing	110,439,000	121,208,000	124,464,000	122,129,000	101,147,000	88,380,000	667,767,000
Other Sources	37,742,000	46,302,000	54,508,000	22,466,500	9,775,000	4,775,000	175,568,500
MCES SAC Reserve	11,500,000	11,500,000	11,500,000	11,500,000	11,500,000	11,500,000	69,000,000
MCES Capital Fund Balance	-	23,684,000	14,947,000	-	-	-	38,631,000
New Transit Funding Source	25,800,000	22,800,000	18,800,000	18,800,000	23,026,000	22,643,000	131,869,000
<b>Total Sources</b>	<b>385,102,000</b>	<b>454,894,000</b>	<b>477,650,000</b>	<b>393,722,000</b>	<b>322,033,000</b>	<b>249,940,000</b>	<b>2,283,341,000</b>
<b>Total Capital Uses</b>							
Transit	331,722,000	345,545,000	311,658,000	263,621,000	222,605,000	186,255,000	1,661,406,000
Environmental Services	77,464,000	112,792,000	105,611,000	88,329,000	67,247,000	54,480,000	505,923,000
Parks and Open Space	23,621,000	27,100,000	17,080,000	13,418,000	13,585,000	13,925,000	108,729,000
800 Megahertz Radio	8,969,000	2,185,000	1,100,000	-	-	-	12,254,000
Family Affordable Housing	6,350,000	2,000,000	-	-	-	-	8,350,000
<b>Total Expenditures</b>	<b>448,126,000</b>	<b>489,622,000</b>	<b>435,449,000</b>	<b>365,368,000</b>	<b>303,437,000</b>	<b>254,660,000</b>	<b>2,296,662,000</b>
Sources Over/(Under) Uses	(63,024,000)	(34,728,000)	42,201,000	28,354,000	18,596,000	(4,720,000)	(13,321,000)
Short Term Borrowing	35,224,000	28,279,000	(34,479,000)	(29,024,000)	-	-	-
Capital Funds Available, Year Start	77,518,000	49,718,000	19,585,000	12,360,000	11,690,000	30,286,000	
Capital Funds Available, Year End	49,718,000	19,585,000	12,360,000	11,690,000	30,286,000	25,566,000	

**Table 3**  
**Metropolitan Council**  
**Proposed 2001-2006 Capital Improvement Program**  
**Bus System Detail**

	2001	2002	2003	2004	2005	2006	Total
<b>Fleet Modernization</b>							
<b>Preservation/Replacement</b>							
Metro Transit:							
Forty Foot Buses	30,800,000	37,492,000	20,794,000	9,791,000	1,576,000	31,486,000	131,939,000
Articulated Buses	8,240,000	-	10,927,000	-	-	11,941,000	31,108,000
Hybrid Electric Buses	-	3,000,000	-	-	-	-	3,000,000
Engines, Transmissions, Lifts	6,769,000	7,165,000	8,275,000	8,727,000	8,920,000	8,498,000	48,354,000
Tire Leasing	1,134,000	1,307,000	1,503,000	1,725,000	1,976,000	2,259,000	9,904,000
Fareboxes	99,000	102,000	105,000	108,000	111,000	114,000	639,000
Other Providers:							
Forty Foot Buses	7,832,000	13,453,000	5,690,000	-	5,258,000	2,637,000	34,870,000
Mid Sized Buses	5,005,000	1,980,000	-	565,000	-	186,000	7,736,000
Small Buses	13,595,000	840,000	448,000	120,000	19,110,000	1,209,000	35,322,000
Engines, Trans, Lifts	575,000	450,000	500,000	500,000	500,000	500,000	3,025,000
<b>Subtotal - Preservation/Replacement</b>	<b>74,049,000</b>	<b>65,789,000</b>	<b>48,242,000</b>	<b>21,536,000</b>	<b>37,451,000</b>	<b>58,830,000</b>	<b>305,897,000</b>
<b>Expansion</b>							
Metro Transit:							
Forty Foot Buses	9,520,000	9,806,000	10,100,000	10,403,000	10,715,000	11,036,000	61,580,000
Articulated Buses	-	2,546,000	2,623,000	2,701,000	2,782,000	2,866,000	13,518,000
Small Buses	-	2,387,000	2,459,000	2,532,000	2,608,000	7,164,000	17,150,000
Engines, Transmissions, Lifts	-	-	-	-	2,520,000	2,596,000	5,116,000
Tire Leasing	100,000	150,000	200,000	250,000	300,000	350,000	1,350,000
Fareboxes	238,000	459,000	473,000	486,000	500,000	513,000	2,669,000
Other Providers:							
Forty Foot Buses	977,000	977,000	977,000	977,000	5,220,000	4,485,000	13,613,000
Mid Sized Buses	955,000	-	-	-	840,000	3,780,000	5,575,000
Small Buses	-	120,000	-	-	3,276,000	1,370,000	4,766,000
<b>Subtotal - Expansion</b>	<b>11,790,000</b>	<b>16,445,000</b>	<b>16,832,000</b>	<b>17,349,000</b>	<b>28,761,000</b>	<b>34,160,000</b>	<b>125,337,000</b>
<b>Total Fleet Modernization</b>	<b>85,839,000</b>	<b>82,234,000</b>	<b>65,074,000</b>	<b>38,885,000</b>	<b>66,212,000</b>	<b>92,990,000</b>	<b>431,234,000</b>

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**Table 3  
Metropolitan Council  
Proposed 2001-2006 Capital Improvement Program  
Bus System Detail**

	2001	2002	2003	2004	2005	2006	Total
<b>Support Facilities</b>							
<b>Preservation/Replacement</b>							
Metro Transit:							
East Metro Garage	12,700,000	-	-	-	-	-	12,700,000
Other Major Improvements	1,288,000	2,827,000	1,367,000	1,408,000	1,450,000	1,494,000	9,834,000
Police Building Purchase	2,000,000	-	-	-	-	-	2,000,000
Upgrade Lightning Control	200,000	206,000	212,000	218,000	225,000	232,000	1,293,000
Other Providers:							
Major Improvements to Facilities	3,274,000	208,000	217,000	225,000	1,298,000	243,000	5,465,000
Shop Equipment	250,000	260,000	270,000	281,000	292,000	304,000	1,657,000
<b>Subtotal - Preservation/Replacement</b>	<b>19,712,000</b>	<b>3,501,000</b>	<b>2,066,000</b>	<b>2,132,000</b>	<b>3,265,000</b>	<b>2,273,000</b>	<b>32,949,000</b>
<b>Expansion</b>							
Metro Transit:							
Sixth Garage - Snelling	4,457,000	16,820,000	9,434,000	-	-	-	30,711,000
Seventh Garage - Heywood 2	-	-	6,025,000	22,700,000	12,713,000	-	41,438,000
Eighth Garage - Ruter 2	-	-	-	-	2,881,000	10,838,000	13,719,000
Gateway Ramp Garage Conversion	4,223,000	-	-	-	-	-	4,223,000
Office Building Addition	-	-	-	6,500,000	-	-	6,500,000
Roof Replacements	-	2,000,000	4,500,000	-	-	-	6,500,000
Other Major Improvements	1,700,000	2,000,000	770,000	800,000	1,700,000	-	6,970,000
Other Providers:							
Garage Facilities	-	-	-	-	4,000,000	4,000,000	8,000,000
<b>Subtotal - Expansion</b>	<b>10,380,000</b>	<b>20,820,000</b>	<b>20,729,000</b>	<b>30,000,000</b>	<b>21,294,000</b>	<b>14,838,000</b>	<b>118,061,000</b>
<b>Total - Support Facilities</b>	<b>30,092,000</b>	<b>24,321,000</b>	<b>22,795,000</b>	<b>32,132,000</b>	<b>24,559,000</b>	<b>17,111,000</b>	<b>151,010,000</b>

**Table 3**  
**Metropolitan Council**  
**Proposed 2001-2006 Capital Improvement Program**  
**Bus System Detail**

	2001	2002	2003	2004	2005	2006	Total
<b>Public Facilities</b>							
<b>Preservation/Replacement</b>							
Metro Transit:							
CR 73 / I394 Transit Hub	6,000,000	-	-	-	-	-	6,000,000
ADA Improvements	206,000	212,000	218,000	225,000	232,000	239,000	1,332,000
Public Facilities Refurbishment	100,000	-	100,000	-	100,000	-	300,000
Other Providers:							
SE Eden Prairie P&R	-	-	-	-	1,466,000	-	1,466,000
Park and Ride Security	128,000	-	-	-	-	-	128,000
Shelters and Lighting	-	100,000	104,000	108,000	113,000	117,000	542,000
<b>Subtotal - Preservation/Replacement</b>	<b>6,434,000</b>	<b>312,000</b>	<b>422,000</b>	<b>333,000</b>	<b>1,911,000</b>	<b>356,000</b>	<b>9,768,000</b>
Recap by Type of Facility:							
Transit Hubs	6,000,000	-	-	-	-	-	6,000,000
Park and Ride Lots	-	-	-	-	-	-	-
Other Public Facility Improvements	434,000	312,000	422,000	333,000	445,000	356,000	2,302,000
<b>Expansion</b>							
Metro Transit:							
Mall of America Hub Expansion	300,000	-	-	-	-	-	300,000
I-35W 42nd Street Station	7,500,000	7,500,000	-	-	-	-	15,000,000
Rosedale Hub	1,000,000	-	-	-	-	-	1,000,000
Sunray Hub	1,000,000	-	-	-	-	-	1,000,000
Lake & Chicago Hub Expansion	750,000	-	-	-	-	-	750,000
State fairgrounds Transit Hub	4,500,000	-	-	-	-	-	4,500,000
Maplewood Mall Hub	1,000,000	-	-	-	-	-	1,000,000
Midway Hub (Snelling garage site)	-	-	-	2,000,000	-	-	2,000,000
Rice St / Little Canada Rd Hub	2,000,000	-	-	-	-	-	2,000,000
Other Transit Hubs	-	-	-	4,500,000	-	-	4,500,000
I-35W No. Corr Facil Impr - 95th P&R	3,000,000	-	-	-	-	-	3,000,000
Rosedale P&R	-	5,875,000	-	-	-	-	5,875,000
I-94 East - Woodbury	-	3,000,000	-	-	-	-	3,000,000

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**Table 3**  
**Metropolitan Council**  
**Proposed 2001-2006 Capital Improvement Program**  
**Bus System Detail**

	2001	2002	2003	2004	2005	2006	Total
I-35W south - Lakeville P&R	-	2,000,000	-	-	-	-	2,000,000
I-35 North Interceptor P&R	-	3,000,000	-	-	-	-	3,000,000
Hwy 12 west of Wayzata P&R (fringe)	-	2,000,000	-	-	-	-	2,000,000
Cottage Grove P&R	-	1,000,000	-	-	-	-	1,000,000
Maple Grove P&R (fringe)	-	-	-	7,000,000	-	-	7,000,000
Other Park and Ride Lots	-	-	-	2,000,000	2,000,000	2,000,000	6,000,000
Fringe Park and Ride Lots	-	-	-	2,000,000	8,500,000	8,500,000	19,000,000
29th Street/Southwest Transitway	7,000,000	-	-	-	-	-	7,000,000
Off bus fare collection	-	900,000	-	-	-	-	900,000
Park & Ride Security	1,020,000	-	-	-	-	-	1,020,000
Shelters, Lighting, Safety	100,000	100,000	100,000	100,000	100,000	100,000	600,000
Downtown Mpls custom shelters	900,000	927,000	954,000	984,000	1,014,000	1,044,000	5,823,000
<b>Other Providers:</b>							
Southwest Station Phase II	6,800,000	-	-	-	-	-	6,800,000
MVTA Eagan Station	5,830,000	-	-	-	-	-	5,830,000
MVTA Burnsville Station Phase III	3,800,000	-	-	-	-	-	3,800,000
Maple Grove Transit Hub	-	7,475,000	-	-	-	-	7,475,000
Maple Grove Community Center	-	-	400,000	-	-	-	400,000
Dakota Co. Hub at TH 13 & TH 77	-	-	-	-	2,191,000	-	2,191,000
Minnetonka Park & Ride	-	-	-	-	1,100,000	-	1,100,000
SWMT Chanhassen P&R upgrade	-	-	-	-	5,500,000	-	5,500,000
Private Provider facilities	-	-	-	-	6,000,000	-	6,000,000
Private Provider facilities	-	-	-	-	-	6,000,000	6,000,000
MVTA Passenger Shelters	-	-	-	-	364,000	-	364,000
<b>Subtotal - Expansion</b>	<b>46,500,000</b>	<b>33,777,000</b>	<b>1,454,000</b>	<b>18,584,000</b>	<b>26,769,000</b>	<b>17,644,000</b>	<b>144,728,000</b>
<b>Recap by Type of Facility</b>							
Transit Hubs	34,480,000	14,975,000	400,000	6,500,000	2,191,000	-	58,546,000
Park and Ride Lots	3,000,000	16,875,000	-	11,000,000	23,100,000	16,500,000	70,475,000
Transitways	7,000,000	-	-	-	-	-	7,000,000
Other Public Facility Improvements	2,020,000	1,927,000	1,054,000	1,084,000	1,478,000	1,144,000	8,707,000
<b>Total - Public Facilities</b>	<b>52,934,000</b>	<b>34,089,000</b>	<b>1,876,000</b>	<b>18,917,000</b>	<b>28,680,000</b>	<b>18,000,000</b>	<b>154,496,000</b>

**Table 3**  
**Metropolitan Council**  
**Proposed 2001-2006 Capital Improvement Program**  
**Bus System Detail**

	2001	2002	2003	2004	2005	2006	Total
<b>Communication/Computerization</b>							
<b>Preservation/Replacement</b>							
Metro Transit:							
800 Mhz Radio/Transit Control Center	6,000,000	-	-	-	-	-	6,000,000
Other Computer/Communication	3,500,000	3,500,000	3,500,000	3,500,000	3,500,000	3,500,000	21,000,000
Other Providers:							
800 Mhz Radio/AVL	-	-	-	-	4,600,000	1,900,000	6,500,000
Computer Equipment	1,065,000	200,000	200,000	200,000	575,000	200,000	2,440,000
<b>Subtotal - Preservation/Replacement</b>	<b>10,565,000</b>	<b>3,700,000</b>	<b>3,700,000</b>	<b>3,700,000</b>	<b>8,675,000</b>	<b>5,600,000</b>	<b>35,940,000</b>
<b>Expansion</b>							
Metro Transit:							
Automatic Vehicle Location Option	9,250,000	-	-	-	-	-	9,250,000
Automatic Passenger Counter Option	650,000	-	-	-	-	-	650,000
Other Computer/Communication	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	6,000,000
<b>Subtotal - Expansion</b>	<b>10,900,000</b>	<b>1,000,000</b>	<b>1,000,000</b>	<b>1,000,000</b>	<b>1,000,000</b>	<b>1,000,000</b>	<b>15,900,000</b>
<b>Total - Communication/Computerization</b>	<b>21,465,000</b>	<b>4,700,000</b>	<b>4,700,000</b>	<b>4,700,000</b>	<b>9,675,000</b>	<b>6,600,000</b>	<b>51,840,000</b>

**Table 3**  
**Metropolitan Council**  
**Proposed 2001-2006 Capital Improvement Program**  
**Bus System Detail**

	2001	2002	2003	2004	2005	2006	Total
<b>Other Capital Equipment</b>							
<b>Preservation/Replacement</b>							
Metro Transit:							
Non-Revenue Vehicles, Other Equip	1,854,000	1,910,000	1,967,000	2,026,000	2,087,000	2,150,000	11,994,000
Fareboxes	-	-	-	12,000,000	-	-	12,000,000
Other Providers:							
Non-Rev Vehicles, Other Equip	200,000	208,000	216,000	225,000	234,000	243,000	1,326,000
Fareboxes	50,000	52,000	54,000	56,000	58,000	61,000	331,000
<b>Subtotal - Preservation/Replacement</b>	<b>2,104,000</b>	<b>2,170,000</b>	<b>2,237,000</b>	<b>14,307,000</b>	<b>2,379,000</b>	<b>2,454,000</b>	<b>25,651,000</b>
<b>Expansion</b>							
Metro Transit:							
Non-Revenue Vehicles, Other Equip	100,000	100,000	100,000	100,000	2,100,000	100,000	2,600,000
<b>Subtotal - Expansion</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>2,100,000</b>	<b>100,000</b>	<b>2,600,000</b>
<b>Total - Other Capital Equipment</b>	<b>2,204,000</b>	<b>2,270,000</b>	<b>2,337,000</b>	<b>14,407,000</b>	<b>4,479,000</b>	<b>2,554,000</b>	<b>28,251,000</b>
<b>Total - Bus System</b>	<b>192,534,000</b>	<b>147,614,000</b>	<b>96,782,000</b>	<b>109,041,000</b>	<b>133,605,000</b>	<b>137,255,000</b>	<b>816,831,000</b>
Cash Flow Adjustments	(37,000,000)	(3,000,000)	18,000,000	22,000,000	(5,000,000)	5,000,000	-
<b>Adjusted Capital Expenditures</b>	<b>155,534,000</b>	<b>144,614,000</b>	<b>114,782,000</b>	<b>131,041,000</b>	<b>128,605,000</b>	<b>142,255,000</b>	<b>816,831,000</b>



**Table 3**  
**Metropolitan Council**  
**Proposed 2001-2006 Capital Improvement Program**  
**Bus System Detail**

	2001	2002	2003	2004	2005	2006	Total
<b>Recap by Tier:</b>							
<b>Preservation/Replacement</b>							
Fleet Modernization	74,049,000	65,789,000	48,242,000	21,536,000	37,451,000	58,830,000	305,897,000
Support Facilities	19,712,000	3,501,000	2,066,000	2,132,000	3,265,000	2,273,000	32,949,000
Public Facilities	6,434,000	312,000	422,000	333,000	1,911,000	356,000	9,768,000
Communications/Computerization	10,565,000	3,700,000	3,700,000	3,700,000	8,675,000	5,600,000	35,940,000
Other Capital Equipment	2,104,000	2,170,000	2,237,000	14,307,000	2,379,000	2,454,000	25,651,000
<b>Subtotal - Preservation/Replacement</b>	<b>112,864,000</b>	<b>75,472,000</b>	<b>56,667,000</b>	<b>42,008,000</b>	<b>53,681,000</b>	<b>69,513,000</b>	<b>410,205,000</b>
<b>Expansion</b>							
Fleet Modernization	11,790,000	16,445,000	16,832,000	17,349,000	28,761,000	34,160,000	125,337,000
Support Facilities	10,380,000	20,820,000	20,729,000	30,000,000	21,294,000	14,838,000	118,061,000
Public Facilities	46,500,000	33,777,000	1,454,000	18,584,000	26,769,000	17,644,000	144,728,000
Communications/Computerization	10,900,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	15,900,000
Other Capital Equipment	100,000	100,000	100,000	100,000	2,100,000	100,000	2,600,000
<b>Subtotal - Expand Bus System</b>	<b>79,670,000</b>	<b>72,142,000</b>	<b>40,115,000</b>	<b>67,033,000</b>	<b>79,924,000</b>	<b>67,742,000</b>	<b>406,626,000</b>

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**Table 4  
Metropolitan Council  
Proposed 2001-2006 Capital Improvement Plan  
Environmental Services Project Detail**

No.	Project Name	Total Project Cost	Proposed 2001-2006 Capital Improvement Program						Total
			2001	2002	2003	2004	2005	2006	
<b>Metro Plant</b>									
9302	MWWTP Centrifuge Dewatering	\$24,000,000	\$5,800,000	\$2,200,000	\$2,600,000	\$300,000	\$0	\$0	\$10,900,000
9706	MWWTP Liquid Treatment	69,600,000	23,530,000	20,500,000	8,000,000	3,260,000	3,270,000	-	58,560,000
---	MWWTP Master Plan Implementation	19,000,000	-	3,000,000	4,000,000	4,000,000	4,000,000	4,000,000	19,000,000
9108	MWWTP Process Control System	42,000,000	5,220,000	930,000	1,600,000	1,150,000	-	-	8,900,000
9703	MWWTP Solids Processing Facilities	201,700,000	22,000,000	50,000,000	50,000,000	50,000,000	15,000,000	8,540,000	195,540,000
9505	MWWTP Work Space Improvements	8,000,000	840,000	-	-	-	-	-	840,000
<b>East Plants</b>									
9702	East Area Plan	900,000	600,000	-	-	-	-	-	600,000
9401	Empire Plant Expansion	12,000,000	50,000	-	-	-	-	-	50,000
8009	Rosemount/Empire Service Area Capacity	50,000,000	1,600,000	5,000,000	15,000,000	15,000,000	13,400,000	-	50,000,000
9208	Rosemount Improvements	15,000,000	50,000	700,000	700,000	4,500,000	4,500,000	3,970,000	14,420,000
9501	South Washington County Plant	61,000,000	20,000,000	24,000,000	9,790,000	-	-	-	53,790,000
<b>Southwest Plants</b>									
9802	Blue Lake Groundwater Relief System	5,100,000	1,650,000	-	-	-	-	-	1,650,000
9102	Blue Lake Solids Processing Facilities	29,050,000	2,700,000	-	-	-	-	-	2,700,000
9709	West Area Plan	400,000	290,000	-	-	-	-	-	290,000
<b>Interceptor System</b>									
9602	Battle Creek Interceptor Improvements	1,800,000	-	-	-	-	-	-	-
9503	Brooklyn Park LS Improvements	1,000,000	700,000	-	-	-	-	-	700,000
9708	Centerville Interceptor Improvements	5,600,000	1,150,000	-	-	-	-	-	1,150,000
9206	Chaska Interceptor	16,000,000	-	-	-	-	-	-	-
8010	Dayton-Champlin Interceptor	4,000,000	400,000	2,600,000	1,000,000	-	-	-	4,000,000
9004	Elm Creek Interceptor	48,900,000	1,000,000	8,000,000	8,000,000	1,000,000	3,700,000	3,700,000	25,400,000
8002	Hopkins LS/FM Improvements	12,000,000	280,000	1,000,000	4,000,000	5,000,000	1,700,000	-	11,980,000
9801	Interceptor Master Plan	1,000,000	690,000	-	-	-	-	-	690,000
---	Interceptor Rehabilitation - Major	40,000,000	-	-	-	8,000,000	16,000,000	16,000,000	40,000,000
9001	Interceptor Rehabilitation Program	11,650,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	9,000,000
9901	Lake Minnetonka Area FM Improvements	10,500,000	700,000	4,000,000	4,000,000	1,500,000	-	-	10,200,000
8001	LS Supervisory Control & Field Telemetry	6,200,000	750,000	900,000	3,000,000	1,500,000	-	-	6,150,000

**Table 4**  
**Metropolitan Council**  
**Proposed 2001-2006 Capital Improvement Plan**  
**Environmental Services Project Detail**

No. Project Name	Total Project Cost	Proposed 2001-2006 Capital Improvement Program						Total
		2001	2002	2003	2004	2005	2006	
8013 Maple Plain/Long Lake Interceptor Improv	5,000,000	500,000	3,000,000	1,500,000	-	-	-	5,000,000
8004 Mpls Interceptor 1-MN-320 Rehabilitation	9,000,000	5,000,000	2,800,000	-	-	-	-	7,800,000
8003 Mpls/St Paul Interceptor Improvements	12,000,000	280,000	1,000,000	5,300,000	5,300,000	-	-	11,880,000
9207 MWWTP/Mpls Flow Meter Improvements	9,600,000	3,000,000	2,900,000	-	-	-	-	5,900,000
---- Northeast Interceptor System Improvement	18,200,000	-	-	-	-	1,400,000	8,400,000	9,800,000
9104 Regulator System Improvements	1,500,000	800,000	-	-	-	-	-	800,000
9701 South Washington County Interceptor	40,000,000	7,000,000	15,000,000	6,780,000	-	-	5,000,000	33,780,000
Systemwide								
8011 Systemwide Meter Improvements	6,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	6,000,000
8012 Systemwide Odor Control Improvements	6,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	6,000,000
---- Small System Improvement Projects	9,000,000	2,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	7,000,000
---- Treatment Plant Rehabilitation-Regional	20,000,000	-	-	-	-	10,000,000	10,000,000	20,000,000
Total - Base Plan Unadjusted	<u>\$ 832,700,000</u>	<u>\$112,080,000</u>	<u>\$ 152,030,000</u>	<u>\$129,770,000</u>	<u>\$105,010,000</u>	<u>\$77,470,000</u>	<u>\$64,110,000</u>	<u>\$ 640,470,000</u>
Delay Factor (Net):		(15,250,000)	(11,040,000)	2,244,000	5,401,000	6,588,000	3,990,000	(8,067,000)
Totals - Base Plan with Delay Factors:		96,830,000	140,990,000	132,014,000	110,411,000	84,058,000	68,100,000	632,403,000
Reduction Factor (20%):		(19,366,000)	(28,198,000)	(26,403,000)	(22,082,000)	(16,812,000)	(13,620,000)	(126,481,000)
Totals Under Competitive Plan:		<u>77,464,000</u>	<u>112,792,000</u>	<u>105,611,000</u>	<u>88,329,000</u>	<u>67,247,000</u>	<u>54,480,000</u>	<u>505,923,000</u>

**Table 5**  
**Metropolitan Council**  
**Proposed 2001-2006 Capital Improvement Program**  
**Parks and Open Space Capital Expenditures by Source of Funding**

	2001	2002	2003	2004	2005	2006	Total
<b>Approved 2000 Capital Program</b>							
Acquisition	1,977,722	93,678	-	-	-	-	2,071,400
Development	9,019,457	12,835,574	3,830,000	-	-	-	25,685,031
Redevelopment	7,199,978	2,841,674	-	-	-	-	10,041,652
Mixed Purpose	720,000	-	-	-	-	-	720,000
Subtotal	18,917,157	15,770,926	3,830,000	-	-	-	38,518,083
<b>2001 LCMR Request</b>							
Acquisition	896,150	896,150	-	-	-	-	1,792,300
Development	2,102,300	2,102,300	-	-	-	-	4,204,600
Redevelopment	1,705,700	1,705,700	-	-	-	-	3,411,400
Subtotal	4,704,150	4,704,150	-	-	-	-	9,408,300
<b>2002/2003 Biennial Request</b>							
Acquisition	-	591,250	1,182,500	591,250	-	-	2,365,000
Development	-	3,280,500	6,561,000	3,280,500	-	-	13,122,000
Redevelopment	-	2,753,250	5,506,500	2,753,250	-	-	11,013,000
Subtotal	-	6,625,000	13,250,000	6,625,000	-	-	26,500,000
<b>2004/2005 Biennial Request</b>							
Acquisition	-	-	-	487,500	975,000	487,500	1,950,000
Development	-	-	-	3,927,250	7,854,500	3,927,250	15,709,000
Redevelopment	-	-	-	2,377,750	4,755,500	2,377,750	9,511,000
Subtotal	-	-	-	6,792,500	13,585,000	6,792,500	27,170,000
<b>2006/2007 Estimate</b>							
Acquisition	-	-	-	-	-	511,875	511,875
Development	-	-	-	-	-	4,123,613	4,123,613
Redevelopment	-	-	-	-	-	2,496,638	2,496,638
Subtotal	-	-	-	-	-	7,132,125	7,132,125
<b>Combined</b>							
Acquisition	2,873,872	1,581,078	1,182,500	1,078,750	975,000	999,375	8,690,575
Development	11,121,757	18,218,374	10,391,000	7,207,750	7,854,500	8,050,863	62,844,244
Redevelopment	8,905,678	7,300,624	5,506,500	5,131,000	4,755,500	4,874,388	36,473,690
Mixed Purpose	720,000	-	-	-	-	-	720,000
Total	23,621,307	27,100,076	17,080,000	13,417,500	13,585,000	13,924,625	108,728,508

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## **PROPOSED 2001 AUTHORIZED CAPITAL PROGRAM AND CAPITAL BUDGET**

The 2001 capital program is summarized in Tables 6-8. **Proposed changes in capital program authorizations for 2001 total \$777,400,987.** Major requests include \$561,555,000 for the Hiawatha Corridor light rail line to fully authorize the project and \$151,200,000 to complete construction of the solids processing facilities at the Metropolitan Wastewater Treatment Plant. Table 7 provides a summary of proposed changes in authorizations in 2001. Detail on proposed capital program authorizations and 2001 changes to the capital program are included in Tables 8 through 12.

The total proposed 2001 authorized capital program is \$1,486,928,478. Based on cash flow projections, an estimated \$413 million (28 percent) of the proposed 2001 capital program authorization will have been expended by the end of 2000. Continuing and new capital projects will result in slightly more than \$1 billion in future capital expenditures from 2001 through 2006. **The proposed 2001 capital budget appropriation is \$356,818,088.**

Table 6 provides a summary of the 2001 Capital Program. It shows the transition from the 2000 Capital Program, as adopted and amended, to the proposed 2001 Capital Program. Table 9 provides a more detailed summary of the proposed 2001 Capital Program by division and capital project categories. Table 9 also shows the cash flow forecast for multi-year capital program authorizations and anticipated future authorizations for multi-phased capital projects.

### **Transit**

The proposed 2001 authorized capital program for transit **requests \$563,801,987 in new capital program authorizations.** The majority of the requested change involves amending the Hiawatha Corridor light rail project by \$561,555,000 to a total of \$625,555,000 to fully authorize the project. The proposed change in authorization assumes that the Council will execute a full funding agreement with the Federal Transit Administration by the end of the year and will proceed with construction.

Metro Transit also is requesting two new projects and amendments to a number on continuing projects to reflect revised cost estimates. Changes for the new projects and nine continuing projects total \$2,246,987. Funding for the changes is available from projects in prior year capital programs that were completed under budget. Changes in authority and proposed authorization and cash flow by capital project are detailed in Table 9 for Metro Transit and Table 10 for other transit providers. **The proposed 2001 capital budget for transit is \$251,019,236,** including \$176,187,035 for the Hiawatha Corridor light rail project and the balance for bus system capital projects.

Other than for Hiawatha, there are not major additions to the 2001 authorized capital program for transit. The Council existing regional bonding authority has been programmed to current capital projects and additional capital projects cannot be authorized until the Council received additional regional bonding authority from the Legislature.

## Environmental Services – Wastewater Services

The proposed 2001 authorized capital program for wastewater services **requests \$213,599,000 in new capital program authorizations**. The 2001 capital program proposed five new projects and amendments to thirteen continuing projects. The two largest requests involve authorizing construction and amending the MWWTP Solids Processing project by \$151,200,000 and authorizing construction and amending the South Washington County Interceptor project by \$28,000,000. Other requested changes are summarized in Tables 7 and 8. Changes in authority and proposed authorization and cash flow by capital project are detailed in Table 11. **The proposed 2001 capital budget for wastewater services is \$77,463,744**. The Division needs to realize approximately \$19.4 million in cost reductions from the engineering cost estimates used in the authorized capital program in 2001 to meet this budget target.

## Parks and Open Space

There are no authorization change requests in the 2001 authorized capital program for parks and open space. New projects are generally authorized in mid-year after the Council knows what state bonding appropriations are available for the regional parks program. Proposed continuing authorizations and cash flow by capital project are summarized in Table 8 and detailed in Table 12. **The proposed 2001 capital budget for parks is \$19,366,108**.

## 800 Megahertz Radio

There are no authorization change requests in the 2001 authorized capital program for the 800 megahertz radio system. Proposed continuing authorizations and cash flow by for the radio project are summarized in Table 8. **The proposed 2001 capital budget for radio is \$8,969,000**.

## Family Affordable Housing Program

The proposed 2001 authorized capital program does not include any authorizations for the Family Affordable Housing Program. Capital authorization is expected in 2001 after the Council executes a funding agreement for public housing units with the Minneapolis Public Housing Authority.



### Potential Mid-Year Amendments to 2001 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 2001 capital program for transit and parks and open space may not include all the capital projects that need to be approved in 2001. 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 2001 State Legislature on new regional bonding authorizations, state bonding or new capital funding sources. The Family Affordable Housing Program authorization will also change during 2001 as funding agreements are executed.

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**Table 6**  
**Metropolitan Council**  
**2000 and Proposed 2001 Authorization Changes by Functional Area**

**Capital Program Authorization by Functional Area**

	Transit	Environmental Services	Parks & Open Space	800 Mhz Radio	Affordable Housing	Combined Total
<b>2000 Capital Program</b>						
Continuing Projects	299,867,852	269,401,000	49,308,028	15,476,000	-	634,052,880
Approved Authorization Changes						
Changes in Continuing Projects	50,931,250	106,600,000		3,925,470	-	161,456,720
New Projects	-	4,150,000	-	-	-	4,150,000
<b>Total Requested Changes</b>	<b>50,931,250</b>	<b>110,750,000</b>	<b>-</b>	<b>3,925,470</b>	<b>-</b>	<b>165,606,720</b>
Adopted 2000 Capital Program	350,799,102	380,151,000	49,308,028	19,401,470	-	799,659,600
Amendments/Adjustments	22,422,434	-	30,186,802	-	-	52,609,236
<b>2000 Capital Program, As Amended</b>	<b>373,221,536</b>	<b>380,151,000</b>	<b>79,494,830</b>	<b>19,401,470</b>	<b>-</b>	<b>852,268,836</b>
Less: Capital Projects Completed in 2000	(109,442,454)	(17,800,000)	(15,498,891)	-	-	(142,741,345)
<b>Equals: Continuing Capital Projects</b>	<b>263,779,082</b>	<b>362,351,000</b>	<b>63,995,939</b>	<b>19,401,470</b>	<b>-</b>	<b>709,527,491</b>

<b>Proposed 2001 Capital Program</b>						
Continuing Projects	263,779,082	362,351,000	63,995,939	19,401,470	-	709,527,491
Proposed Authorization Changes						
Changes in Continuing Projects	562,551,987	201,699,000	-	-	-	764,250,987
New Projects	1,250,000	11,900,000	-	-	-	13,150,000
<b>Total Requested Changes</b>	<b>563,801,987</b>	<b>213,599,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>777,400,987</b>
<b>Proposed 2001 Capital Program</b>	<b>827,581,069</b>	<b>575,950,000</b>	<b>63,995,939</b>	<b>19,401,470</b>	<b>-</b>	<b>1,486,928,478</b>

**Table 7**  
**Metropolitan Council**  
**2001 Authorized Capital Program**  
**Proposed Changes in Authorization**

	<u>Proposed Change in Authorization</u>
<b>Transit</b>	
<b>Continuing Projects:</b>	
Hiawatha Corridor Light Rail	\$ 561,555,000
Other Continuing Projects	996,987
<b>New Projects:</b>	
2001 Tire Leasing	750,000
2001 Major Improvements to Facilities (Half year)	500,000
Subtotal	<u>\$ 563,801,987</u>
<b>Environmental Services</b>	
<b>Continuing Projects:</b>	
MWWTP Solids Processing	\$ 151,200,000
South Washington County Interceptors	28,000,000
Mpls Interceptor 1-MN-320 Rehabilitation	6,000,000
Elm Creek Interceptor	5,900,000
MWWTP Centifuge Dewatering	4,900,000
Interceptor Rehabilitation	3,000,000
Other Continuing Projects	2,699,000
<b>New Projects:</b>	
Rosemount/Empire Service Area Capacity	5,000,000
Systemwide Meter Improvements	3,000,000
Systemwide Odor Control Improvements	3,000,000
Maple Plain/Long Lake Interceptor Improvements	500,000
Dayton/Champlin Interceptor	400,000
Subtotal	<u>\$ 213,599,000</u>
<b>Total - All Programs</b>	<u><u>\$ 777,400,987</u></u>

**Table 8  
Metropolitan Council  
Proposed 2001 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 2000	Requested Change in	Proposed 2001	Expenditures Prior to 2000	2001 Capital Budget	2002 and Subsequent			
	Authorization	Authorization	Authorization						
<b>Transit</b>									
Fleet Modernization	61,149,866	2,444,473	63,594,339	34,134,438	18,727,130	10,732,771	63,594,339	-	63,594,339
Support Facilities	46,674,927	463,287	47,138,214	26,227,212	20,911,002	-	47,138,214	-	47,138,214
Public Facilities	52,203,448	(510,129)	51,693,319	17,149,738	24,300,874	10,242,707	51,693,319	60,650,000	112,343,319
Computerization/Communication	26,955,141	(176,108)	26,779,033	10,111,274	7,992,972	8,674,787	26,779,033	6,012,770	32,791,803
Other Capital Equipment	12,795,700	25,464	12,821,164	9,920,941	2,900,223	-	12,821,164	-	12,821,164
Hiawatha Corridor Light Rail	64,000,000	561,555,000	625,555,000	130,980,510	176,187,035	318,387,455	625,555,000	-	625,555,000
<b>Transit Total</b>	<b>263,779,082</b>	<b>563,801,987</b>	<b>827,581,069</b>	<b>228,524,113</b>	<b>251,019,236</b>	<b>348,037,720</b>	<b>827,581,069</b>	<b>66,662,770</b>	<b>894,243,839</b>
<b>Environmental Services</b>									
Continuing Projects									
Step I Planning	300,000	-	300,000	20,000	280,000	-	300,000	11,700,000	12,000,000
Step II Design	300,000	700,000	1,000,000	300,000	700,000	-	1,000,000	9,500,000	10,500,000
Step III Construction	293,901,000	17,549,000	311,450,000	139,556,000	71,490,000	100,404,000	311,450,000	18,900,000	330,350,000
Moving to Step II Design	850,000	450,000	1,300,000	70,000	1,030,000	200,000	1,300,000	16,900,000	18,200,000
Moving to Step III Construction	52,500,000	179,200,000	231,700,000	7,374,000	29,000,000	195,326,000	231,700,000	10,000,000	241,700,000
Ongoing Programs and Special Projects	14,500,000	3,800,000	18,300,000	5,336,000	5,080,000	7,884,000	18,300,000	4,650,000	22,950,000
New Projects		11,900,000	11,900,000		4,500,000	7,400,000	11,900,000	59,100,000	71,000,000
<b>Environmental Services Total</b>	<b>362,351,000</b>	<b>213,599,000</b>	<b>575,950,000</b>	<b>152,656,000</b>	<b>112,080,000</b>	<b>311,214,000</b>	<b>575,950,000</b>	<b>130,750,000</b>	<b>706,700,000</b>
Project Delay Factor					(15,250,320)				
Cost Reduction Factor					(19,365,936)				
<b>Adjusted 2001 Capital Budget</b>					<b>77,463,744</b>				
<b>Parks and Open Space</b>									
Acquisition	5,245,015	-	5,245,015	2,725,864	2,425,473	93,678	5,245,015	-	5,245,015
Development	41,017,643	-	41,017,643	14,821,412	9,530,657	16,665,574	41,017,643	-	41,017,643
Redevelopment	16,513,281	-	16,513,281	6,981,629	6,689,978	2,841,674	16,513,281	-	16,513,281
Mixed Purpose	1,220,000	-	1,220,000	500,000	720,000	-	1,220,000	-	1,220,000
<b>Parks and Open Space Total</b>	<b>63,995,939</b>	<b>-</b>	<b>63,995,939</b>	<b>25,028,905</b>	<b>19,366,108</b>	<b>19,600,926</b>	<b>63,995,939</b>	<b>-</b>	<b>63,995,939</b>
<b>800 Megahertz Radio</b>									
Backbone System and Radio Equipment	19,401,470	-	19,401,470	7,147,470	8,969,000	3,285,000	19,401,470	-	19,401,470
<b>Family Affordable Housing Program</b>									
Public Housing								8,350,000	8,350,000
<b>All New and Continuing Projects (with Adjusted Cash Flow Forecasts)</b>									
Transit	263,779,082	563,801,987	827,581,069	228,524,113	251,019,236	348,037,720	827,581,069	66,662,770	894,243,839
Environmental Services	362,351,000	213,599,000	575,950,000	152,656,000	112,080,000	311,214,000	575,950,000	130,750,000	706,700,000
Parks and Open Space	63,995,939	-	63,995,939	25,028,905	19,366,108	19,600,926	63,995,939	-	63,995,939
800 Megahertz Radio	19,401,470	-	19,401,470	7,147,470	8,969,000	3,285,000	19,401,470	-	19,401,470
Family Affordable Housing								8,350,000	8,350,000
<b>Total</b>	<b>709,527,491</b>	<b>777,400,987</b>	<b>1,486,928,478</b>	<b>413,356,488</b>	<b>391,434,344</b>	<b>682,137,646</b>	<b>1,486,928,478</b>	<b>205,762,770</b>	<b>1,692,691,248</b>
Less: Environmental Services Adjustments					(34,616,256)				
<b>Adjusted 2001 Capital Budget</b>					<b>356,818,088</b>				

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**Table 9**  
**Regional Transit - Metro Transit**  
**Proposed 2001 Authorized Capital Program and Capital Budget**

Project Number	Project Description	Grant Recipient/ Project Manager	Capital Program Authorization			Capital Program Expenditure Forecast			Anticipated Future Authorizations	Estimated Total Project Cost	
			Continuing 2000 Authorization	Requested Change in Authorization	Proposed 2001 Authorization	Expenditures Prior to 2001	2001 Capital Budget	2002 and Subsequent			Total Authorized Expenditures
<b>Projects in Approved 2000 Capital Program</b>											
<b>Fleet Modernization</b>											
61010	Purchase 40 Forty ft buses-Spring 2000	Metro Transit	11,249,844	-	11,249,844	11,049,844	200,000	-	11,249,844	-	11,249,844
61011	Future Purchase of 40 Foot Buses	Metro Transit	2,278,856	-	2,278,856	-	2,278,856	-	2,278,856	-	2,278,856
61012	Purchase 25 Small Buses-Spring 2000	Metro Transit	2,287,500	-	2,287,500	2,287,500	-	-	2,287,500	-	2,287,500
61015	Purchase 55 Forty ft Buses-Fall 2000	Metro Transit	16,335,000	-	16,335,000	14,335,000	2,000,000	-	16,335,000	-	16,335,000
61020	2000 Engine Purchase/Rebuild	Metro Transit	2,900,000	1,048,767	3,948,767	821,097	3,127,670	-	3,948,767	-	3,948,767
61021	2000 Transmission Rebuild	Metro Transit	1,268,611	(148,372)	1,120,239	462,016	658,223	-	1,120,239	-	1,120,239
61022	2000 Handicap Lift Purchase/Rebuild	Metro Transit	600,000	42,170	642,170	197,346	444,824	-	642,170	-	642,170
61090	2000 Tire Lease	Metro Transit	1,250,000	(250,000)	1,000,000	906,420	93,580	-	1,000,000	-	1,000,000
61918	Hybrid Buses	Metro Transit	3,050,000	-	3,050,000	-	3,050,000	-	3,050,000	-	3,050,000
61991	Commuter Coach - Capitalized Lease	Metro Transit	-	-	-	-	-	-	-	-	-
new	Purchase 55 Forty ft buses-Spring 2001	Metro Transit	2,600,000	1,501,908	4,101,908	-	4,101,908	-	4,101,908	-	4,101,908
new	2001 Tire Leasing	Metro Transit	-	250,000	250,000	-	250,000	-	250,000	-	250,000
Fleet Modernization Subtotal			43,819,811	2,444,473	46,264,284	30,059,223	16,205,061	-	46,264,284	-	46,264,284
<b>Support Facilities</b>											
62010	Police Building Purchase	Metro Transit	1,000,000	-	1,000,000	28,125	971,875	-	1,000,000	-	1,000,000
62090	2000 Major Improvements to Facilities	Metro Transit	1,672,638	(12,495)	1,660,143	1,360,143	300,000	-	1,660,143	-	1,660,143
62230	1992 Bus Turnarounds	Metro Transit	422,029	(24,218)	397,811	294,676	103,135	-	397,811	-	397,811
62530	St Paul East Metro Garage	Metro Transit	39,300,000	-	39,300,000	23,300,000	16,000,000	-	39,300,000	-	39,300,000
new	2001 Major Impr to Facil - 1/2 yr	Metro Transit	-	500,000	500,000	-	500,000	-	500,000	-	500,000
Support Facilities Subtotal			42,394,667	463,287	42,857,954	24,982,944	17,875,010	-	42,857,954	-	42,857,954
<b>Public Facilities</b>											
63012	ADA Bus Stop Compliance 2001	Metro Transit	80,000	-	80,000	-	80,000	-	80,000	800,000	880,000
63013	I35W at 95th Ave P&R - Phase I	Metro Transit	20,000	-	20,000	-	20,000	-	20,000	3,300,000	3,320,000
63014	SunRay Transit Hub - Phase I	Metro Transit	100,000	-	100,000	778	99,222	-	100,000	1,000,000	1,100,000
63015	Rosedake Mall Transit Hub - Phase I	Metro Transit	60,000	-	60,000	97	59,903	-	60,000	6,000,000	6,060,000
63016	Maplewood Mall Transit Hub - Phase I	Metro Transit	790,000	-	790,000	75,170	714,830	-	790,000	210,000	1,000,000
63017	Woodbury Park and Ride - Phase I	Metro Transit	350,000	-	350,000	-	350,000	-	350,000	3,500,000	3,850,000
63018	Interim SunRay & Rice St/Little Canada Hub	Metro Transit	325,000	-	325,000	125,000	200,000	-	325,000	-	325,000
63019	Gateway Garage Conversion - Phase I	Metro Transit	350,000	-	350,000	-	350,000	-	350,000	3,500,000	3,850,000
63020	Snelling Site Development - Phase I	Metro Transit	650,000	-	650,000	1,897	648,103	-	650,000	30,000,000	30,650,000
63022	Designated Busway Project - Phase I	Metro Transit	75,000	-	75,000	63,313	11,687	-	75,000	1,500,000	1,575,000
63056	Riverview Corridor (new project)	Metro Transit	1,500,000	-	1,500,000	-	1,500,000	-	1,500,000	-	1,500,000
63291	Bus Stop Signs	Metro Transit	1,961,866	-	1,961,866	1,509,385	200,000	252,481	1,961,866	-	1,961,866
63390	Team Transit Improvements	Metro Transit	2,430,709	(10,129)	2,420,580	2,245,383	175,197	-	2,420,580	-	2,420,580
63470	Brookdale Hub	Metro Transit	1,031,500	-	1,031,500	364,594	666,906	-	1,031,500	-	1,031,500

**Table 9  
Regional Transit -Metro Transit  
Proposed 2001 Authorized Capital Program and Capital Budget**

Project Number	Project Description	Grant Recipient/ Project Manager	Capital Program Authorization			Capital Program Expenditure Forecast					
			2000 Authorization	Requested Change In Authorization	Proposed 2001 Authorization	Expenditures Prior to 2001	2001 Capital Budget	2002 and Subsequent	Total Authorized Expenditures	Anticipated Future Authorizations	Estimated Total Project Cost
63552	Transit Hub-Robbinsdale	Metro Transit	603,000	-	603,000	17,850	585,150	-	603,000	-	603,000
63556	Speedlite / Synchrolite	Metro Transit	183,831	-	183,831	80,625	103,206	-	183,831	-	183,831
63652	Uptown Transit Hub	Metro Transit	5,900,000	-	5,900,000	2,300,000	3,600,000	-	5,900,000	-	5,900,000
63653	Foley Park and Ride Expansion	Metro Transit	8,043,750	-	8,043,750	6,993,750	1,050,000	-	8,043,750	-	8,043,750
63751	Co Rd C / Hwy 61 Park and Ride	Metro Transit	274,000	-	274,000	249,060	24,940	-	274,000	-	274,000
63752	Transit Hubs - I35W Corridor	Metro Transit	11,160,000	(500,000)	10,660,000	110,329	5,000,000	5,549,671	10,660,000	5,340,000	16,000,000
63760	Lake Street Transit Hub at Chicago	Metro Transit	250,000	-	250,000	10,876	239,124	-	250,000	-	250,000
63763	Bus Stop Security Lighting	Metro Transit	25,000	-	25,000	6,084	18,916	-	25,000	-	25,000
63772	1997 Passenger Shelters	Metro Transit	1,670,000	-	1,670,000	1,064,445	300,000	305,555	1,670,000	-	1,670,000
63850	1998 Safety / ADA	Metro Transit	200,000	-	200,000	(6,839)	206,839	-	200,000	-	200,000
63851	ADA Improvements	Metro Transit	483,000	-	483,000	83,000	400,000	-	483,000	-	483,000
63852	Mini Bus Station in Minneapolis	Metro Transit	1,000,000	-	1,000,000	380,000	620,000	-	1,000,000	-	1,000,000
63855	Surveillance at 2 Park & Ride Lots	Metro Transit	80,000	-	80,000	15,055	64,945	-	80,000	-	80,000
63856	Route-O-Matic Meter Bypass Equip	Metro Transit	80,000	-	80,000	3,180	76,820	-	80,000	-	80,000
63857	Cent Corr I94&Snelling, 280 Hub,Dwtn Mpls S	Metro Transit	1,150,000	-	1,150,000	100,000	1,050,000	-	1,150,000	-	1,150,000
63858	Central Corridor UofM Shelters	Metro Transit	1,290,000	-	1,290,000	102,334	587,666	600,000	1,290,000	-	1,290,000
63950	Public Facility Refurbishment	Metro Transit	526,000	-	526,000	17,262	508,738	-	526,000	-	526,000
63951	W. St. Paul Park-Ride / Hub	Metro Transit	450,000	-	450,000	44,387	405,613	-	450,000	-	450,000
63952	Columbia Heights Transit Hub	Metro Transit	972,000	-	972,000	893,631	78,369	-	972,000	-	972,000
63953	Hopkins Park-Ride / Hub	Metro Transit	375,000	-	375,000	885	374,115	-	375,000	-	375,000
63954	610 & Noble Park-Ride	Metro Transit	250,000	-	250,000	198,749	51,251	-	250,000	-	250,000
63955	Riverview Corridor (Enhancements-Shltrs)	Metro Transit	1,912,500	-	1,912,500	26,756	1,885,744	-	1,912,500	-	1,912,500
63956	CR 73/I394 Park and Ride Exp	Metro Transit	1,535,000	-	1,535,000	7,456	692,544	835,000	1,535,000	5,500,000	7,035,000
Public Facilities Subtotal			48,137,156	(510,129)	47,627,027	17,084,492	22,999,828	7,542,707	47,627,027	60,650,000	108,277,027
<b>Computerization/Communication</b>											
64090	2000 Computer Modernization	Metro Transit	750,000	-	750,000	221,263	528,737	-	750,000	-	750,000
64283	HRIS Upgrade	Metro Transit	149,921	-	149,921	51,736	98,185	-	149,921	-	149,921
64581	Radio System / 800 Mhz /AVL	Metro Transit	16,000,000	-	16,000,000	1,975,213	5,350,000	8,674,787	16,000,000	6,012,770	22,012,770
64585	Geographic Information System	Metro Transit	200,000	-	200,000	-	200,000	-	200,000	-	200,000
64587	Automatic Passenger Counters	Metro Transit	304,775	-	304,775	244,665	60,110	-	304,775	-	304,775
64588	Route Renumbering	Metro Transit	155,000	-	155,000	-	155,000	-	155,000	-	155,000
64681	Garage Sensor	Metro Transit	98,309	-	98,309	9,414	88,895	-	98,309	-	98,309
64782	Trapeze Upgrade	Metro Transit	100,000	-	100,000	28,500	71,500	-	100,000	-	100,000
64789	Central Administrative Systems	Metro Transit	350,000	-	350,000	200,000	150,000	-	350,000	-	350,000
64881	TimeCalc Conversion	Metro Transit	110,000	-	110,000	-	110,000	-	110,000	-	110,000
64882	Orion Project	Metro Transit	7,500,000	-	7,500,000	7,085,285	414,715	-	7,500,000	-	7,500,000
64889	1999 Computer Systems	Metro Transit	749,188	(176,108)	573,080	2,343	570,737	-	573,080	-	573,080
Computerization/Communication Subtotal			26,467,193	(176,108)	26,291,085	9,818,419	7,797,879	8,674,787	26,291,085	6,012,770	32,303,855



**Table 9**  
**Regional Transit -Metro Transit**  
**Proposed 2001 Authorized Capital Program and Capital Budget**

Project Number	Project Description	Grant Recipient/ Project Manager	Capital Program Authorization			Capital Program Expenditure Forecast					
			Continuing 2000 Authorization	Requested Change in Authorization	Proposed 2001 Authorization	Expenditures Prior to 2001	2001 Capital Budget	2002 and Subsequent	Total Authorized Expenditures	Anticipated Future Authorizations	Estimated Total Project Cost
<b>Other Capital Equipment</b>											
65090	2000 Capital Equip/Non-Revenue Vehicles	Metro Transit	1,800,000	291,769	2,091,769	791,769	1,300,000	-	2,091,769	-	2,091,769
65224	Electronic Fare Collection	Metro Transit	8,770,000	-	8,770,000	7,820,000	950,000	-	8,770,000	-	8,770,000
65890	1998 Capital Equipment	Metro Transit	745,000	(266,305)	478,695	478,695	-	-	478,695	-	478,695
65990	1999 Capital Equip./Non-Revenue Vehicles	Metro Transit	1,250,000	-	1,250,000	750,000	500,000	-	1,250,000	-	1,250,000
Other Capital Equipment Subtotal			12,565,000	25,464	12,590,464	9,840,464	2,750,000	-	12,590,464	-	12,590,464
Subtotal without Hiawatha Corridor LRT			173,383,827	2,246,987	175,630,814	91,785,542	67,627,778	16,217,494	175,630,814	66,662,770	242,293,584
65895	Hiawatha Corridor LRT Project	Metro Transit	64,000,000	561,555,000	625,555,000	130,980,510	176,187,035	318,387,455	625,555,000	-	625,555,000
<b>Total</b>			<b>237,383,827</b>	<b>563,801,987</b>	<b>801,185,814</b>	<b>222,766,052</b>	<b>243,814,813</b>	<b>334,604,949</b>	<b>801,185,814</b>	<b>66,662,770</b>	<b>867,848,584</b>

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**Table 10**  
**Regional Transit - Other Providers**  
**Proposed 2001 Authorized Capital Program and Capital Budget**

Project Number	Project Title	Grant Recipient/ Project Manager	Capital Program Authorization			Capital Program Expenditure Forecast				Anticipated Future Authorization	Estimated Total Project Cost
			Continuing 2000 Authorization	Requested Change in Authorization	Proposed 2001 Authorization	Expenditures Prior to 2001	2001 Capital Budget	2002 and Subsequent	Total Authorized Expenditures		
<b>Projects in Continuing Capital Program</b>											
<b>Fleet Modernization</b>											
35419	MVTA 2 Buses	MVTA	575,400	-	575,400	336,100	239,300	-	575,400	-	575,400
35430	Regional Fleet Rehab - MVTA	MVTA	313,721	-	313,721	118,862	100,000	94,859	313,721	-	313,721
35431	Regional Fleet Rehab - East and West Metro	Various Providers	326,279	-	326,279	314,354	11,925	-	326,279	-	326,279
35429	SWMTC Fleet Equipment Replacement	SWMTC	514,400	-	514,400	401,065	100,000	13,335	514,400	-	514,400
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	33,575	146,425	-	180,000	-	180,000
35506	SWMTC - 4 Artic Buses (Local match)	SWMTC	358,000	-	358,000	345,231	12,769	-	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	1,016,400	-	1,016,400	-	-	1,016,400	1,016,400	-	1,016,400
35542	Hastings - Replace 3 Small Buses	Hastings	186,000	-	186,000	186,000	-	-	186,000	-	186,000
35545	DARTS - Replace 6 Small Buses	DARTS	356,130	-	356,130	356,130	-	-	356,130	-	356,130
35546	HSI, Inc - Replace 4 Small Buses	HSI, Inc	248,000	-	248,000	129,201	118,799	-	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 Communitiy Svcs	62,000	-	62,000	62,000	-	-	62,000	-	62,000
35549	Non-Metro Transit Transmissions*	MC-Transit Development	250,000	-	250,000	16,824	100,000	133,176	250,000	-	250,000
35550	Non-Metro Transit Engines*	MC-Transit Development	375,000	-	375,000	-	100,000	275,000	375,000	-	375,000
35551	Non-Metro Transit Lifts*	MC-Transit Development	35,000	-	35,000	-	10,000	25,000	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	567,425	-	567,425	567,425	-	-	567,425	-	567,425
35438	Lease 4 Ryder buses	SWMTC	207,500	-	207,500	207,500	-	-	207,500	-	207,500
35255	Engine replacement for Reg Fleet	T&TD Office	67,500	-	67,500	32,999	34,501	-	67,500	-	67,500
35257	Midside Vehicle Purchase	T&TD Office	300,000	-	300,000	-	300,000	-	300,000	-	300,000
35559	SWMTC match for 2 buses	SWMTC	165,000	-	165,000	165,000	-	-	165,000	-	165,000
35561	DARTS Vehicle Lifts/Maint Software	DARTS	20,350	-	20,350	-	20,350	-	20,350	-	20,350
35562	Regional Fleet Replacement	MC-Transit Development	5,000,000	-	5,000,000	-	-	5,000,000	5,000,000	-	5,000,000
35563	2001 Private Vehicle Capital	MC-Transit Development	500,000	-	500,000	-	500,000	-	500,000	-	500,000
35564	NEST 3 Buses	NEST	200,000	-	200,000	-	50,000	150,000	200,000	-	200,000
35560	Metro Mobility Major Vehicle Repairs	Metro Mobility	120,000	-	120,000	-	120,000	-	120,000	-	120,000
35569	DARTS Small Bus	DARTS	62,750	-	62,750	62,750	-	-	62,750	-	62,750
Fleet Modernization Subtotal			17,330,055	-	17,330,055	4,075,215	2,522,069	10,732,770	17,330,055	-	17,330,055
<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	180,000	-	180,000	130,015	49,985	-	180,000	-	180,000
35521	MVTA Bus Garage Makeup Air Unit	MVTA	30,000	-	30,000	-	-	-	30,000	-	30,000
35529	SWMTC Bus Garage Replacement	SWMTC	3,960,260	-	3,960,260	974,253	2,986,007	-	3,960,260	-	3,960,260
Support Facilities Subtotal			4,280,260	-	4,280,260	1,244,268	3,035,992	-	4,280,260	-	4,280,260

**Table 10**  
**Regional Transit - Other Providers**  
**Proposed 2001 Authorized Capital Program and Capital Budget**

Project Number	Project Title	Grant Recipient/ Project Manager	Capital Program Authorization			Capital Program Expenditure Forecast				Anticipated Future Authorization	Estimated Total Project Cost
			Continuing 2000 Authorization	Requested Change in Authorization	Proposed 2001 Authorization	Expenditures Prior to 2001	Capital Budget	2002 and Subsequent	Total Authorized Expenditures		
<b>Public Facilities</b>											
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	2,544	107,456	-	110,000	-	110,000
35414	Plymouth Metrolink P&R Vicksburg Lane/CR	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
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	22,702	52,990	-	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
35565	SWMTC SW Station Phase II (match)	SWMTC	1,300,000	-	1,300,000	-	300,000	1,000,000	1,300,000	-	1,300,000
35566	MVTA Eagan Transit Hub (match)	MVTA	1,140,000	-	1,140,000	-	200,000	940,000	1,140,000	-	1,140,000
35567	MVTA Burnsville Transit Hub (match)	MVTA	960,000	-	960,000	-	200,000	760,000	960,000	-	960,000
35568	MVTA Savage PR Expansion	MVTA	100,000	-	100,000	-	100,000	-	100,000	-	100,000
	Public Facilities Subtotal		4,066,292	-	4,066,292	65,246	1,301,046	2,700,000	4,066,292	-	4,066,292
<b>Computerization/Communication</b>											
35426	SWMTC Computer/Commun Equipment	SWMTC	112,800	-	112,800	112,800	-	-	112,800	-	112,800
35427	Carver County Dispatch Software	Carver County	34,198	-	34,198	-	34,198	-	34,198	-	34,198
35530	MVTA Information Technology	MVTA	15,000	-	15,000	7,763	7,237	-	15,000	-	15,000
35531	HSI, Inc Computer/Communication Equip	HSI, Inc	35,000	-	35,000	3,874	31,126	-	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	22,968	42,032	-	65,000	-	65,000
35535	SWMTC PASS System Upgrade	SWMTC	24,000	-	24,000	-	24,000	-	24,000	-	24,000
35537	SWMTC Mobile Radio System Replacement	SWMTC	100,750	-	100,750	100,750	-	-	100,750	-	100,750
35558	MVTA Radio Equipment	MVTA	7,200	-	7,200	7,200	-	-	7,200	-	7,200
	Computerization/Communication Subtotal		487,948	-	487,948	292,855	195,093	-	487,948	-	487,948
<b>Other Capital Equipment</b>											
35523	SWMTC Major Maintenance Tools	SWMTC	230,700	-	230,700	80,477	150,223	-	230,700	-	230,700
	Other Capital Equipment Subtotal		230,700	-	230,700	80,477	150,223	-	230,700	-	230,700
	<b>Total Projects</b>		<b>26,395,255</b>	<b>-</b>	<b>26,395,255</b>	<b>5,758,061</b>	<b>7,204,423</b>	<b>13,432,770</b>	<b>26,395,255</b>	<b>-</b>	<b>26,395,255</b>

**Table 11  
Environmental Services  
Proposed 2001 Authorized Capital Program and Capital Budget**

Project Number	Project Title	Capital Program Authorization			Capital Program Expenditure Forecast			Anticipated Future Authorizations	Estimated Total Project Cost	
		Continuing 2000 Authorization	Proposed Change in Authorization	Proposed 2001 Authorization	Expenditures Prior to 2001	2001 Capital Budget	2002 and Subsequent			Total Authorized Expenditures
<b>I. Continuing Projects in Step I Planning</b>										
8003	Mpls/St Paul Interceptor Improvements	300,000	-	300,000	20,000	280,000	-	300,000	11,700,000	12,000,000
	Subtotal:	300,000	-	300,000	20,000	280,000	-	300,000	11,700,000	12,000,000
<b>II. Continuing Projects in Step II Design</b>										
9901	Lake Minnetonka Area Forcemain Improvements	300,000	700,000	1,000,000	300,000	700,000	-	1,000,000	9,500,000	10,500,000
	Subtotal:	300,000	700,000	1,000,000	300,000	700,000	-	1,000,000	9,500,000	10,500,000
<b>III. Continuing Projects in Step III Construction</b>										
9802	Blue Lake Groundwater Relief System	5,100,000	-	5,100,000	3,221,000	1,650,000	229,000	5,100,000	-	5,100,000
9102	Blue Lake Solids Processing	29,050,000	-	29,050,000	25,876,000	1,700,000	1,474,000	29,050,000	-	29,050,000
9503	Brooklyn Park L.S. Improvements	1,000,000	-	1,000,000	260,000	700,000	40,000	1,000,000	-	1,000,000
9708	Centerville Interceptor Improvements	5,600,000	-	5,600,000	2,958,000	1,150,000	1,492,000	5,600,000	-	5,600,000
9004	Elm Creek Interceptor	24,100,000	5,900,000	30,000,000	21,000,000	1,000,000	8,000,000	30,000,000	18,900,000	48,900,000
9401	Empire WWTP Expansion	12,000,000	-	12,000,000	9,322,000	50,000	2,628,000	12,000,000	-	12,000,000
8004	Mpls. Interceptor 1-MN-320 Rehabilitation	3,000,000	6,000,000	9,000,000	500,000	5,000,000	3,500,000	9,000,000	-	9,000,000
9302	MWWTP Centrifuge Dewatering	19,100,000	4,900,000	24,000,000	13,032,000	5,800,000	5,168,000	24,000,000	-	24,000,000
9706	Metro Liquid Treatment	69,600,000	-	69,600,000	11,040,000	23,530,000	35,030,000	69,600,000	-	69,600,000
9207	Metro/Mpls. Meter Improvements	9,600,000	-	9,600,000	3,681,000	3,000,000	2,919,000	9,600,000	-	9,600,000
9108	Metro Process Control System	42,000,000	-	42,000,000	33,092,000	5,220,000	3,688,000	42,000,000	-	42,000,000
9505	MWWTP Work Space Improvements	8,000,000	-	8,000,000	7,157,000	840,000	3,000	8,000,000	-	8,000,000
9104	Regulator Modifications	751,000	749,000	1,500,000	633,000	800,000	67,000	1,500,000	-	1,500,000
9208	Rosemount Improvements	15,000,000	-	15,000,000	574,000	50,000	14,376,000	15,000,000	-	15,000,000
9501	South Washington County Plant	50,000,000	-	50,000,000	7,210,000	21,000,000	21,790,000	50,000,000	-	50,000,000
	Subtotal:	293,901,000	17,549,000	311,450,000	139,556,000	71,490,000	100,404,000	311,450,000	18,900,000	330,350,000

**Table 11**  
**Environmental Services**  
**Proposed 2001 Authorized Capital Program and Capital Budget**

Project Number	Project Title	Capital Program Authorization			Capital Program Expenditure Forecast			Total Authorized Expenditures	Anticipated Future Authorizations	Estimated Total Project Cost
		Continuing 2000 Authorization	Proposed Change in Authorization	Proposed 2001 Authorization	Expenditures Prior to 2001	2001 Capital Budget	2002 and Subsequent			
<b>IV. Continuing Projects moving to Step II Design</b>										
8002	Hopkins LS/FM Improvements	100,000	200,000	300,000	20,000	280,000	-	300,000	11,700,000	12,000,000
8001	LS Supervisory Control & Field Telemetry Upgrade	750,000	250,000	1,000,000	50,000	750,000	200,000	1,000,000	5,200,000	6,200,000
	Subtotal:	850,000	450,000	1,300,000	70,000	1,030,000	200,000	1,300,000	16,900,000	18,200,000
<b>V. Continuing Projects moving to Step III Construction</b>										
9703	MWWTP Solids Processing	50,500,000	151,200,000	201,700,000	6,157,000	22,000,000	173,543,000	201,700,000	-	201,700,000
9701	South Washington County Interceptors	2,000,000	28,000,000	30,000,000	1,217,000	7,000,000	21,783,000	30,000,000	10,000,000	40,000,000
	Subtotal:	52,500,000	179,200,000	231,700,000	7,374,000	29,000,000	195,326,000	231,700,000	10,000,000	241,700,000
<b>VI. New Projects</b>										
8010	Dayton-Champlin Interceptor	-	400,000	400,000	-	400,000	-	400,000	3,600,000	4,000,000
8009	Rosemount/Empire Plant Service Area Capacity	-	5,000,000	5,000,000	-	1,600,000	3,400,000	5,000,000	45,000,000	50,000,000
8013	Maple Plain/Long Lake Interceptor Improvements	-	500,000	500,000	-	500,000	-	500,000	4,500,000	5,000,000
8011	Systemwide Meter Improvements	-	3,000,000	3,000,000	-	1,000,000	2,000,000	3,000,000	3,000,000	6,000,000
8012	Systemwide Odor Control Improvements	-	3,000,000	3,000,000	-	1,000,000	2,000,000	3,000,000	3,000,000	6,000,000
	Subtotal:	-	11,900,000	11,900,000	-	4,500,000	7,400,000	11,900,000	59,100,000	71,000,000
<b>VII. Ongoing Programs and Special Projects</b>										
9702	East Area Plan	500,000	400,000	900,000	272,000	600,000	28,000	900,000	-	900,000
9801	Interceptor Master Plan	750,000	250,000	1,000,000	304,000	690,000	6,000	1,000,000	-	1,000,000
9901	Interceptor Rehabilitation	5,000,000	3,000,000	8,000,000	2,650,000	1,500,000	3,850,000	8,000,000	3,650,000	11,650,000
---	Small Systemwide Improvement Program	8,000,000	-	8,000,000	2,000,000	2,000,000	4,000,000	8,000,000	1,000,000	9,000,000
9709	West Area Plan	250,000	150,000	400,000	110,000	290,000	-	400,000	-	400,000
	Subtotal:	14,500,000	3,800,000	18,300,000	5,336,000	5,080,000	7,884,000	18,300,000	4,650,000	22,950,000

**Table 11  
Environmental Services  
Proposed 2001 Authorized Capital Program and Capital Budget**

Project Number	Project Title	Capital Program Authorization			Capital Program Expenditure Forecast			Anticipated Future Authorizations	Estimated Total Project Cost	
		Continuing 2000 Authorization	Proposed Change in Authorization	Proposed 2001 Authorization	Expenditures Prior to 2001	2001 Capital Budget	2002 and Subsequent			Total Authorized Expenditures
<b>Summary</b>										
<b>Project Type</b>										
I.	Continuing Projects in Step I Planning	300,000	-	300,000	20,000	280,000	-	300,000	11,700,000	12,000,000
II.	Continuing Projects in Step II Design	300,000	700,000	1,000,000	300,000	700,000	-	1,000,000	9,500,000	10,500,000
III.	Continuing Projects in Step III Construction	293,901,000	17,549,000	311,450,000	139,556,000	71,490,000	100,404,000	311,450,000	18,900,000	330,350,000
IV.	Continuing Projects moving to Step II Design	850,000	450,000	1,300,000	70,000	1,030,000	200,000	1,300,000	16,900,000	18,200,000
V.	Continuing Projects moving to Step III Construction	52,500,000	179,200,000	231,700,000	7,374,000	29,000,000	195,326,000	231,700,000	10,000,000	241,700,000
VI.	New Projects	-	11,900,000	11,900,000	-	4,500,000	7,400,000	11,900,000	59,100,000	71,000,000
VII.	Ongoing Programs and Special Projects	14,500,000	3,800,000	18,300,000	5,336,000	5,080,000	7,884,000	18,300,000	4,650,000	22,950,000
	2001 Capital Program Authorization Subtotals:	<u>362,351,000</u>	<u>213,599,000</u>	<u>575,950,000</u>	<u>152,656,000</u>	<u>112,080,000</u>	<u>311,214,000</u>	<u>575,950,000</u>	<u>130,750,000</u>	<u>706,700,000</u>
	Delay Factor					(15,250,320)				
	Cost Reduction Factor					(19,365,936)				
	Adjusted 2001 Capital Budget					<u>77,463,744</u>				

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**Table 12  
Regional Parks and Open Space  
Proposed 2001 Authorized Capital Program and Capital Budget**

Project Number	Project Title				Capital Program Expenditure Forecast			Anticipated Future Expenditures	Estimated Total Project Cost	
		Continuing 2000 Authorization	Requested Changes in Authorization	Proposed 2001 Authorization	Expenditures Prior to 2001	2001 Capital Budget	2002 and Subsequent			Total Authorized Expenditures
<b>Anoka County</b>										
10120	Rice Creek PR roads, trails, beach, picnic shelter	1,644,300	-	1,644,300	1,021,862	622,438	-	1,644,300	-	1,644,300
10129	Rice Creek West RT tunnel under Hwy 65	1,400,000	-	1,400,000	1,035,298	364,702	-	1,400,000	-	1,400,000
10173	Bunker Hills RP road, parking lot, etc	730,000	-	730,000	220,000	510,000	-	730,000	-	730,000
10174	Central Anoka RT reim 2.5 miles	27,500	-	27,500	27,500	-	-	27,500	-	27,500
	<b>Anoka County Subtotal</b>	<b>3,801,800</b>	<b>-</b>	<b>3,801,800</b>	<b>2,304,660</b>	<b>1,497,140</b>	<b>-</b>	<b>3,801,800</b>	<b>-</b>	<b>3,801,800</b>
<b>Bloomington</b>										
10099	Normandale L amphitheatre, trail center	887,500	-	887,500	100,000	787,500	-	887,500	-	887,500
10110	Hyland Bush Anderson PR reconstruct trail system	87,600	-	87,600	52,600	35,000	-	87,600	-	87,600
10151	Hyland-Bush-Anderson Lakes PR acquisition	197,000	-	197,000	-	197,000	-	197,000	-	197,000
10162	Hyland Bush Anderson PR acq 2.32 acres	71,300	-	71,300	71,300	-	-	71,300	-	71,300
10163	Hyland Bush Anderson PR acq 0.5 acres	139,800	-	139,800	139,800	-	-	139,800	-	139,800
	<b>City of Bloomington Subtotal</b>	<b>1,383,200</b>	<b>-</b>	<b>1,383,200</b>	<b>363,700</b>	<b>1,019,500</b>	<b>-</b>	<b>1,383,200</b>	<b>-</b>	<b>1,383,200</b>
<b>Carver County</b>										
10103	L. Minnewashta RP beach, trail, picnic shelter	372,000	-	372,000	372,000	-	-	372,000	-	372,000
10155	L. Waconia RP CR 30 realignment acquisition	791,092	-	791,092	280,545	510,547	-	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	134,000	-	-	134,000	-	134,000
10164	Lake Waconia RP land acq 30.2 acres	476,900	-	476,900	476,900	-	-	476,900	-	476,900
10181	Lake Waconia RP land Acq	329,000	-	329,000	329,000	-	-	329,000	-	329,000
	<b>Carver County Subtotal</b>	<b>2,260,792</b>	<b>-</b>	<b>2,260,792</b>	<b>1,592,445</b>	<b>668,347</b>	<b>-</b>	<b>2,260,792</b>	<b>-</b>	<b>2,260,792</b>
<b>Dakota County</b>										
10020	All Dakota Co. regional parks acq.	530,000	-	530,000	81,049	448,951	-	530,000	-	530,000
10073	Big Rivers RT & Miss. R. RT in Dakota Co. acq.	600,000	-	600,000	531,425	48,575	-	600,000	-	600,000
10082	Lebanon Hills RP campground expansion	900,000	-	900,000	826,665	73,335	-	900,000	-	900,000
10119	Lebanon Hills RP trailhead facility	1,568,000	-	1,568,000	-	1,000,000	568,000	1,568,000	-	1,568,000
10008	Miesville Ravine PR acquisition	450,000	-	450,000	216,322	140,000	93,678	450,000	-	450,000
10146	Lake Byllesby RP boat launch relocation	322,000	-	322,000	-	307,000	15,000	322,000	-	322,000
10165	Dakota Co park acquisition	403,200	-	403,200	100,800	302,400	-	403,200	-	403,200
10171	Big Rivers RT Tea-21 match	401,000	-	401,000	138,000	263,000	-	401,000	-	401,000
10180	So St Paul Kaposia Park erosion control	600,000	-	600,000	-	370,000	230,000	600,000	-	600,000
	<b>Dakota County Subtotal</b>	<b>5,774,200</b>	<b>-</b>	<b>5,774,200</b>	<b>1,914,261</b>	<b>2,953,261</b>	<b>906,678</b>	<b>5,774,200</b>	<b>-</b>	<b>5,774,200</b>

**Table 12  
Regional Parks and Open Space  
Proposed 2001 Authorized Capital Program and Capital Budget**

Project Number	Project Title	Capital Program Expenditure Forecast			Capital Program Expenditure Forecast			Anticipated Future Expenditures	Estimated Total Project Cost	
		Continuing 2000 Authorization	Requested Changes in Authorization	Proposed 2001 Authorization	Expenditures Prior to 2001	2001 Capital Budget	2002 and Subsequent			Total Authorized Expenditures
<b>Suburban Hennepin County Park Reserve District</b>										
10116	Bryant Lake RP development phase 1 reimbursement	3,000,000	-	3,000,000	3,000,000	-	-	3,000,000	-	3,000,000
10113	Elm Creek PR reconstruct swimming pool	560,000	-	560,000	3,000	525,000	32,000	560,000	-	560,000
10134	BN Henn RT (Wirth to French RP) construction	1,000,000	-	1,000,000	666,229	333,771	-	1,000,000	-	1,000,000
10087	North Mississippi RP land acquisition	200,723	-	200,723	200,723	-	-	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	-	220,000	-	220,000	-	220,000
10178	Southwest RT reim	700,000	-	700,000	700,000	-	-	700,000	-	700,000
10179	No Hennepin RT reim	1,620,500	-	1,620,500	1,620,500	-	-	1,620,500	-	1,620,500
10175	Scott County Cleary Lake RP	178,900	-	178,900	-	178,900	-	178,900	-	178,900
<b>Hennepin Park District Subtotal</b>		<b>7,980,123</b>	<b>-</b>	<b>7,980,123</b>	<b>6,690,452</b>	<b>1,257,671</b>	<b>32,000</b>	<b>7,980,123</b>	<b>-</b>	<b>7,980,123</b>
<b>Minneapolis</b>										
10112	Minnehaha RP Minnehaha Ave, parking, lighting	1,800,000	-	1,800,000	1,364,678	435,322	-	1,800,000	-	1,800,000
10140	North Mississippi RP visitor center, parking, play struct	2,750,000	-	2,750,000	2,156,901	593,099	-	2,750,000	-	2,750,000
10140	North Mississippi RP inter ctr	882,543	-	882,543	113,091	769,452	-	882,543	-	882,543
10158	Wirth RP Trail	300,000	-	300,000	-	130,000	170,000	300,000	-	300,000
10156	Mpls Chain of Lakes RP stream/wetland	500,000	-	500,000	327,827	172,173	-	500,000	-	500,000
10149	Mpls Chain of Lakes RP trail rehab	751,500	-	751,500	357,524	367,976	26,000	751,500	-	751,500
10144	Central Miss RP historic/interpretive center	421,000	-	421,000	60,000	361,000	-	421,000	-	421,000
10160	Minnehaha RP trail redev - TEA 21 match	157,000	-	157,000	-	157,000	-	157,000	-	157,000
10166	West River Parkway reim	180,000	-	180,000	180,000	-	-	180,000	-	180,000
10167	Minnehaha Parkway reim	350,000	-	350,000	350,000	-	-	350,000	-	350,000
10168	Chain of Lakes RP trails and shoreland	531,000	-	531,000	150,000	381,000	-	531,000	-	531,000
10172	East River Parkway TEA-21 match	130,000	-	130,000	5,000	125,000	-	130,000	-	130,000
<b>Minneapolis Park and Recreation Board Subtotal</b>		<b>8,753,043</b>	<b>-</b>	<b>8,753,043</b>	<b>5,065,021</b>	<b>3,492,022</b>	<b>196,000</b>	<b>8,753,043</b>	<b>-</b>	<b>8,753,043</b>
<b>Ramsey County</b>										
10080	Battle Creek RP swimming pond, shower bldg.	2,000,000	-	2,000,000	1,932,055	67,945	-	2,000,000	-	2,000,000
10131	Birch Lake RT development	150,000	-	150,000	-	150,000	-	150,000	-	150,000
10132	BN RT development	400,000	-	400,000	870	360,000	39,130	400,000	-	400,000
10117	Hwy 96, BN and Rice Creek RT development (ISTEA)	520,000	-	520,000	336,818	183,182	-	520,000	-	520,000
10138	Mississippi River acquire and renovate recreational faci	500,000	-	500,000	-	500,000	-	500,000	-	500,000
10118	Vadnais-Snail Lake RP trails, roads, parking, bridges	812,600	-	812,600	394,514	418,086	-	812,600	-	812,600
10150	Battle Creek RP trails, parking, restoration	480,800	-	480,800	252,553	228,247	-	480,800	-	480,800
10176	Bald Eagle-Otter Lake RP reim	675,000	-	675,000	30,000	595,000	50,000	675,000	-	675,000
10177	Vadnais-Snail Lake RP	55,900	-	55,900	-	55,900	-	55,900	-	55,900
<b>Ramsey County Subtotal</b>		<b>5,594,300</b>	<b>-</b>	<b>5,594,300</b>	<b>2,946,810</b>	<b>2,558,360</b>	<b>89,130</b>	<b>5,594,300</b>	<b>-</b>	<b>5,594,300</b>

**Table 12**  
**Regional Parks and Open Space**  
**Proposed 2001 Authorized Capital Program and Capital Budget**

Project Number	Project Title	Continuing 2000 Authorization	Requested Changes in Authorization	Proposed 2001 Authorization	Capital Program Expenditure Forecast			Total Authorized Expenditures	Anticipated Future Expenditures	Estimated Total Project Cost
					Expenditures Prior to 2001	2001 Capital Budget	2002 and Subsequent			
<b>St Paul</b>										
10074	Como RP parking deck, utilities, paths, lights	2,490,281	-	2,490,281	734,840	430,000	1,325,441	2,490,281	-	2,490,281
10123	Como RP streetcar station (ISTEA)	310,000	-	310,000	110,374	199,626	-	310,000	-	310,000
10121	Como RP Conservatory/Zoo Educ Resource Center	3,900,000	-	3,900,000	636,767	2,050,000	1,213,233	3,900,000	-	3,900,000
10135	Como RP bridge over Lexington Pkwy	250,000	-	250,000	31,556	210,000	8,444	250,000	-	250,000
10122	Harriet Island picnic pavilion renovation	2,010,000	-	2,010,000	1,828,346	181,654	-	2,010,000	-	2,010,000
10157	Harriet Island redevelopment	1,500,000	-	1,500,000	751,673	748,327	-	1,500,000	-	1,500,000
10169	Como Conservatory Fern House	151,000	-	151,000	-	151,000	-	151,000	-	151,000
10170	Mississippi River RT TEA-21 match	1,000,000	-	1,000,000	-	1,000,000	-	1,000,000	-	1,000,000
dev	Como Park Education Resource Center	16,000,000	-	16,000,000	-	170,000	15,830,000	16,000,000	-	16,000,000
<b>St Paul Subtotal</b>		<b>27,611,281</b>	<b>-</b>	<b>27,611,281</b>	<b>4,093,556</b>	<b>5,140,607</b>	<b>18,377,118</b>	<b>27,611,281</b>	<b>-</b>	<b>27,611,281</b>
<b>Washington County</b>										
10159	Big Marine land acquisition	326,000	-	326,000	58,000	268,000	-	326,000	-	326,000
10161	St Croix Bluffs RP partial reimbursement	511,200	-	511,200	-	511,200	-	511,200	-	511,200
<b>Washington County Subtotal</b>		<b>837,200</b>	<b>-</b>	<b>837,200</b>	<b>58,000</b>	<b>779,200</b>	<b>-</b>	<b>837,200</b>	<b>-</b>	<b>837,200</b>
<b>Total</b>		<b>63,995,939</b>	<b>-</b>	<b>63,995,939</b>	<b>25,028,905</b>	<b>19,366,108</b>	<b>19,600,926</b>	<b>63,995,939</b>	<b>-</b>	<b>63,995,939</b>
		<b>15,498,891</b>	<b>-</b>	<b>15,498,891</b>						
Acquisition		5,245,015	-	5,245,015	2,725,864	2,425,473	93,678	5,245,015	-	5,245,015
Development		41,017,643	-	41,017,643	14,821,412	9,530,657	16,665,574	41,017,643	-	41,017,643
Redevelopment		16,513,281	-	16,513,281	6,981,629	6,689,978	2,841,674	16,513,281	-	16,513,281
Mixed Purposes		1,220,000	-	1,220,000	500,000	720,000	-	1,220,000	-	1,220,000
		<b>63,995,939</b>	<b>-</b>	<b>63,995,939</b>	<b>25,028,905</b>	<b>19,366,108</b>	<b>19,600,926</b>	<b>63,995,939</b>	<b>-</b>	<b>63,995,939</b>

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# METROPOLITAN COUNCIL 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 2001-2006 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, and environmental services by the appropriate operating division of the Council. Information from these individual capital improvement programs has been summarized in this section. In addition, information about capital improvements proposed for the 800 megahertz radio system and the affordable family housing program are included in the 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.

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## SUMMARY OF CAPITAL EXPENDITURES AND CAPITAL FINANCING

This section provides a consolidated picture of proposed 2001-2006 capital expenditures and capital financing. The figures provide information on capital expenditures and capital financing back to 1992 to show long-term trends.

### Proposed Capital Expenditures

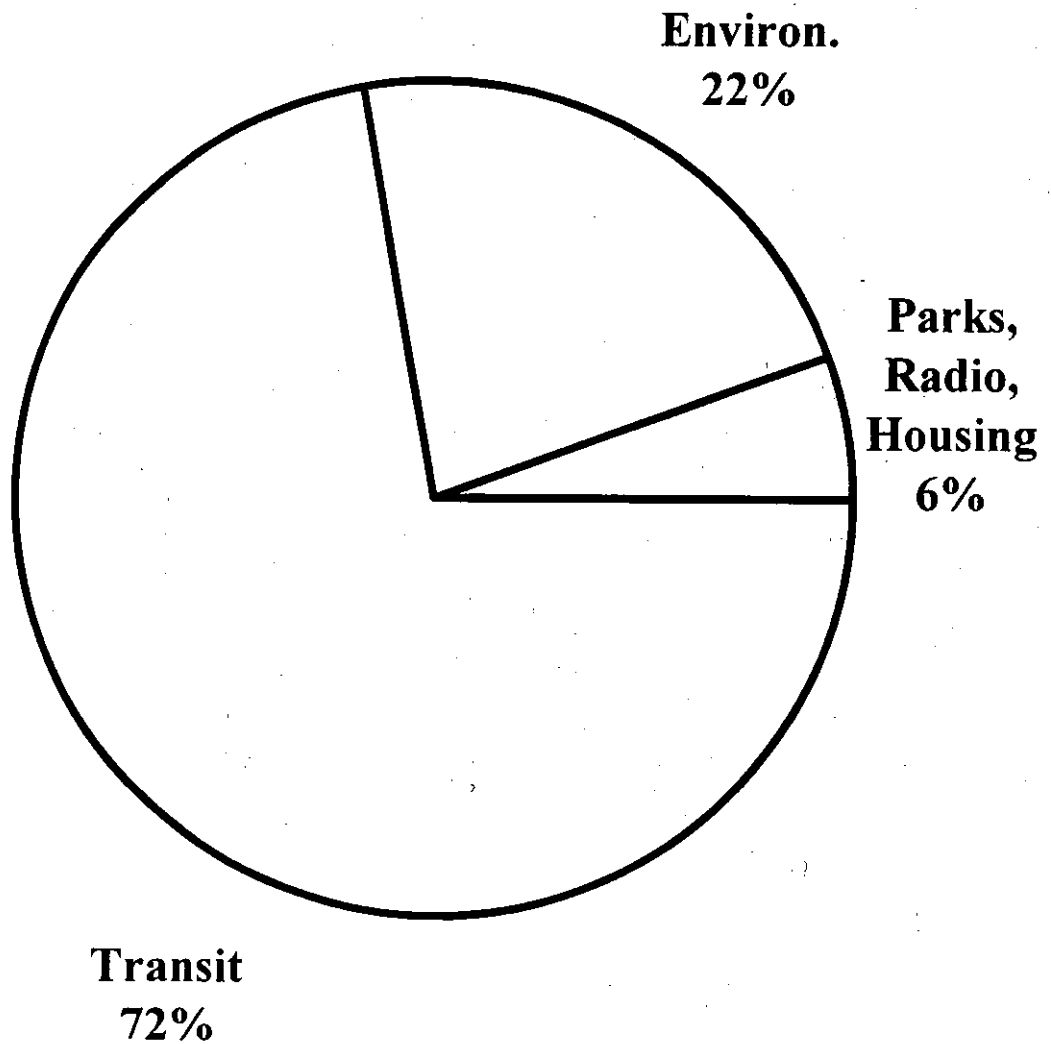
The combined 2001-2006 capital improvement programs for parks and open space, transit, radio, affordable housing and environmental services propose investing \$2.3 billion in regional facilities over the next six years. Approximately \$750 million, or 32 percent, will be used to rehabilitate and replace existing regional facilities, vehicles and equipment. The remaining \$1.7 billion contains a number of major transit initiatives, including \$504 million to complete the Hiawatha Corridor light rail transit line, \$350 million for commuter rail and designated busway capital investments and \$407 million to expand the transit system. Also included in the expansion portion of the capital improvement program is \$212 million for capacity expansion and quality improvements in wastewater services and \$72 million for regional park land acquisition and development. Finally, the program includes \$12 million to enhance the emergency radio communication system in the region and \$8 million for the purchase of public housing under the Council's new Family Affordable Housing Program. These capital expenditures are summarized in Tables 13 and 14.

Figure 1 shows the proposed capital expenditures by functional area. Because of light rail transit and other expansion of the transit system, transit capital projects account for 72 percent of the total. Environmental services capital projects account for 22 percent of the total, parks and open space capital projects account for 5 percent of the total and the 800 megahertz radio project and family affordable housing program the remaining 1 percent.

Figure 2 shows the trend in capital expenditures between 1992 and 2006 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 2001 and 2006 range between \$249 million and \$489 million per year.

The Environmental Services Division is proposing to invest \$505 million in capital facilities in the 2001-2006 period, averaging of \$84 million per year. Capital investments are made to develop and maintain a system of regional interceptors and treatment works and related facilities. An estimated 58 percent of capital investments during the six-year period will be for rehabilitation or replacement projects to maintain existing facilities. An additional 12 percent will be spent on quality improvement projects to meet changing environmental regulations and 30 percent will go for expansion of plant and interceptor capacity to serve regional growth.

**Metropolitan Council  
2001-2006 Projected Capital Investments**



**Proposed 2001-2006 Capital Investments:  
\$ 2.3 Billion**

**Figure 1**



## Metropolitan Council 1992-2006 Capital Spending by Purpose

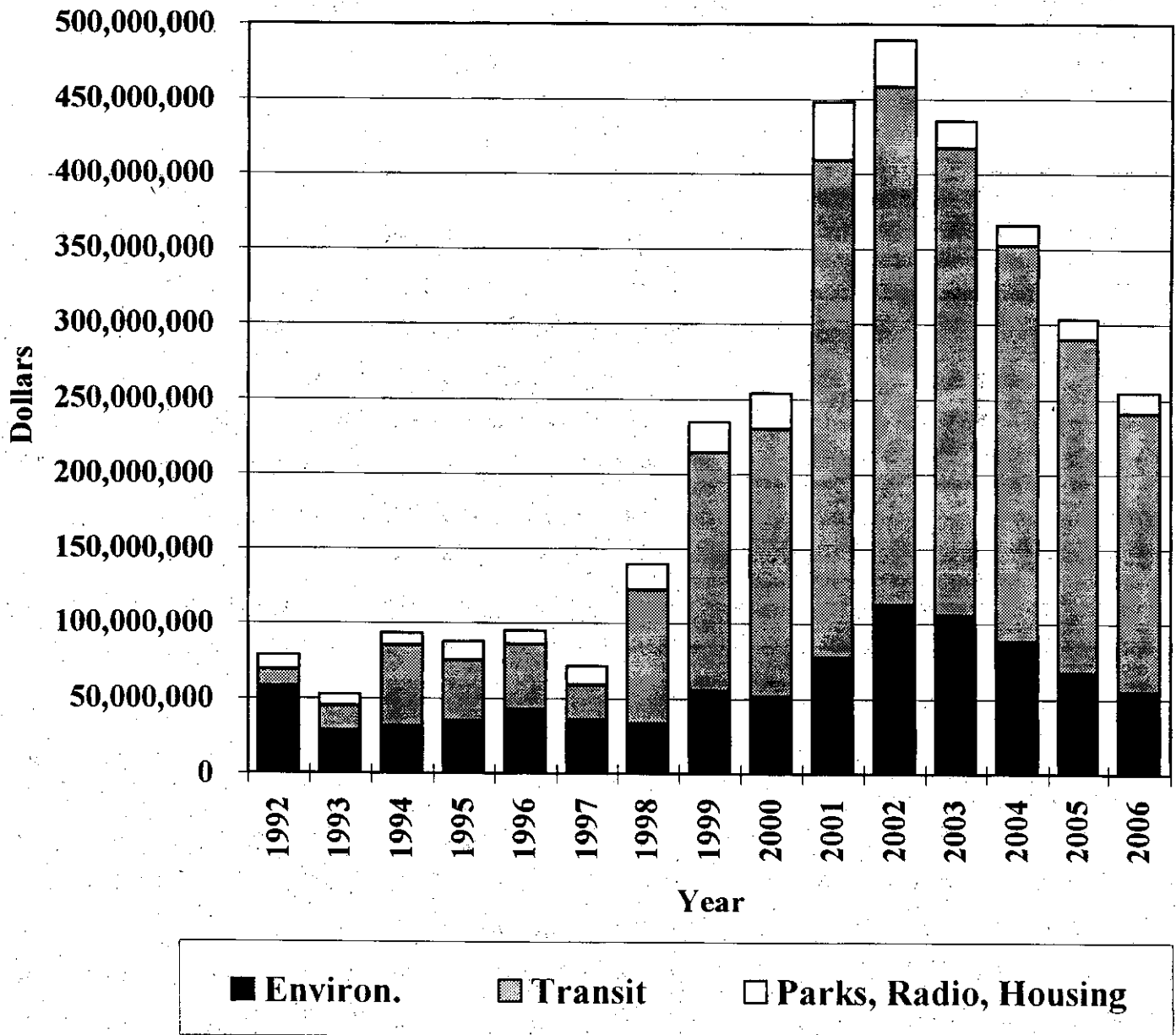


Figure 2

The Transportation Division is proposing to invest almost \$1.7 billion in transit capital equipment and facilities in the 2001-2006 period. The program includes \$828 to maintain and expand the bus system to meet the goal of doubling bus system capacity by 2020. Major capital investments include \$504 million to complete the Hiawatha Corridor light rail transit line, \$125 million for the first of a system of designated busways and \$225 million to for the first commuter rail line in the region. The proposed capital expenditures for transit will require regional borrowing of approximately \$40 million per year.

Early in 2000, the Council adopted a Transit 2020 Master Plan calling for major investment in transit systems in the region. This capital improvement program is consistent with the Master Plan and represents the first six years of the 20 year plan. The expanded capital improvement program would be funded from increased federal, state, regional and local funding and from an unspecified new state or regional transit funding source.

The capital improvement program for regional parks and open space is based on the fiscal year 2000-2005 Regional Recreation Open Space Capital Improvement Program adopted by the Council in 1998 and amended subsequently to reflect funding decisions by the Legislature. The Community Development Division is proposing to invest \$108 million in regional park capital facilities between 2001 and 2006. Capital projects include land acquisition, development of new park facilities and redevelopment of park facilities. An estimated 58 percent of the capital investment during the six-year period will spent to maintain existing facilities.

The capital improvement program includes an investment of approximately \$12 million between 2001 and 2003 to complete the 800-megahertz radio system. The Council issued general obligation bonds in 1997 for Metro Transit's contribution to the regional backbone system and revenue bonds in 1999 for the Metropolitan Radio Board to provide funds for the system. Finally, the capital improvement program includes a new program approved by the Council in 2000 to purchase and operate public housing under the Family Affordable Housing Program. The capital improvement program includes \$8.35 million to invest in 50 affordable housing units.

### **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 2001-2006 capital investments. Federal capital financing for transit and affordable housing are expected to provide approximately 39 percent of the necessary capital financing. State capital financing for transit and parks is expected to provide another 14 percent. Other sources, primarily local contributions to the Hiawatha light rail line, will provide 12 percent of the capital financing. Twenty nine 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 8.5 percent of the capital financing for transit and 6 percent of the agency-wide capital financing.

The Council anticipates receiving approximately \$870 million in federal capital grants to fund bus-related transit capital projects in the 2001-2006 period. The federal funding includes \$414 million to finance fleet purchases and will provide financing for various transit facilities. In addition, the Council anticipates receiving \$280 million in federal capital grants to complete the Hiawatha Corridor light rail transit line and \$175 million for commuter rail and a designated busway.

In addition to federal capital grants, the Council also anticipates receiving \$328 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 \$253 million in state funding, including \$29 million in state funding to help finance bus garages. The transit CIP also includes \$84 million in state funding to complete the Hiawatha Corridor LRT line and \$140 million for commuter rail and a designated busway. 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 \$75 million in state funding from state bonds and from the Environmental Trust Fund.

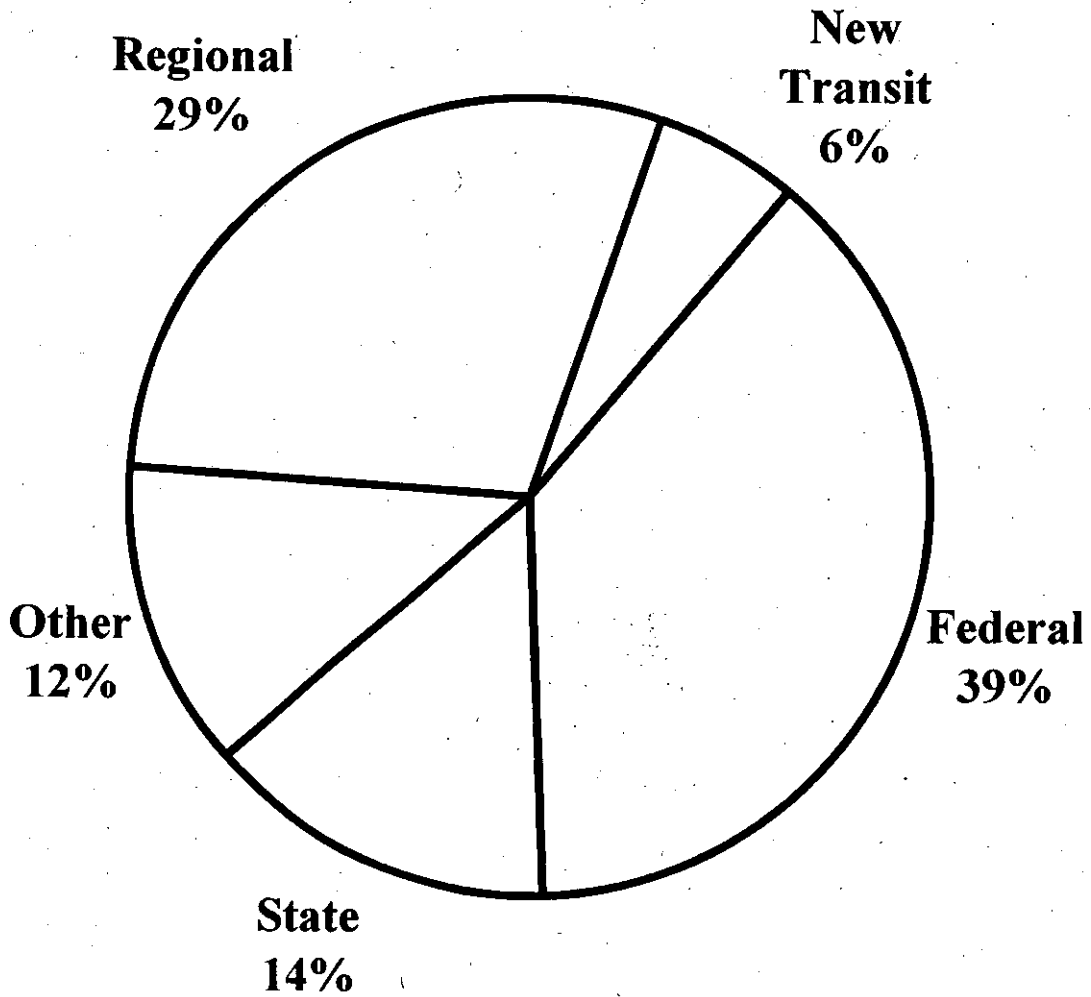
Funding sources vary by division. The Environmental Services Division capital improvement program assumes no federal or state funding and is financed primarily through regional borrowing and, to a lesser extent, sewer availability charge (SAC) revenues, available fund balances and interest income.

The Transportation Division capital improvement program has a mix of funding sources, including \$870 million in federal funding (52 percent), \$253 million in state funding (15 percent), \$174 million from local and in-kind contribution for LRT and other major transit investments (10 percent). The remaining \$384 million of capital financing would be provided through regional borrowing of \$241 million (14 percent) and \$143 million from the unspecified new funding source.

The Recreation Open Space capital improvement program for the 2001-2006 period assumes approximately \$75 million state funding (71 percent) and \$1.8 million interest income (2 percent). The remaining \$29 million, or 37 percent, in capital financing is provided by regional borrowing. The Legislature has generally agreed to fund 60 percent of the regional parks and open space program, but full state funding of several special capital projects raised the state funding percentage for the 2001-2006 period.

Figure 4 shows the trends in capital financing between 1992 and 2006. Each funding source fluctuates from year to year in response to annual changes in capital spending and investment.

**Metropolitan Council  
2001-2006 Capital Financing**



**Proposed 2001-2006 Capital Financing:  
\$ 2.3 Billion**

**Figure 3**

## Metropolitan Council 1992-2006 Capital Financing by Source

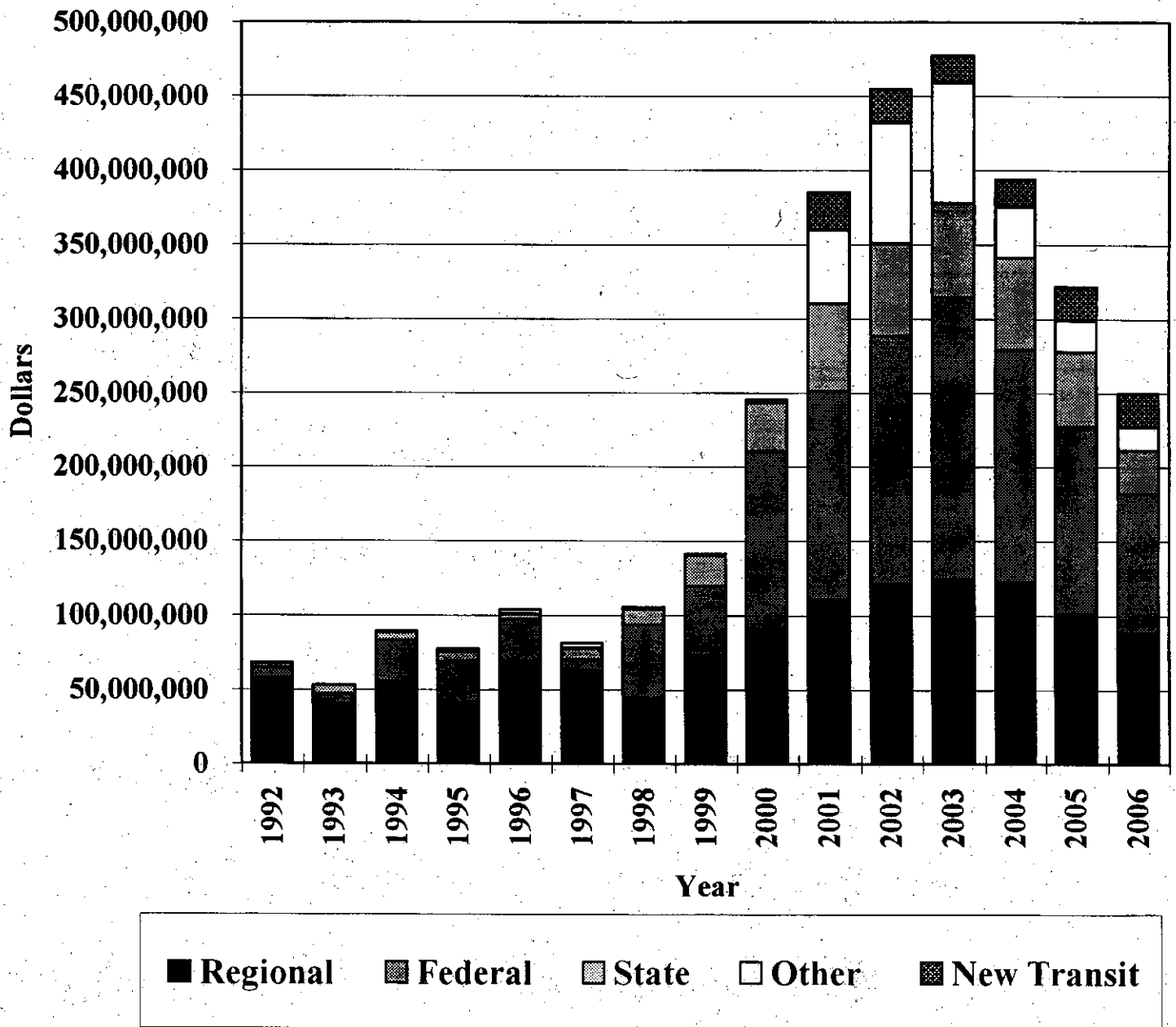


Figure 4

## **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 three-tenths of the 2001-2006 capital investments proposed 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 2001 and 2006 of \$667 million, an average of \$111 million per year. Environmental Services borrowing accounts for 60 percent of the total borrowing, transit borrowing for 36 percent and parks and open space borrowing the remaining 4 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.

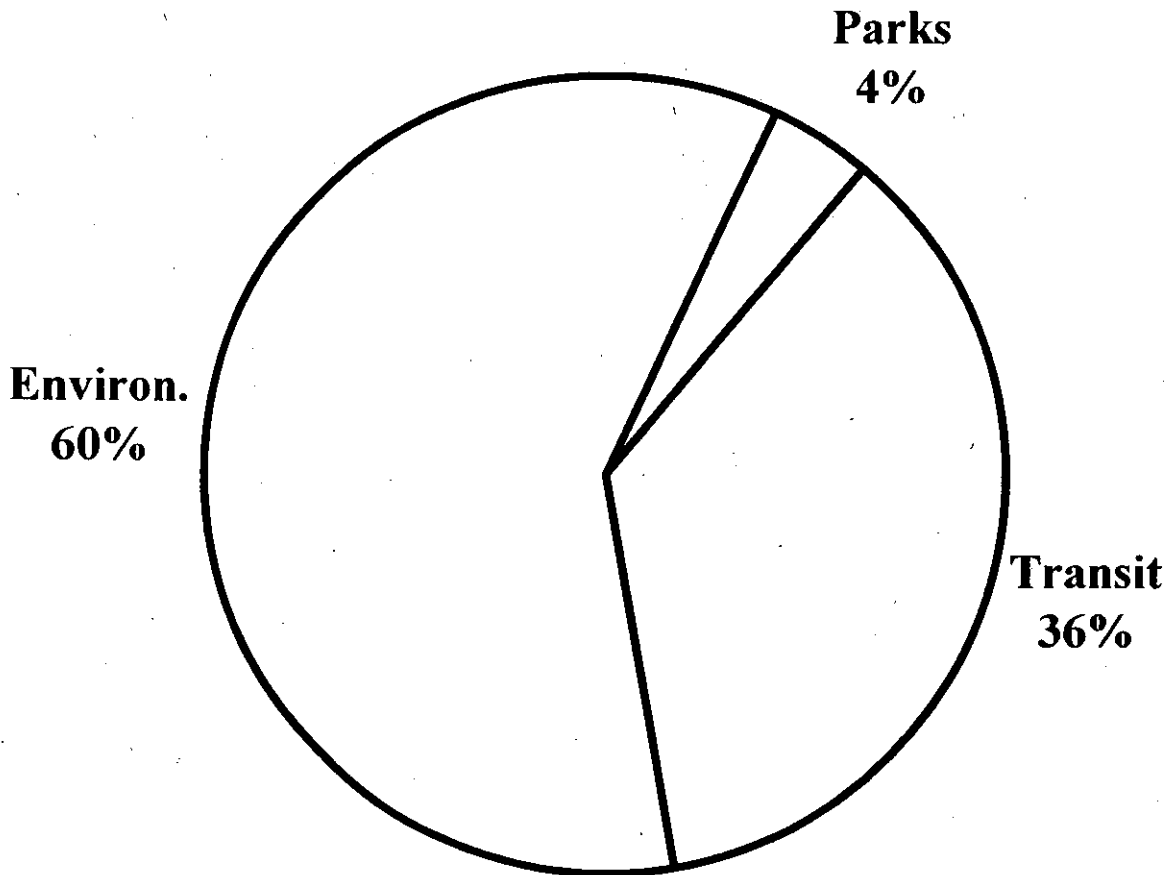
Figure 6 shows the trend in regional borrowing between 1992 and 2006. Regional borrowing fluctuates between \$88 and \$124 million per year. The Environmental Services Division capital improvement program requires regional borrowing of approximately \$397 million during the 2001-2006 period. The Division 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 \$240 million in PFA loans will be utilized, providing 60 percent of the long-term financing for the capital program. The remaining \$157 million in long-term capital financing will be provided through the issuance of general obligation bonds.

The Transportation Division capital improvement program includes \$241 million in regional bonding, or an annual average of \$40 million. Of this total, only \$46 million is currently authorized by the Legislature. The remaining \$195 million in bonding is new bonding 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 funding source does not materialize, the transit program would be under funded by \$143 million. With existing federal and state funding stretched to the maximum, actions to balance the program would be limited to a reduction in the scope of the capital improvement program. A capital spending reduction would primarily impact public facility development and bus fleet purchases.

The Recreation Open Space capital improvement program includes \$28.6 million in regional borrowing, an average of \$4.8.7 million per year. The regional borrowing provides a 40 percent match for state funding for regional parks.

No bonds are projected to be issued for the 800 megahertz radio system during the 2001-2006 period. The Council issued \$3 million in general obligation bonds in 1997 and \$13.3 million in revenue bonds in 1999 to finance the regional backbone system. Capital expenditures in 2001-2003 will be financed from bond proceeds from these issues.

# Metropolitan Council 2001-2006 Regional Borrowing



**Proposed 2001-2006 Regional Borrowing:  
\$ 667 Million**



## Metropolitan Council 1992-2006 Projected Regional Bonding

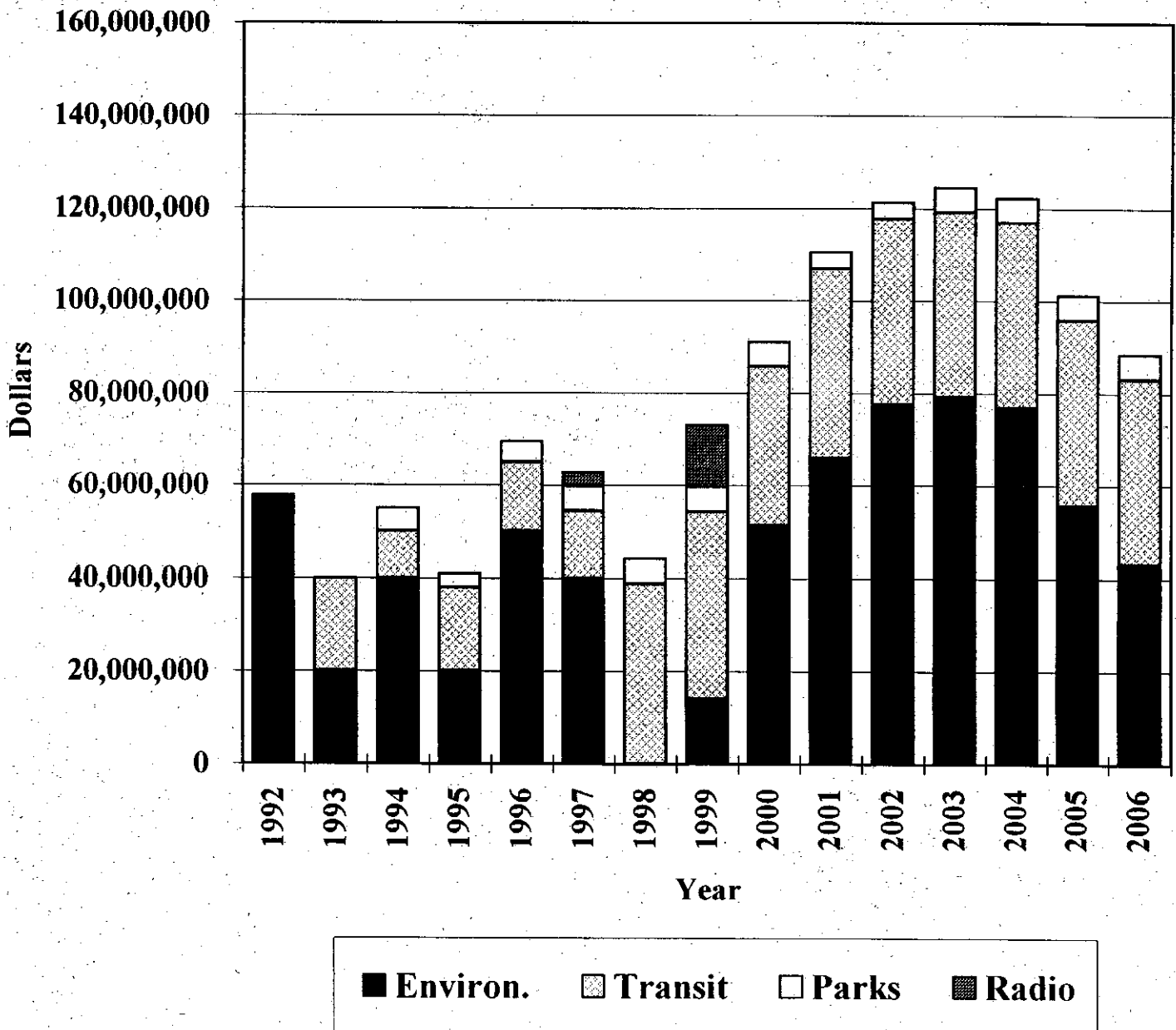


Figure 6

## 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, 2000 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.

<u>Purpose</u>	<u>Current Authorization</u>	<u>Available as of 12/31/99</u>
Parks and Open Space-General Obligation	\$40,000,000	\$ 12,655,000
Radio-General Obligation Bonds	3,000,000	0
Radio-Revenue Bonds	13,300,000	0
Transit-General Obligation (1998 Authorization)	32,500,000	6,500,000
Transit-General Obligation (1999 Authorization)	36,000,000	20,475,000
Transit General Obligation (2000 Authorization)	19,400,000	19,400,000
Environmental Services	Unlimited	N.A.

## FISCAL IMPACTS OF REGIONAL BORROWING

This section provides a consolidated picture of the fiscal impacts of the proposed 2001-2006 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 4 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:

	2001-2006 Forecast (Annual Average Change)
Households	1.3%
Consumer Price Index	2.7%
Personal Income per Household	2.6%
Total Personal Income	3.9%
Market Values per Household	3.5%
Total Market Value	4.8%

### Annual Debt Service Payments

Figures 7 and 8 and Table 15 show the impact of the proposed 2001-2006 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 2001-2006 as a result of proposed regional borrowing. Overall, annual debt service payments are expected to increase from \$90 million in 2000 to \$126 million in 2006, reflecting an annual percentage increase of 5.8 percent. This annual percentage increase is higher than the projected annual inflation rate over the period of 2.6 percent and the projected growth rate in total regional income of 3.9 percent.

## Metropolitan Council 1992-2006 Annual Debt Service

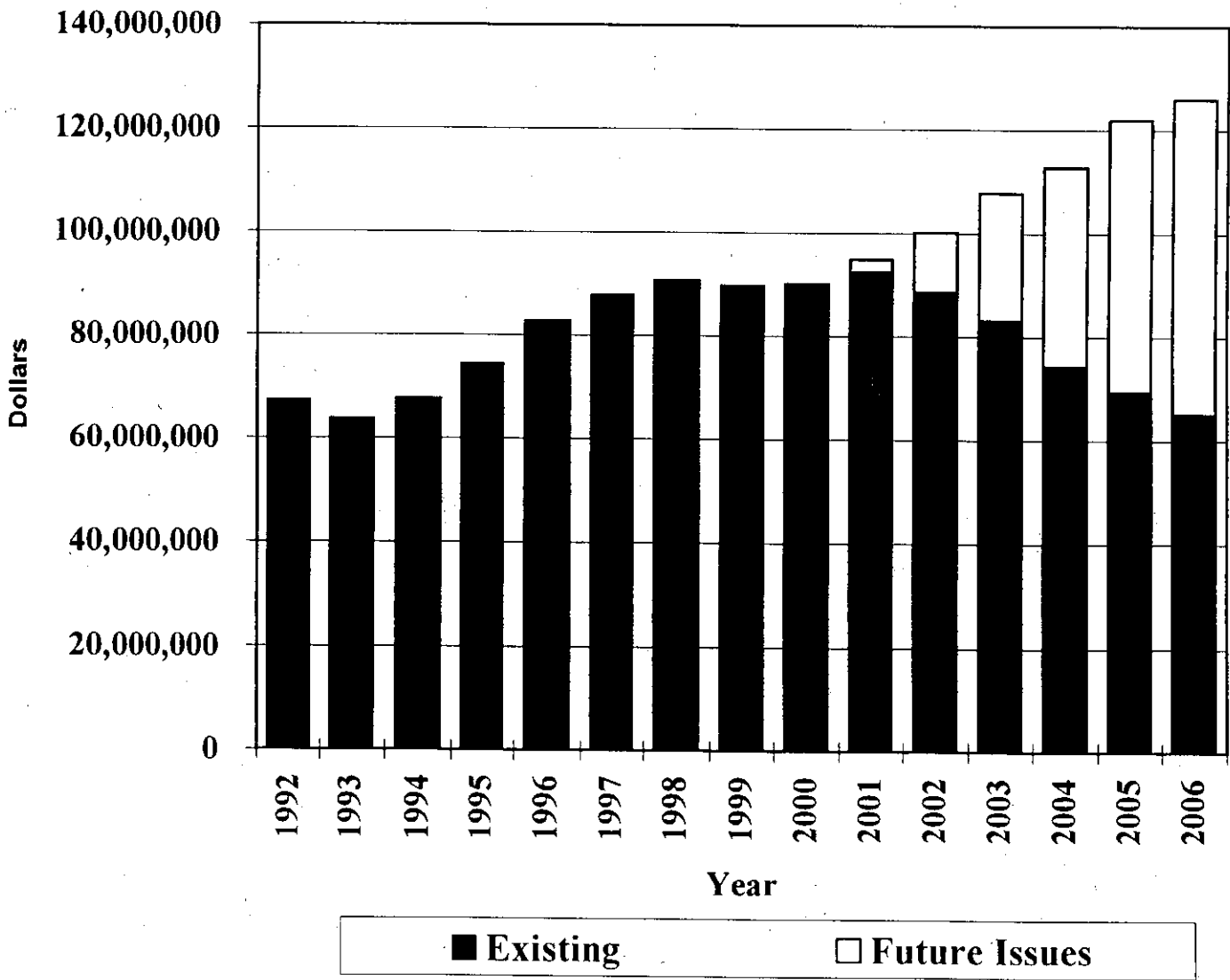


Figure 7

## Metropolitan Council 1992-2006 Annual Debt Service

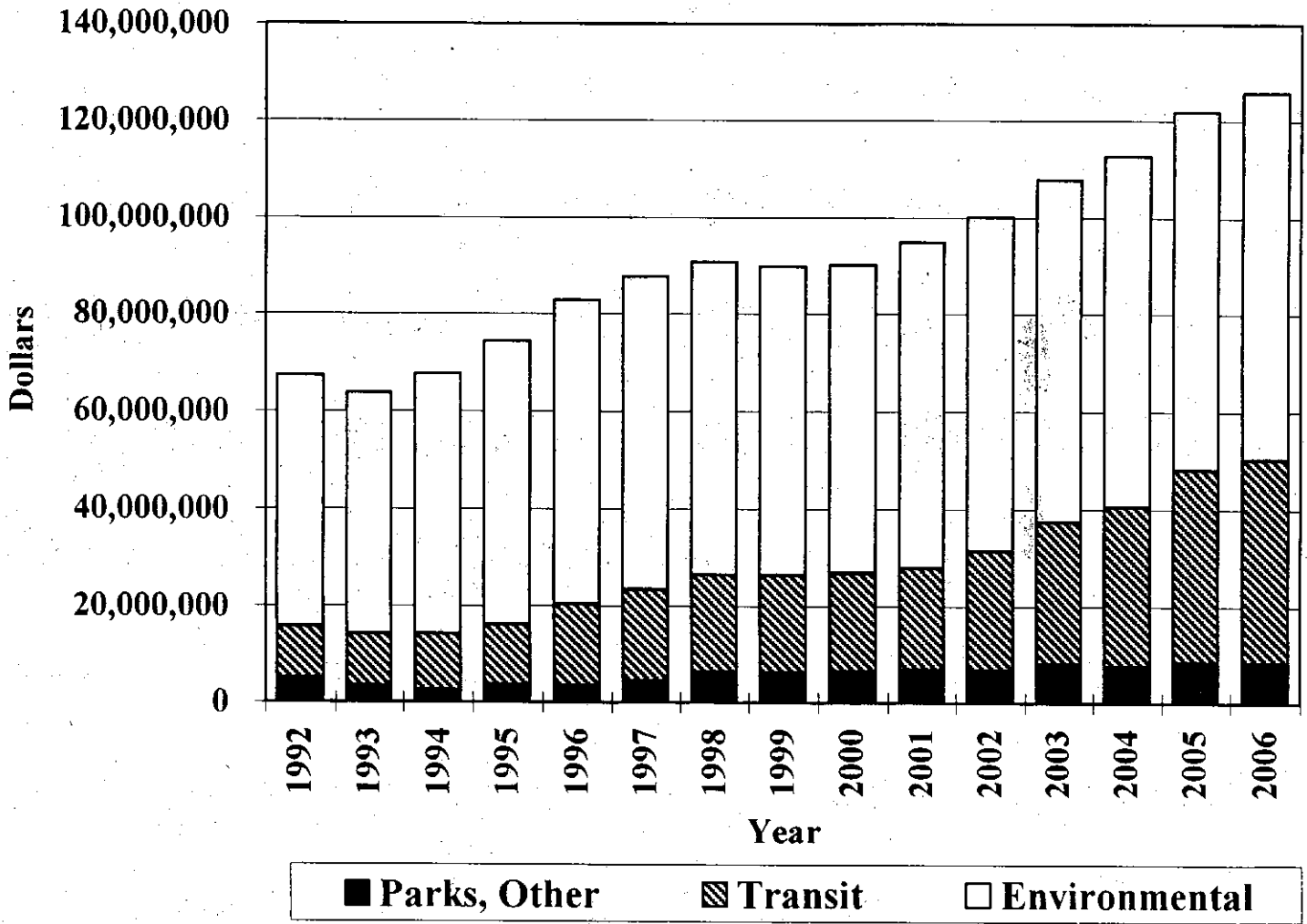


Figure 8

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 \$3.6 million in 2001 and 2002 and \$5.4 million in subsequent years of the six year program. The issuance of five-year bonds will create a revolving borrowing program that provides a 40 percent match to state parks funding and utilizes the \$40 million in regional parks bonding authority. Annual debt service levies resulting from this capital financing program will increase from \$6.0 million in 2000 to \$8.4 million in 2006, an annual percentage increase of 5.5 percent. Annual debt service for regional recreation open space capital investments is expected to stabilize at approximately \$8.5 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 \$241 million of existing and new authorizations during the 2001-2006 period. Annual debt service levies resulting from this capital financing program will increase from \$20.4 million in 2000 to \$41.7 million in 2006, an annual percentage increase of 12.7 percent.

The environmental services capital improvement program will increase annual debt service payments from \$63.3 million in 2000 to \$75.8 million in 2006, an annual percentage increase of 3.1 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 is not reflected in the fiscal analysis.

Existing debt service for solid waste bonds will be funded from available fund balances through 2002, when property taxes will need to be reinstated to fund the last two years of debt service.

### **Annual Property Taxes and User Fees for Operations and Debt Service**

Figures 9 and 10 and Table 16 show the impact of the proposed 2001-2006 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 2001-2006 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 and total regional income between 2001-2006. Overall, property taxes and sewer service charges are expected to increase from \$254 million in 2000 to \$325 million in 2006, an annual percentage increase of 4.2 percent. This is over the projected annual inflation rate of 2.7 percent and the projected annual growth in regional personal income of 3.9 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 3.2 percent annual rate, while taxes and user charges supporting Council debt service are expected to increase at a 6.5 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 16.

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 2000 to \$26.2 million in 2006, a 2.3 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 \$100 million in 2000 to \$154 million in 2006, a 7.4 percent annual increase. Debt service property taxes are projected to increase 12.7 percent annually, while the transit operating levy is projected to increase 5.8 percent annually. Transit operating levies for 2001-2006 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 \$124 million in 2001, then increase to \$137 million in 2006. Current sewer service charges supporting annual debt service are projected to increase 3.3 percent annually, while sewer service charges supporting operations are projected to increase at a 0.5 percent annual rate.

## Metropolitan Council 1992-2006 Taxes and User Fees

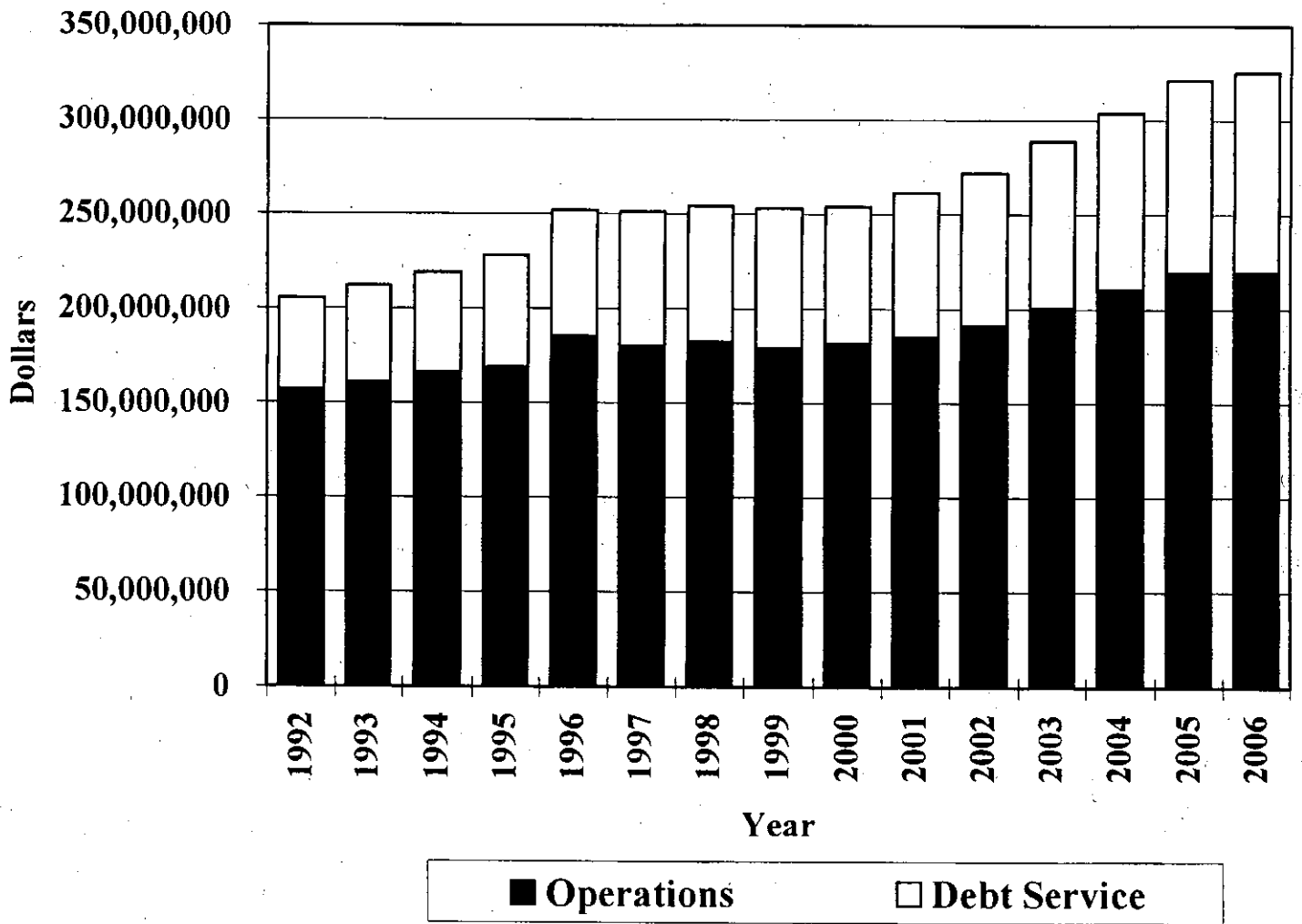


Figure 9



## Metropolitan Council 1992-2006 Taxes and User Fees

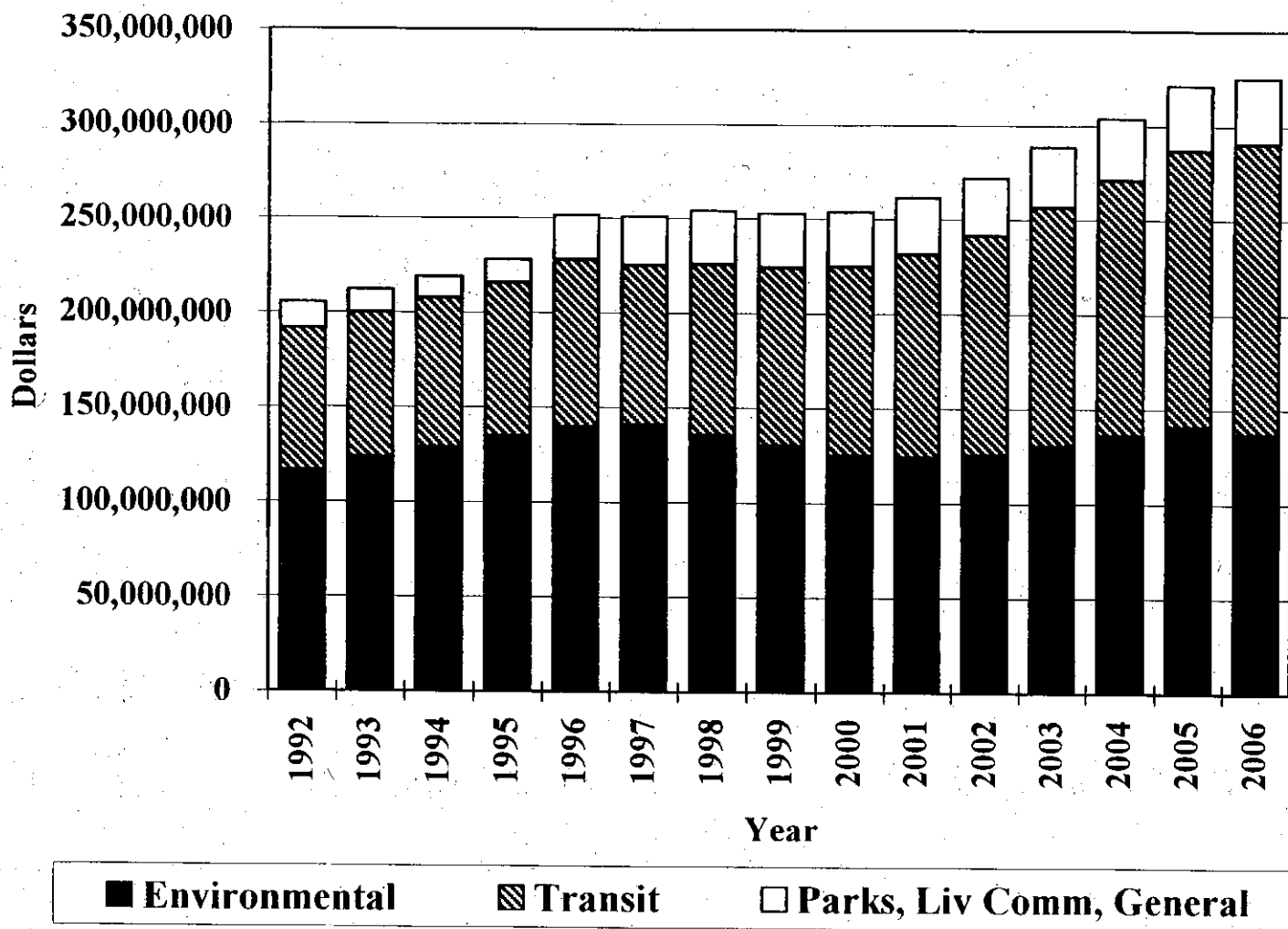


Figure 10

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## **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 2001-2006 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 3.9 percent between 2000 and 2006 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 2000 dollars.

Figures 11 and 12 and Table 17 show Council property taxes and sewer service charges as a percent of regional personal income. The percent has fluctuated around one-third of one percent since 1992 and is projected to decline to slightly more than one fourth of one 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 18 shows the impact of Council property taxes and sewer service charges on a \$150,000 residential homestead in constant 2000 dollars. The taxes and user fees reflect a home located within the transit taxing district and the metropolitan sewer service area. Under this measure, annual tax and user fee payments by this typical homeowner will increase in real terms. Council property taxes and sewer service charges totaled approximately \$206 in 2000 and are projected to increase to \$213 in 2006. Taxes and users charges are forecast to increase for both debt service and operations on a constant dollar basis.

## Metropolitan Council 1992-2006 Taxes and User Fees as Percent of Regional Personal Income

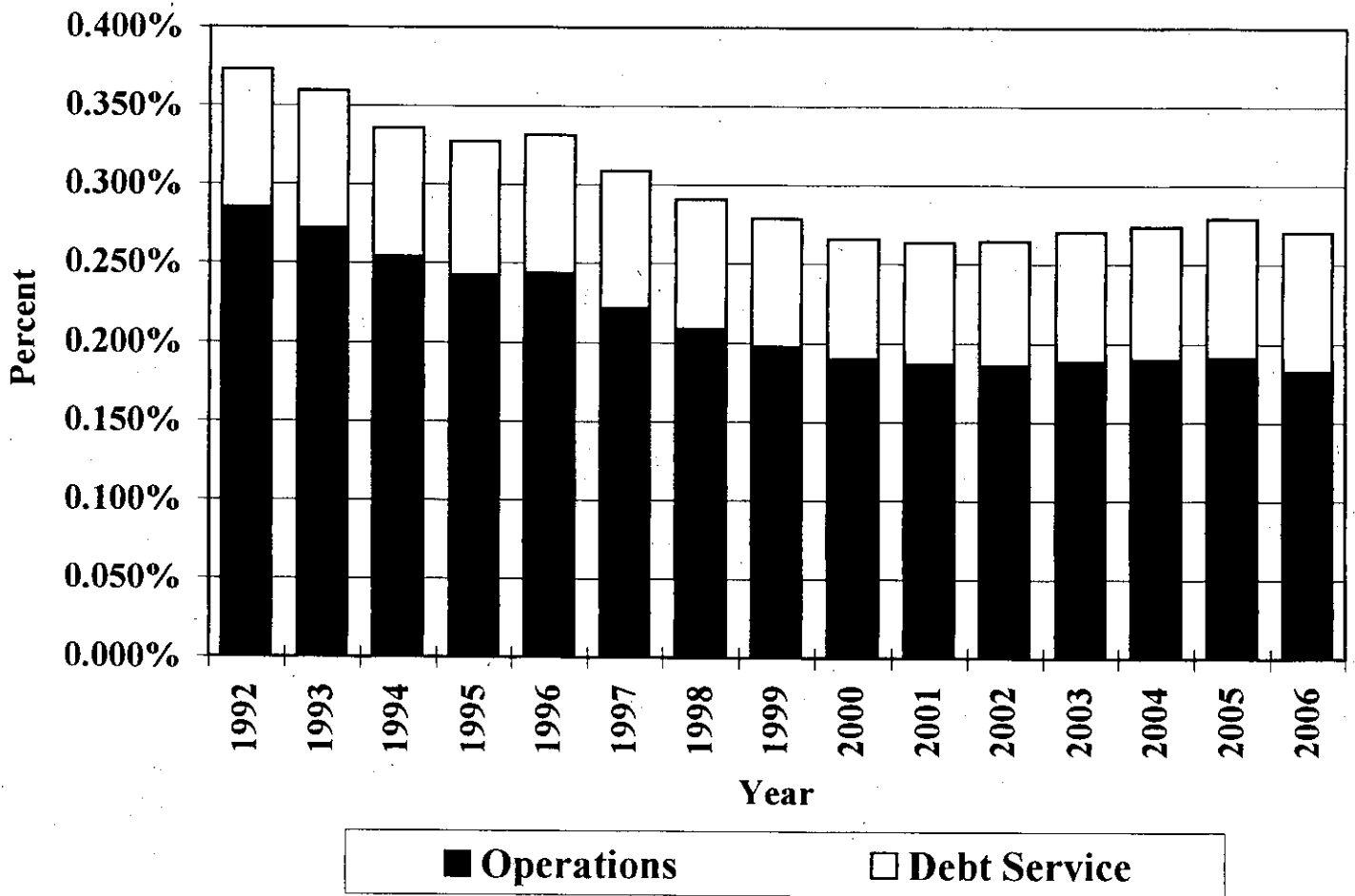


Figure 11

## Metropolitan Council 1992-2006 Taxes and User Fees as Percent of Regional Personal Income

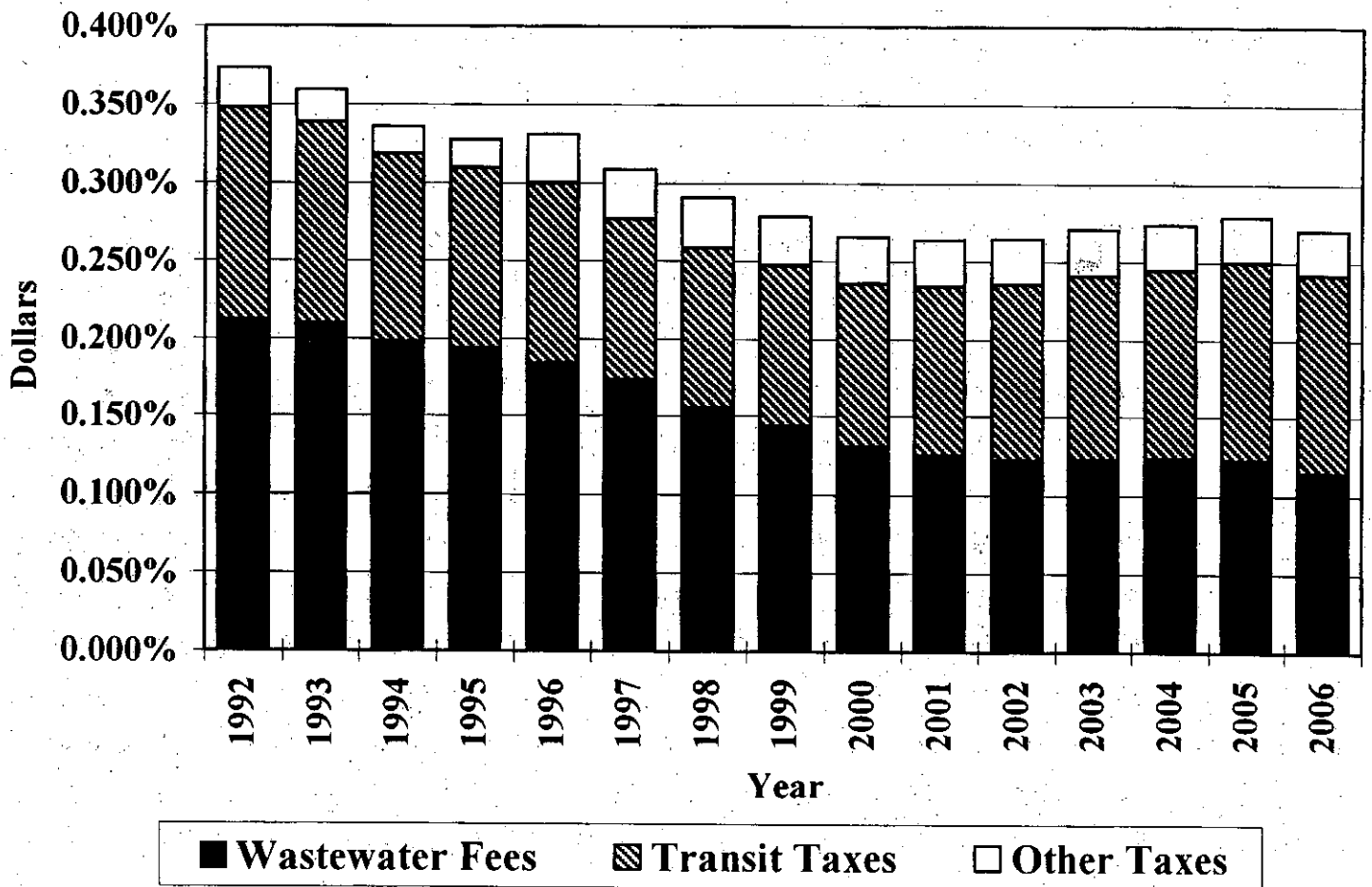


Figure 12

**Metropolitan Council  
1992-2006 Taxes and User Fees  
on \$150,000 Residential Homestead  
(in Constant 2000 Dollars)**

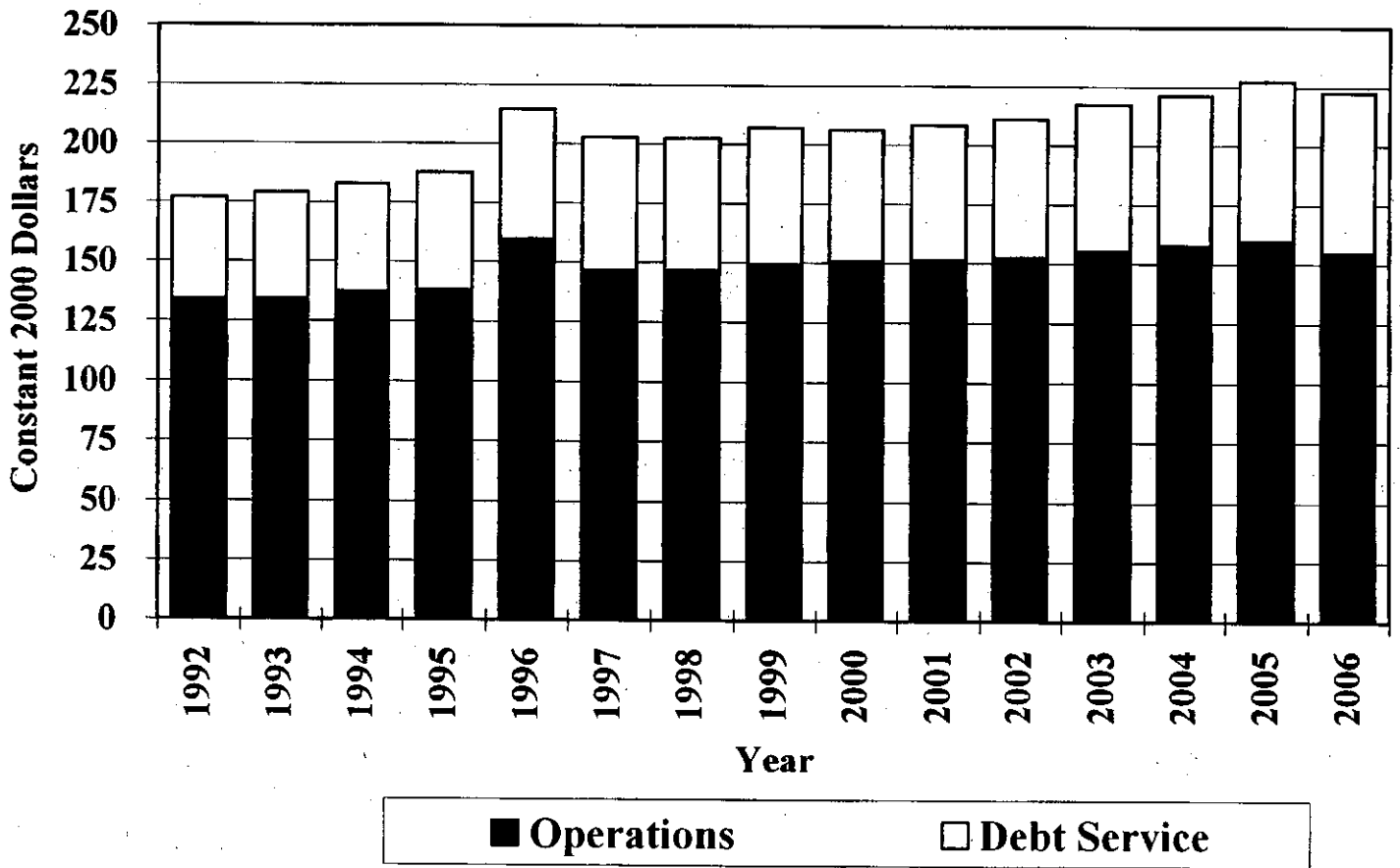


Figure 13

**Metropolitan Council  
1992-2006 Taxes and User Fees  
on \$150,000 Residential Homestead  
(in Constant 2000 Dollars)**

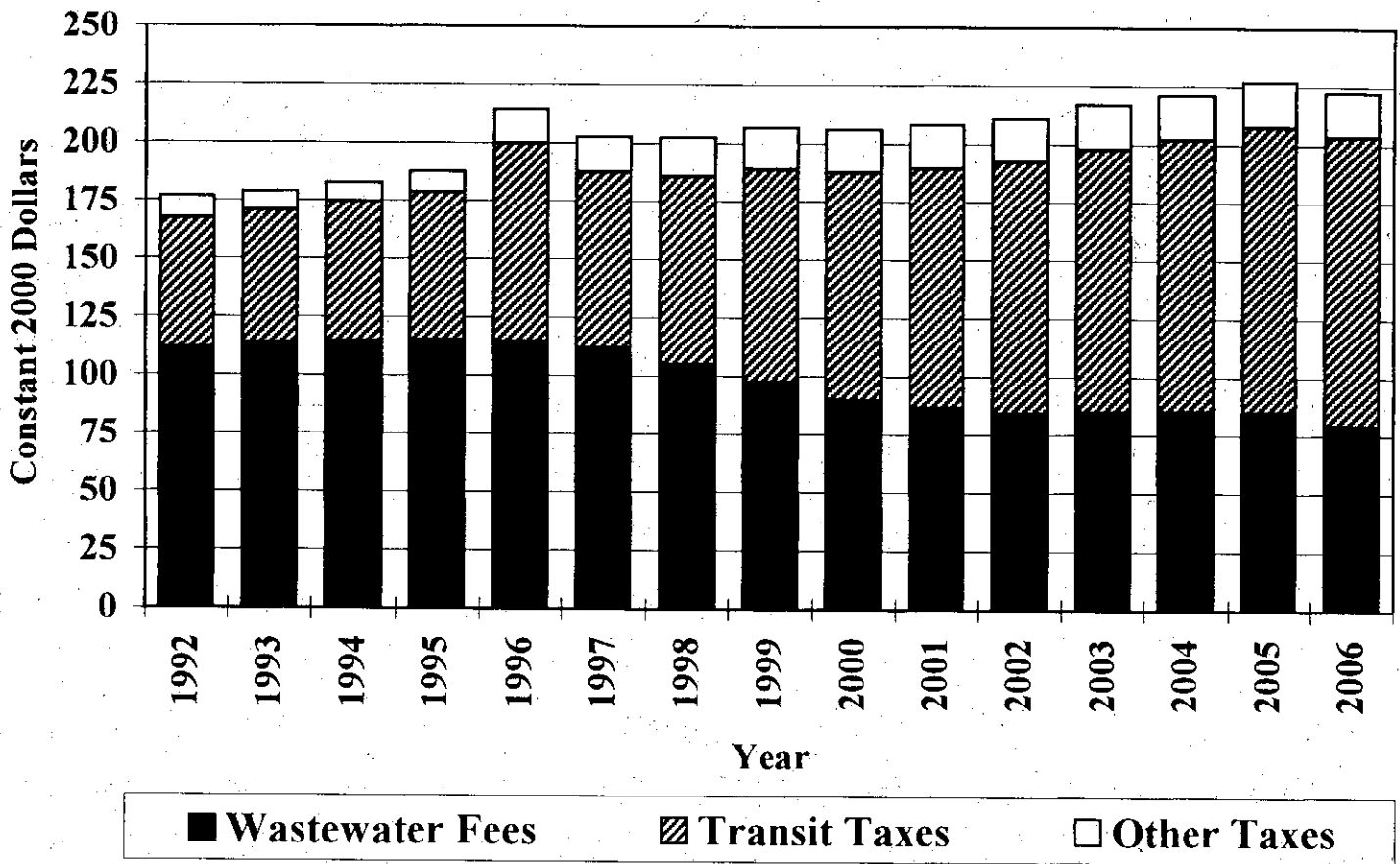


Figure 14

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## **Outstanding Debt**

Figures 15 and 16 show the impact of the proposed 2001-2006 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 19 shows the same information in tabular form.

New debt issuance resulting from the proposed 2001-2006 capital improvement program will increase outstanding debt from \$690 million at year end 2000 to \$880 million at year end 2006, a 4.1 percent annual increase. The Environmental Services Division accounts for the largest share of the outstanding debt -- 78 percent at year-end 2000 and 70 percent at year-end 2006. Transit is the next largest and fastest growing component at 17 percent and 27 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 (4-20 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 2000, the Council's outstanding debt will be slightly less than one-half of one percent (0.44%) of regional market values. Outstanding debt is projected to decrease slightly to 0.43 percent of regional market values by the end of 2006.

## Metropolitan Council 1992-2006 Outstanding Debt

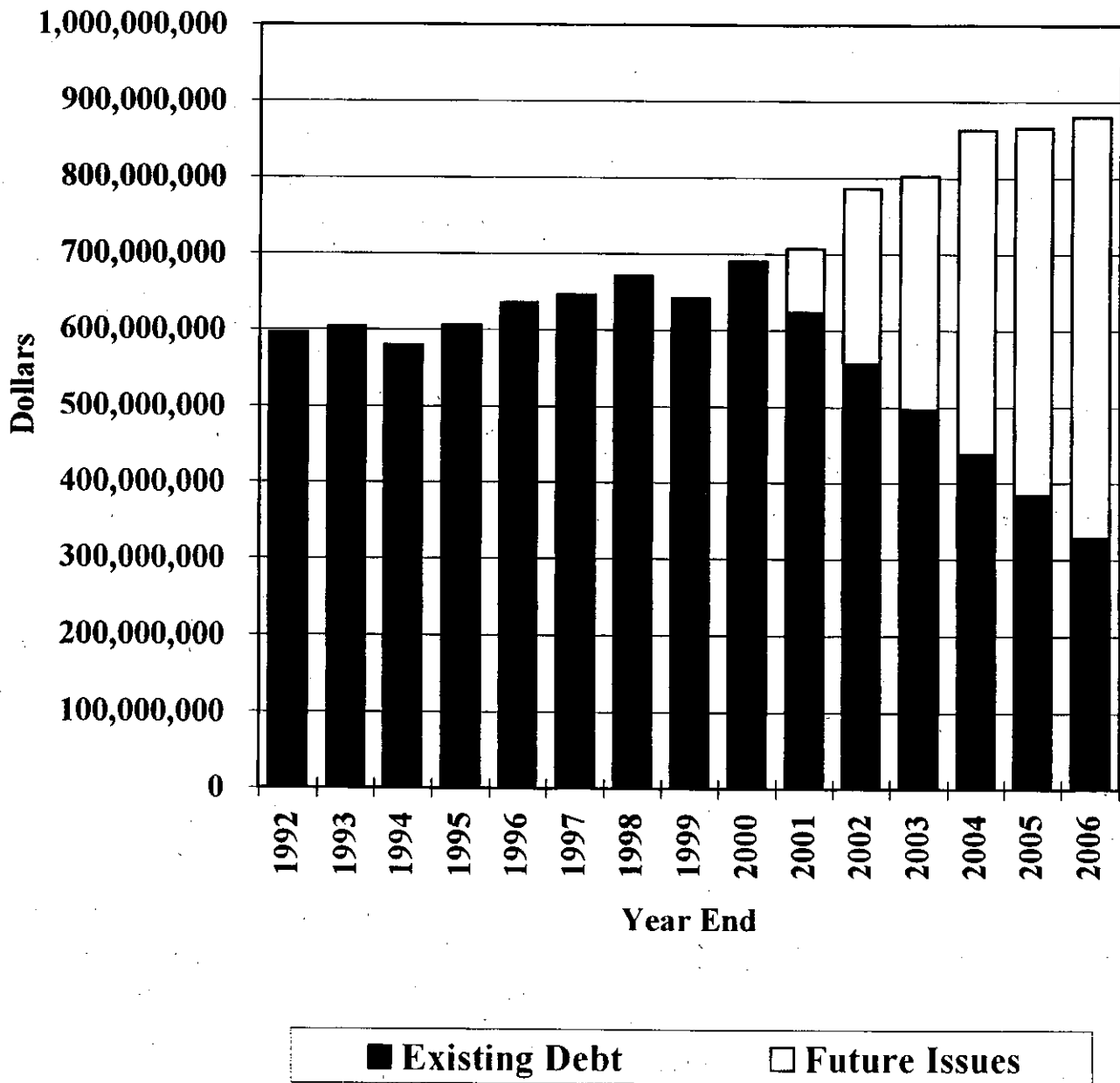


Figure 15

## Metropolitan Council 1992-2006 Outstanding Debt

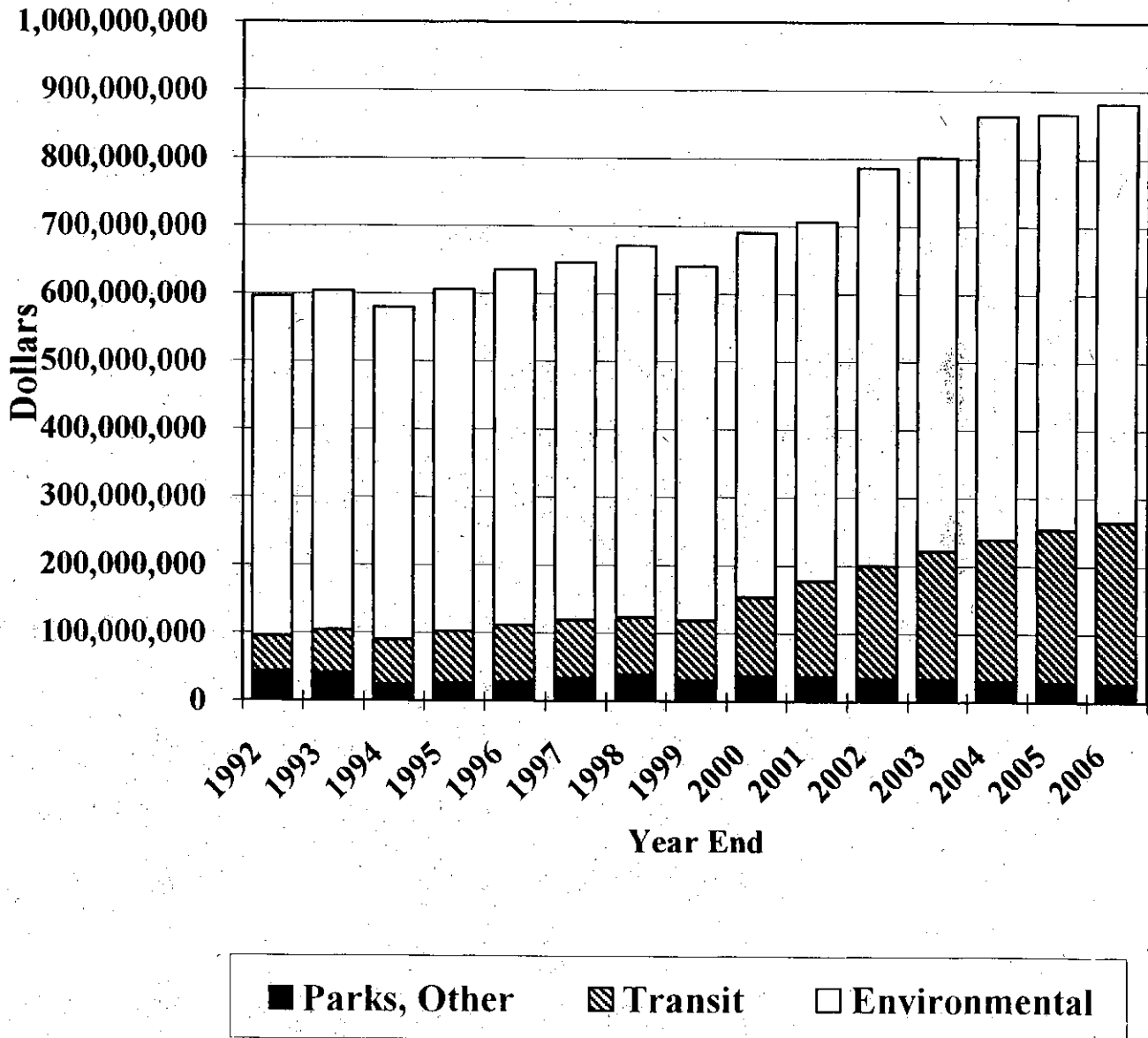


Figure 16

## Metropolitan Council 1992-2006 Outstanding Debt as Percent of Market Value

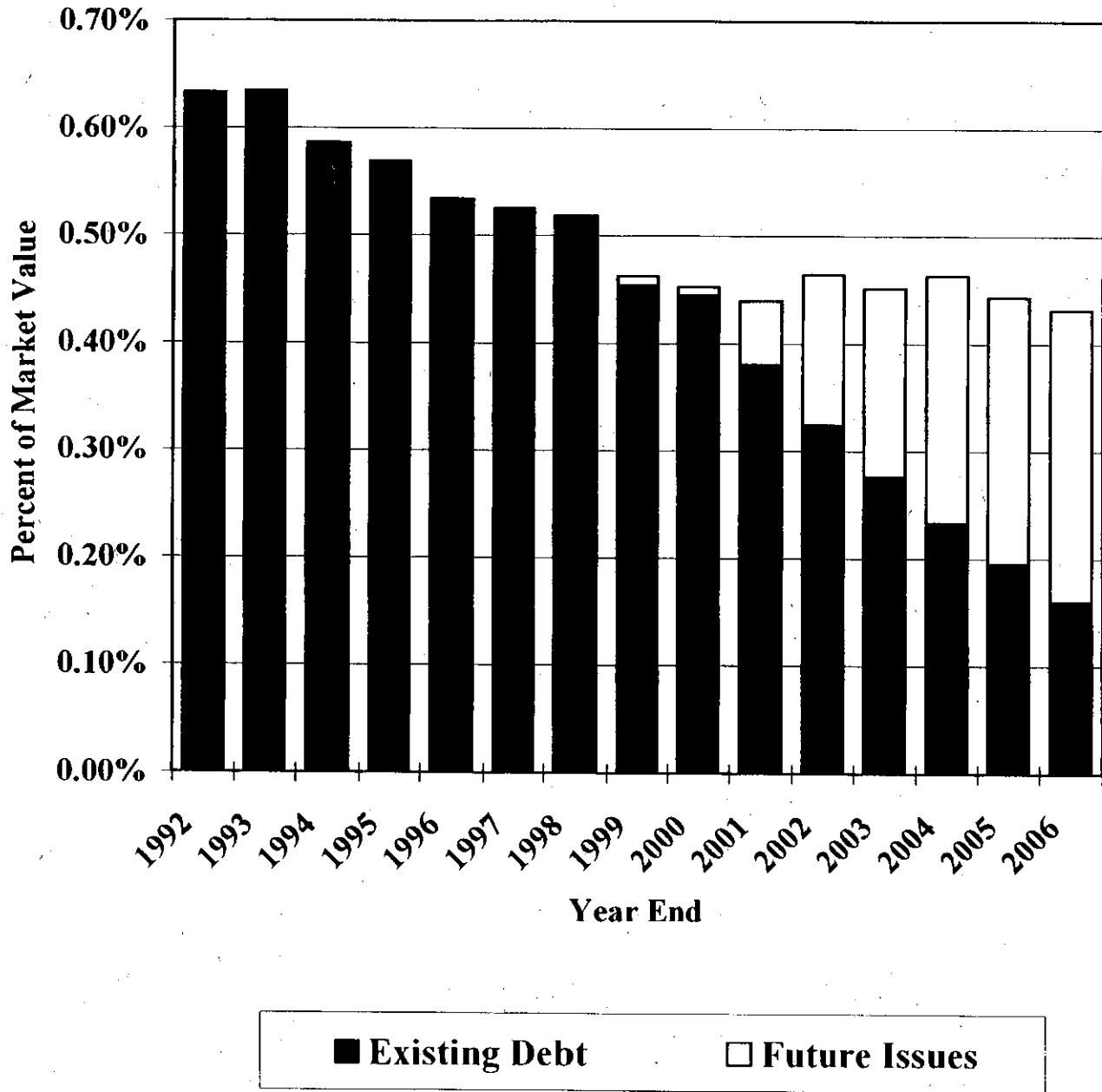


Figure 17

## Metropolitan Council 1988-2006 Outstanding Debt as Percent of Market Value

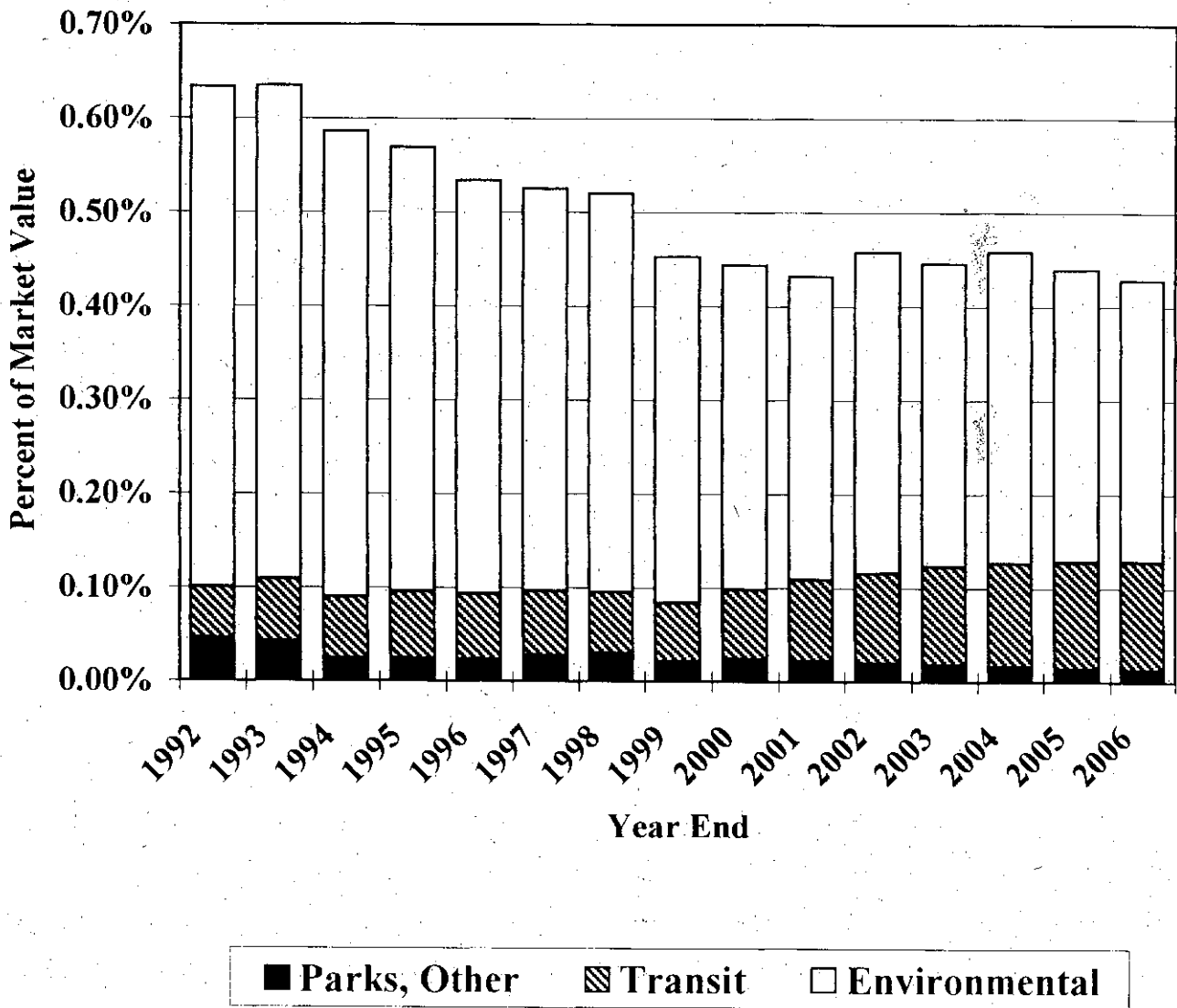


Figure 18

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**Table 13**  
**METROPOLITAN COUNCIL**  
**PROJECTED 2001-2006 CAPITAL IMPROVEMENT PROGRAM FINANCING**

<b>Proposed 2001-2006 Capital Improvement Program</b>							
	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>Total</b>
<b>Federal</b>							
Transit	134,136,000	164,980,000	189,819,000	156,961,500	126,135,000	93,388,000	865,419,500
Parks and Open Space	0	0	0	0	0	0	0
Affordable Housing	6,350,000	2,000,000	0	0	0	0	8,350,000
<b>Subtotal-Federal</b>	<b>140,486,000</b>	<b>166,980,000</b>	<b>189,819,000</b>	<b>156,961,500</b>	<b>126,135,000</b>	<b>93,388,000</b>	<b>873,769,500</b>
<b>State</b>							
Transit	42,360,000	40,825,000	51,922,000	53,860,000	42,300,000	20,900,000	252,167,000
Parks and Open Space	16,775,000	21,595,000	11,690,000	8,005,000	8,150,000	8,354,000	74,569,000
<b>Subtotal-State</b>	<b>59,135,000</b>	<b>62,420,000</b>	<b>63,612,000</b>	<b>61,865,000</b>	<b>50,450,000</b>	<b>29,254,000</b>	<b>326,736,000</b>
<b>Regional Borrowing</b>							
Transit	40,875,000	40,000,000	40,000,000	40,000,000	40,000,000	40,000,000	240,875,000
800 Megahertz Radio	0	0	0	0	0	0	0
Environmental Services	65,964,000	77,608,000	79,164,000	76,829,000	55,747,000	42,980,000	398,292,000
Parks and Open Space	3,600,000	3,600,000	5,300,000	5,300,000	5,400,000	5,400,000	28,600,000
<b>Subtotal-Reg. Borrowing</b>	<b>110,439,000</b>	<b>121,208,000</b>	<b>124,464,000</b>	<b>122,129,000</b>	<b>101,147,000</b>	<b>88,380,000</b>	<b>667,767,000</b>
<b>Other Sources</b>							
Transit	36,949,000	44,502,000	53,208,000	22,266,500	9,575,000	4,575,000	171,075,500
Environmental Services	0	0	0	0	0	0	0
Parks and Open Space	793,000	200,000	200,000	200,000	200,000	200,000	1,793,000
800 Megahertz Radio	0	1,600,000	1,100,000	0	0	0	2,700,000
<b>Subtotal-Other Sources</b>	<b>37,742,000</b>	<b>46,302,000</b>	<b>54,508,000</b>	<b>22,466,500</b>	<b>9,775,000</b>	<b>4,775,000</b>	<b>175,568,500</b>
MCES SAC Reserve	11,500,000	11,500,000	11,500,000	11,500,000	11,500,000	11,500,000	69,000,000
MCES Capital Fund Balance	0	23,684,000	14,947,000	0	0	0	38,631,000
New Transit Funding Source	25,800,000	22,800,000	18,800,000	18,800,000	23,026,000	22,643,000	131,869,000
<b>Total Capital Financing</b>							
Federal Grants	140,486,000	166,980,000	189,819,000	156,961,500	126,135,000	93,388,000	873,769,500
State Grants	59,135,000	62,420,000	63,612,000	61,865,000	50,450,000	29,254,000	326,736,000
Regional Borrowing	110,439,000	121,208,000	124,464,000	122,129,000	101,147,000	88,380,000	667,767,000
Other Sources	37,742,000	46,302,000	54,508,000	22,466,500	9,775,000	4,775,000	175,568,500
MCES SAC Reserve	11,500,000	11,500,000	11,500,000	11,500,000	11,500,000	11,500,000	69,000,000
MCES Capital Fund Balance	0	23,684,000	14,947,000	0	0	0	38,631,000
New Transit Funding Source	25,800,000	22,800,000	18,800,000	18,800,000	23,026,000	22,643,000	131,869,000
<b>Total Sources</b>	<b>385,102,000</b>	<b>454,894,000</b>	<b>477,650,000</b>	<b>393,722,000</b>	<b>322,033,000</b>	<b>249,940,000</b>	<b>2,283,341,000</b>
<b>Total Capital Expenditures</b>							
Transit	331,722,000	345,545,000	311,658,000	263,621,000	222,605,000	186,255,000	1,661,406,000
Environmental Services	77,464,000	112,792,000	105,611,000	88,329,000	67,247,000	54,480,000	505,923,000
Parks and Open Space	23,621,000	27,100,000	17,080,000	13,418,000	13,585,000	13,925,000	108,729,000
800 Megahertz Radio	8,969,000	2,185,000	1,100,000	0	0	0	12,254,000
Affordable Housing	6,350,000	2,000,000	0	0	0	0	8,350,000
<b>Total Expenditures</b>	<b>448,126,000</b>	<b>489,622,000</b>	<b>435,449,000</b>	<b>365,368,000</b>	<b>303,437,000</b>	<b>254,660,000</b>	<b>2,296,662,000</b>
Surplus/(Deficit)	(63,024,000)	(34,728,000)	42,201,000	28,354,000	18,596,000	(4,720,000)	(13,321,000)
<b>Cash Flow Funding</b>							
Grant Anticipation Notes	35,224,000	28,279,000	(34,479,000)	(29,024,000)	0	0	0
Use of Fund Balances	27,800,000	6,449,000	(7,722,000)	670,000	(18,596,000)	4,720,000	13,321,000

**Table 14**  
**METROPOLITAN COUNCIL**  
**PROJECTED 2001-2006 CAPITAL IMPROVEMENT PROGRAM**  
**SOURCES AND USES OF CAPITAL FUNDS BY FUNCTIONAL AREA**

	2001	2002	2003	2004	2005	2006	Total
<b>Transit</b>							
<b>Sources of Funds</b>							
Federal - Bus System	67,806,000	72,480,000	58,819,000	64,509,000	79,135,000	71,388,000	414,137,000
Federal - Designated Busway	0	12,500,000	18,500,000	18,500,000	13,000,000	0	62,500,000
Federal - Commuter Rail	0	0	22,500,000	34,000,000	34,000,000	22,000,000	112,500,000
Federal - Hiawatha LRT	66,330,000	80,000,000	90,000,000	39,952,500	0	0	276,282,500
Federal Subtotal	134,136,000	164,980,000	189,819,000	156,961,500	126,135,000	93,388,000	865,419,500
State - Bus System	4,500,000	5,000,000	4,600,000	6,800,000	4,700,000	3,300,000	28,900,000
State - Designated Busway	0	10,000,000	14,800,000	14,800,000	10,400,000	0	50,000,000
State - Commuter Rail	0	0	18,000,000	27,200,000	27,200,000	17,600,000	90,000,000
State - Hiawatha LRT	37,860,000	25,825,000	14,522,000	5,060,000	0	0	83,267,000
State Subtotal	42,360,000	40,825,000	51,922,000	53,860,000	42,300,000	20,900,000	252,167,000
Regional Borrowing	40,875,000	40,000,000	40,000,000	40,000,000	40,000,000	40,000,000	240,875,000
Other Local and In-Kind - LRT	36,774,000	44,327,000	53,033,000	22,091,500	9,400,000	4,400,000	170,025,500
Interest/Miscellaneous	175,000	175,000	175,000	175,000	175,000	175,000	1,050,000
Subtotal	254,320,000	290,307,000	334,949,000	273,088,000	218,010,000	158,863,000	1,529,537,000
New Funding Source	25,800,000	22,800,000	18,800,000	18,800,000	23,026,000	22,643,000	131,869,000
Total Sources	280,120,000	313,107,000	353,749,000	291,888,000	241,036,000	181,506,000	1,661,406,000
<b>Uses of Funds</b>							
Bus System	155,534,000	144,614,000	114,782,000	131,041,000	128,605,000	142,255,000	816,831,000
Hiawatha Light Rail Transit	176,188,000	175,931,000	114,876,000	27,580,000	0	0	494,575,000
Commuter Rail	0	0	45,000,000	68,000,000	68,000,000	44,000,000	225,000,000
Transitways	0	25,000,000	37,000,000	37,000,000	26,000,000	0	125,000,000
Total Uses	331,722,000	345,545,000	311,658,000	263,621,000	222,605,000	186,255,000	1,661,406,000
Sources Over/(Under) Uses	(51,602,000)	(32,438,000)	42,091,000	28,267,000	18,431,000	(4,749,000)	0
Short-Term Borrowing	35,224,000	28,279,000	(34,479,000)	(29,024,000)	0	0	
Capital Funds Available, Year Start	23,000,000	6,622,000	2,463,000	10,075,000	9,318,000	27,749,000	
Capital Funds Available, Year End	6,622,000	2,463,000	10,075,000	9,318,000	27,749,000	23,000,000	
<b>Parks and Open Space</b>							
<b>Sources of Funds</b>							
State Bonds	16,775,000	21,595,000	11,690,000	8,005,000	8,150,000	8,354,000	74,569,000
Regional Borrowing	3,600,000	3,600,000	5,300,000	5,300,000	5,400,000	5,400,000	28,600,000
Interest and Miscellaneous	793,000	200,000	200,000	200,000	200,000	200,000	1,793,000
Total Sources	21,168,000	25,395,000	17,190,000	13,505,000	13,750,000	13,954,000	104,962,000
<b>Uses of Funds</b>							
Acquisition	2,874,000	1,581,000	1,183,000	1,079,000	975,000	999,000	8,691,000
Redevelopment	11,122,000	18,218,000	10,391,000	7,208,000	7,855,000	8,051,000	62,845,000
Development	8,906,000	7,301,000	5,507,000	5,131,000	4,756,000	4,874,000	36,475,000
Mixed Purpose	720,000	0	0	0	0	0	720,000
Total Uses	23,622,000	27,100,000	17,080,000	13,418,000	13,585,000	13,925,000	108,729,000
Sources Over/(Under) Uses	(2,453,000)	(1,705,000)	110,000	87,000	165,000	29,000	(3,767,000)
Capital Funds Available, Year Start	6,333,000	3,880,000	2,175,000	2,285,000	2,372,000	2,537,000	
Capital Funds Available, Year End	3,880,000	2,175,000	2,285,000	2,372,000	2,537,000	2,566,000	



**Table 14**  
**METROPOLITAN COUNCIL**  
**PROJECTED 2001-2006 CAPITAL IMPROVEMENT PROGRAM**  
**SOURCES AND USES OF CAPITAL FUNDS BY FUNCTIONAL AREA**

	2001	2002	2003	2004	2005	2006	Total
<b>800 Megahertz Radio</b>							
<b>Sources of Funds</b>							
Regional Borrowing	0	0	0				0
Operating Income	0	1,600,000	1,100,000	0	0	0	2,700,000
<b>Total Sources</b>	<b>0</b>	<b>1,600,000</b>	<b>1,100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,700,000</b>
<b>Uses of Funds</b>							
Radio System Infrastructure	8,969,000	2,185,000	1,100,000	-	-	-	12,254,000
Sources Over/(Under) Uses	(8,969,000)	(585,000)	-	-	-	-	(9,554,000)
Capital Funds Available, Year Start	9,554,000	585,000	-	-	-	-	-
Capital Funds Available, Year End	585,000	-	-	-	-	-	-
<b>Environmental Services</b>							
<b>Sources of Funds</b>							
Regional Borrowing	65,964,000	77,608,000	79,164,000	76,829,000	55,747,000	42,980,000	398,292,000
MCES SAC Reserve	11,500,000	11,500,000	11,500,000	11,500,000	11,500,000	11,500,000	69,000,000
MCES Capital Fund Balance	0	23,684,000	14,947,000	0	0	0	38,631,000
<b>Total Sources</b>	<b>77,464,000</b>	<b>112,792,000</b>	<b>105,611,000</b>	<b>88,329,000</b>	<b>67,247,000</b>	<b>54,480,000</b>	<b>505,923,000</b>
<b>Uses of Funds</b>							
Wastewater Services	77,464,000	112,792,000	105,611,000	88,329,000	67,247,000	54,480,000	505,923,000
Sources Over/(Under) Uses	0	0	0	0	0	0	0
Capital Funds Available, Year Start	38,631,000	38,631,000	14,947,000	-	-	-	-
Capital Funds Available, Year End	38,631,000	14,947,000	-	-	-	-	-
<b>Family Affordable Housing Program</b>							
<b>Sources of Funds</b>							
Federal	6,350,000	2,000,000	0	0	0	0	8,350,000
Other							0
<b>Total Sources</b>	<b>6,350,000</b>	<b>2,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,350,000</b>
<b>Uses of Funds</b>							
Affordable Housing	6,350,000	2,000,000	-	-	-	-	8,350,000
Sources Over/(Under) Uses	-	-	-	-	-	-	-
Capital Funds Available, Year Start	-	-	-	-	-	-	-
Capital Funds Available, Year End	-	-	-	-	-	-	-

**Table 14**  
**METROPOLITAN COUNCIL**  
**PROJECTED 2001-2006 CAPITAL IMPROVEMENT PROGRAM**  
**SOURCES AND USES OF CAPITAL FUNDS BY FUNCTIONAL AREA**

	2001	2002	2003	2004	2005	2006	Total
<b>Total Capital Sources</b>							
Federal Grants	140,486,000	166,980,000	189,819,000	156,961,500	126,135,000	93,388,000	873,769,500
State Grants	59,135,000	62,420,000	63,612,000	61,865,000	50,450,000	29,254,000	326,736,000
Regional Borrowing	110,439,000	121,208,000	124,464,000	122,129,000	101,147,000	88,380,000	667,767,000
Other Sources	37,742,000	46,302,000	54,508,000	22,466,500	9,775,000	4,775,000	175,568,500
MCES SAC Reserve	11,500,000	11,500,000	11,500,000	11,500,000	11,500,000	11,500,000	69,000,000
MCES Capital Fund Balance	0	23,684,000	14,947,000	0	0	0	38,631,000
New Transit Funding Source	25,800,000	22,800,000	18,800,000	18,800,000	23,026,000	22,643,000	131,869,000
<b>Total Sources</b>	<b>385,102,000</b>	<b>454,894,000</b>	<b>477,650,000</b>	<b>393,722,000</b>	<b>322,033,000</b>	<b>249,940,000</b>	<b>2,283,341,000</b>
<b>Total Capital Uses</b>							
Transit	331,722,000	345,545,000	311,658,000	263,621,000	222,605,000	186,255,000	1,661,406,000
Environmental Services	77,464,000	112,792,000	105,611,000	88,329,000	67,247,000	54,480,000	505,923,000
Parks and Open Space	23,621,000	27,100,000	17,080,000	13,418,000	13,585,000	13,925,000	108,729,000
800 Megahertz Radio	8,969,000	2,185,000	1,100,000	0	0	0	12,254,000
Family Affordable Housing	6,350,000	2,000,000	0	0	0	0	8,350,000
<b>Total Expenditures</b>	<b>448,126,000</b>	<b>489,622,000</b>	<b>435,449,000</b>	<b>365,368,000</b>	<b>303,437,000</b>	<b>254,660,000</b>	<b>2,296,662,000</b>
Sources Over/(Under) Uses	(63,024,000)	(34,728,000)	42,201,000	28,354,000	18,596,000	(4,720,000)	(13,321,000)
Short Term Borrowing	35,224,000	28,279,000	(34,479,000)	(29,024,000)	0	0	
Capital Funds Available, Year Start	77,518,000	49,718,000	19,585,000	12,360,000	11,690,000	30,286,000	
Capital Funds Available, Year End	49,718,000	19,585,000	12,360,000	11,690,000	30,286,000	25,566,000	

**Table 15**  
**METROPOLITAN COUNCIL**  
**ANNUAL DEBT SERVICE LEVY AND SEWER SERVICE FEE PROJECTIONS**  
**BASED ON PROJECTED 2001-2006 CAPITAL IMPROVEMENT PROGRAM**

	2000	2001	2002	2003	2004	2005	2006	Annual Change
<b>Property Tax Supported</b>								
<b>Transit</b>								
Existing	20,393,958	18,932,292	16,360,566	16,295,669	11,626,069	11,475,899	10,083,360	
New	0	2,137,577	8,383,882	13,084,299	21,395,214	27,984,625	31,631,139	
Subtotal-Transit	20,393,958	21,069,869	24,744,448	29,379,968	33,021,283	39,460,524	41,714,499	12.67%
<b>Parks and Open Space</b>								
Existing	6,047,814	6,073,279	5,386,679	4,354,001	2,701,669	2,733,821	1,350,668	
New	0	349,971	871,593	2,758,786	4,384,930	5,697,319	7,006,326	
Subtotal	6,047,814	6,423,250	6,258,271	7,112,787	7,086,599	8,431,140	8,356,994	5.54%
<b>Solid Waste</b>								
Existing	0	0	0	432,962	426,903	0	0	
<b>Radio</b>								
Existing	423,525	340,454	396,840	422,155	416,283	414,971	417,942	-0.22%
<b>Subtotal</b>								
Existing	26,865,297	25,346,025	22,144,085	21,504,787	15,170,924	14,624,691	11,851,970	
New	0	2,487,548	9,255,475	15,843,085	25,780,143	33,681,944	38,637,465	
Subtotal	26,865,297	27,833,573	31,399,559	37,347,872	40,951,067	48,306,634	50,489,435	11.09%
<b>Wastewater Service Fee Supported</b>								
<b>Environmental Services</b>								
Existing	63,300,000	67,000,000	66,332,000	61,485,000	58,997,000	54,664,000	53,128,000	
New	0	0	2,350,000	8,921,000	13,176,000	19,321,000	22,714,000	
Subtotal-Envir Serv	63,300,000	67,000,000	68,682,000	70,406,000	72,173,000	73,985,000	75,842,000	3.06%
<b>Combined</b>								
Existing	90,165,297	92,346,025	88,476,085	82,989,787	74,167,924	69,288,691	64,979,970	
New	0	2,487,548	11,605,475	24,764,085	38,956,143	53,002,944	61,351,465	
Total	90,165,297	94,833,573	100,081,559	107,753,872	113,124,067	122,291,634	126,331,435	5.78%
<b>Constant 2000 Dollars</b>								
Existing	90,165,297	92,901,228	95,585,727	100,120,037	102,266,764	107,543,245	107,849,573	3.03%

**Table 16**  
**METROPOLITAN COUNCIL**  
**OPERATING AND DEBT SERVICE TAX AND USER FEE PROJECTIONS**  
**BASED ON PROJECTED 2001-2006 CAPITAL IMPROVEMENT PROGRAM**

	2000	2001	2002	2003	2004	2005	2006	Annual Change
<b>Property Taxes</b>								
<b>General</b>								
General Operations	10,174,600	10,274,600	10,424,600	10,424,600	10,424,600	10,424,600	10,424,600	0.41%
Livable Communities	11,132,936	11,675,781	12,143,085	12,607,386	13,063,829	13,507,339	13,880,225	3.74%
Highway ROW	1,142,446	1,142,446	1,222,417	1,301,874	1,379,987	1,455,886	1,519,699	4.87%
Radio Debt Service	423,525	340,454	396,840	422,155	416,283	414,971	417,942	-0.22%
Solid Waste Debt Service	0	0	0	432,962	426,903	0	0	
Subtotal-General	22,873,507	23,433,281	24,186,943	25,188,977	25,711,602	25,802,796	26,242,466	2.32%
<b>Transit</b>								
Operations	79,752,053	86,546,431	91,521,141	96,565,625	101,652,196	106,779,504	111,933,236	5.81%
Debt Service	20,393,958	21,069,869	24,744,448	29,379,968	33,021,283	39,460,524	41,714,499	12.67%
Subtotal-Transit	100,146,011	107,616,300	116,265,590	125,945,593	134,673,479	146,240,027	153,647,735	7.39%
<b>Parks and Open Space</b>								
Debt Service	6,047,814	6,423,250	6,258,271	7,112,787	7,086,599	8,431,140	8,356,994	5.54%
<b>Property Tax Subtotal</b>								
Operations	102,202,035	109,639,257	115,311,244	120,899,485	126,520,612	132,167,329	137,757,760	5.10%
Debt Service	26,865,297	27,833,573	31,399,559	37,347,872	40,951,067	48,306,634	50,489,435	11.09%
Subtotal	129,067,332	137,472,831	146,710,803	158,247,357	167,471,679	180,473,963	188,247,195	6.49%
<b>User Fees</b>								
<b>Environmental Services</b>								
Operations	78,826,000	74,637,000	75,144,000	79,361,000	83,371,000	86,843,000	81,049,297	0.46%
Debt Service	45,974,000	49,263,000	49,936,000	51,179,000	52,709,000	53,767,000	55,837,663	3.29%
Subtotal-Envir Serv	124,800,000	123,900,000	125,080,000	130,540,000	136,080,000	140,610,000	136,886,960	1.55%
<b>Combined</b>								
Operations	181,028,035	184,276,257	190,455,244	200,260,485	209,891,612	219,010,329	218,807,057	3.21%
Debt Service	72,839,297	77,096,573	81,335,559	88,526,872	93,660,067	102,073,634	106,327,098	6.51%
Total	253,867,332	261,372,831	271,790,803	288,787,357	303,551,679	321,083,963	325,134,155	4.21%
<b>Constant 2000 Dollars</b>								
Operations	181,028,035	180,521,412	181,899,673	186,073,009	189,746,855	192,597,652	186,796,325	0.52%
Debt Service	72,839,297	75,525,640	77,681,829	82,255,176	84,670,860	89,763,539	90,771,803	3.74%
Total	253,867,332	256,047,052	259,581,502	268,328,185	274,417,714	282,361,190	277,568,128	1.50%

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

**Table 17**  
**METROPOLITAN COUNCIL**  
**PROPERTY TAX AND USER FEE PROJECTIONS AS PERCENT OF REGIONAL INCOME**  
**BASED ON PROJECTED 2001-2006 CAPITAL IMPROVEMENT PROGRAM**

	2000	2001	2002	2003	2004	2005	2006	Annual Change
Regional Income (\$Billions)	95.6	99.1	102.7	106.7	110.8	115.1	120.3	3.90%
Reg Income per-Household	95,143	97,321	99,647	102,228	104,825	107,550	111,046	2.61%
<b>General</b>								
Operations	0.023%	0.023%	0.023%	0.023%	0.022%	0.022%	0.021%	
Debt Service	0.000%	0.000%	0.000%	0.001%	0.001%	0.000%	0.000%	
Subtotal-General	0.024%	0.024%	0.024%	0.024%	0.023%	0.022%	0.022%	
<b>Transit</b>								
Operations	0.083%	0.087%	0.089%	0.090%	0.092%	0.093%	0.093%	
Debt Service	0.021%	0.021%	0.024%	0.028%	0.030%	0.034%	0.035%	
Subtotal-Transit	0.105%	0.109%	0.113%	0.118%	0.122%	0.127%	0.128%	
<b>Environmental Services</b>								
Operations	0.082%	0.075%	0.073%	0.074%	0.075%	0.075%	0.067%	
Debt Service	0.048%	0.050%	0.049%	0.048%	0.048%	0.047%	0.046%	
Subtotal-Envir Serv	0.131%	0.125%	0.122%	0.122%	0.123%	0.122%	0.114%	
<b>Parks and Open Space</b>								
Debt Service	0.006%	0.006%	0.006%	0.007%	0.006%	0.007%	0.007%	
<b>Combined</b>								
Operations	0.189%	0.186%	0.185%	0.188%	0.189%	0.190%	0.182%	
Debt Service	0.076%	0.078%	0.079%	0.083%	0.085%	0.089%	0.088%	
Total	0.266%	0.264%	0.265%	0.271%	0.274%	0.279%	0.270%	

**Table 18**  
**METROPOLITAN COUNCIL**  
**PROPERTY TAX AND USER FEE IMPACT ON \$150,000 RESIDENTIAL HOMESTEAD**  
**BASED ON PROJECTED 2001-2006 CAPITAL IMPROVEMENT PROGRAM**  
**(Constant 2000 Dollars)**

	2000	2001	2002	2003	2004	2005	2006	Annual Change
Taxable Market Value	134,500	136,977	138,433	139,160	139,972	140,830	140,994	0.79%
Net Tax Capacity	1,725	1,776	1,812	1,837	1,863	1,889	1,905	1.66%
<b>Property Taxes</b>								
<b>General</b>								
Operations	6.76	6.72	6.72	6.59	6.46	6.33	6.17	-1.50%
Livable Communities	6.65	6.87	7.00	7.09	7.15	7.20	7.18	1.27%
Radio Debt Service	0.33	0.26	0.29	0.30	0.29	0.28	0.27	-3.20%
Solid Waste Debt Service	0.00	0.00	0.00	0.31	0.29	0.00	0.00	
Subtotal-General	13.74	13.85	14.01	14.28	14.20	13.81	13.62	-0.15%
<b>Transit</b>								
Operations	80.38	85.37	87.82	89.83	91.70	93.35	94.08	2.66%
Debt Service	17.64	17.81	20.33	23.39	25.46	29.47	30.08	9.31%
Subtotal-Transit	98.02	103.19	108.15	113.22	117.16	122.81	124.16	4.02%
<b>Parks and Open Space</b>								
Debt Service	4.65	4.83	4.57	5.03	4.86	5.60	5.36	2.39%
<b>Property Tax Subtotal</b>								
Operations	93.80	98.97	101.54	103.51	105.32	106.88	107.43	2.29%
Debt Service	22.61	22.89	25.19	29.02	30.90	35.34	35.71	7.91%
Subtotal	116.41	121.86	126.73	132.53	136.21	142.22	143.14	3.51%
<b>User Fees</b>								
<b>Environmental Services</b>								
Operations	56.64	52.03	50.58	51.48	52.12	52.32	46.96	-3.07%
Debt Service	33.04	34.34	32.46	28.99	26.94	23.93	22.66	-6.09%
Subtotal-Envir Serv	89.68	86.37	84.19	84.67	85.07	84.71	79.32	-2.03%
<b>Combined</b>								
Operations	150.44	151.00	152.13	154.98	157.44	159.20	154.39	0.43%
Debt Service	55.65	57.24	57.65	58.01	57.83	59.27	58.37	0.80%
Total	206.08	208.23	209.78	213.00	215.27	218.47	212.76	0.53%

**Table 19**  
**METROPOLITAN COUNCIL**  
**OUTSTANDING DEBT, YEAR END - TOTAL AND PERCENT OF MARKET VALUE**  
**BASED ON PROJECTED 2001-2006 CAPITAL IMPROVEMENT PROGRAM**

	2000	2001	2002	2003	2004	2005	2006	Annual Change
<b>Existing Debt</b>								
Radio	2,575,000	2,300,000	2,015,000	1,715,000	1,400,000	1,075,000	735,000	
Solid Waste	1,810,000	1,475,000	1,130,000	770,000	390,000	0	0	
Parks and Open Space	32,965,000	28,705,000	23,575,000	18,985,000	15,460,000	13,305,000	11,095,000	
Transit	115,200,000	100,710,000	85,200,000	73,080,000	61,000,000	52,725,000	44,235,000	
Environmental Services	537,440,000	488,864,000	443,748,000	401,048,000	358,586,000	315,853,000	271,626,000	
<b>Total Existing</b>	<b>689,990,000</b>	<b>622,054,000</b>	<b>555,668,000</b>	<b>495,598,000</b>	<b>436,836,000</b>	<b>382,958,000</b>	<b>327,691,000</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	0	3,600,000	6,945,000	11,695,000	13,095,000	13,245,000	14,060,000	
Transit	0	40,875,000	79,875,000	114,775,000	146,125,000	172,275,000	193,475,000	
Environmental Services	0	40,000,000	143,440,000	179,806,000	266,339,000	296,703,000	345,192,000	
<b>Total New</b>	<b>0</b>	<b>84,475,000</b>	<b>230,260,000</b>	<b>306,276,000</b>	<b>425,559,000</b>	<b>482,223,000</b>	<b>552,727,000</b>	
<b>Existing and New Debt</b>								
Radio	2,575,000	2,300,000	2,015,000	1,715,000	1,400,000	1,075,000	735,000	-18.9%
Solid Waste	1,810,000	1,475,000	1,130,000	770,000	390,000	0	0	
Parks and Open Space	32,965,000	32,305,000	30,520,000	30,680,000	28,555,000	26,550,000	25,155,000	-4.4%
Transit	115,200,000	141,585,000	165,075,000	187,855,000	207,125,000	225,000,000	237,710,000	12.8%
Environmental Services	537,440,000	528,864,000	587,188,000	580,854,000	624,925,000	612,556,000	616,818,000	2.3%
<b>Total Existing and New</b>	<b>689,990,000</b>	<b>706,529,000</b>	<b>785,928,000</b>	<b>801,874,000</b>	<b>862,395,000</b>	<b>865,181,000</b>	<b>880,418,000</b>	<b>4.1%</b>
<b>Market Values (\$Billions)</b>								
Market Values (\$Billions)	155.3	163.6	171.8	179.7	188.1	196.9	205.6	4.8%
Market Value per Househo	154,582	160,704	166,585	172,133	177,951	184,055	189,815	3.5%
<b>Percent of Market Value</b>								
Radio	0.002%	0.001%	0.001%	0.001%	0.001%	0.001%	0.000%	
Solid Waste	0.001%	0.001%	0.001%	0.000%	0.000%	0.000%	0.000%	
Parks and Open Space	0.021%	0.020%	0.018%	0.017%	0.015%	0.013%	0.012%	
Transit	0.074%	0.087%	0.096%	0.105%	0.110%	0.114%	0.116%	
Environmental Services	0.346%	0.323%	0.342%	0.323%	0.332%	0.311%	0.300%	
<b>Total</b>	<b>0.444%</b>	<b>0.432%</b>	<b>0.458%</b>	<b>0.446%</b>	<b>0.458%</b>	<b>0.439%</b>	<b>0.428%</b>	
Existing	0.444%	0.380%	0.324%	0.276%	0.232%	0.194%	0.159%	
New	0.000%	0.052%	0.134%	0.170%	0.226%	0.245%	0.269%	
<b>Total</b>	<b>0.444%</b>	<b>0.432%</b>	<b>0.458%</b>	<b>0.446%</b>	<b>0.458%</b>	<b>0.439%</b>	<b>0.428%</b>	

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