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Metropolitan Council

1998-2002 Capital Improvement Program and 1998 Capital Program and Budget

Adopted December 18, 1997

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Minn. Stat. 473.13 Subd. 1

1994 Minn. Laws Chap. 628 Art. 3
Sec. 40

**METROPOLITAN COUNCIL
PROPOSED 1998 CAPITAL PROGRAM / BUDGET AND
1998-2002 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

RESOLUTION NO. 97-56

**APPROVING THE METROPOLITAN COUNCIL
1998-2002 CAPITAL IMPROVEMENT PROGRAM,
1998 CAPITAL PROGRAM AND 1998 CAPITAL BUDGET**

WHEREAS, Minn. Stat. 473.13, Subd. 1 requires the Council, after public hearing, shall adopt a final budget covering its anticipated receipts and disbursements for the ensuing year; and

WHEREAS, Minn. Stat. 473.13, Subd. 1 requires that the budget shall state in detail the capital expenditures of the Council for the budget year, based on a five-year capital program adopted by the Council; and

WHEREAS, the Council adopted a proposed unified 1998-2002 capital improvement program and 1998 capital program and budget for public hearing on October 30, 1997.

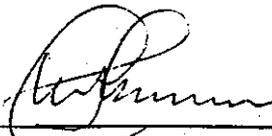
WHEREAS, a public hearing on the 1998-2002 capital improvement program and 1998 capital program and budget was held on December 4, 1997;

THEREFORE, BE IT RESOLVED,

that the Metropolitan Council approves the 1998-2002 Capital Improvement Program and 1998 Capital Program and Budget as follows:

1. Adopt the 1998-2002 Capital Improvement Program as the five-year capital plan for capital investment and financing.
2. Approve \$14,335,361 in new multi-year capital program authorizations as the 1998 Capital Program, including:
 - \$ 12,850,000 for Environmental Services, and
 - \$ 1,485,361 for Transit.
3. Approve a 1998 Capital Expenditure Budget of \$177,505,720 for previously approved capital projects and new capital projects authorized in the 1998 Capital Program, including:
 - \$ 66,375,681 for Environmental Services,
 - \$ 93,457,454 for Transit,
 - \$ 14,672,585 for Parks and Open Space, and
 - \$ 3,000,000 for the 800 Megahertz Radio Project.

Adopted this 18th day of December, 1997



Curt Johnson, Chair



Sandi Lindstrom, Recording Secretary

METROPOLITAN COUNCIL

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DATE: November 14, 1997
TO: Curt Johnson, Chair and Metropolitan Council Members
FROM: Jim Solem, Regional Administrator
SUBJECT: Proposed Metropolitan Council 1998 Capital Program and Budget and
1998-2002 Capital Improvement Program

This is the third year the Council is preparing a unified capital budget and capital improvement program which brings together in one document the capital investment plans for environmental services, transit and parks and open space. The Proposed 1998 Capital Program and Budget and 1998-2002 Capital Improvement Program presents capital budgets and capital improvement programs for each of the divisions of the Council -- Community Development, Environmental Services, and Transportation -- with capital investments related to the provision of regional services. The capital budget does not include office and computer capital equipment budgeted in the unified operating budget.

The budget document presents 1) a unified 1998-2002 capital improvement program which details proposed capital investments and financing; 2) a fiscal impact assessment which considers the proposed 1998-2002 capital investments and financing within the context of the region's ability to pay; and 3) a unified 1998 capital program and budget with new multi-year capital program authorization requests and proposed 1998 capital expenditures.

The objectives of the unified capital programming process are:

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

FINANCIAL POLICY GUIDANCE

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.

The five-year capital improvement program also reflects a commitment to maintain and preserve regional investments in wastewater services, transit and parks and open space. The Council has over \$1 billion in regional assets that need to be preserved and replaced at the end of their useful life. Approximately \$467 million, or 59 percent, of the total five-year capital investment by the Council will be used to rehabilitate or replace existing capital facilities, vehicles and equipment.

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

FINANCIAL SUMMARY - CAPITAL IMPROVEMENT PROGRAM

The proposed 1998-2002 capital improvement program reflects a prudent approach to the management of the Council's physical and financial resources, meeting capital investment needs while minimizing the impact on taxpayers and maintaining the Council's financial strength.

The combined 1998-2002 capital improvement programs (CIP) for parks and open space, transit and environmental services propose investing \$792 million in regional facilities over the next five years, an average of \$158 million per year. The proposed capital improvement program will require the issuance of approximately \$566 million in regional bonding, an average of \$113 million per year. This level of regional debt issuance will result in outstanding debt, annual debt service payments and property taxes and user fees supporting annual debt service payments increasing faster than inflation. However, when a comprehensive view of Council operations and debt service is taken, projected increases in property taxes and user fees are only slightly higher than inflation and lower than anticipated increases in regional income and market values.

CAPITAL PROGRAM ISSUES

TRANSIT

The transit capital improvement program proposes investing \$324 million over the next five years in transit equipment and facilities to enable Metro Transit and other transit providers to provide safe and reliable transit service. The program provides for the replacement of 803 transit vehicles in accordance with fleet replacement plans and provides a St Paul Garage to replace the antiquated Snelling Garage. The program includes \$64 million for the construction of public facilities such as park and ride lots, transit hubs, shelters and roadway improvements to make transit service safe and comfortable and provide more reliable service. Finally, the program includes several communications and computer projects to allow transit providers to provide better customer service.

The Council's is actively involved in the planning for a number of transitways under active consideration, including the Hiawatha, Riverview and Northstar Corridors. The Hiawatha Corridor is currently in the design and pre-construction phase and has a \$20 million state funding commitment and request for federal funding. Transitway projects and funding are not currently included in the Council's 1998-2002 capital improvement program.

The Transportation Division faces a number of issues in implementing its five-year plan.

- The capital improvement program allows Metro Transit to increase its peak bus requirement in 1998 from 755 to 773 buses, but does not allow additional increases over the next four years. Metro Transit and other transit providers will need to maintain a constant fleet size, making it more difficult to provide new service and attract additional ridership.
- The program is under-funded by \$24.4 million, assuming the Council received an average of \$23.5 million per year in regional bonding authority. Options to balance the program include pursuing additional federal and/or state capital funding, requested supplemental regional bonding authority or reducing the scope of the capital improvement program. Program reductions would need to occur primarily on public facilities and, to a lesser extent, fleet purchases.
- The program includes \$50.5 million in "soft" federal and state funding, including \$18 million in federal discretionary funding, \$16.5 million in state bonding and \$16 million in regional bonding authority requested but not authorized in the 1997 session. Projects funded with this "soft" funding include the St Paul garage project, the communication/automatic vehicle location (AVL) project and future public facilities. If any or all of this "soft" funding is not received, these projects and the entire capital improvements program will need to be reviewed.

ENVIRONMENTAL SERVICES

The Environmental Services Division proposes investing \$384 million over the next five years to provide improvements to the regional wastewater system to maintain existing facilities, meet new environmental requirements and provide new sewer service capacity. The 1998-2002 capital improvement program represents the first five years of a twenty year program to 2017.

Approximately \$149 million of the five-year program (39 percent of the program) will be invested in rehabilitation and replacement of existing facilities. The remaining \$235 million will provide for system expansion and quality improvements in the treatment plants and interceptors. In the five year period, major capital investments will be made in:

- a new South Washington County treatment facility, expansion of the Empire plant and closure of the Rosemount plant,
- 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 five-year plan.

- Implementation of the Environmental Services operational goal for phosphorus removal, a phosphorus reduction strategy intended to upgrade treatment to an annual average effluent quality goal of 1 milligram per liter phosphorus by 2014. The strategy enables phosphorus removal to be integrated into the planning and evolution of the wastewater treatment system in a systematic manner.
- Meeting regional wastewater system needs for rehabilitation and expansion needs within the constraints of a *Environmental Services 1997-2001 Plan for Allocating Resources* that calls for annual increases of less than 0.5 percent in wastewater rates through the year 2001. The 1998-2002 capital improvement program meets these wastewater service and financial goals.

PARKS AND OPEN SPACE

The Parks and Open Space capital improvement program proposes investing \$67 million over the next five years on the regional recreation open space system to rehabilitate existing facilities, purchase land and develop regional parks, park reserves and trails. The five year program is based on the *Regional Recreation Open Space Capital Improvement Program 1998-2003* developed by the Metropolitan Parks and Open Space Commission and adopted by the Council on September 25, 1997.

The main issue facing the Council with respect to the regional recreation open space system is maintaining legislative support of state funding and regional bonding for the system. The Legislature has supported a state/regional partnership over the last several years that has financed the regional parks capital improvement program with 60 percent state funding and 40 percent regional funding. For the 1998-1999 period, capital projects are proposed to be funded with state bonds or Environmental Trust funds as recommended by the Legislative Commission on Minnesota Resources (LCMR). The requested state funds will be matched on a 60/40 basis with regional bonds issued by the Metropolitan Council. The 1998-1999 portion of the capital improvement program proposes \$16.375 million for park capital improvements, funded with \$9.825 million of state bonds or Environmental Trust funds and \$6.55 million regional bonds.

CONCLUSION

The proposed 1998-2002 Capital Improvement Program and 1998 Capital Program and Budget provides a unified, coordinated capital investment strategy and financial plan that maintains and improves regional parks, transit and environmental services infrastructure and provides for regional growth. Your support of the program and help in obtaining federal, state and regional funding for the program is appreciated.

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**MISSION AND
ORGANIZATION**

METROPOLITAN COUNCIL PROPOSED 1998-2002 CAPITAL IMPROVEMENT PROGRAM AND 1998 CAPITAL PROGRAM AND BUDGET

MISSION AND ORGANIZATION

BACKGROUND

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

The Council's responsibilities include:

- Conduct long-range, comprehensive planning (for airports, economic development, housing, land use, regional finance, parks, water quality and supply, and transportation).
- Working with other local units of government and approving their comprehensive plans to ensure that their planning is consistent with the Council's plans and the plans of their neighbors.
- Operating the regional sewage collection and treatment system.
- Operating the regional transit system
- Operating a Metro-wide Housing and Redevelopment Authority (HRA) and forming joint powers agreements with other housing redevelopment agencies.

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

MISSION

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

REGIONAL BLUEPRINT

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

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

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

EXPECTED RESULTS

The Metropolitan Council's expected results are:

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

TACTICAL GOALS (Work Program Priorities)

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

- Improve relationships with local governments.
- Implement 2040 regional growth plan.
- Continue transit change and improvement.
- Support competitive public sector.

GUIDING PRINCIPLES

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

- Focus on customer services and stakeholder relationships.
- Commitment to productive, equitable, positive work environment.
- Commitment to financial integrity.
- Commitment to organizational effectiveness.

Each division has proposed a mission in alignment with the Council's, and has specified expected results and tactical goals. Tactical goals and multi-year work programming are developed in the context of identified long-term resources. This work in turn is used as the basis for implementing performance measurement practices. In 1998 each division will implement performance measurement practices to improve operating efficiencies and management effectiveness.

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

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

Metropolitan Council Strategic Planning Framework

Membership

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

Policy-making Structure

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

Metropolitan Council Organization

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

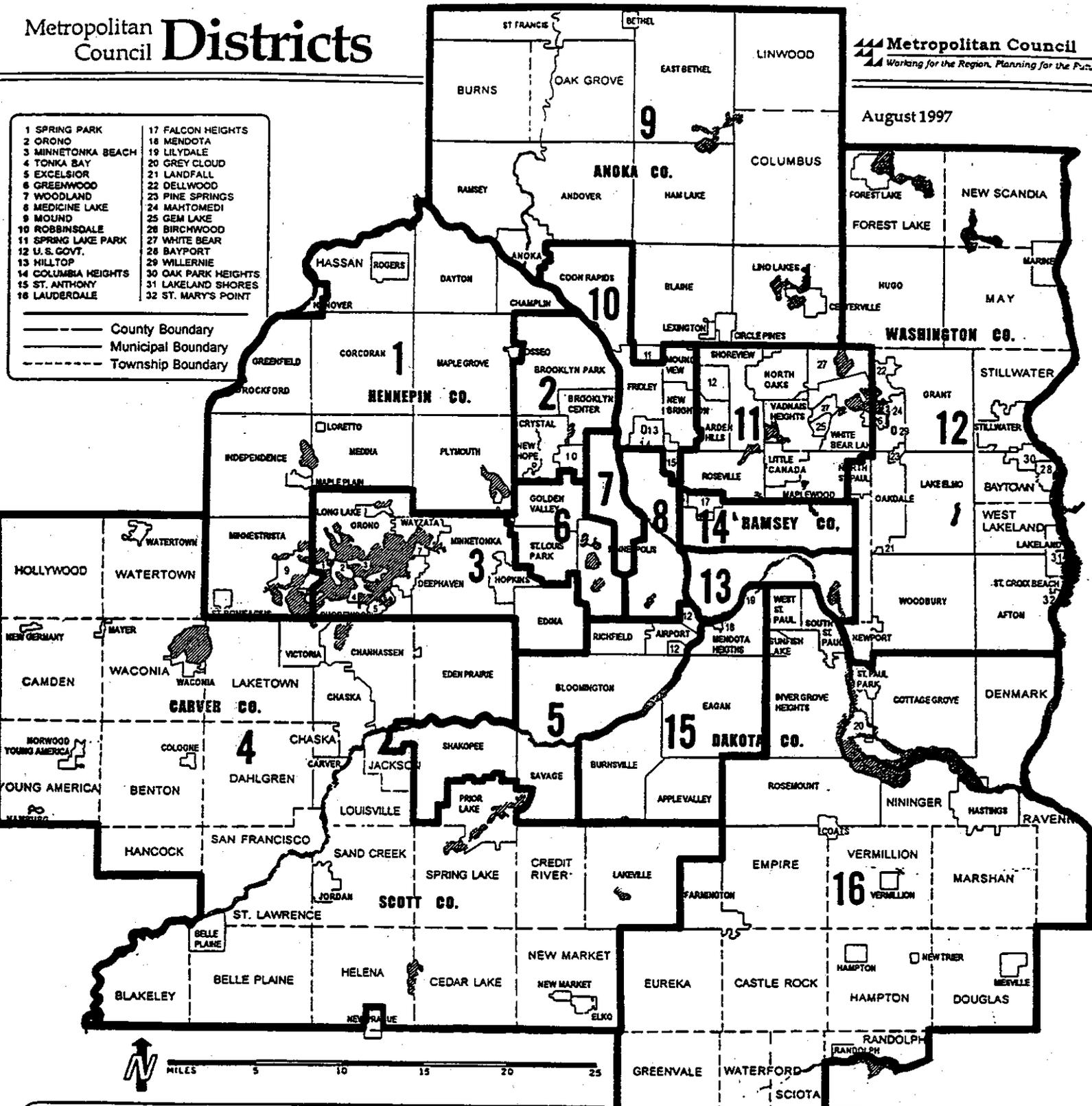
The Community Development Division develops regional growth strategy and policy, and monitors the implementation of the Regional Blueprint. The Transportation and Environmental Services divisions include the Council's operating units: transit operations and wastewater services. The Council's organization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

Metropolitan Council Districts

Metropolitan Council
Working for the Region, Planning for the Future

August 1997

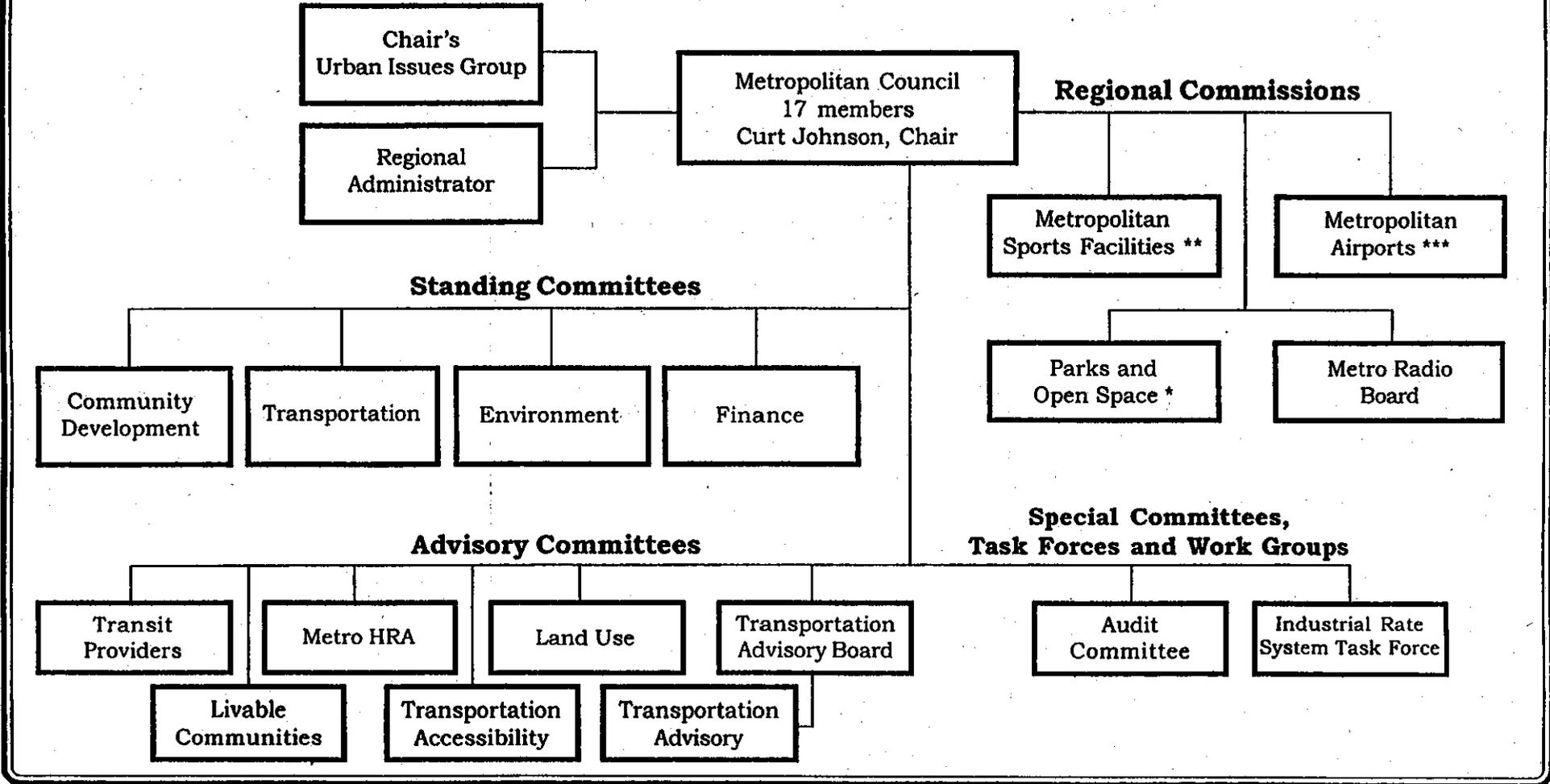
- | | |
|---------------------|---------------------|
| 1 SPRING PARK | 17 FALCON HEIGHTS |
| 2 ORONO | 18 MENDOTA |
| 3 MINNETONKA BEACH | 19 LILYDALE |
| 4 TONKA BAY | 20 GREY CLOUD |
| 5 EXCELSIOR | 21 LANDFALL |
| 6 GREENWOOD | 22 DELLWOOD |
| 7 WOODLAND | 23 PINE SPRINGS |
| 8 MEDICINE LAKE | 24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



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

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

Metropolitan Council Policymaking Structure



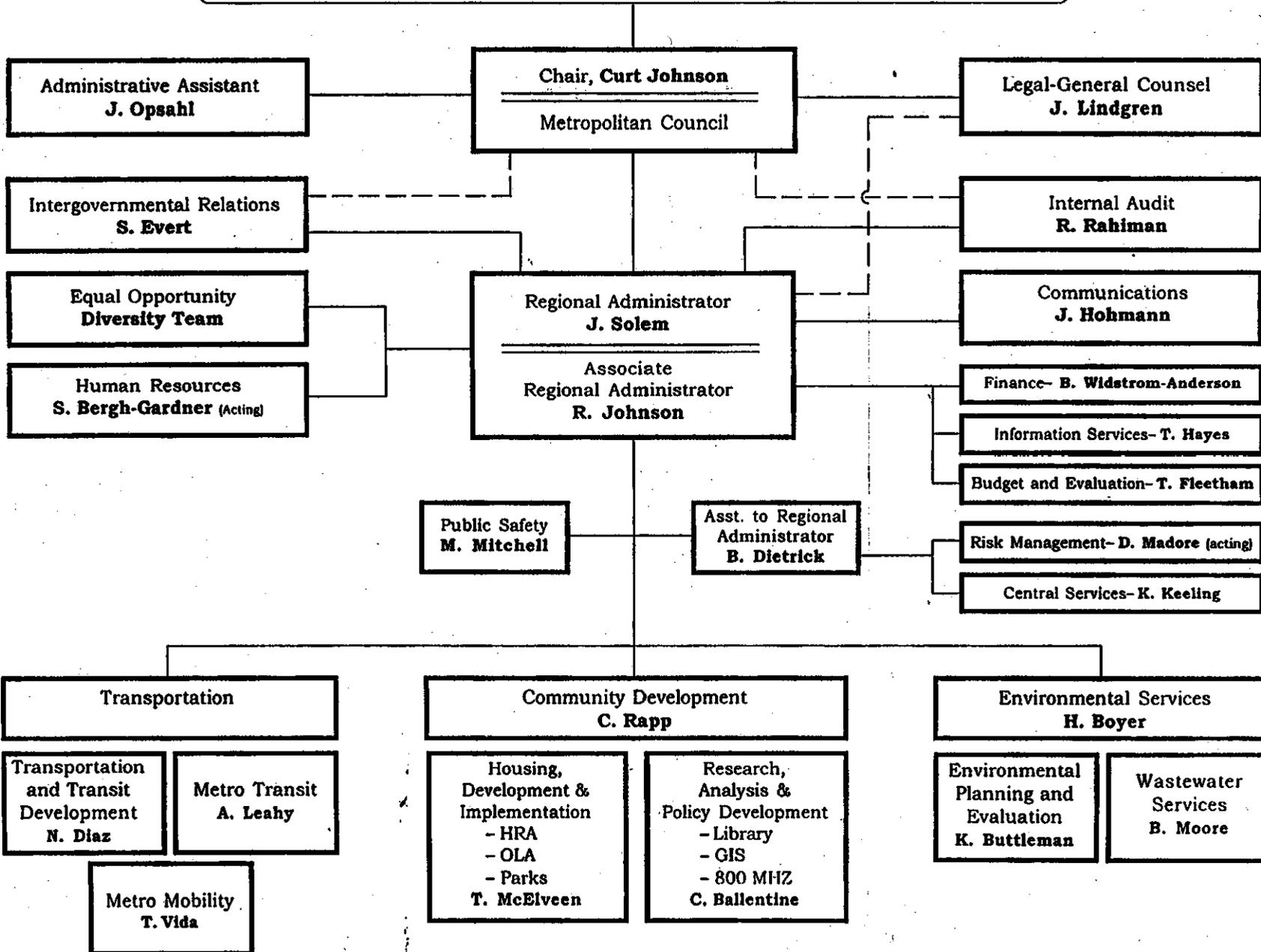
2-6

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

Metropolitan Council

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METROPOLITAN COUNCIL



2-7

CAPITAL PROGRAMMING AND BUDGETING PROCESS

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

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

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

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

Draft capital improvement programs and annual capital programs were reviewed by the Regional Administrator's Office in August and September. Council committees have reviewed proposed capital programs and provided policy direction throughout the fall. This proposed unified 1998-2002 capital improvement program and 1998 capital program and budget was developed by the Regional Administrator's Office and presented to the Council in October. The public hearing on the proposal will be:

Thursday, December 4, 1997 at 6:30 p.m.
Council Chambers
Mears Park Centre
230 East Fifth Street
St. Paul, Minnesota 55101-1634

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

Metropolitan Council Environmental Services, *Proposed Capital Improvement Program*, October, 1997
Metropolitan Council Environmental Services, *Proposed 1998 Capital Budget*, September 2, 1997
Metropolitan Council, *Regional Recreation Open Space Capital Improvement Program: 1998-2003*, September, 1997

Questions on the unified 1998-2002 capital improvement program and 1998 capital program and budget should be addressed to Alan Morris, Senior Fiscal Policy Planner, at 602-1446. Questions on the transit component should be addressed to Mark Fuhrmann, Implementation and Evaluation Manager, at 602-1722. Questions on the environmental services component should be addressed to Bryce Pickart at 602-1091. Questions on the parks and open space component should be addressed to Arne Stefferud, Senior Parks Planner, at 602-1360.

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**FINANCIAL SUMMARY
& FISCAL ANALYSIS**

**METROPOLITAN COUNCIL
PROPOSED 1998-2002 CAPITAL IMPROVEMENT PROGRAM**

FINANCIAL SUMMARY/FISCAL ANALYSIS

INTRODUCTION

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

- to provide a consolidated five-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 1998-2002 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.

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

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

SUMMARY OF CAPITAL EXPENDITURES AND CAPITAL FINANCING

This section provides a consolidated picture of proposed 1998-2002 capital expenditures and capital financing. The figures provide information on capital expenditures and capital financing back to 1988 so that long-term trends are illustrated.

Proposed Capital Expenditures

The combined 1998-2002 capital improvement programs for parks and open space, transit and environmental services propose investing \$792 million in regional facilities over the next five years. Approximately \$466 million will be used to rehabilitate and replace existing regional facilities, vehicles and equipment. These capital expenditures are summarized in Table 1.

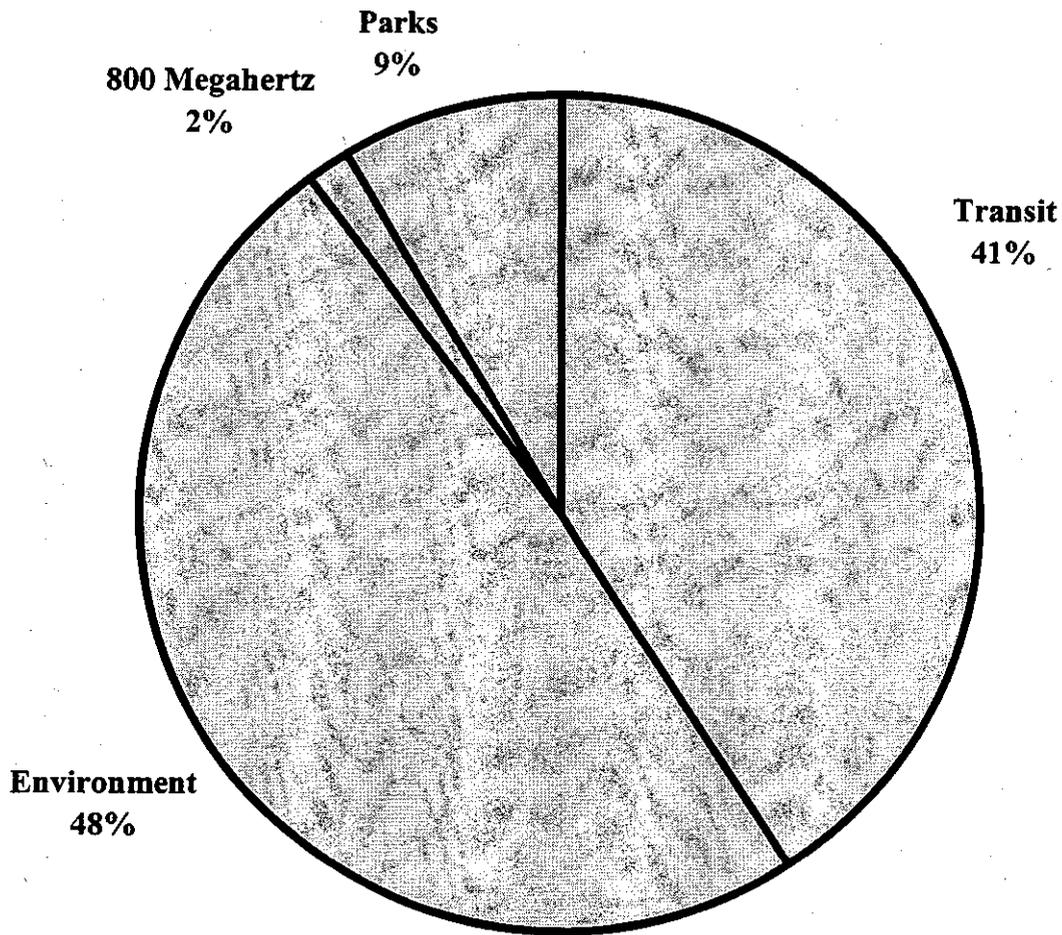
Figure 1 shows the proposed capital expenditures for each functional area. Environmental services capital projects account for 48 percent of the total, transit projects account for 41 percent of the total, parks and open space capital projects account for 9 percent of the total and the 800 megahertz radio project the remaining 2 percent.

Figure 2 shows the trend in capital expenditures between 1988 and 2002, 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 1998 and 2002 range between \$136 million and \$198 million, and average \$158 million per year.

The Environmental Services Division is proposing to invest \$383 million in capital facilities in the 1998-2002 period, an average of \$76.6 million per year. Annual capital expenditures range between \$66 million and \$100 million. The highest year of capital expenditures, \$100 million in 2001, occurs due to a large capital investments in solids processing facilities at the Blue Lake and Seneca wastewater treatment plants (\$25.3 million) and in a new South Washington County wastewater treatment plant (\$24.8 million). Capital investments are made to develop and maintain a system of regional interceptors and treatment works and related facilities. During the 1998-2002 period, approximately 67 percent of the proposed capital spending will be on treatment works projects and 33 percent on interceptor projects. An estimated 39 percent of capital investments during the five year period will be on rehabilitation projects to maintain existing facilities.

The Transportation Division is proposing to invest \$324 million in transit capital equipment and facilities in the 1998-2002 period, an average of \$65 million per year. Annual capital expenditures range between \$46 million and \$114 million. Proposed capital expenditures include \$ 24 million in 1998-1999 to complete a replacement facility for the Snelling Garage. The proposed capital expenditures for transit will require regional borrowing of \$29.5 million

Metropolitan Council 1998-2002 Projected Capital Investments



**Proposed 1998-2002 Capital Investments:
\$ 792 Million
or \$ 158 Million per Year**

Figure 1

Metropolitan Council 1988-2002 Capital Spending by Purpose

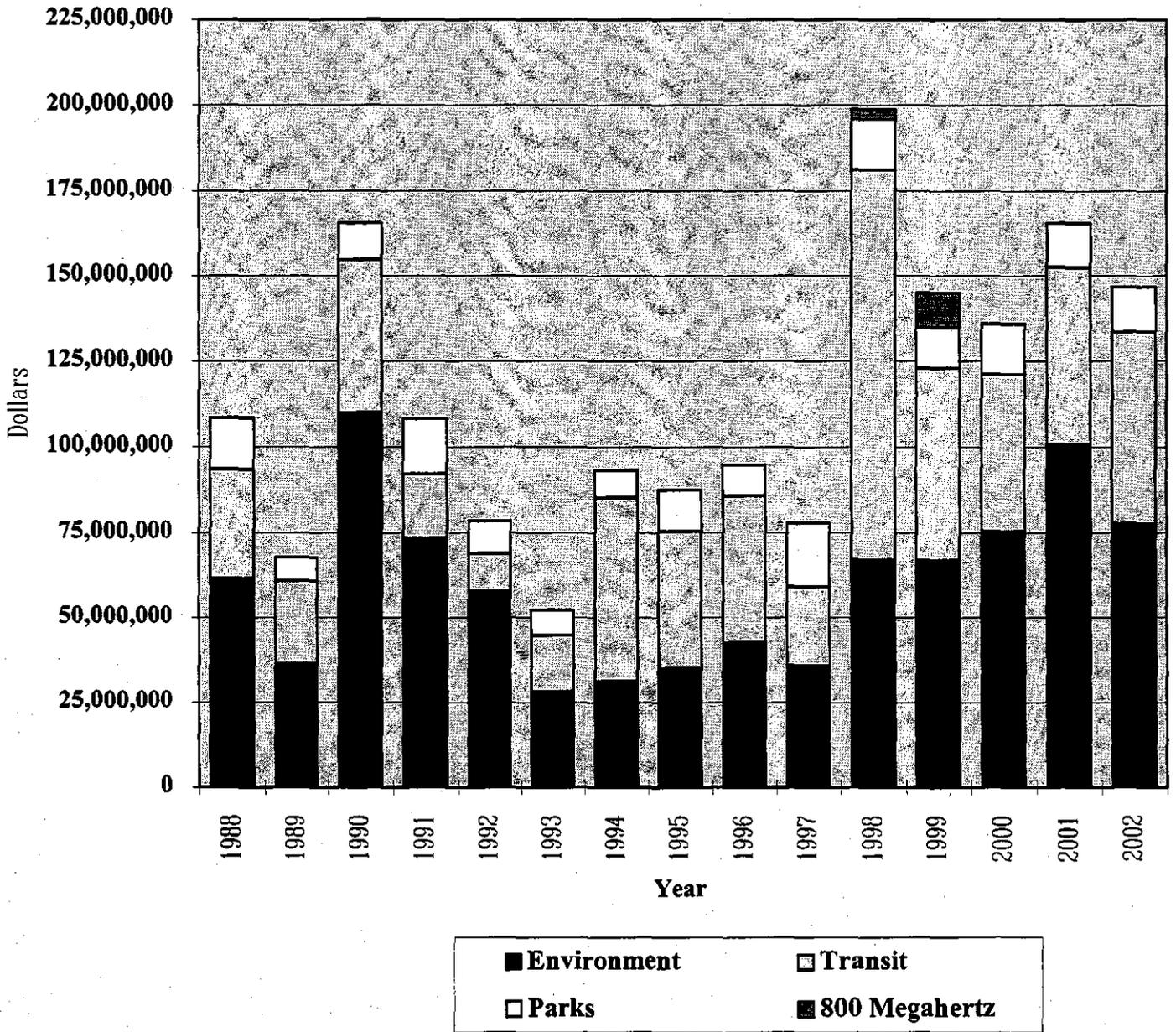


Figure 2

per year between 1998 and 2002. Capital investments are made to replace transit vehicles and to develop and maintain public facilities and support facilities/equipment. Public facilities include transit hubs, park and ride lots, shelters, lighting and other facilities aimed toward providing safe and convenient access to transit services and enhancing transfer opportunities. Support facilities and equipment include garage and office facilities, computer and communication equipment and other capital equipment.

The Community Development Division prepared a 1998-2003 Regional Recreation Open Space Capital Improvement Program that was adopted by the Council in September, 1996. The six-year CIP covers the next 3 legislative biennium and is resource constrained to reflect anticipated federal and state funding and regional bonding. The Community Development Division is proposing to invest \$67 million in regional recreation open space capital facilities between 1998 and 2002, an average of \$13.5 million per year. Capital projects include land acquisition, development of new park facilities and redevelopment of existing regional park facilities. An estimated 38 percent of the capital investment during the five year period will be on redevelopment projects to maintain existing facilities.

The Community Development Division is also anticipating investing approximately \$13 million in 1998 and 1999 to support the regional 800 Megahertz Radio System. The investment will provide the Council's contribution to the regional backbone system and provide for system interoperability between local system subscribers.

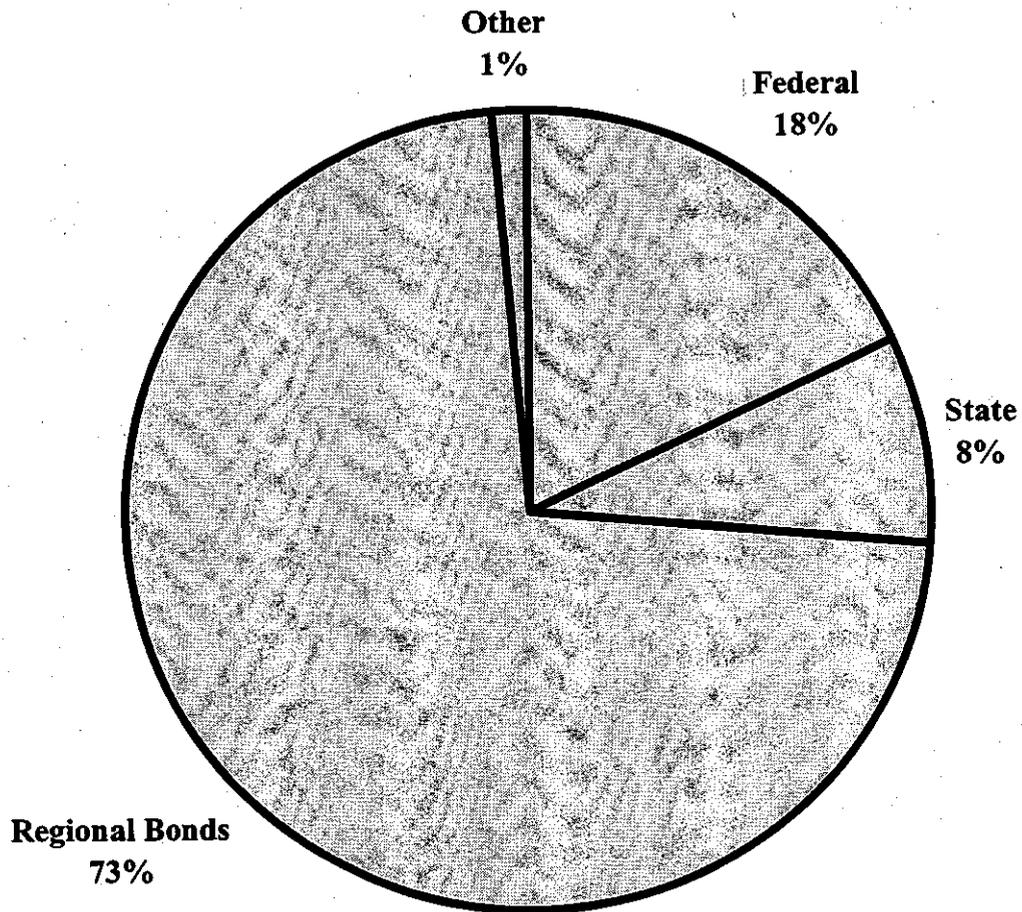
Proposed Capital Financing

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

Figure 3 shows the relative importance of each funding source in financing the proposed 1998-2002 capital investments. Federal capital funds are expected to provide approximately 18 percent of the necessary capital financing and state capital funds another 8 percent, while other miscellaneous sources provide less than 1 percent. Nearly three-fourths of the capital financing for the five-year capital improvement program (73 percent) will need to be raised through regional borrowing.

The Council anticipates receiving approximately \$142 million in federal capital grants to fund transit capital projects in the 1998-2002 period. The federal funding will primarily finance fleet purchases and will provide financing for a new bus garage and various public facilities.

Metropolitan Council 1998-2002 Capital Financing



**Proposed 1998-2002 Capital Financing:
\$ 783 Million
or \$ 157 Million per Year**

Metropolitan Council 1988-2002 Capital Financing by Source

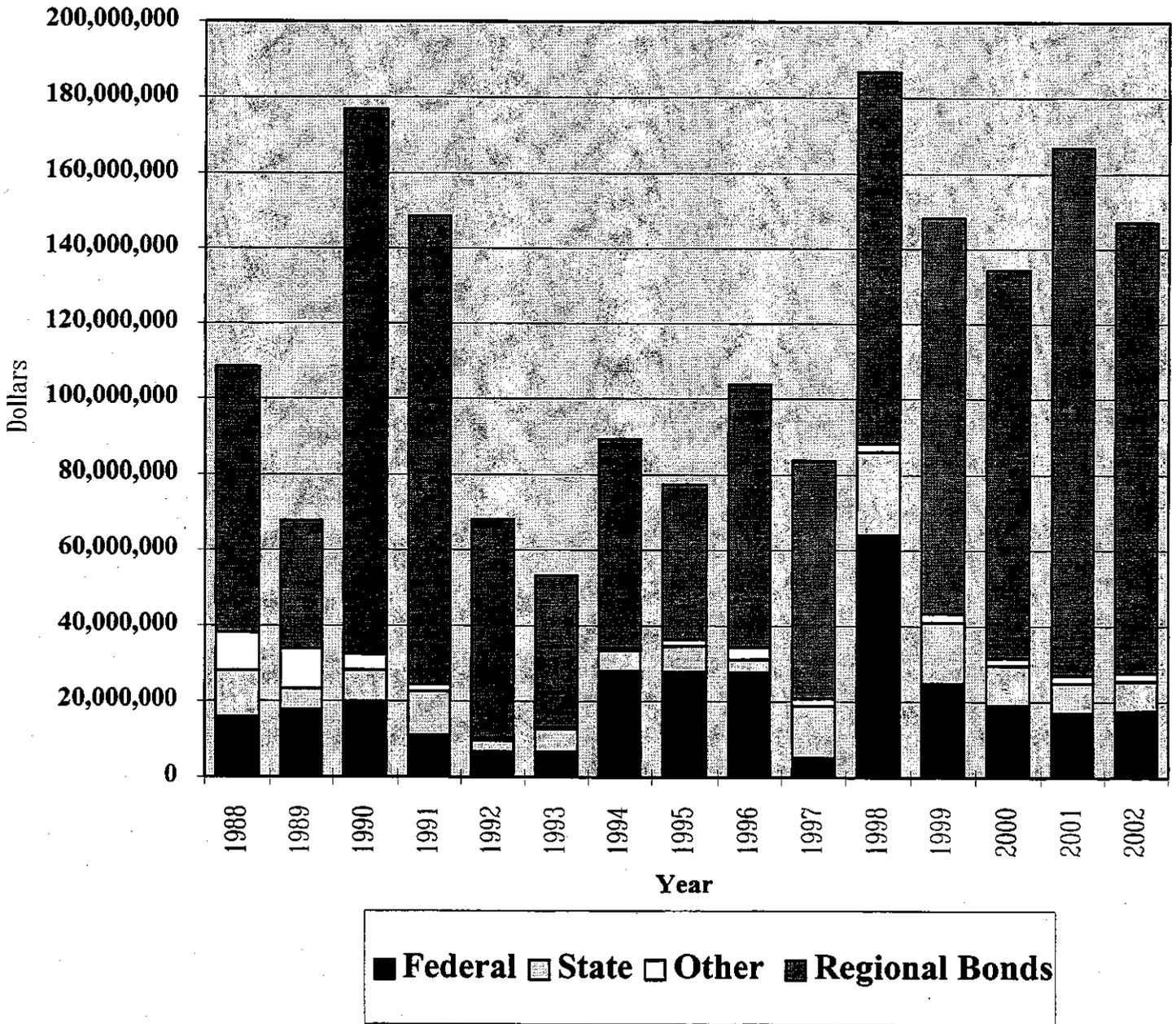


Figure 4

In addition to federal capital grants, the Council also anticipates receiving \$64 million in state capital funds during the five-year period to finance transit and parks and open space projects. The transit capital improvement program includes \$22.6 million to help finance a replacement facility for the Snelling Garage and communications facilities. 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 \$41.5 million in state funding from state bonds and from the Environmental Trust Fund.

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

The Transportation Division capital improvement program assumes approximately \$142 million in federal funding (44 percent), \$22.6 million in state funding (7 percent), \$8.3 million from available fund balances (2 percent) and \$2.9 million from other miscellaneous sources (1 percent). The remaining \$147.4 million (46 percent) of capital financing would be provided through regional borrowing.

The Recreation Open Space capital improvement program for the 1998-2002 period assumes approximately \$41.5 million (59 percent) state funding and \$2 million interest income (3 percent), with the remaining \$26.5 million (38 percent) in capital financing provided by regional borrowing.

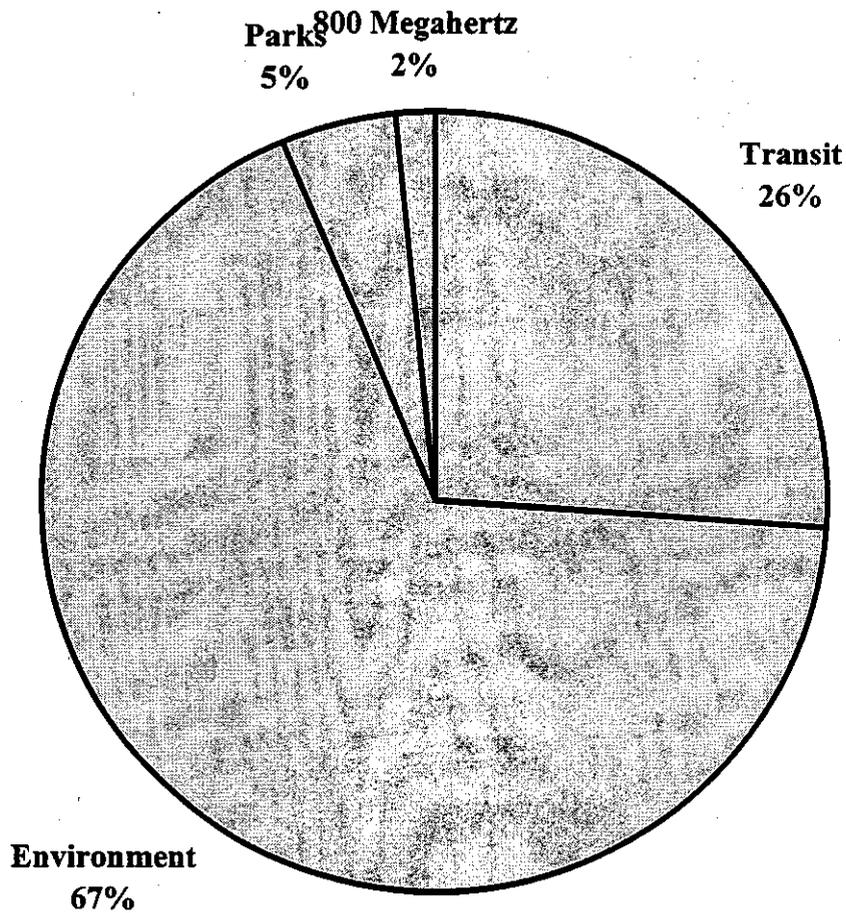
Figure 4 shows the trends in capital financing between 1988 and 2002. Each funding source fluctuates from year to year in response to annual changes in capital spending and investment.

Proposed Regional Borrowing

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

A substantial portion (73 percent) of the proposed 1998-2002 capital investments by the Council will need to be financed with regional borrowing. Figure 5 shows the relative share of regional borrowing by each of the areas with capital investments. The combined capital improvement programs propose regional borrowing between 1998 and 2002 of \$566 million, an average of \$113 million per year. Environmental Services borrowing accounts for 67 percent of the total borrowing, transit borrowing for 26 percent, parks and open space borrowing for 5 percent and the 800 megahertz radio project the remaining 2 percent. Because the Environmental Services Division capital investments are financing almost entirely through regional borrowing, the Division's share of total regional borrowing is higher than its share of capital expenditures.

Metropolitan Council 1998-2002 Projected Regional Borrowing



**Proposed 1998-2002 Regional Borrowing:
\$ 566 Million
or \$ 113 Million per Year**

Figure 5

Metropolitan Council 1988-2002 Projected Regional Bonding

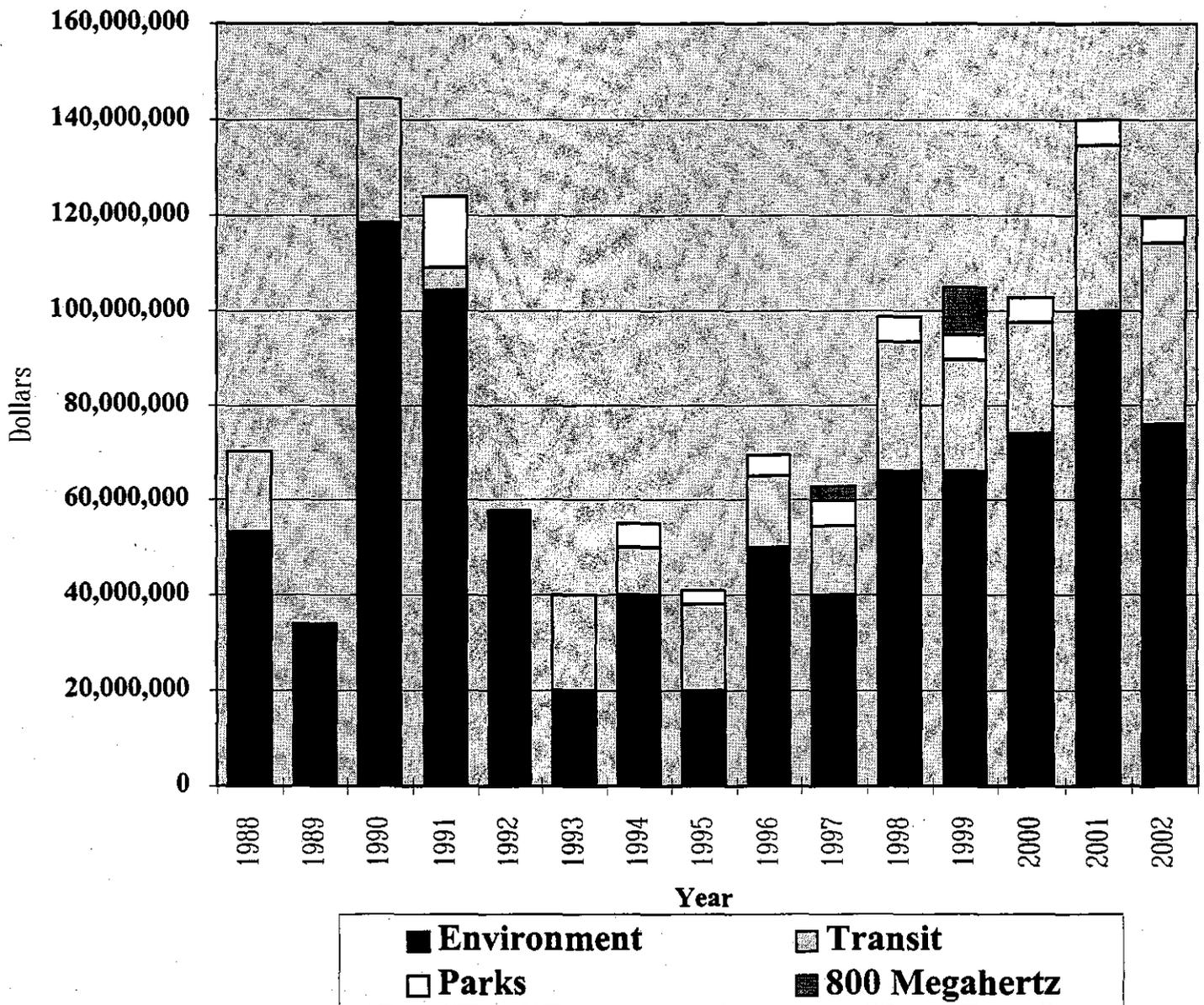


Figure 6

Figure 6 shows the trend in regional borrowing between 1988 and 2002. Regional borrowing for environmental services capital projects tends to fluctuate from year to year. While transit and parks borrowing is more consistent during the 1998-2002 period, average annual borrowing for transit and parks is proposed at levels higher than have occurred in the recent past.

The Environmental Services Division capital improvement program requires regional borrowing of approximately \$382 million during the 1998-2002 period, an average of \$76 million per year. The Division utilizes loans from the state Public Facilities Authority (PFA) to the maximum extent possible to take advantage of lower interest rates. During the five year period, an estimated \$200 million in PFA loans will be utilized (\$40 million per year), providing 52 percent of the long-term financing for the capital program. The remaining \$182 million in long-term capital financing will be provided through the issuance of general obligation bonds. To the extent that Environmental Services generates positive budget variances in its operating budget, funds may be transferred to the capital budget to finance capital expenditures on a pay-as-you-go basis, reducing the need for long-term borrowing and reducing annual debt service costs in the future.

The Transportation Division capital improvement program includes \$147.4 million in regional bonding. The total includes \$112.4 million in new regional transit bonding that would need to be authorized by the State Legislature and \$35 million in existing regional transit bonding authority. The table below summarizes the status of legislative authorizations to issue regional transit bonds. The five-year program assumes a base level of regional bonding authority of \$118 million, or an average of \$23.6 million per year. The proposed transit capital program and the fiscal analysis also assume a supplemental request for regional bonding authority of \$24.4 million in 2001 and 2002 to finance needed capital expenditures. If this supplemental regional bonding does not materialize, the capital improvement program would be under funded by \$24.4 million. Actions other than regional bonding to balance the program could include any combination of 1) additional federal discretionary funding, 2) additional state bonding or 3) a reduction in the scope of the capital improvement program. A capital spending reduction would primarily impact public facility development and fleet purchases.

	Authorized	Future Legislative Requests		Total
		Base Funding	Supplemental	
Prior Authority	\$ 5,000,000	\$ 0	\$ 0	\$ 5,000,000
1998 Program	22,400,000	0	0	22,400,000
1999 Program	7,600,000	16,000,000	0	23,600,000
2000 Program	0	23,500,000	0	23,500,000
2001 Program	0	24,000,000	10,700,000	34,700,000
2002 Program	0	24,500,000	13,700,000	38,200,000
Total	\$ 35,000,000	\$ 88,000,000	\$ 24,400,000	\$ 147,400,000

The Recreation Open Space capital improvement program includes \$26.5 million in regional borrowing, an average of \$5.3 million per year. The regional borrowing provides a 40 percent match for state funding for regional parks.

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

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 unissued debt are listed in the table below. The regional general obligation bonding authority for parks and open space and 800 megahertz radio can be reused as existing bonds are retired. Transit bonding authority lapses when the bonds are issued.

Purpose	Current Authorization	Unissued Debt as of 12/31/97
Parks and Open Space-General Obligation	\$40,000,000	\$ 11,660,000
Radio-General Obligation Bonds	3,000,000	0
Radio-Revenue Bonds	10,000,000	10,000,000
Transit-General Obligation (1994 Authorization)	32,500,000	5,000,000
Transit-General Obligation (1996 Authorization)	20,500,000	0
Transit-General Obligation (1997 Authorization)	30,000,000	30,000,000
Environmental Services	Unlimited	N.A.

FISCAL IMPACTS OF REGIONAL BORROWING

This section provides a consolidated picture of the fiscal impacts of the proposed 1998-2002 capital improvement program on the Council's operating budget and on taxes and fees paid by the region. When the Council undertakes long-term borrowing, it repays principal and interest over a period of from 3 to 20 years. As a result, the borrowing affects the debt service component of the annual operating budget and the level of property taxes and user fees raised by the Council. Because there tends to be a one-year lag in the impact of a particular issue on debt service payments, this section looks at the impact of the 1998-2002 capital improvement program over the 1999 to 2003 period.

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

	1999-2003 Forecast (Annual Average Change)
Households	1.25%
Consumer Price Index	3.00%
Personal Income per Household	3.00%
Total Personal Income	4.29%
Market Values per Household	3.00%
Total Market Value	4.29%

Annual Debt Service Payments

Figures 7 and 8 and Table 2 show the impact of the proposed 1998-2002 capital improvement program on annual debt service payments, as reflected by debt service property tax levies and sewer service fees. Figure 7 shows the impact of existing and new regional borrowing on debt service. Figure 8 shows the impact of each component of the capital improvement program on annual debt service payments.

The Council's annual debt service payments are expected to increase faster than inflation between 1999-2003 as a result of proposed regional borrowing from 1998-2002. Overall, annual debt service payments are expected to increase from \$92.8 million in 1998 to \$116.4 million in 2003, reflecting an annual percentage increase of 4.6 percent. This annual percentage increase is

Metropolitan Council 1988-2003 Annual Debt Service

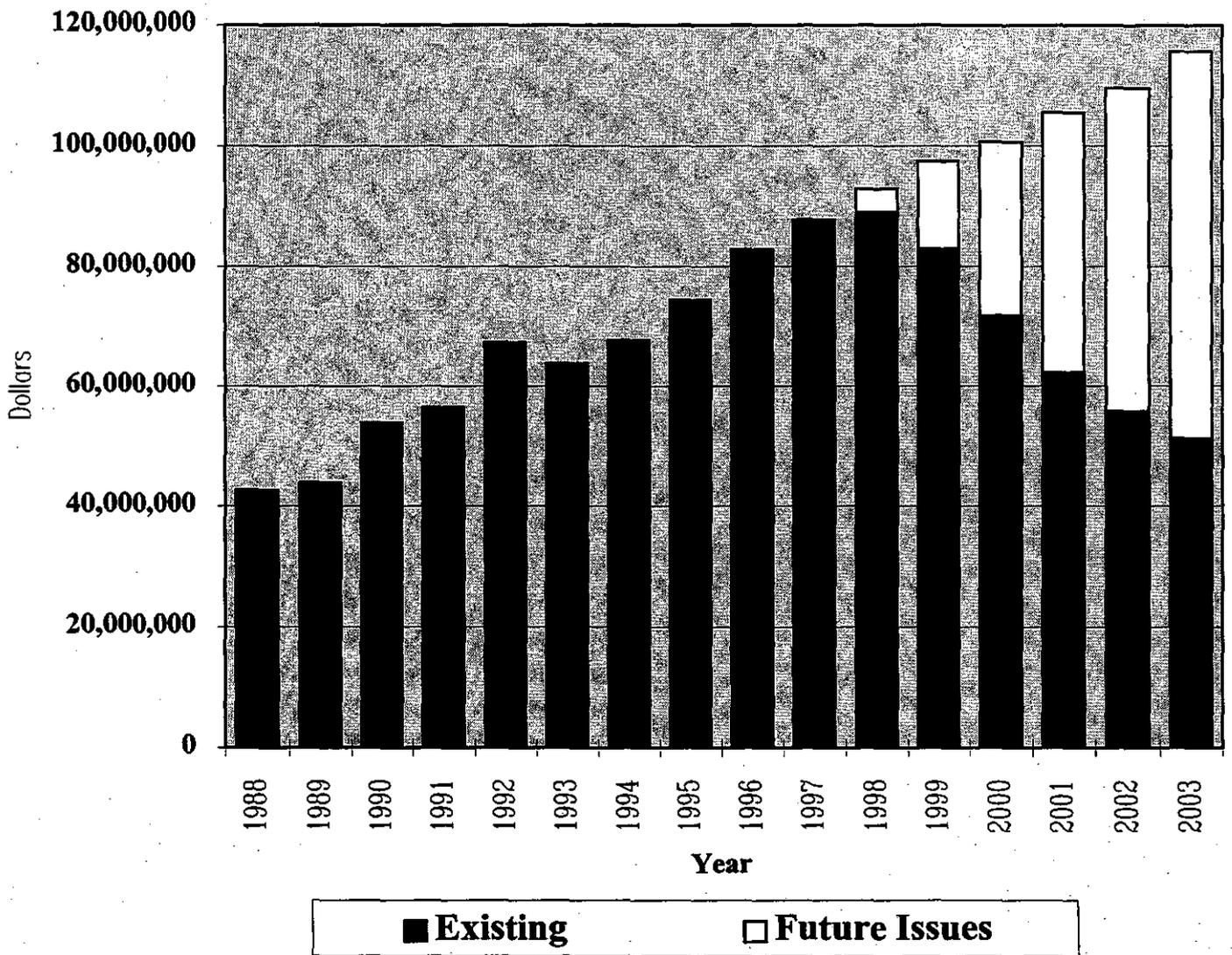


Figure 7

Metropolitan Council 1988-2003 Annual Debt Service

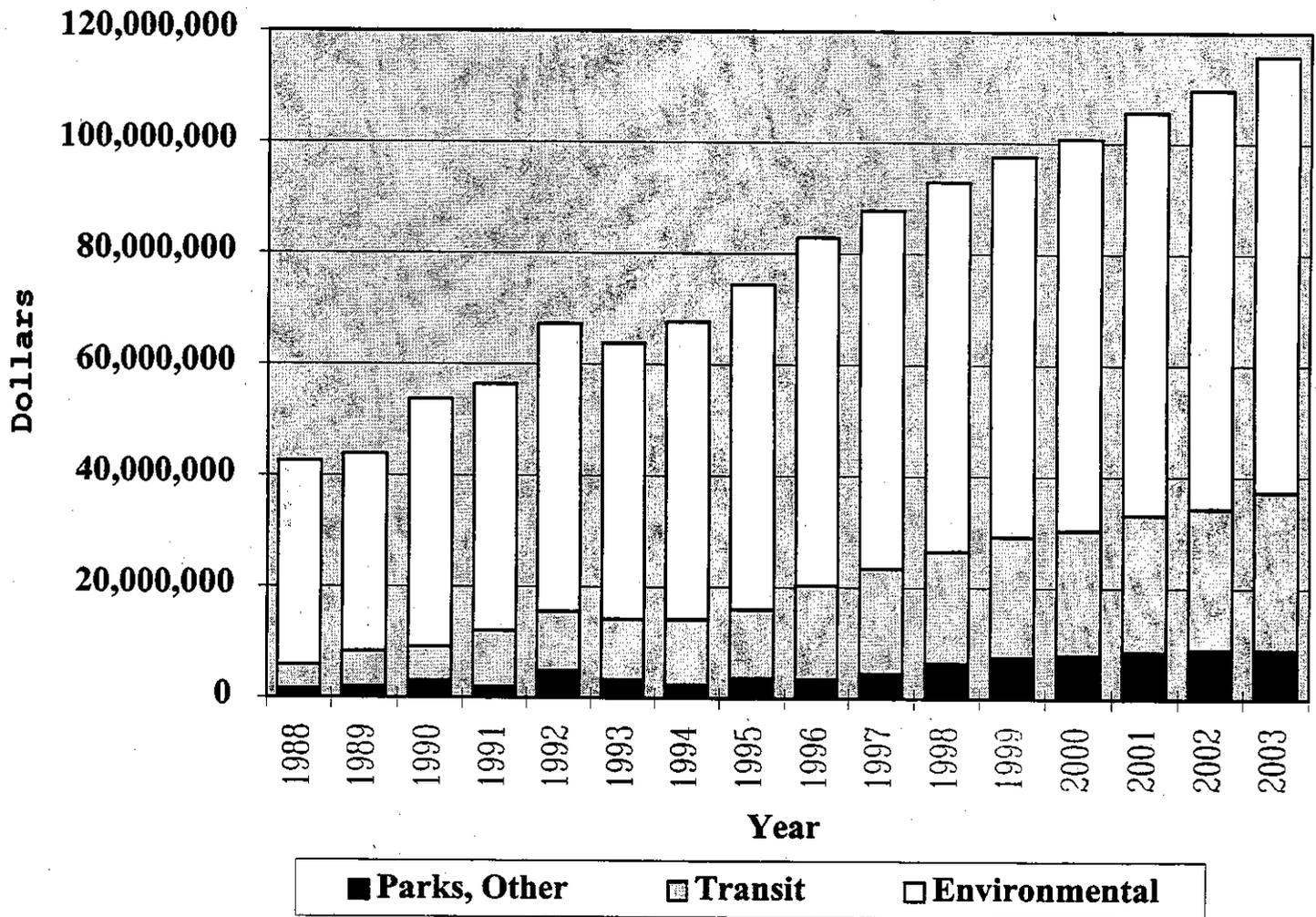


Figure 8

significantly above the projected annual inflation rate over the period of 3 percent but only slightly above the projected growth rate in total regional income.

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

The parks and open space capital improvement program anticipates that the Council will issue approximately \$5.3 million each year in five-year bonds, creating a revolving borrowing program that provides a 40 percent match to state parks funding and utilizes the Council's existing regional parks bonding authority. Annual debt service levies resulting from this capital financing program will increase from \$5.9 million in 1998 to \$8.0 million in 2003, an annual percentage increase of 6.5 percent. Annual debt service for regional recreation open space capital investments is expected to stabilize at approximately \$8 million per year once the Council has completed a cycle of bonding with 5 year maturities.

The transit capital improvement program assumes that the Council will receive legislative authority to issue additional transit bonds over the five-year period and will issue 147.4 million of existing and new authorizations during the 1998-2002 period to finance transit capital projects. Annual debt service levies resulting from this capital financing program will increase from \$20.1 million in 1998 to \$28.6 million in 2003, an annual percentage increase of 7.3 percent.

The environmental services capital improvement program will increase annual debt service payments from \$66.4 million in 1998 to \$78.9 million in 2003, an annual percentage increase of 3.5 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 1998 are not reflected in the fiscal analysis.

Annual Property Taxes and User Fees for Operations and Debt Service

Figures 9 and 10 and Table 3 show the impact of the proposed 1998-2002 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 1998-2003 period to estimate the final component of the tax and user fee picture.

Metropolitan Council 1988-2003 Taxes and User Fees

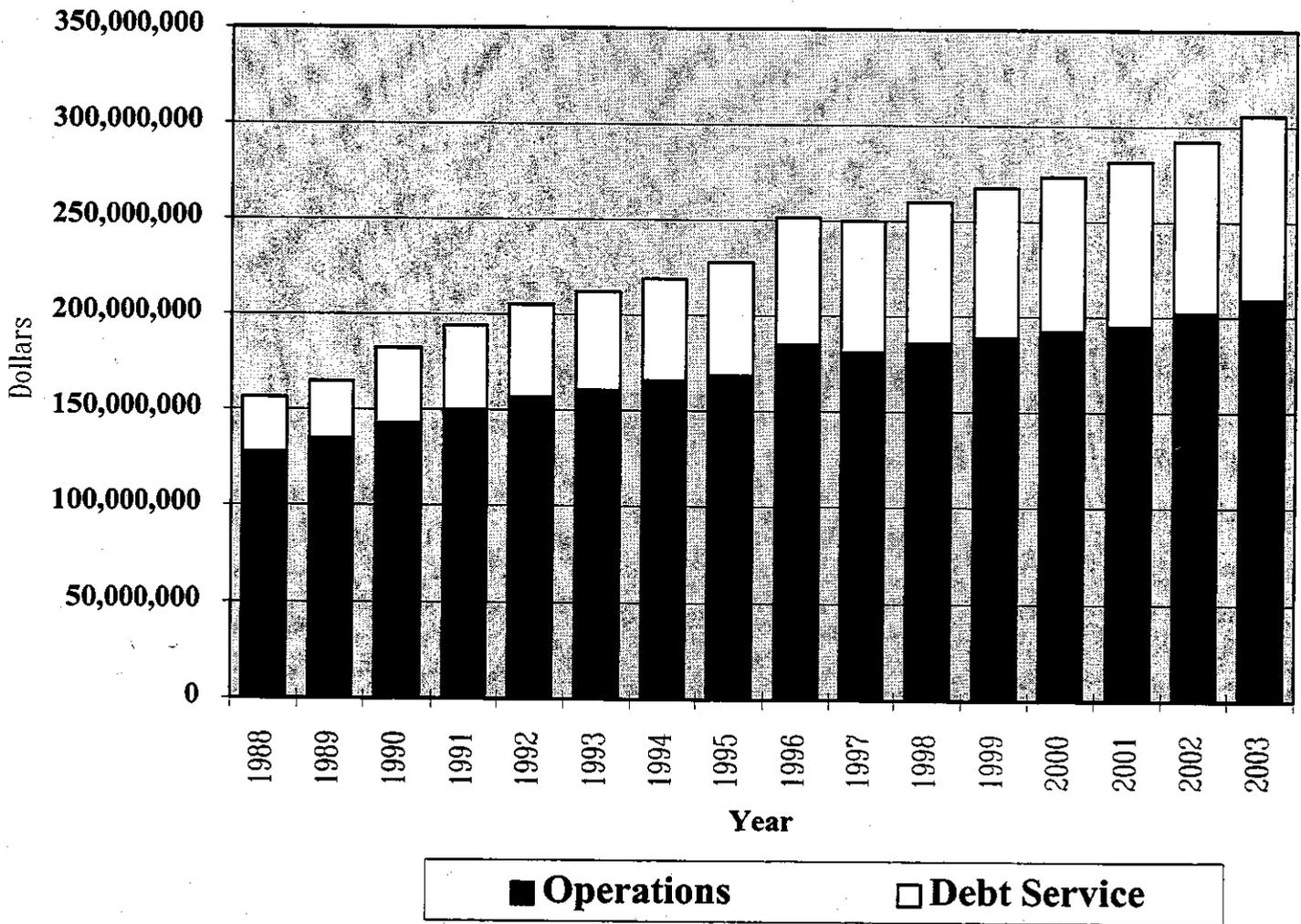


Figure 9

Metropolitan Council 1988-2003 Taxes and User Fees

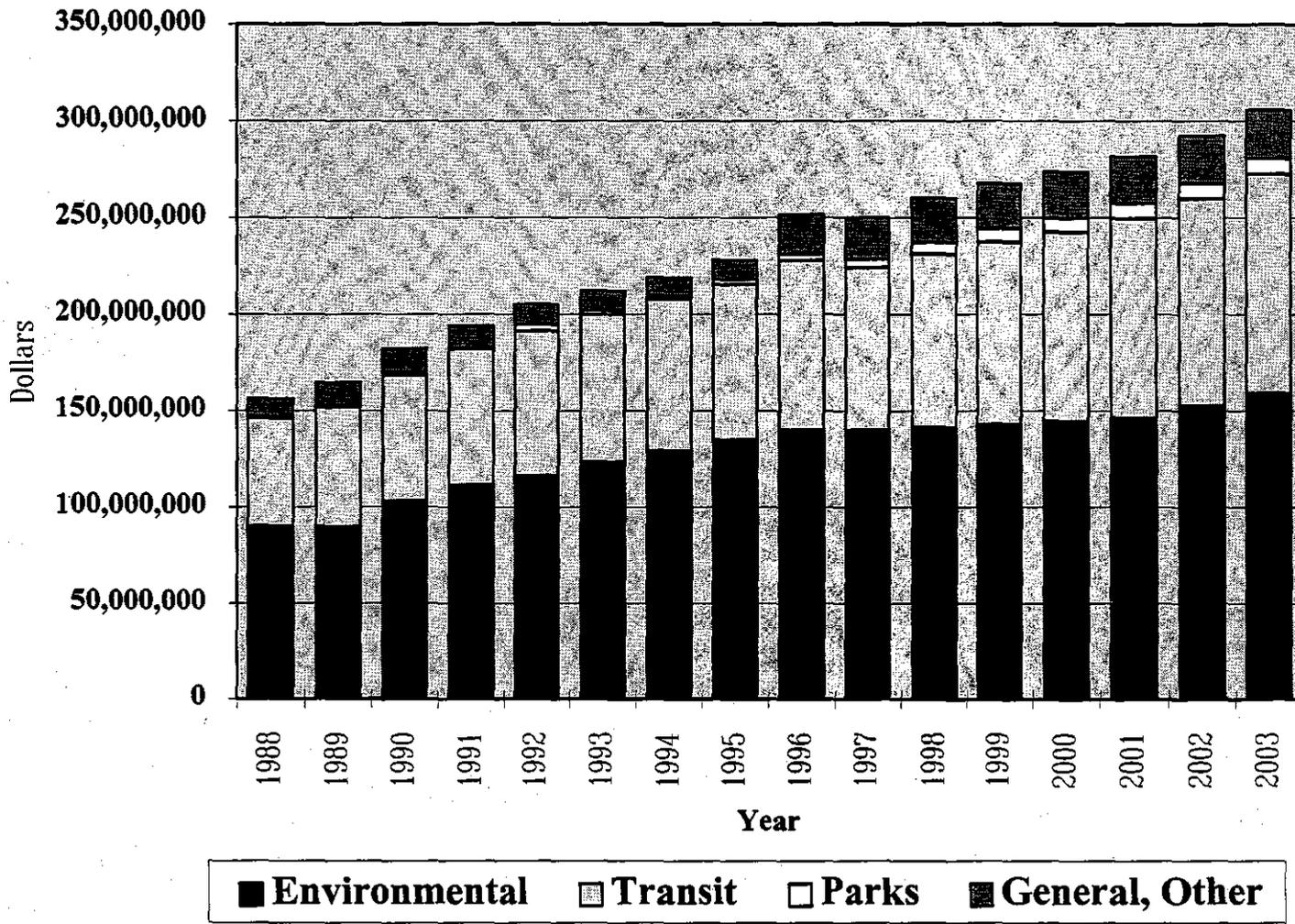


Figure 10

Figure 9 shows the impact of operations and debt service on property taxes and sewer service charges. The combined total of Council property taxes and sewer service fees is forecast to increase slightly faster than inflation but slower than total regional income between 1998-2003. Overall, property taxes and sewer service charges are expected to increase from \$257 million in 1998 to \$303 million in 2003, reflecting an annual percentage increase of 3.3 percent. This is above the projected annual inflation rate of 3 percent but less than the projected annual growth in regional personal income of 4.3 percent.

Projected changes in annual debt service payments have a greater percentage impact on property taxes and sewer service charges than projected changes in operations. Property taxes and sewer service charges supporting Council operations are expected to increase at a 2.36 percent annual rate, from \$184 million in 1998 to \$206 million in 2003. Property taxes and sewer service charges supporting Council debt service are expected to increase at a 5.6 percent annual rate, from \$73 million in 1998 to \$96 million in 2003. Debt service projections for environmental services only include that portion of debt service funded with current sewer service charges. The portion of debt service funded with sewer availability charges (SAC), a connection charge levied on new construction, is not included in Table 3.

Figure 10 shows the impact of each component of the Council where capital improvement program activities affect taxes or user fees. Property taxes for the general operations of the Council are expected to increase from \$22.6 million in 1998 to \$25.1 million in 2003, a 2.1 percent annual rate. General operations property tax levies include the Council's levy for general operations, levies for the Livable Communities program and levies for debt service on outstanding solid waste bonds. Property taxes for parks debt service are projected to increase from \$5.9 million in 1998 to \$8 million in 2002, an average annual rate of 6.5 percent. Combining parks debt service levies with Council general levies, the average annual increase between 1998-2003 is projected to be 3 percent.

Transit property taxes include separate levies for transit operations and debt service. Overall, transit property tax levies are projected to increase from \$90.1 million in 1998 to \$113.4 million in 2003, a 4.7 percent increase. Debt service property taxes are projected to increase 7.1 percent annually, from \$20.1 million in 1998 to \$28.4 million in 2003, while the transit operating levy is projected to increase 3.9 percent annually, from \$70 million in 1998 to \$85 million in 2003. Transit operating levies for 1998-2003 exclude transit operating taxes levied locally by opt-out communities.

Current sewer service charges raised by the Environmental Services Division are projected to increase from \$141 million in 1998 to \$159.2 million in 2003, an average annual increase of 2.5 percent. The increases in sewer service charges comply with the sewer rate policy. Current sewer service charges supporting annual debt service are projected to increase 4.6 percent annually, while sewer service charges supporting operations are projected to increase at a 1.3 percent annual rate.

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 1998-2002 capital improvement program. The first forecasts growth in regional personal income and looks at taxes and user fees as a percent of regional income. Personal income is a broad measure of income and represents the regional income base available to pay taxes and user fees. Total regional personal income is projected to grow at an average annual rate of 4.3 percent between 1998 and 2003 as a result of both growth in regional households/employment and economic growth. The second indicator estimates the impact of the Council's property taxes and sewer service charges on a typical household in constant 1998 dollars.

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

Figures 13 and 14 and Table 5 shows the impact of Council property taxes and sewer service charges on a \$115,000 residential homestead in constant 1998 dollars. This measure shows no significant change in the annual tax and user fee payments made by this typical household in constant 1998 dollars as a result of the proposed 1998-2002 capital improvement program. Council property taxes and sewer service charges totaled approximately \$199 in 1998 and are projected to remain at \$199 dollars (constant 1998 dollars) in 2003. This reflects increases in annual debt service payments and decreases in taxes and user fees for operations on a constant dollar basis.

Metropolitan Council 1988-2003 Taxes and User Fees as Percent of Regional Personal Income

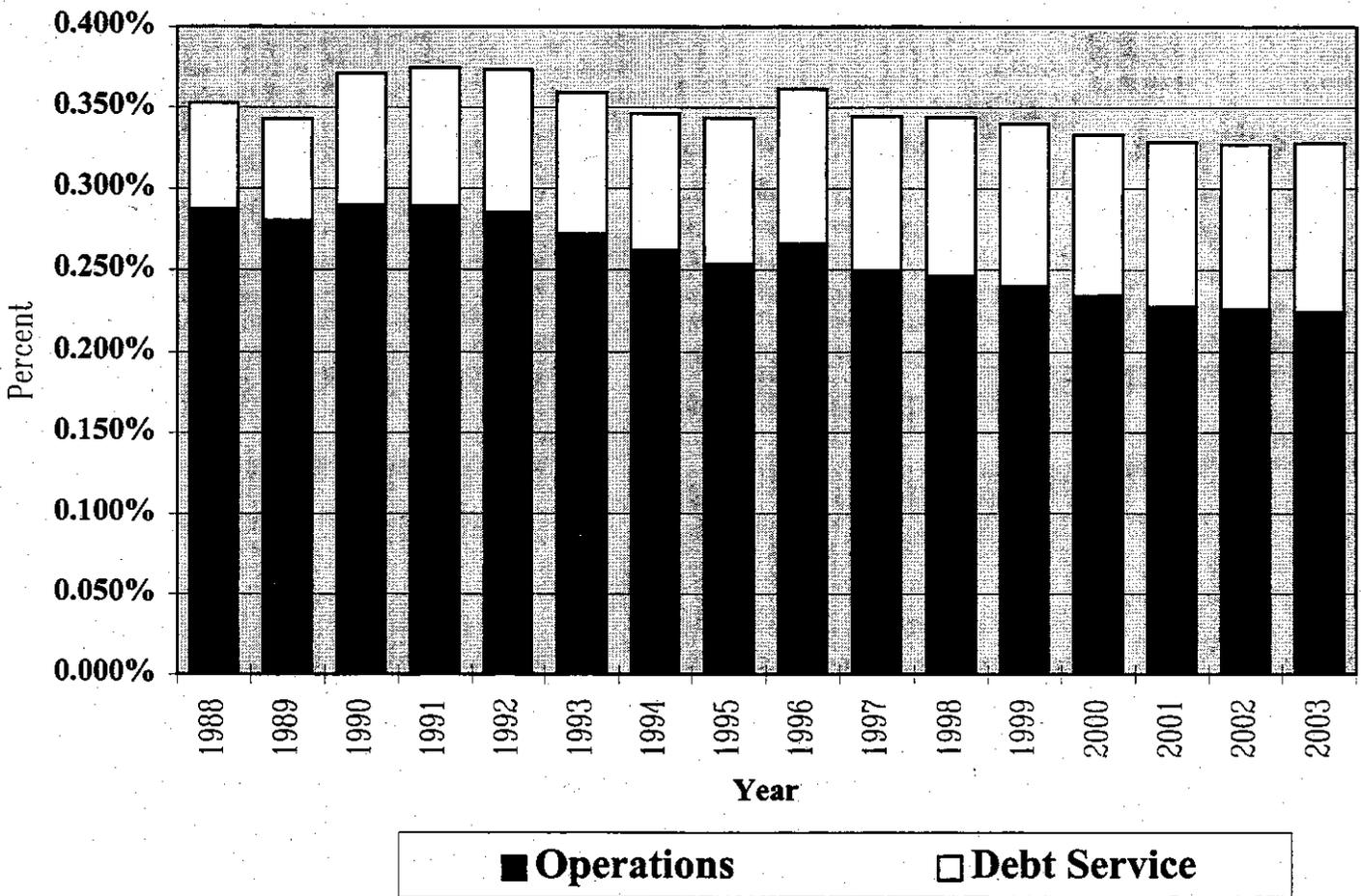


Figure 11

Metropolitan Council 1988-2003 Taxes and User Fees as Percent of Regional Personal Income

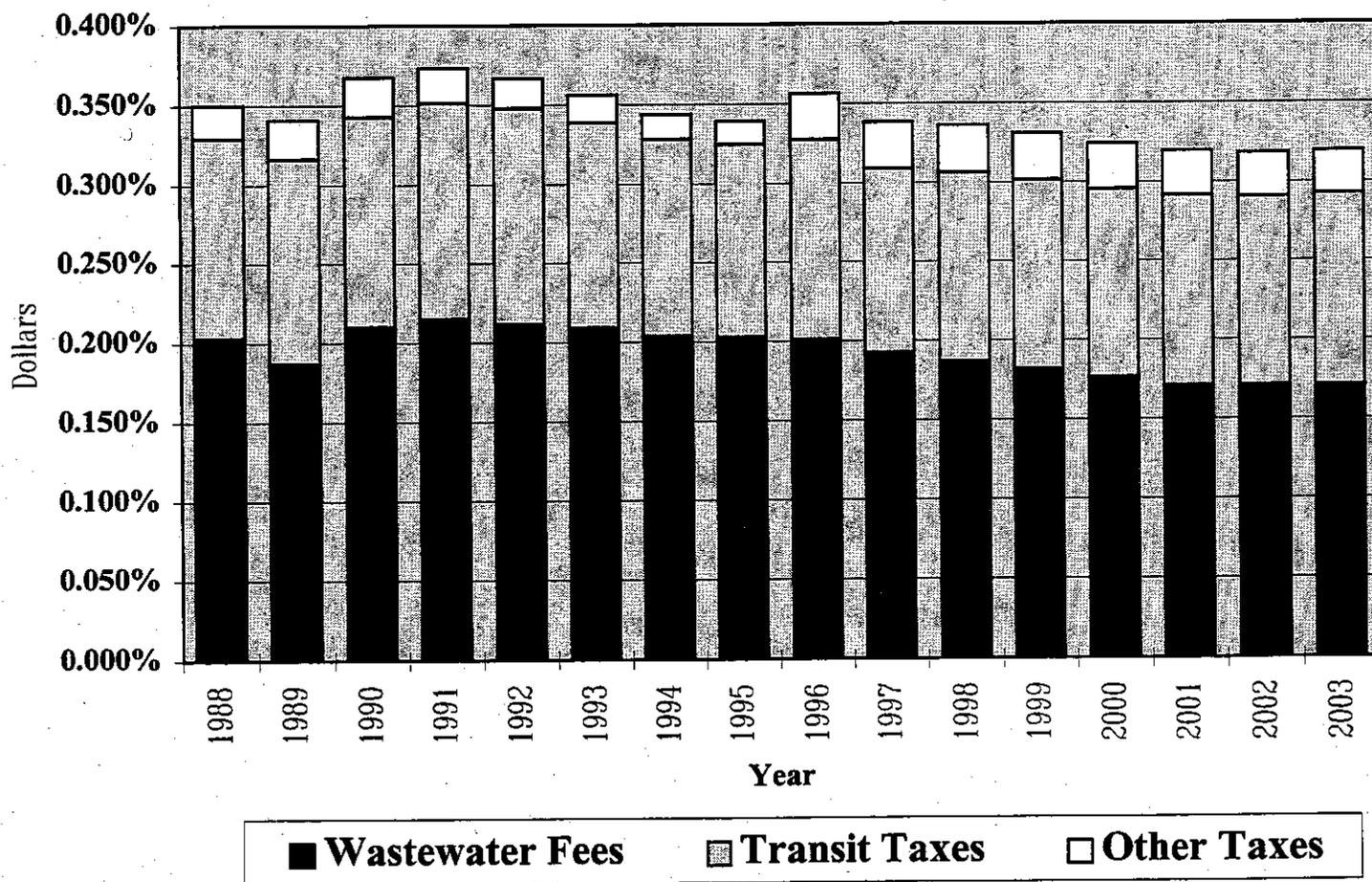


Figure 12

Metropolitan Council

1988-2003 Taxes and User Fees on \$115,000 Residential Homestead (in Constant 1998 Dollars)

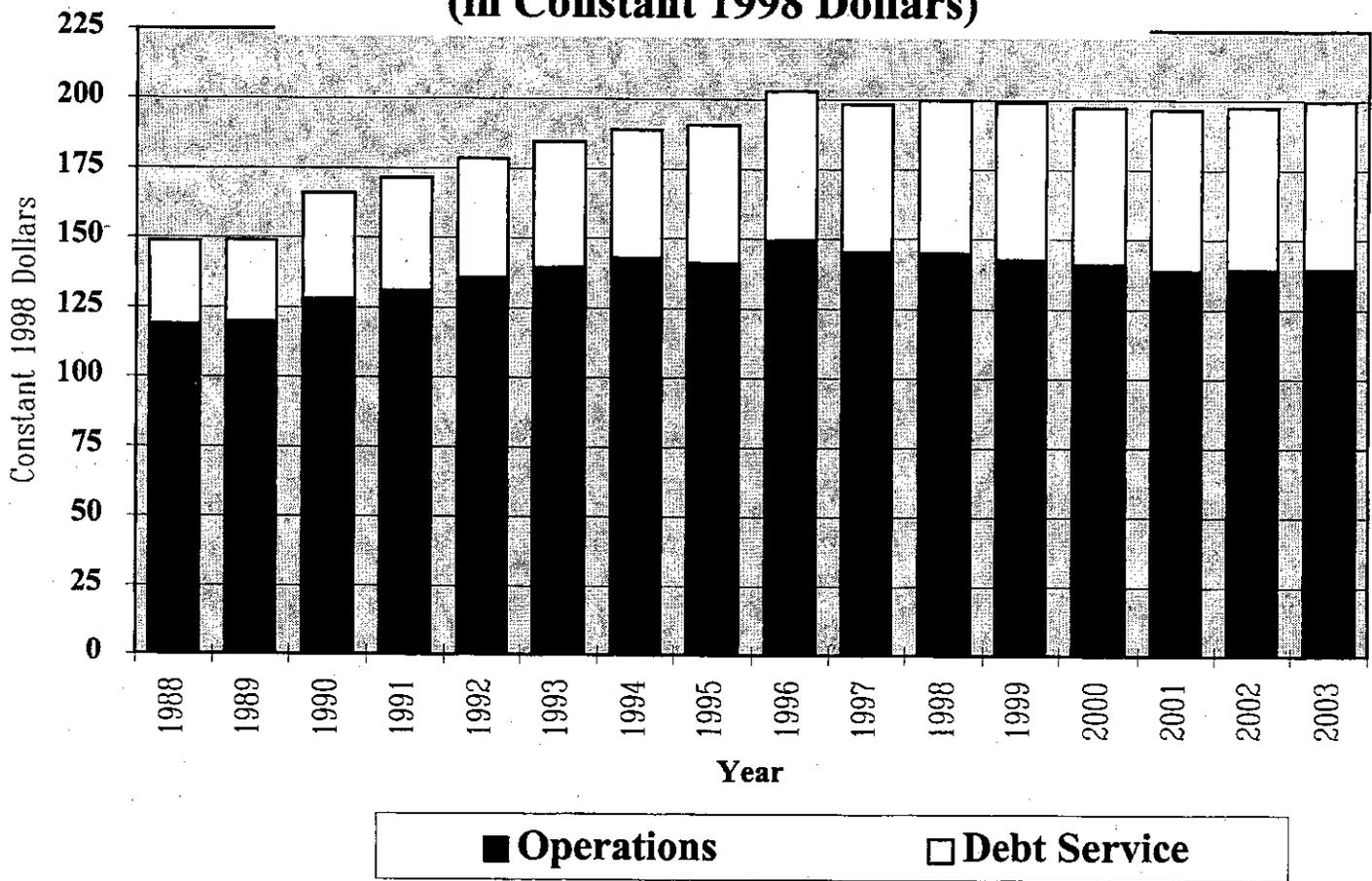


Figure 13

Metropolitan Council 1988-2003 Taxes and User Fees on \$115,000 Residential Homestead (in Constant 1998 Dollars)

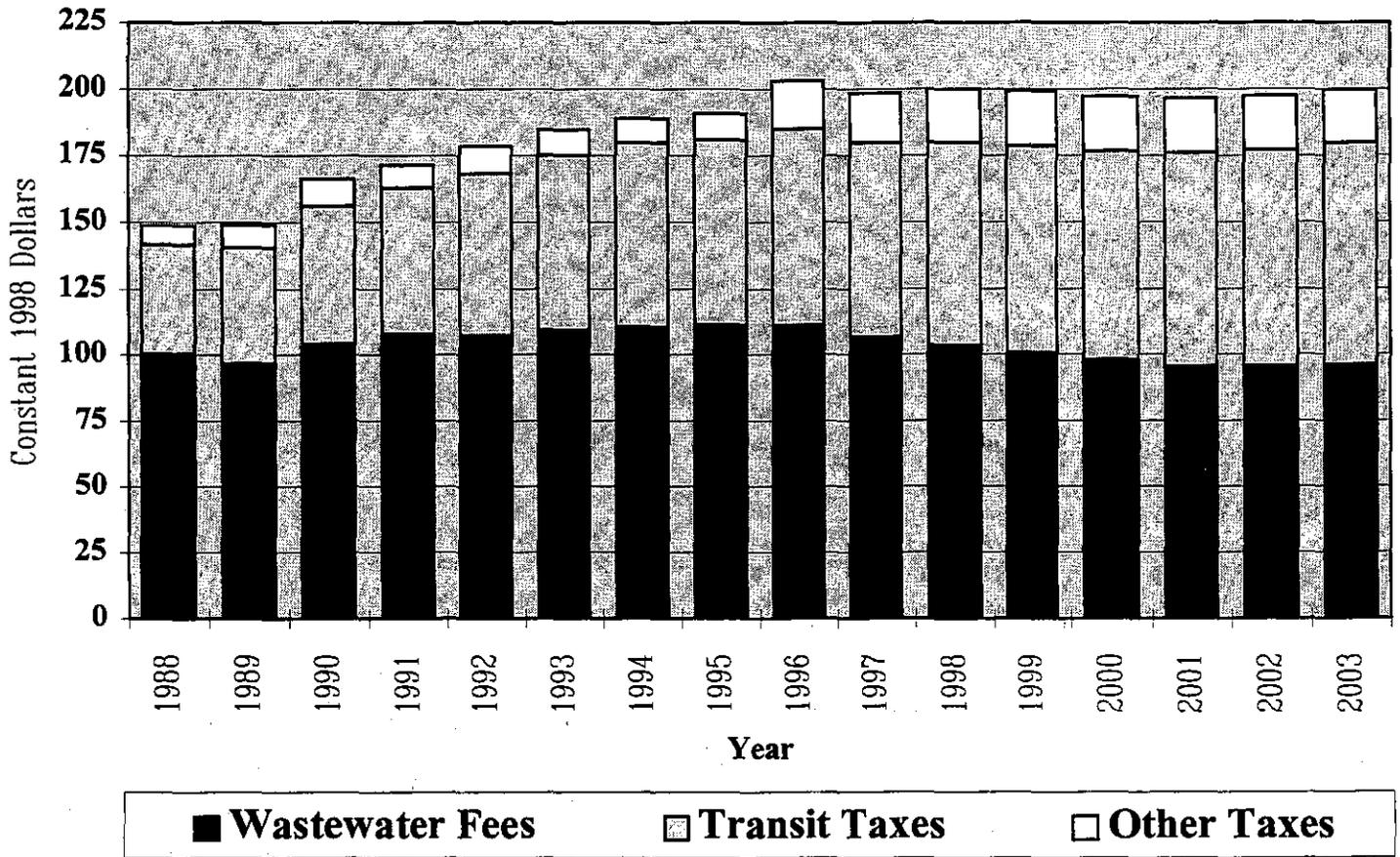


Figure 14

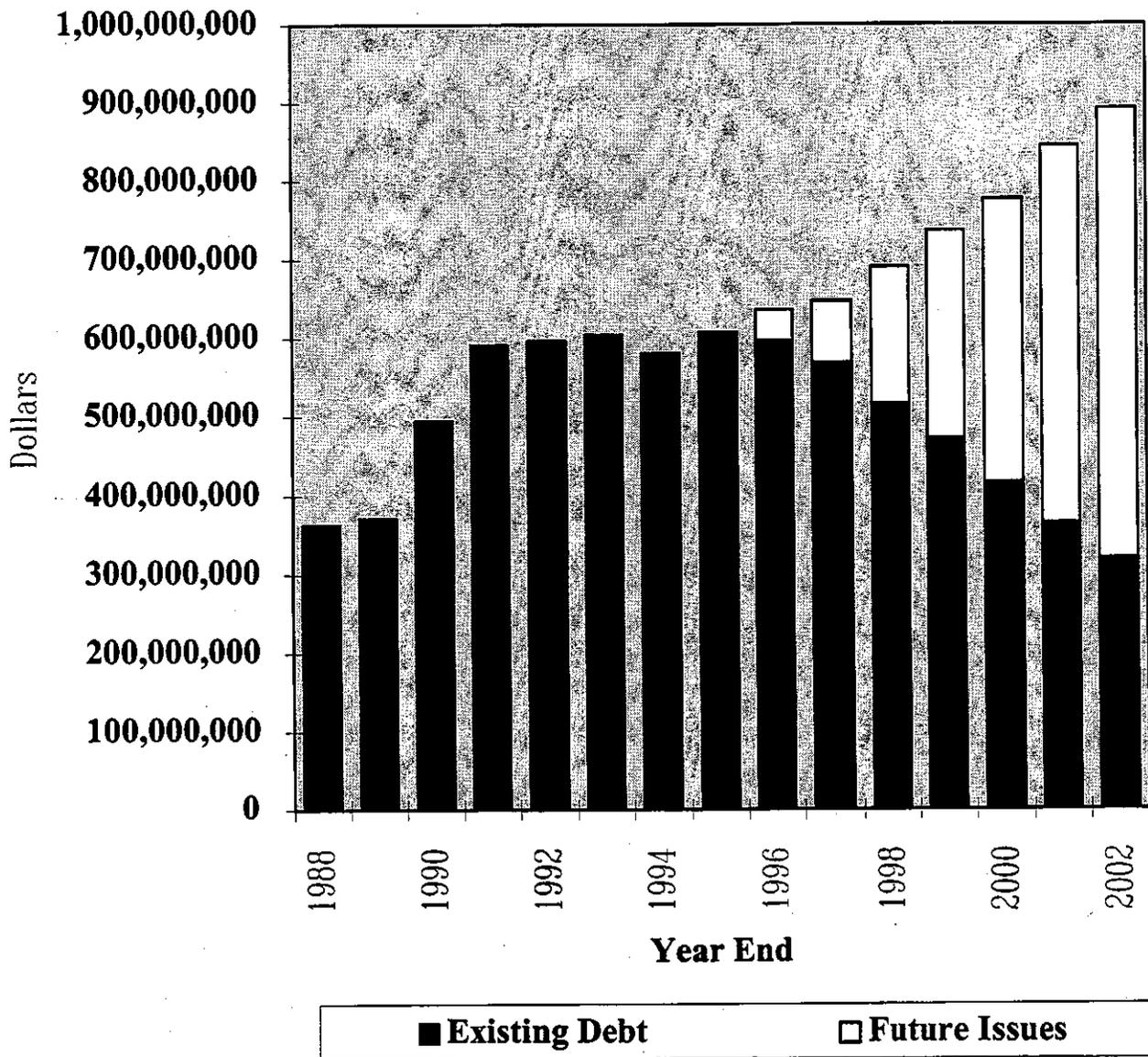
Outstanding Debt

Figures 15 and 16 show the impact of the proposed 1998-2002 capital improvement program on the level of outstanding debt for the Council, and Figures 17 and 18 show outstanding debt as a percent of regional market values. Table 6 shows the same information in tabular form.

New debt issuance resulting from the proposed 1998-2002 capital improvement program will increase outstanding debt from \$646 million at year end 1997 to \$892 million at year end 2002, a 6.7 percent annual increase. The Environmental Services Division accounts for the largest share of the outstanding debt -- 82 percent at year end 1997 and 78 percent at year end 2002. Transit is the next largest and fastest growing component at 13 percent and 17 percent respectively. Environmental Services comprises a large percentage of outstanding debt than of new debt issued because the terms of the bonds are longer (20 years) compared to transit (3-20 years) and parks (5 years).

Figures 17 and 18 show the impact in terms of outstanding debt as a percent of regional market value. This provides an indicator of whether outstanding debt is increasing or decreasing relative to the wealth of the region. At the end of 1997, the Council's outstanding debt will be slightly more than one-half of one percent (0.525%) of regional market values. Outstanding debt is projected to increase to 0.588 percent of regional market values by the end of 2002.

Metropolitan Council Outstanding Debt, Year End



Future Issues includes 1996 and 1997 PFA Loans

Figure 15

Metropolitan Council Outstanding Debt, Year End

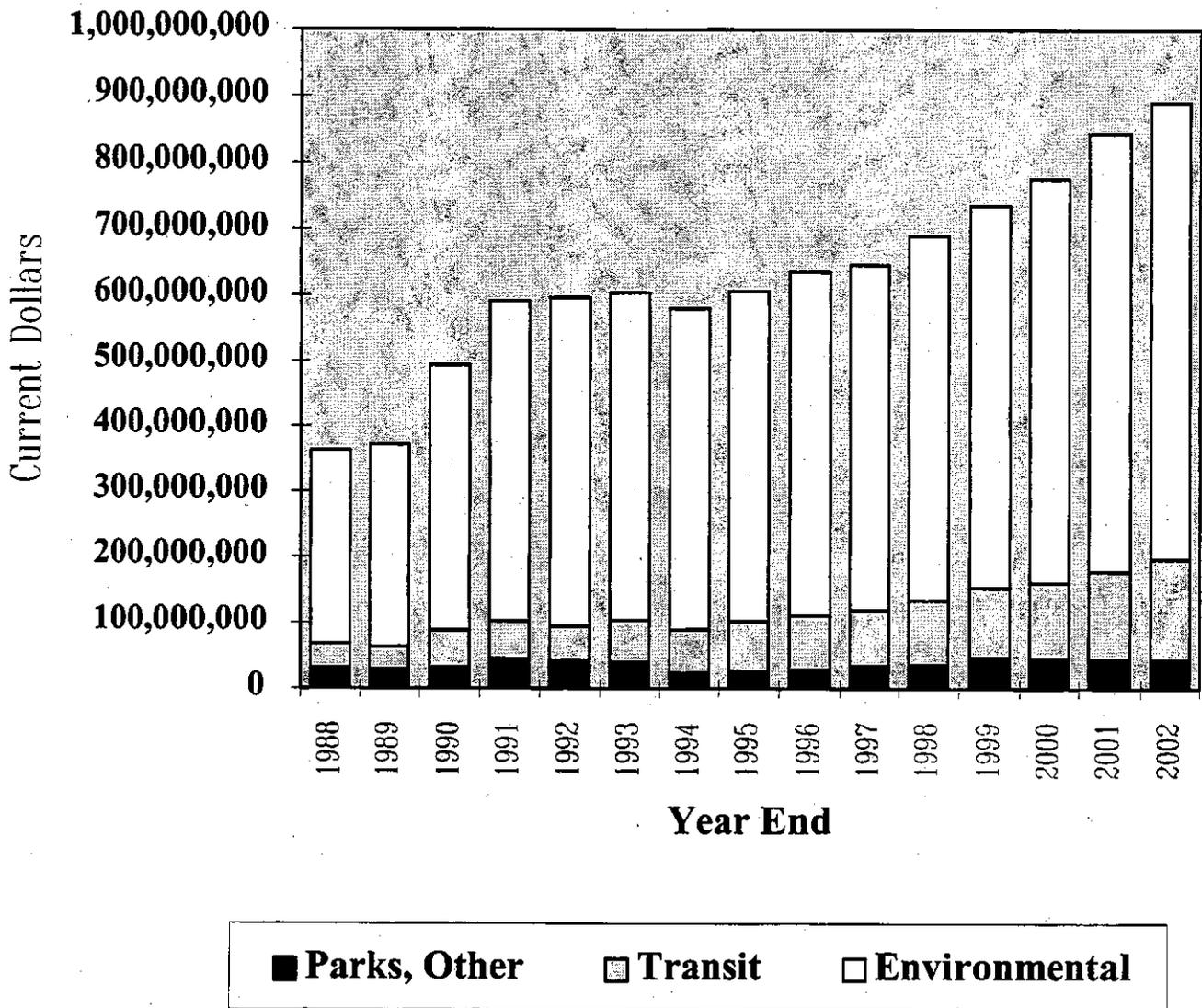


Figure 16

Metropolitan Council Outstanding Debt as Percent of Market Value

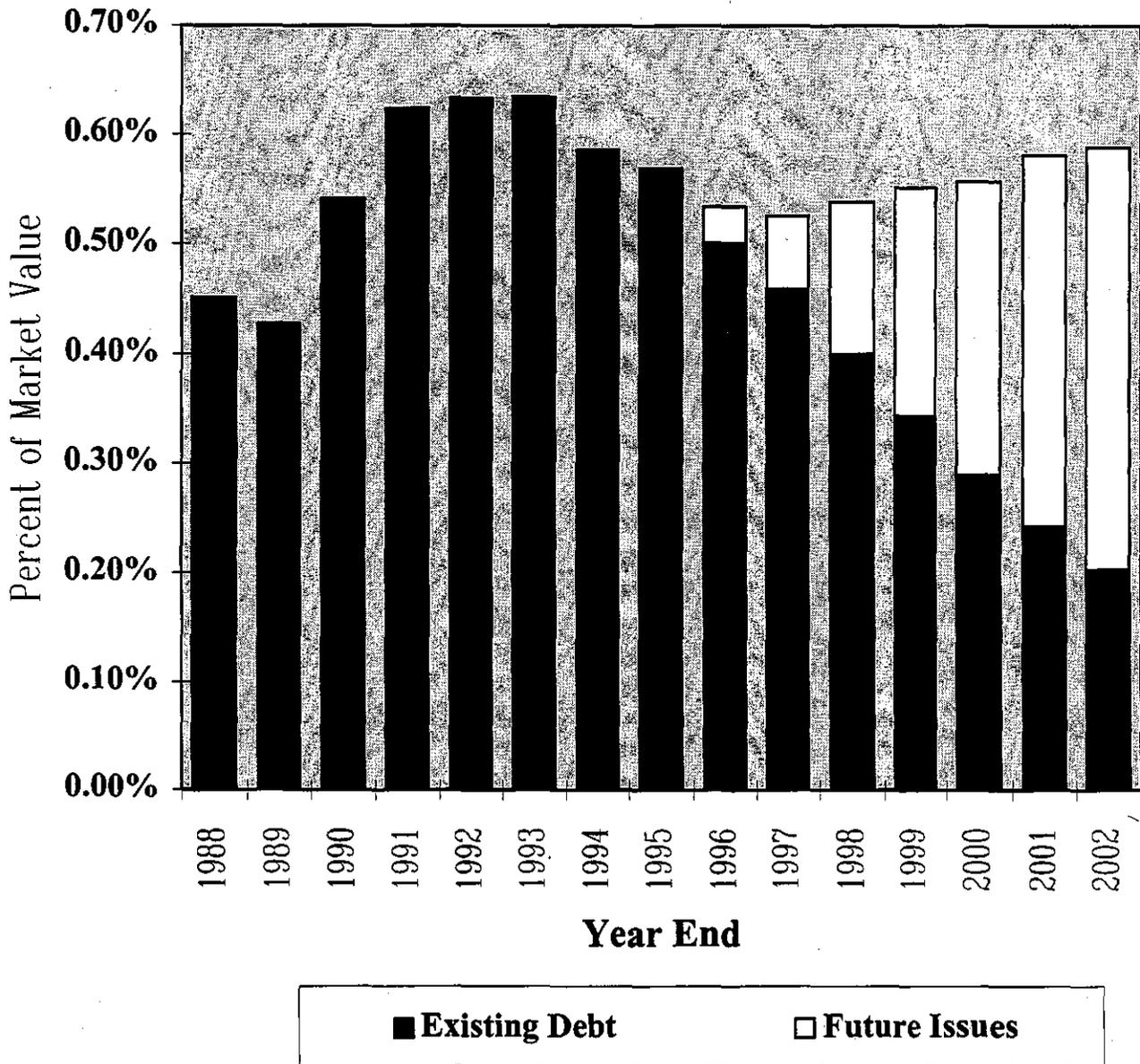


Figure 17

Metropolitan Council Outstanding Debt as Percent of Market Value

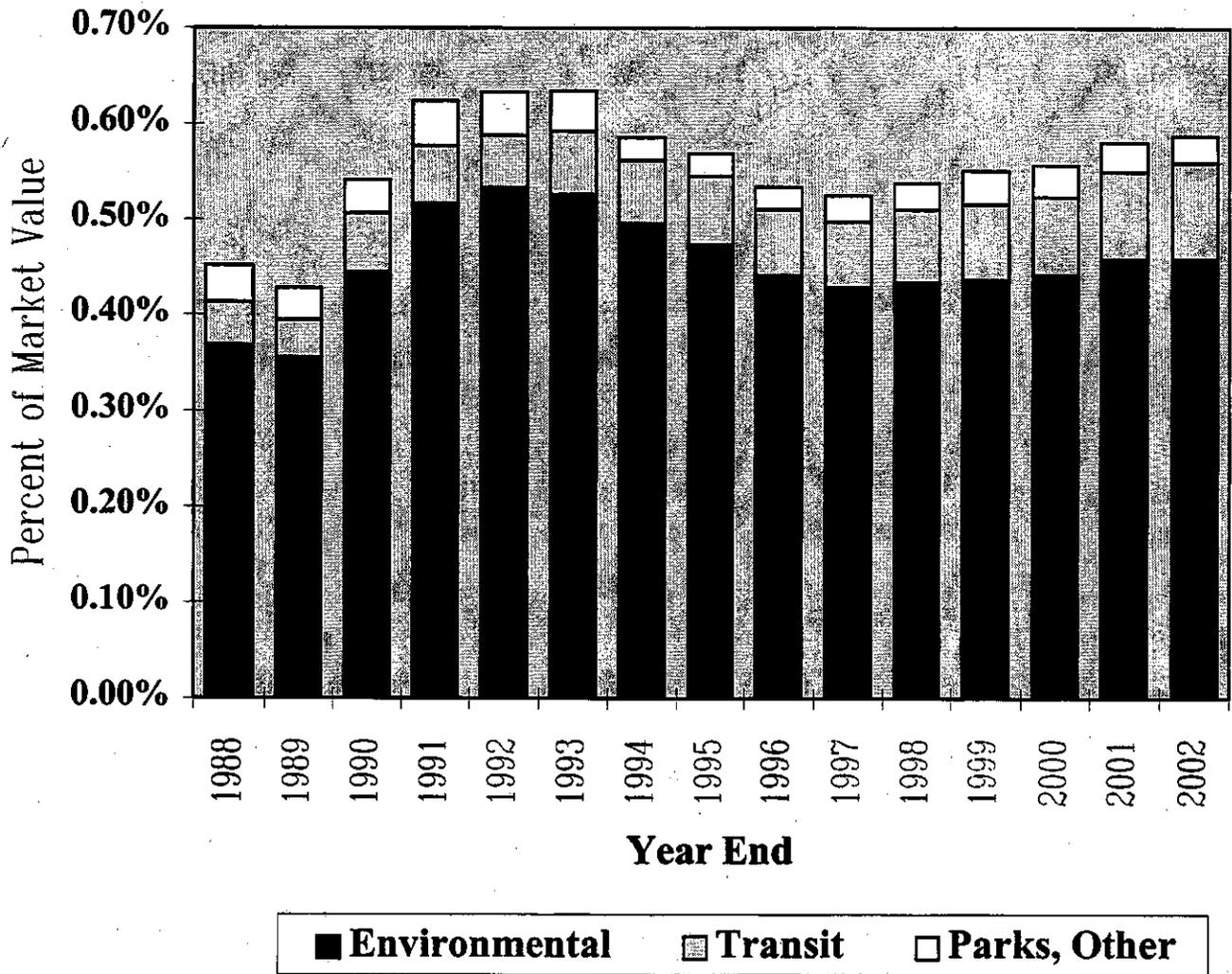


Figure 18

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Table 1
Metropolitan Council
Proposed 1998-2002 Capital Improvement Program
Combined Sources and Uses of Funds

Proposed 1998-2002 Capital Improvement Program						
	1998	1999	2000	2001	2002	Total
Sources of Capital Funds						
Federal						
Transit	64,033,485	24,791,400	19,045,000	17,000,000	17,500,000	142,369,885
Federal Subtotal	64,033,485	24,791,400	19,045,000	17,000,000	17,500,000	142,369,885
State						
Transit	11,858,000	9,141,000	1,601,000	-	-	22,600,000
Parks and Open Space	9,940,210	7,049,970	8,807,250	7,789,500	7,869,795	41,456,725
State Subtotal	21,798,210	16,190,970	10,408,250	7,789,500	7,869,795	64,056,725
Regional Borrowing						
Transit						
Existing and 1997 Request	27,400,000	23,600,000	-	-	-	51,000,000
Future Requests	-	-	23,500,000	34,700,000	38,200,000	96,400,000
Environmental Services						
General Obligation Bonds	26,000,000	26,000,000	34,000,000	60,000,000	36,000,000	182,000,000
Public Facilities Authority Loans	40,000,000	40,000,000	40,000,000	40,000,000	40,000,000	200,000,000
Parks and Open Space	5,300,000	5,300,000	5,300,000	5,300,000	5,300,000	26,500,000
800 Megahertz Radio System						
General Obligation Bonds	-	-	-	-	-	-
Revenue Bonds	-	10,000,000	-	-	-	10,000,000
Regional Borrowing Subtotal	98,700,000	104,900,000	102,800,000	140,000,000	119,500,000	565,900,000
Interest Income						
Transit	736,000	533,000	557,000	548,000	568,000	2,942,000
Environmental Services	1,130,000	1,142,000	1,143,000	1,144,000	1,142,000	5,701,000
Parks and Open Space	345,000	390,000	409,000	418,000	444,000	2,006,000
800 Megahertz Radio	44,000	221,000	6,000	-	-	271,000
Interest Income Subtotal	2,255,000	2,286,000	2,115,000	2,110,000	2,154,000	10,920,000
Total Sources						
Federal	64,033,485	24,791,400	19,045,000	17,000,000	17,500,000	142,369,885
State	21,798,210	16,190,970	10,408,250	7,789,500	7,869,795	64,056,725
Regional Borrowing	98,700,000	104,900,000	102,800,000	140,000,000	119,500,000	565,900,000
Interest Income	2,255,000	2,286,000	2,115,000	2,110,000	2,154,000	10,920,000
Total Sources	186,786,695	148,168,370	134,368,250	166,899,500	147,023,795	783,246,610
Uses of Capital Funds						
Transit	114,060,454	56,166,124	45,636,000	51,697,000	56,022,000	323,581,578
Environmental Services	66,375,681	66,108,655	74,735,755	99,785,476	76,797,021	383,802,588
Parks and Open Space	14,672,585	11,833,805	14,678,750	12,982,500	13,116,325	67,283,965
800 Megahertz Radio	3,000,000	10,000,000	242,000	-	-	13,242,000
Total Capital Projects	198,108,720	144,108,584	135,292,505	164,464,976	145,935,346	787,910,131
Bond Issuance	713,000	813,000	793,000	1,053,000	813,000	4,185,000
Total Capital Expenditures	198,821,720	144,921,584	136,085,505	165,517,976	146,748,346	792,095,131

Table 1
Metropolitan Council
Proposed 1998-2002 Capital Improvement Program
Combined Sources and Uses of Funds

Proposed 1998-2002 Capital Improvement Program

	1998	1999	2000	2001	2002	Total
Capital Funds Available, Year End						
Transit	9,710,824	11,610,100	10,677,100	11,228,100	11,474,100	
Environmental Services	22,651,319	23,024,664	22,691,909	23,050,433	22,635,412	
Parks and Open Space	7,248,537	8,101,702	7,886,202	8,358,202	8,802,672	
800 Megahertz Radio	115,000	236,000	-	-	-	
Total Funds Available, Year End	39,725,680	42,972,466	41,255,211	42,636,735	42,912,184	
Currently Authorized Projects						
Transit	93,457,454	2,320,124	-	-	-	95,777,578
Environmental Services	66,375,681	43,822,129	17,236,571	34,151,462	-	161,585,843
Parks and Open Space	14,672,585	3,646,290	-	-	-	18,318,875
800 Megahertz Radio	3,000,000	-	-	-	-	3,000,000
Total Capital Projects	177,505,720	49,788,543	17,236,571	34,151,462	-	278,682,296
Percent Currently Authorized						
Transit	82%	4%	0%	0%	0%	30%
Environmental Services	100%	66%	23%	34%	0%	42%
Parks and Open Space	100%	31%	0%	0%	0%	27%
800 Megahertz Radio	100%	0%	0%	-	-	23%
Total Capital Projects	90%	35%	13%	21%	0%	35%
Future Authorization Requests						
Transit	20,329,000	53,610,000	45,401,000	51,350,000	55,640,000	226,330,000
Environmental Services	-	22,286,526	57,499,184	65,634,014	76,797,021	222,216,745
Parks and Open Space	-	8,187,515	14,678,750	12,982,500	13,116,325	48,965,090
800 Megahertz Radio	-	10,000,000	242,000	-	-	10,242,000
Total Capital Projects	20,329,000	94,084,041	117,820,934	129,966,514	145,553,346	507,753,835
Rehabilitation and Replacement Expenditures						
Transit	90,257,617	41,376,000	35,901,000	42,550,000	46,540,000	256,624,617
Environmental Services	27,776,292	32,479,068	32,778,260	35,856,070	48,523,697	177,413,387
Parks and Open Space	5,024,605	4,566,315	5,459,000	5,565,000	5,243,225	25,858,145
800 Megahertz Radio	1,500,000	5,000,000	121,000	-	-	6,621,000
Total Capital Projects	124,558,514	83,421,383	74,259,260	83,971,070	100,306,922	466,517,149
Percent of Total Expenditures						
Transit	79%	74%	79%	83%	84%	80%
Environmental Services	42%	49%	44%	36%	63%	46%
Parks and Open Space	34%	39%	37%	43%	40%	38%
800 Megahertz Radio	50%	50%	50%	0%	0%	50%
Total Capital Projects	63%	58%	55%	51%	69%	59%

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

	1998	1999	2000	2001	2002	2003	1998-2003 Annual Rate
Transit							
Existing	20,109,546	18,644,177	11,329,019	8,605,691	5,070,752	4,159,236	
New	0	3,021,108	11,068,439	15,964,912	20,292,512	24,227,448	
Subtotal-Transit	20,109,546	21,665,285	22,397,458	24,570,603	25,363,264	28,386,684	7.14%
Environmental Services							
Existing	62,450,929	58,147,096	55,152,560	49,140,354	47,081,056	44,745,796	
New	3,909,049	10,203,682	15,248,741	23,372,986	28,332,818	33,684,632	
Subtotal-Envir Serv	66,359,978	68,350,778	70,401,301	72,513,340	75,413,874	78,430,428	3.40%
Parks and Open Space							
Existing	5,866,675	5,682,994	4,536,001	3,764,437	2,660,950	1,363,937	
New	0	1,374,188	2,705,326	4,028,851	5,342,401	6,673,081	
Subtotal	5,866,675	7,057,182	7,241,327	7,793,288	8,003,351	8,037,018	6.50%
Solid Waste							
Existing	0	0	250,000	300,000	460,467	461,013	
Radio							
Existing	512,686	419,425	416,740	413,272	414,123	413,969	-4.19%
Combined							
Existing	88,939,836	82,893,692	71,684,320	62,223,754	55,687,348	51,143,951	
New	3,909,049	14,598,978	29,022,506	43,366,749	53,967,731	64,585,161	
Total	92,848,885	97,492,670	100,706,826	105,590,503	109,655,079	115,729,112	4.50%
Constant 1998 Dollars	92,848,885	94,653,078	94,925,843	96,630,268	97,427,118	99,828,949	1.46%

Table 3
METROPOLITAN COUNCIL
PROPERTY TAX AND USER FEE PROJECTIONS
BASED ON PROJECTED 1998-2002 CAPITAL IMPROVEMENT PROGRAM

	1998	1999	2000	2001	2002	2003	1998-2003 Annual Rate
General							
General Operations	9,694,609	10,024,609	10,024,609	10,024,609	10,024,609	10,024,609	0.67%
Livable Communities	10,282,807	10,502,305	10,740,044	10,990,391	11,248,896	11,517,520	2.29%
Highway ROW	2,142,932	2,231,970	2,328,407	2,429,958	2,534,819	2,643,784	4.29%
Radio Debt Service	512,686	419,425	416,740	413,272	414,123	413,969	-4.19%
Solid Waste Debt Service	0	0	250,000	300,000	460,467	461,013	
Subtotal-General	22,633,034	23,178,308	23,759,800	24,158,231	24,682,914	25,060,895	2.06%
Transit							
Operations	70,019,925	72,687,650	75,442,721	78,608,093	81,741,629	84,976,611	3.95%
Debt Service	20,109,546	21,665,285	22,397,458	24,570,603	25,363,264	28,386,684	7.14%
Subtotal-Transit	90,129,471	94,352,935	97,840,180	103,178,696	107,104,893	113,363,295	4.69%
Parks and Open Space							
Debt Service	5,866,675	7,057,182	7,241,327	7,793,288	8,003,351	8,037,018	6.50%
Property Tax Subtotal							
Operations	89,997,341	93,214,563	96,207,374	99,623,094	103,015,134	106,518,740	3.43%
Debt Service	26,488,907	29,141,892	30,305,525	33,077,163	34,241,205	37,298,684	7.08%
Subtotal	116,486,248	122,356,455	126,512,900	132,700,256	137,256,339	143,817,424	4.31%
Environmental Services							
Operations	93,661,501	93,187,266	93,499,869	92,675,344	96,265,332	99,827,422	1.28%
Debt Service	47,450,499	49,663,734	51,086,131	53,663,656	56,335,051	59,416,134	4.60%
Subtotal-Envir Serv	141,112,000	142,851,000	144,586,000	146,339,000	152,600,383	159,243,556	2.45%
Combined							
Operations	183,658,842	186,401,829	189,707,243	192,298,438	199,280,466	206,346,162	2.36%
Debt Service	73,426,720	78,386,201	80,974,916	86,327,547	90,162,133	96,300,849	5.57%
Total	257,085,562	264,788,030	270,682,160	278,625,984	289,442,599	302,647,011	3.32%

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

Constant 1998 Dollars							
Operations	183,658,842	180,972,650	178,817,272	175,980,311	177,058,113	177,996,012	-0.62%
Debt Service	73,426,720	76,103,108	76,326,625	79,001,934	80,107,888	83,069,958	2.50%
Total	257,085,562	257,075,758	255,143,897	254,982,246	257,166,000	261,065,970	0.31%

Table 4
METROPOLITAN COUNCIL
PROPERTY TAX AND USER FEE PROJECTIONS AS PERCENT OF REGIONAL INCOME
BASED ON PROJECTED 1998-2002 CAPITAL IMPROVEMENT PROGRAM

	1998	1999	2000	2001	2002	2003	1998-2003 Annual Rate
Regional Income (\$Billions)	75.5	78.7	82.1	85.7	89.4	93.2	4.29%
Reg Income per Household	77,006	79,316	81,696	84,146	86,671	89,271	3.00%
General							
Operations	0.029%	0.029%	0.028%	0.027%	0.027%	0.026%	
Debt Service	0.001%	0.001%	0.001%	0.001%	0.001%	0.001%	
Subtotal-General	0.030%	0.029%	0.029%	0.028%	0.028%	0.027%	
Transit							
Operations	0.093%	0.092%	0.092%	0.092%	0.091%	0.091%	
Debt Service	0.027%	0.028%	0.027%	0.029%	0.028%	0.030%	
Subtotal-Transit	0.119%	0.120%	0.119%	0.120%	0.120%	0.122%	
Environmental Services							
Operations	0.124%	0.118%	0.114%	0.108%	0.108%	0.107%	
Debt Service	0.063%	0.063%	0.062%	0.063%	0.063%	0.064%	
Subtotal-Envir Serv	0.187%	0.182%	0.176%	0.171%	0.171%	0.171%	
Parks and Open Space							
Debt Service	0.008%	0.009%	0.009%	0.009%	0.009%	0.009%	
Combined							
Operations	0.246%	0.240%	0.234%	0.227%	0.226%	0.224%	
Debt Service	0.098%	0.100%	0.099%	0.101%	0.101%	0.104%	
Total	0.344%	0.340%	0.333%	0.329%	0.327%	0.328%	

Table 5
METROPOLITAN COUNCIL
PROPERTY TAX AND USER FEE IMPACT ON \$115,000 RESIDENTIAL HOMESTEAD
BASED ON PROJECTED 1998-2002 CAPITAL IMPROVEMENT PROGRAM
(Constant 1998 Dollars)

	1998	1999	2000	2001	2002	2003	1998-2003 Annual Rate
Market Value	115,000	115,000	115,000	115,000	115,000	115,000	0.00%
Net Tax Capacity	1,490	1,509	1,527	1,544	1,561	1,578	1.15%
General							
Operations	8.32	8.37	8.19	8.00	7.82	7.64	-1.69%
Livable Communities	7.23	7.18	7.12	7.06	7.00	6.95	-0.79%
Radio Debt Service	0.36	0.29	0.28	0.27	0.26	0.25	-7.07%
Solid Waste Debt Service	0.00	0.00	0.17	0.19	0.29	0.28	
Subtotal-General	15.91	15.84	15.75	15.52	15.37	15.12	-1.02%
Transit							
Operations	60.66	61.47	62.19	63.13	63.94	64.73	1.31%
Debt Service	15.72	16.47	16.51	17.56	17.57	19.05	3.91%
Subtotal-Transit	76.38	77.94	78.70	80.69	81.50	83.78	1.87%
Environmental Services							
Operations	68.62	65.57	63.33	60.35	60.28	60.11	-2.61%
Debt Service	34.76	34.95	34.60	34.95	35.28	35.78	0.58%
Subtotal-Envir Serv	103.39	100.52	97.93	95.30	95.56	95.89	-1.49%
Parks and Open Space							
Debt Service	4.12	4.82	4.80	5.01	4.98	4.85	3.29%
Combined							
Operations	144.82	142.59	140.83	138.54	139.04	139.43	-0.76%
Debt Service	54.61	56.24	56.08	57.70	58.11	59.95	1.88%
Total	199.44	198.83	196.91	196.24	197.15	199.38	-0.01%

Table 6
METROPOLITAN COUNCIL
OUTSTANDING DEBT, YEAR END
BASED ON PROJECTED 1998-2002 CAPITAL IMPROVEMENT PROGRAM

	1997	1998	1999	2000	2001	2002	Five-Year Annual Rate
Existing Debt							
Radio	3,000,000	3,000,000	12,840,000	12,575,000	11,767,000	10,599,000	
Solid Waste	2,650,000	2,385,000	2,105,000	1,805,000	1,490,000	1,155,000	
Parks and Open Space	28,340,000	25,405,000	21,420,000	16,995,000	13,480,000	10,535,000	
Transit	84,565,000	70,315,000	55,065,000	39,990,000	31,175,000	24,555,000	
Environmental Services	448,961,000	414,141,000	379,710,000	344,207,000	305,927,000	271,602,000	
Total Existing	567,516,000	515,246,000	471,140,000	415,572,000	363,839,000	318,446,000	
New Debt							
Radio	0	0	0	0	0	0	
Solid Waste	0	0	0	0	0	0	
Parks and Open Space	0	5,300,000	10,600,000	15,055,000	18,465,000	20,785,000	
Transit	0	27,400,000	51,000,000	74,000,000	101,500,000	128,750,000	
Environmental Services	78,630,000	141,930,000	203,140,000	271,160,000	360,610,000	423,730,000	
Total New	78,630,000	174,630,000	264,740,000	360,215,000	480,575,000	573,265,000	
Existing and New Debt							
Radio	3,000,000	3,000,000	12,840,000	12,575,000	11,767,000	10,599,000	28.7%
Solid Waste	2,650,000	2,385,000	2,105,000	1,805,000	1,490,000	1,155,000	-15.3%
Parks and Open Space	28,340,000	30,705,000	32,020,000	32,050,000	31,945,000	31,320,000	2.0%
Transit	84,565,000	97,715,000	106,065,000	113,990,000	132,675,000	153,305,000	12.6%
Environmental Services	527,591,000	556,071,000	582,850,000	615,367,000	666,537,000	695,332,000	5.7%
Total Existing and New	646,146,000	689,876,000	735,880,000	775,787,000	844,414,000	891,711,000	6.7%
Market Values (\$Billions)							
Market Values (\$Billions)	123.0	128.2	133.5	139.2	145.3	151.6	4.3%
Market Value per Househo	126,832	130,637	134,556	138,593	142,751	147,034	3.0%
Percent of Market Value							
Radio	0.002%	0.002%	0.010%	0.009%	0.008%	0.007%	
Solid Waste	0.002%	0.002%	0.002%	0.001%	0.001%	0.001%	
Parks and Open Space	0.023%	0.024%	0.024%	0.023%	0.022%	0.021%	
Transit	0.069%	0.076%	0.079%	0.082%	0.091%	0.101%	
Environmental Services	0.429%	0.434%	0.437%	0.442%	0.459%	0.459%	
Total	0.525%	0.538%	0.551%	0.557%	0.581%	0.588%	
Existing	0.461%	0.402%	0.353%	0.298%	0.250%	0.210%	
New	0.064%	0.136%	0.198%	0.259%	0.331%	0.378%	
Total	0.525%	0.538%	0.551%	0.557%	0.581%	0.588%	

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METROPOLITAN COUNCIL UNIFIED 1998 CAPITAL PROGRAM AND CAPITAL BUDGET

The 1998 Metropolitan Council Capital Program includes capital program authorizations and capital budgets for Environmental Services, Transit and Parks and Open Space. Capital program authorization is maintained for each active capital project until the project is completed, although capital expenditures on the project may occur over several years. Requested changes in capital authorizations include new capital projects and amendments to previously approved projects. The following definitions are used by the Council for the 1998 Capital Budget and 1998-2002 Capital Improvement Program:

Capital Improvement Program (CIP) - The 1998-2002 Capital Improvement Program represents a five-year plan that describes capital investment strategies, capital investment and financing plans and fiscal impacts of the plan. The CIP provides a basis for new capital program authorizations and the 1998 Capital Budget.

Capital Program - The Capital Program includes capital improvement projects that the Council has previously approved or is approving for 1997. The 1998 Capital Program constitutes new authorizations to proceed with new capital projects, proceed with the next phase of multi-phase capital projects or to amend previously approved capital projects and provides multi-year expenditure authorizations.

Capital Budget - The Capital Budget appropriates funds for capital expenditures for a specific budget year. The 1998 Capital Budget includes expenditure appropriations for previously authorized projects and for new capital projects authorized in the 1997 Capital Program.

The inclusion of a capital project in the CIP does not constitute Council approval to proceed with that project. The table below shows the relationship between projected capital expenditures in the five-year capital improvement program and projected capital expenditures for projects in the proposed 1998 capital program. Only 17 percent of projected 1999-2002 capital expenditures would be authorized under the proposed 1998 capital program, primarily in the Environmental Services capital program that has capital projects that are implemented over several years.

	1998	1999	2000	2001	2002	Total
Capital Expenditures	198,108,720	144,108,584	135,292,505	164,464,976	145,935,346	787,910,131
Currently Authorized	177,505,720	49,788,543	17,236,571	34,151,462	0	278,682,296
Percent Authorized	90%	35%	13%	21%	0%	35%

The 1998 capital program is summarized in Table 7 on the following page. **Proposed changes in capital program authorizations for 1998 total \$14,335,361.** Detail on proposed capital program authorizations and 1998 changes to the capital program are included in the Environmental Services, Transit and Parks and Open Space sections.

The total proposed 1998 capital program is \$467,518,729. Based on cash flow projections, an estimated \$182,247,459 (38 percent) of the proposed 1998 capital program authority will have been expended by the end of 1997. Continuing and new capital projects will result in \$285,271,270 in future capital expenditures from 1998 through 2001. **The proposed 1998 capital budget appropriation is \$177,505,720.**

Table 7 provides a summary of the 1998 Capital Program. It shows the transition from the 1997 Capital Program, as adopted, to the proposed 1998 Capital Program and shows anticipated mid-1998 amendments. Table 8 provides a more detailed summary of the proposed 1998 Capital Program by division and capital project categories. Table 8 also shows the cash flow forecast for multi-year capital program authorizations and anticipated future authorizations for multi-phased capital projects.

Potential Mid-Year Amendments to 1998 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 1998 capital program for transit and parks and open space does not include all the capital projects that may need to be approved in 1998. Changes are anticipated in the second or third quarter of 1998 to add capital program authorizations and capital budget appropriations for capital projects funded from new transit bonding authority and new state parks funding as determined in the 1998 legislative session.

Transit -- Additional capital program authority and capital budget appropriations for transit will be requested after the 1998 State Legislature establishes new regional bonding authority for transit and the Council's Regional Transit Capital (RTC) process recommends the specific capital projects to be funded from the new regional bonds. This process is not expected to be completed until early in the third quarter of 1998.

Parks and Open Space -- Additional capital program authority and capital budget appropriations for parks and open space will be requested after the 1998 State Legislature appropriates new state funding for regional recreation open space and the Council and Metropolitan Parks and Open Space Commission determine the specific capital projects to be funded from the state funding and regional bonds. This process is not expected to be completed until early in the third quarter of 1998.

Table 7
Metropolitan Council
1998 Capital Program and Capital Budget Summary

Capital Program Authorizations

Capital Project Category	Transit			Environmental Services	Parks & Open Space	800 Megahertz Radio	Combined
	Metro Transit	Transportation & Transit Develop	Subtotal				

	1997 Capital Program						
1997 Adopted Capital Program	63,665,451	25,425,407	89,090,858	259,101,000	52,799,900	3,000,000	403,991,758
Amendments/Adjustments	57,290,568	5,456,640	62,747,208	-	14,423,144	-	77,170,352
1997 Capital Program, As Amended	120,956,019	30,882,047	151,838,066	259,101,000	67,223,044	3,000,000	481,162,110
Less: Capital Projects Ending In 1997	(20,282)	(7,036,210)	(7,056,492)	(7,300,000)	(13,622,250)	-	(27,978,742)
Equals: Continuing Capital Projects	120,935,737	23,845,837	144,781,574	251,801,000	53,600,794	3,000,000	453,183,368

	Proposed 1998 Capital Program						
Continuing Projects	120,935,737	23,845,837	144,781,574	251,801,000	53,600,794	3,000,000	453,183,368
Requested Changes in Capital Projects:							
Changes in Continuing Projects	1,585,319	(99,958)	1,485,361	8,350,000	-	-	9,835,361
New Projects	-	-	-	4,500,000	-	-	4,500,000
Total Requested Changes	1,585,319	(99,958)	1,485,361	12,850,000	-	-	14,335,361
Proposed 1998 Capital Program	122,521,056	23,745,879	146,266,935	264,651,000	53,600,794	3,000,000	467,518,729

	Anticipated Mid-1998 Revisions						
Anticipated Mid-1998 Requests:							
Changes in Continuing Projects	35,750,000	-	35,750,000	-	-	-	35,750,000
New Projects	30,950,000	12,260,000	43,210,000	-	16,375,000	-	59,585,000
Total Anticipated Revisions	66,700,000	12,260,000	78,960,000	-	16,375,000	-	95,335,000
Anticipated Final 1998 Capital Program	189,221,056	36,005,879	225,226,935	264,651,000	69,975,794	3,000,000	562,853,729

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**Table 8
Metropolitan Council
1998 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 1997	Requested Change in	Proposed 1998	Expenditures 1998			2000 and Subsequent			
	Authorizations	Authorization	Authorization	Prior to 1998	Capital Budget	1999 Expenditures				
Metro Transit:										
Fleet Modernization	61,189,338	30,000	61,219,338	4,884,967	54,919,371	1,415,000	-	61,219,338	-	61,219,338
Public Facilities	20,197,465	1,290,818	21,488,283	8,430,572	12,263,587	794,124	-	21,488,283	8,000,000	29,488,283
Support Facilities	6,586,149	264,501	6,850,650	5,384,949	1,465,701	-	-	6,850,650	24,100,000	30,950,650
Computerization and Communication	19,945,593	-	19,945,593	5,828,725	14,005,868	111,000	-	19,945,593	11,650,000	31,595,593
Other Capital Expenses	13,017,192	-	13,017,192	10,167,192	2,850,000	-	-	13,017,192	-	13,017,192
Metro Transit Subtotal	120,935,737	1,585,319	122,521,056	34,696,405	85,504,527	2,320,124	-	122,521,056	43,750,000	166,271,056
Transportation and Transit Development:										
Fleet Modernization	8,018,059	-	8,018,059	3,964,577	4,053,482	-	-	8,018,059	-	8,018,059
Public Facilities	14,241,729	(99,958)	14,141,771	10,542,651	3,304,654	-	-	13,847,305	-	13,847,305
Support Facilities	240,000	-	240,000	47,150	192,850	-	-	240,000	-	240,000
Computerization and Communication	1,076,049	-	1,076,049	674,108	401,941	-	-	1,076,049	-	1,076,049
Other Capital Expenses	270,000	-	270,000	268,500	-	-	-	268,500	-	268,500
T&TD Subtotal	23,845,837	(99,958)	23,745,879	15,496,986	7,952,927	-	-	23,449,913	-	23,449,913
Combined-All Transit										
Fleet Modernization	69,207,397	30,000	69,237,397	8,849,544	58,972,853	1,415,000	-	69,237,397	-	69,237,397
Public Facilities	34,439,194	1,190,860	35,630,054	18,973,223	15,568,241	794,124	-	35,335,588	8,000,000	43,335,588
Support Facilities	6,826,149	264,501	7,090,650	5,432,099	1,658,551	-	-	7,090,650	24,100,000	31,190,650
Computerization and Communication	21,021,642	-	21,021,642	6,502,833	14,407,809	111,000	-	21,021,642	11,650,000	32,671,642
Other Capital Expenses	13,287,192	-	13,287,192	10,435,692	2,850,000	-	-	13,285,692	-	13,285,692
Transit Subtotal	144,781,574	1,485,361	146,266,935	50,193,391	93,457,454	2,320,124	-	145,970,969	43,750,000	189,720,969
Environmental Services										
Continuing Projects in Step I Planning	6,900,000	3,700,000	10,600,000	2,203,763	6,260,000	1,686,237	450,000	10,600,000	381,119,000	391,719,000
Continuing Projects Moving to Step II Design	700,000	6,500,000	7,200,000	297,762	3,502,238	2,600,000	800,000	7,200,000	4,000,000	11,200,000
Continuing Projects in Step II Design	1,000,000	-	1,000,000	447,973	382,027	170,000	-	1,000,000	9,118,000	10,118,000
Continuing Projects in Step III Construction	227,951,000	400,000	228,351,000	90,043,177	49,531,416	32,345,386	56,431,021	228,351,000	15,900,000	244,251,000
New Projects	-	4,500,000	4,500,000	-	1,250,000	3,250,000	-	4,500,000	-	4,500,000
Ongoing Programs and Special Projects	15,250,000	(2,250,000)	13,000,000	3,779,494	5,450,000	3,770,506	-	13,000,000	-	13,000,000
Environmental Services Subtotal	251,801,000	12,850,000	264,651,000	96,772,169	66,375,681	43,822,129	57,681,021	264,651,000	410,137,000	674,788,000
Parks and Open Space										
Acquisition	8,186,550	-	8,186,550	5,247,563	2,675,980	263,000	-	8,186,543	-	8,186,543
Acquisition/Development	2,400,000	-	2,400,000	2,400,004	-	-	-	2,400,004	-	2,400,004
Development	24,686,589	-	24,686,589	16,221,084	6,972,000	1,493,480	-	24,686,564	-	24,686,564
Redevelopment	18,327,655	-	18,327,655	11,413,248	5,024,605	1,889,810	-	18,327,663	-	18,327,663
Parks and Open Space Subtotal	53,600,794	-	53,600,794	35,281,899	14,672,585	3,646,290	-	53,600,774	-	53,600,774
800 Megahertz Radio System										
Backbone System	3,000,000	-	3,000,000	-	3,000,000	-	-	3,000,000	-	3,000,000
All Continuing and New Projects										
Transit	144,781,574	1,485,361	146,266,935	50,193,391	93,457,454	2,320,124	-	145,970,969	43,750,000	189,720,969
Environmental Services	251,801,000	12,850,000	264,651,000	96,772,169	66,375,681	43,822,129	57,681,021	264,651,000	410,137,000	674,788,000
Parks and Open Space	53,600,794	-	53,600,794	35,281,899	14,672,585	3,646,290	-	53,600,774	-	53,600,774
800 Megahertz Radio System	3,000,000	-	3,000,000	-	3,000,000	-	-	3,000,000	-	3,000,000
Total	453,183,368	14,335,361	467,518,729	182,247,459	177,505,720	49,788,543	57,681,021	467,222,743	453,887,000	921,109,743

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**METROPOLITAN COUNCIL
REGIONAL TRANSIT
PROPOSED 1998 - 2002 CAPITAL IMPROVEMENT PROGRAM
AND 1998 CAPITAL PROGRAM AND BUDGET**

INTRODUCTION

This section summarizes the proposed 1998-2002 Transit Capital Improvement Program and 1998 Capital Budget. The proposed 1998-2002 Transit Capital Improvement Program represents a capital financing plan for \$323 million of transit capital investments and not a project specific capital improvement program. The CIP will be funded by a combination of federal, regional, and state funds. The annual spending levels in the program are based on the issuance of \$23.5 - 24.5 million annually in regional transit bonds. The Transit CIP as currently proposed is unfunded by \$24.4 million. Additionally, another \$50.5 million worth of "soft" funds have been included in this CIP. A more detailed discussion of the options available to balance this CIP are set forth below in the Proposed 1998 - 2002 Transit Capital Improvement Program section.

The early years of this proposed CIP will be critical to Metro Council's ability to achieve the state legislature's goal of 131 million passenger trips served during state fiscal years 1998 - 1999. Furthermore, the later years of this CIP will be equally important in providing the necessary funding for transit projects to maintain a solid transit capital infrastructure to increase transit ridership in concert with the transit capital investment strategy detailed later in the transit section.

AGENCY ORGANIZATION

The Transportation Division is organized into two units - Metro Transit and Transportation and Transit Development. Metro Transit is the principal transit provider in the region and is responsible for maintaining a fleet valued at approximately \$250 million and transit infrastructure valued at \$150 million. Transportation and Transit Development is responsible for regional transportation planning, including planning for aviation, highway and transit systems, and transit development.

METROPOLITAN AREA TRANSIT SYSTEM

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

- Regular route service is the backbone of the metropolitan area's transit system, operating on fixed routes and schedules for local and express service. The regular route system is structured primarily in a radial orientation focusing on the

two central business districts of Minneapolis and St. Paul. The Council's Metro Transit provides the majority of the regular route transit service.

- Metro Mobility is the principal American with disabilities Act (ADA) service in the Twin Cities metropolitan area. Door through door service is provided to persons with disabilities on an advance reservation basis. Three metro counties supplement Metro Mobility's ADA service with provision of ADA service in Anoka, Dakota and Washington Counties.
- Opt-Out programs are transit programs who provide primarily peak express service with some local and dial-a-ride service in the third tier suburbs. This CIP includes capital projects for the twelve opt-out communities as the Metropolitan Council levies the property tax for the transit capital debt service in these cities.
- Community-Based programs, or rural and small urban programs, are transit programs designed to meet transit needs in lower density suburban and rural areas where regular route service cannot be provided cost-effectively. Community-based programs typically use smaller vehicles and provide curb-to-curb service. In 1997 there were ten rural and five small urban contracts with transit providers.

TRANSIT CAPITAL INVESTMENT STRATEGY

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

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

Policy 5: Transitways. A key component of the transportation policy plan will be the Council promoting implementation of a regional network of dedicated transitways to provide a travel tie advantage for transit vehicles, improve transit service reliability and increase transit accessibility to jobs.

This policy framework sets the foundation for transit capital investments for the 1998 - 2002 capital improvement program. The CIP does focus investments on replacement of the regional fleet as well as investments in key public facilities such as transit hubs and park and ride facilities to increase overall transit ridership.

PROPOSED 1998 - 2002 TRANSIT CAPITAL IMPROVEMENT PROGRAM

The proposed 1998 - 2002 Transit Capital Improvement Program (CIP) represents a capital financing plan for transit investments and not a project specific capital improvement program.

The 1998 - 2002 Transit Capital Improvement Program proposes investing \$323 million on transit equipment and facilities over the next five years, an average of \$65 million per year. The program would be funded through a combination of federal, state and other sources of capital funding and regional bonding. The proposed CIP will require new regional transit bonding authority over the next two bienniums of \$113 million, including \$16 million of regional bonding authority not approved by the legislature in 1997.

The proposed capital improvement program is detailed on the table at the end of this section. The amounts by category represent estimates of the need for capital investments in those areas. The annual transit capital evaluation process that prioritizes capital funding requests from transit providers could change the mix of capital projects finally approved for funding and implementation.

The Transit CIP as currently proposed is unfunded by \$24.4 million. Actions to balance the program could include any of the following actions or combination of actions:

- additional federal funding,
- additional state bond funding,
- additional regional bond authorization or
- reduction of the scope of the Capital Improvement Program.

Federal Funds:

Federal transit capital funds are available through formula apportionment grants, discretionary appropriations, and "flexible" ISTEA funds. As the federal government chooses to direct more of its transportation spending away from operation and into capital disbursements, formula apportionment grants seem likely to increase over the span of this CIP. Discretionary grants are the result of specific appropriations made the metropolitan area with the assistance of the area's congressional delegation. Flexible ISTEA funds are received by Mn/DOT and passed through to the Metropolitan Council's Transportation Advisory Board process. Any additional federal

funds would have to exceed estimates already included in the CIP from federal sources to address the funding shortfall.

State Bond Funds:

State bond funds have not been a regular feature of the transit CIP. The Metropolitan Council did receive \$10 million of state bond funds for the new St. Paul bus garage. The Council has applied for \$12 million additional state bonds for this critical project. An additional \$4.5 million of state bonds have been requested to fund the Transportation Communications Center improvements to become compatible with the public communication system being implemented throughout the metropolitan area. This CIP assumes the 1998 state legislature will authorize state bonding in the amount of \$16.5 million for these two projects. Any additional state bond funds would have to be more than the \$16.5 million currently requested to address the CIP funding shortfall.

Regional Bond Funds:

Current law requires all regional transit bonding to first be authorized by the state legislature prior to Metropolitan Council issuing bonds. The CIP, as proposed, will require new regional transit bonding authority over the next two bienniums of \$113 million, including \$16 million of regional bonding authority not approved by the 1997 legislature. Full funding the \$24.4 million shortfall in this CIP from regional bonding would require increasing the next two biennial requests from \$113 million to \$137.4 million.

Regional bonding decisions by the legislature and the council will directly affect the level of transit debt service property taxes levied in 2002 as follows:

	1997	CIP 2002	Add. 2002	Total 2002
			(in millions)	
New Bonding Authority		\$113.0	\$24.4	\$137.7
Debt Service Property Tax	\$20.1	\$ 26.9	\$ 2.4	\$ 29.3
Average Annual Percent Change		6.0%	2.0%	7.9%

On a \$115,000 residential homestead, 1998 property taxes for all transit uses (operations and debt service) are approximately \$64 per year. The \$113 million bonding level will keep all transit property taxes approximately level at \$64 per year in constant 1998 dollars. Increasing the bonding level to \$137.4 million will increase total transit property taxes by approximately \$2.30 per year for a \$115,000 residential homestead beginning in 2002 through 2007.

Reduction of Transit Capital Improvement Program:

A reduction of CIP scope by \$24.4 million would occur primarily on public facilities and fleet purchases. Approximately \$15-20 million worth of public facilities could be dropped from the program out of total \$64 million public facility investment. Existing projects would proceed but new investments would be scaled back dramatically which would delay growing transit system ridership by about 1.2 million passenger trips per year.

Another \$4-9 million worth of bus purchases might be deferred to balance the CIP. This would result in the need to extend the useful life of standard forty foot buses (up to 30 buses) and/or small buses (up to 120 buses). Extending the useful life of buses will result in less reliable service and higher operating costs to maintain the fleet. Reducing the quality and reliability of service will likely result in ridership losses of approximately 2% or 1.2 million existing passenger trips per year. Metro Transit will be reviewing the costs and benefits of managing bus fleet life and will return to the council in 1998 with a comprehensive proposal.

If additional transit capital funding is secured to fully fund the program, the above ridership losses would not be experienced. Ridership gains of a similar or higher level would likely occur if public facility investments like Foley Park & Ride expansion and the Brookdale Hub are constructed.

Capital Investment Comparisons:

Transit capital expenditures proposed by the Metropolitan Council is \$323 million for the 1998-2002 CIP. This is about 41 percent of the combined capital expenditure proposed by the Metropolitan Council of \$788 million including capital expenditure for Parks, Environmental Services and Transit. Transportation Division spending accounts for approximately 58% of overall operating expenses of the Metropolitan Council.

Peer group comparisons of transit capital investments per capita of the lead transit providers around the country reveal Metro Transit lagging behind comparable size regions of Portland, Denver, Houston, Pittsburgh, Seattle and Cleveland. Portland and Denver are the highest at \$60 per capita, next are Houston and Pittsburgh with Seattle and Cleveland at about \$28 per capita. Metro Transit was at \$10 per capita during the 1992-94 analysis time frame. The proposed 1998-2002 CIP would increase per capita investment levels to approximately \$25 which would continue to be a modest capital investment level as compared to the other systems analyzed.

TRANSIT CAPITAL BUDGET PROCESS

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

Staff is developing a more comprehensive CIP planning process that will include the federal ISTEA process that involves the Transportation Advisory Board. It is envisioned that the merger of the regional transit capital and ISTEA solicitation processes will enable Metropolitan Council to maximize use of federal funds and program dollars more efficiently for capital project implementation. The first example of this effort should be reflected in the 1999 - 2003 transit Capital Improvement Program..

1998-2002 CAPITAL IMPROVEMENT PROGRAM: SOURCES AND USES OF FUNDS

Table 9 provides a summary of sources and uses of funds during the five-years of the transit capital improvement program. Current revenue sources include the \$50.5 million in "soft" federal, state and regional funding that the Council will need to obtain to implement the program. The revenue sources include \$24.4 million in supplemental regional bonding to fund the gap between revenues and expenditures. Additional federal or state capital funding or reductions in the program would reduce or eliminate the supplemental regional bonding.

The capital improvement program includes \$324 million in capital expenditures, including \$191 million for fleet modernization, \$64 million for public facilities and funds to complete a new bus garage and a communications/automated vehicle location system.

Figures 19-21 show the fiscal impacts of the proposed transit capital improvement program. Figure 19 shows annual debt service levies resulting from the issuance of regional debt to finance the five-year capital improvement program. Under the proposed program, annual debt service levies will increase from \$20 million in tax year payable 1998 to \$28.4 million in tax year payable 2003. Combined property taxes for transit operations and debt service growth less rapidly. Figure 20 shows the increase in total regional taxes for transit services through the period of the capital improvement program.

Figure 21 shows the impact of transit taxes on a \$115,000 residential homestead. The capital improvement program increases the transit taxes paid by this "average" taxpayer by approximately \$8 (in constant 1998 dollars) over the five year period of the program, from \$76 to \$84.

Table 9
Regional Transit
1998-2002 Capital Improvement Program
Sources and Uses of Funds

	Five -Year Capital Improvement Program					Total
	1998	1999	2000	2001	2002	
Fund Balance, Beginning of Year	19,743,793	9,710,824	11,610,100	10,677,100	11,228,100	
Current Revenues						
Federal Grants						
St Paul Garage	3,600,000	2,400,000	-	-	-	6,000,000
Radio/AVL System	1,546,000	3,059,000	2,545,000	-	-	7,150,000
Other Federal	58,887,485	19,332,400	16,500,000	17,000,000	17,500,000	129,219,885
Federal Subtotal	64,033,485	24,791,400	19,045,000	17,000,000	17,500,000	142,369,885
State Grants						
St Paul Garage	10,900,000	7,200,000	-	-	-	18,100,000
Radio/AVL System	958,000	1,941,000	1,601,000	-	-	4,500,000
Other State	-	-	-	-	-	-
State Subtotal	11,858,000	9,141,000	1,601,000	-	-	22,600,000
Regional Bonds						
Pre-1997 Authorizations	5,000,000	-	-	-	-	5,000,000
1997 Authorization	22,400,000	23,600,000	-	-	-	46,000,000
Future Authorizations	-	-	23,500,000	34,700,000	38,200,000	96,400,000
Regional Bond Subtotal	27,400,000	23,600,000	23,500,000	34,700,000	38,200,000	147,400,000
Other Revenues						
Interest Income	736,000	533,000	557,000	548,000	568,000	2,942,000
Other Miscellaneous Revenue	-	-	-	-	-	-
Other Revenue Subtotal	736,000	533,000	557,000	548,000	568,000	2,942,000
Total Current Revenues	104,027,485	58,065,400	44,703,000	52,248,000	56,268,000	315,311,885
Current Expenditures						
Fleet Modernization	59,297,853	22,790,000	27,755,000	38,500,000	42,440,000	190,782,853
Support Facilities						
St Paul Garage	14,500,000	9,600,000	-	-	-	24,100,000
Other Support Facilities	1,658,551	1,000,000	1,000,000	1,000,000	1,000,000	5,658,551
Support Facilities Subtotal	16,158,551	10,600,000	1,000,000	1,000,000	1,000,000	29,758,551
Public Facilities	18,568,241	14,554,124	10,500,000	9,850,000	10,200,000	63,672,365
Computerization/Communication						
Radio/AVL System	6,754,000	5,000,000	4,146,000	-	-	15,900,000
Other Computerization/Communication	10,157,809	1,736,000	1,000,000	1,000,000	1,000,000	14,893,809
Computerization/Communication Subtotal	16,911,809	6,736,000	5,146,000	1,000,000	1,000,000	30,793,809
Other Capital Expenses	2,850,000	1,250,000	1,000,000	1,000,000	1,000,000	7,100,000
Total Current Capital Expenses	113,786,454	55,930,124	45,401,000	51,350,000	55,640,000	322,107,578
Other Costs (Bond Issuance)	274,000	236,000	235,000	347,000	382,000	1,474,000
Total Current Expenditures	114,060,454	56,166,124	45,636,000	51,697,000	56,022,000	323,581,578
Annual Surplus or (Deficit)	(10,032,969)	1,899,276	(933,000)	551,000	246,000	(8,269,693)
Fund Balance, End of Year	9,710,824	11,610,100	10,677,100	11,228,100	11,474,100	
Authorization Status						
Currently Authorized Projects	93,457,454	2,320,124	-	-	-	95,777,578
Future Authorization Requests	20,603,000	53,846,000	45,636,000	51,697,000	56,022,000	227,804,000
Percent Currently Authorized	82%	4%	0%	0%	0%	30%

Metropolitan Council 1988-2003 Transit Debt Service Levy

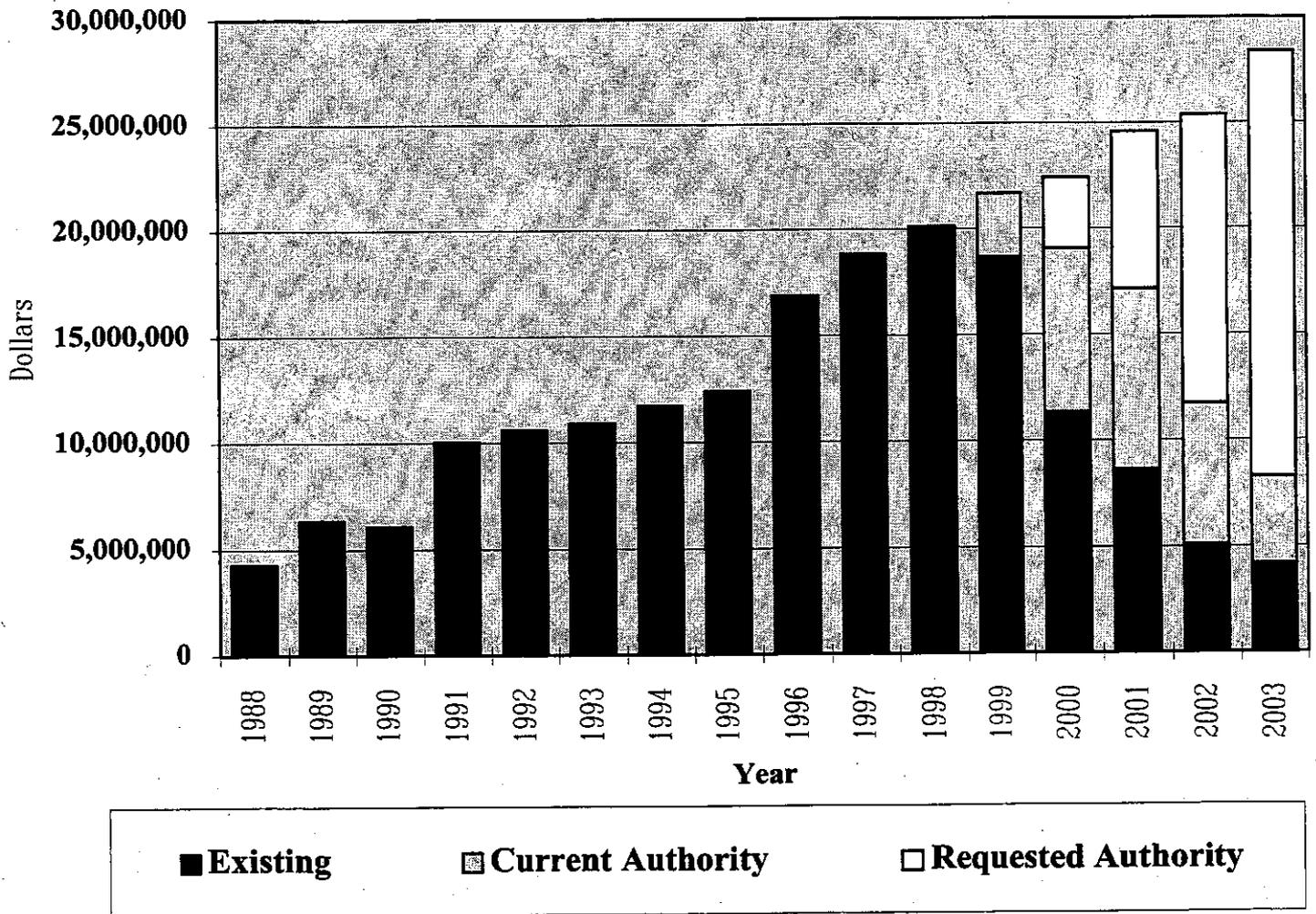


Figure 19

Metropolitan Council 1988-2003 Transit Property Taxes

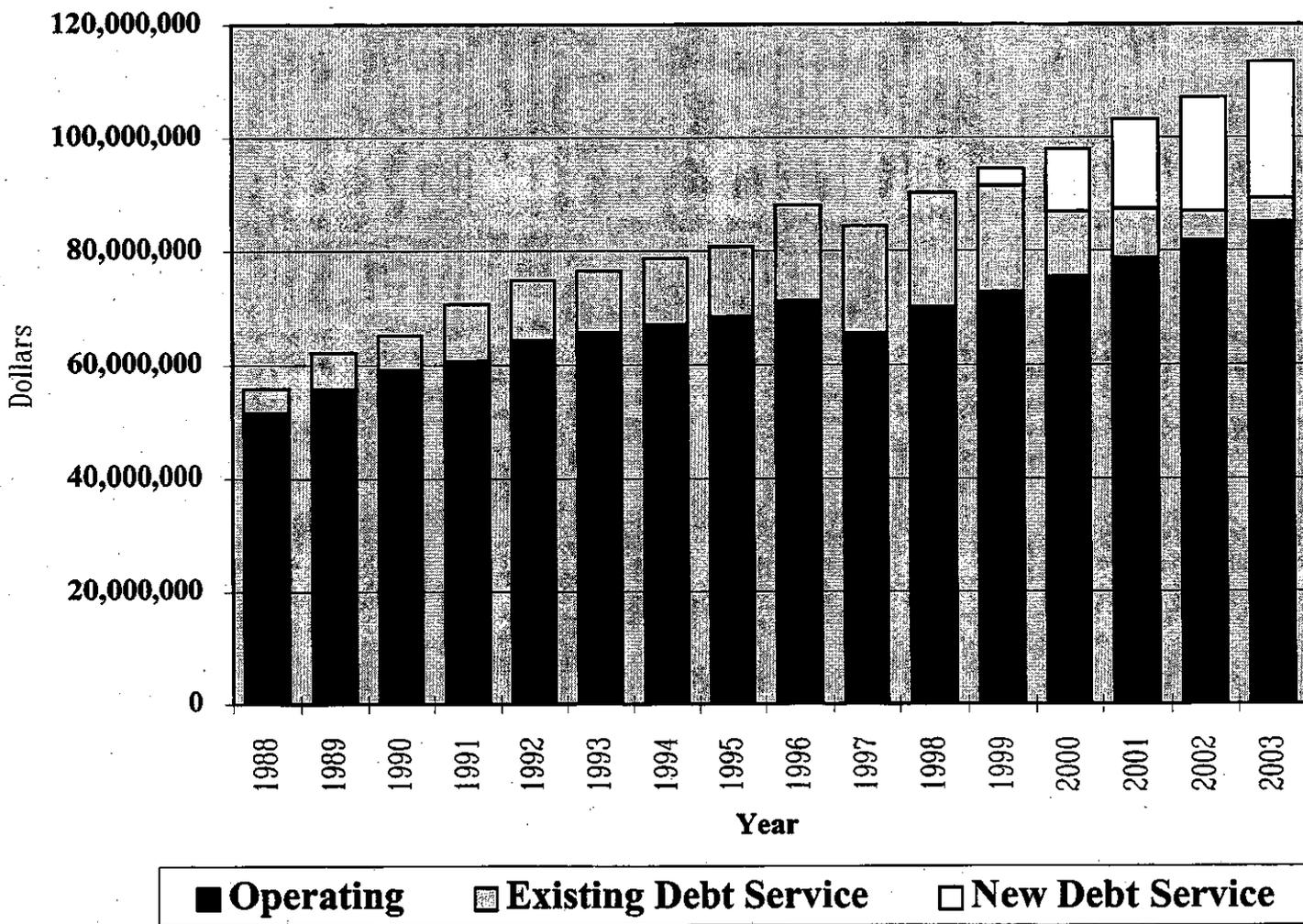


Figure 20

Metropolitan Council

Transit Taxes on \$115,000 Residential Hstd

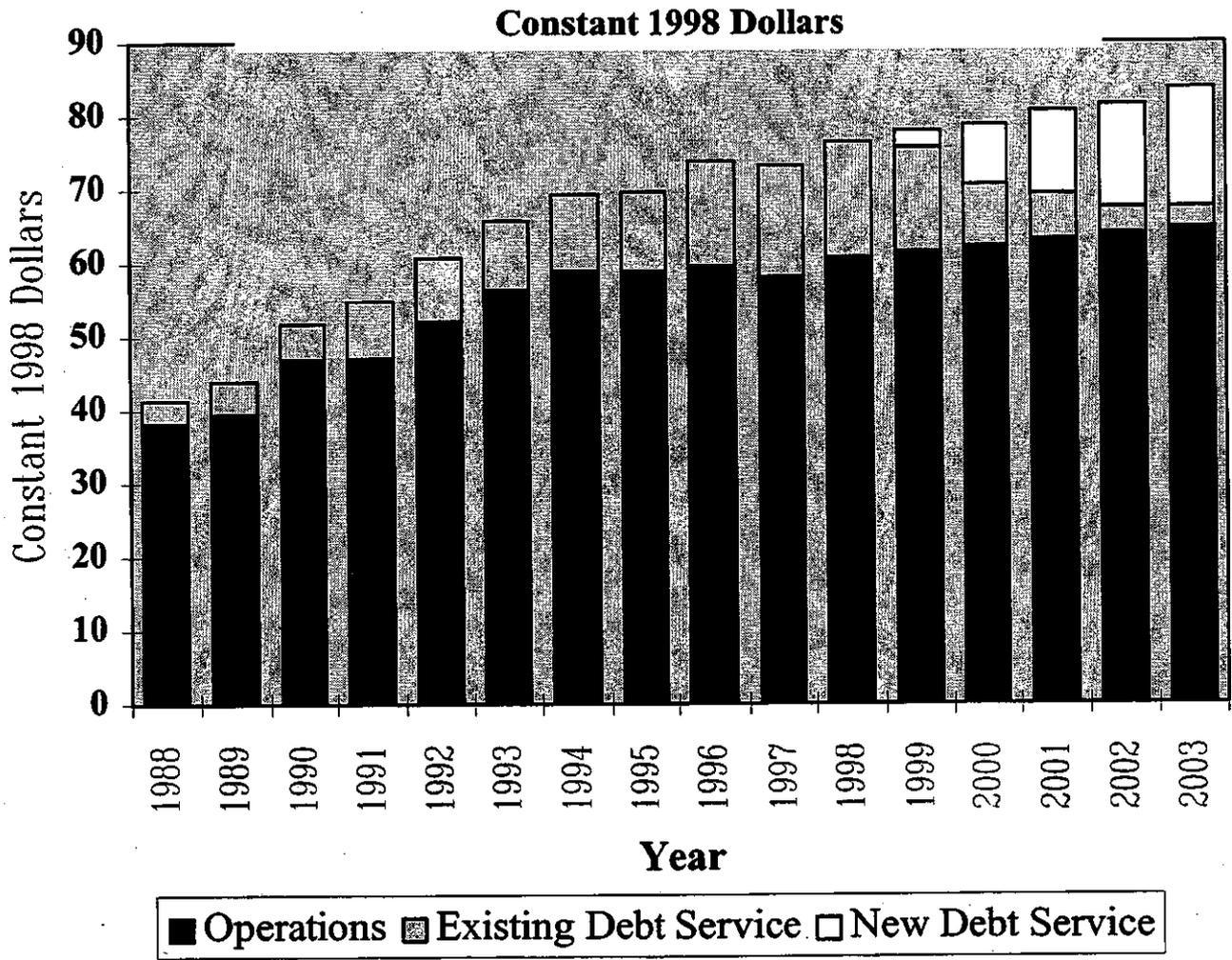


Figure 21

PROPOSED 1998 TRANSIT CAPITAL PROGRAM AND CAPITAL BUDGET

The 1998 Transit Capital Program and 1998 Capital Budget includes capital budget authorizations for Metro Transit, Metro Mobility and other transit providers. Capital budget authorization is maintained for each active capital project until the project is completed, although capital expenditures may occur over a number of years.

Table 10 provides a summary of the proposed 1998 transit capital program and capital budget by investment category and service provider. The **proposed 1998 changes to capital program authorizations total \$1,485,361**, reflection adjustments (increase or decreases) to previously approved capital projects. The **proposed 1998 capital budget for transit totals \$93,457,454**. Capital program and capital budget totals by capital project are provided in Table 11 for Metro Transit and Table 12 for other transit service providers including the Council's Metro Mobility program.

Requested revisions to the 1998 Capital Program and Capital Budget are anticipated early in the third quarter of 1998 after new regional bonding authorized by the 1998 State Legislature is allocated to capital projects.

Table 10a provides a summary of funding sources by capital expenditures type for the total capital program (multi-year authorizations) and for the 1998 capital budget. Federal funding primarily supports fleet modernization and, to a lesser extent, public facilities and computerization/communication capital projects.

**Table 10
Metropolitan Council
1998 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 1997	Requested Change in Authorization	Proposed 1998 Authorization	Expenditures Prior to 1998	1998 Capital Budget	1999 Expenditures	2000 and Subsequent			
	Authorizations	Authorization	Authorization	1998	Budget	Expenditures	Expenditures			
Transit										
Metro Transit:										
Fleet Modernization	61,189,338	30,000	61,219,338	4,884,967	54,919,371	1,415,000	-	61,219,338	-	61,219,338
Public Facilities	20,197,465	1,290,818	21,488,283	8,430,572	12,263,587	794,124	-	21,488,283	8,000,000	29,488,283
Support Facilities	6,586,149	264,501	6,850,650	5,384,949	1,465,701	-	-	6,850,650	24,100,000	30,950,650
Computerization and Communication	19,945,593	-	19,945,593	5,828,725	14,005,868	111,000	-	19,945,593	11,650,000	31,595,593
Other Capital Expenses	13,017,192	-	13,017,192	10,167,192	2,850,000	-	-	13,017,192	-	13,017,192
Metro Transit Subtotal	120,935,737	1,585,319	122,521,056	34,696,405	85,504,527	2,320,124	-	122,521,056	43,750,000	166,271,056
Transportation and Transit Development:										
Fleet Modernization	8,018,059	-	8,018,059	3,964,577	4,053,482	-	-	8,018,059	-	8,018,059
Public Facilities	14,241,729	(99,958)	14,141,771	10,542,651	3,304,654	-	-	13,847,305	-	13,847,305
Support Facilities	240,000	-	240,000	47,150	192,850	-	-	240,000	-	240,000
Computerization and Communication	1,076,049	-	1,076,049	674,108	401,941	-	-	1,076,049	-	1,076,049
Other Capital Expenses	270,000	-	270,000	268,500	-	-	-	268,500	-	268,500
T&TD Subtotal	23,845,837	(99,958)	23,745,879	15,496,986	7,952,927	-	-	23,449,913	-	23,449,913
Combined-All Transit										
Fleet Modernization	69,207,397	30,000	69,237,397	8,849,544	58,972,853	1,415,000	-	69,237,397	-	69,237,397
Public Facilities	34,439,194	1,190,860	35,630,054	18,973,223	15,568,241	794,124	-	35,335,588	8,000,000	43,335,588
Support Facilities	6,826,149	264,501	7,090,650	5,432,099	1,658,551	-	-	7,090,650	24,100,000	31,190,650
Computerization and Communication	21,021,642	-	21,021,642	6,502,833	14,407,809	111,000	-	21,021,642	11,650,000	32,671,642
Other Capital Expenses	13,287,192	-	13,287,192	10,435,692	2,850,000	-	-	13,285,692	-	13,285,692
Transit Subtotal	144,781,574	1,485,361	146,266,935	50,193,391	93,457,454	2,320,124	-	145,970,969	43,750,000	189,720,969

Table 10a
Metropolitan Council
1998 Transit Capital Program
Sources and Uses of Funds

	Total Authorized Expenditures				Total Authorized Expenditures				
	Federal	State	Regional		Federal	State	Regional		
Total Capital Program (Multi-Year Authorizations)					1998 Capital Budget				
Fleet Modernization	69,237,397	44,443,336	-	24,794,061	58,972,853	40,598,969	-	18,373,884	
Support Facilities	7,090,650	-	3,900,000	3,190,650	1,658,551	-	-	1,658,551	
Public Facilities	35,630,054	8,948,540	-	26,681,514	15,568,241	7,351,121	-	8,217,120	
Computerization & Commun.	21,021,642	7,500,000	-	13,521,642	14,407,809	7,200,000	-	7,207,809	
Other Capital	13,287,192	2,884,934	-	10,402,258	2,850,000	476,985	-	2,373,015	
Total	146,266,935	63,776,810	3,900,000	78,590,125	93,457,454	55,627,075	-	37,830,379	
Percent by Source									
Fleet Modernization	100%	64%	0%	36%	100%	69%	0%	31%	
Support Facilities	100%	0%	55%	45%	100%	0%	0%	100%	
Public Facilities	100%	25%	0%	75%	100%	47%	0%	53%	
Computerization & Commun.	100%	36%	0%	64%	100%	50%	0%	50%	
Other Capital	100%	22%	0%	78%	100%	17%	0%	83%	
Total	100%	44%	3%	54%	100%	60%	0%	40%	
Percent by Category									
Fleet Modernization	47%	70%	0%	32%	63%	73%	-	49%	
Support Facilities	5%	0%	100%	4%	2%	0%	-	4%	
Public Facilities	24%	14%	0%	34%	17%	13%	-	22%	
Computerization & Commun.	14%	12%	0%	17%	15%	13%	-	19%	
Other Capital	9%	5%	0%	13%	3%	1%	-	6%	
Total	100%	100%	100%	100%	100%	100%	-	100%	

5-12(a)

**Table 11
Regional Transit
Metro Transit
1998 Capital Program**

Project Number	Project Description	Project Title	Capital Program Authorization			Capital Program Expenditure Forecast			Total Authorized Expenditures	Anticipated Future Authorizations	Estimated Total Project Cost	
			Continuing 1997 Authorizations	Requested Change in Authorization	Proposed 1998 Authorization	Expenditures Prior to 1998	1998 Capital Budget	1999 Expenditures				2000 and Subsequent
Fleet Modernization												
3511	Yes	Purchase 65 Articulated Buses	27,000,000	-	27,000,000	-	27,000,000	-	-	27,000,000	-	27,000,000
3610		Purchase 119 Gillig Engines	1,539,504	176,629	1,716,133	1,716,133	-	-	-	1,716,133	-	1,716,133
3710	Yes	Purchase 98 40-Foot Buses	24,500,000	-	24,500,000	5,000	24,495,000	-	-	24,500,000	-	24,500,000
3611		Transmission Rebuilding - 160	358,434	30,000	388,434	388,434	-	-	-	388,434	-	388,434
3714		Gillig Engrn Purch / Rebuild (197-engns)	2,626,000	(176,629)	2,449,371	1,500,000	949,371	-	-	2,449,371	-	2,449,371
3715		1997 Tire Leasing	1,415,400	(200,000)	1,215,400	1,215,400	-	-	-	1,215,400	-	1,215,400
		1998 Tire Leasing	750,000	200,000	950,000	-	950,000	-	-	950,000	-	950,000
		New Engines, trans, lifts	3,000,000	-	3,000,000	60,000	1,525,000	1,415,000	-	3,000,000	-	3,000,000
		Fleet Modernization Subtotal	61,189,338	30,000	61,219,338	4,884,967	54,919,371	1,415,000	-	61,219,338	-	61,219,338
Support Facilities												
3230		1992 Bus Turnarounds	157,528	264,501	422,029	156,328	265,701	-	-	422,029	-	422,029
3530	Yes	St. Paul Garage-Snelling Repl (Phase 1)	3,900,000	-	3,900,000	3,900,000	-	-	-	3,900,000	24,100,000	28,000,000
3643		1996 Major Improvements to Facilities	448,621	-	448,621	448,621	-	-	-	448,621	-	448,621
3743		1997 Major Improvements to Facilities	780,000	-	780,000	780,000	-	-	-	780,000	-	780,000
3744		Underground Storage Tank Repair	300,000	-	300,000	100,000	200,000	-	-	300,000	-	300,000
		Support Facilities	1,000,000	-	1,000,000	-	1,000,000	-	-	1,000,000	-	1,000,000
		Support Facilities Subtotal	6,586,149	264,501	6,850,650	5,384,949	1,465,701	-	-	6,850,650	24,100,000	30,950,650
Public Facilities												
3270		Downtown St. Paul Transit Hub	1,712,768	-	1,712,768	1,712,768	-	-	-	1,712,768	-	1,712,768
3290		Bus Stop Lighting / Light-a-Stop	346,694	-	346,694	275,809	70,885	-	-	346,694	-	346,694
3291		Bus Stop Signs	1,926,304	-	1,926,304	945,978	980,326	-	-	1,926,304	-	1,926,304
3358		1993 Park/Ride Lots	2,553,032	-	2,553,032	2,553,032	-	-	-	2,553,032	-	2,553,032
3370		Transit Hubs - Hillcrest/Highland	633,435	(106,416)	527,019	527,019	-	-	-	527,019	-	527,019
3390	Yes	Team Transit Improvements	2,430,709	-	2,430,709	1,292,585	1,077,000	61,124	-	2,430,709	-	2,430,709
3470		1994 Hubs	661,382	-	661,382	128,006	533,376	-	-	661,382	-	661,382
3490		1994 Shelter/Stop Improvements	305,809	(288,265)	17,544	17,544	-	-	-	17,544	-	17,544
3552		Transit Hub - Robbinsdale	190,000	-	190,000	30,000	160,000	-	-	190,000	-	190,000
3556		Speedlite	448,332	(264,501)	183,831	38,831	145,000	-	-	183,831	-	183,831
3652	Yes	Uptown Transit Hub	550,000	1,950,000	2,500,000	30,000	2,470,000	-	-	2,500,000	-	2,500,000
3653	Yes	Foley Park and Ride Expansion	5,390,000	-	5,390,000	125,000	4,532,000	733,000	-	5,390,000	-	5,390,000
3750	Yes	Cottage Grove Park & Ride	200,000	-	200,000	-	200,000	-	-	200,000	-	200,000
3751		Co. Road C / Hwy 61 Park & Ride	274,000	-	274,000	274,000	-	-	-	274,000	-	274,000
3755	Yes	I-35E Bus Lane	325,000	-	325,000	-	325,000	-	-	325,000	-	325,000
3760	Yes	Lake St. Transit Hub at Chicago	250,000	-	250,000	-	250,000	-	-	250,000	-	250,000
3762		Safety, ADA - 1996	200,000	-	200,000	200,000	-	-	-	200,000	-	200,000
3763		Bus Stop Security Lighting	25,000	-	25,000	25,000	-	-	-	25,000	-	25,000
3752	Yes	Transit Hubs - I35W Corridor (phase 1)	5,000	-	5,000	5,000	-	-	-	5,000	8,000,000	8,005,000
3772		Passenger Shelters	1,570,000	-	1,570,000	250,000	1,320,000	-	-	1,570,000	-	1,570,000
		Safety, ADA - 1997	200,000	-	200,000	-	200,000	-	-	200,000	-	200,000
		Public Facilities Subtotal	20,197,465	1,290,818	21,488,283	8,430,572	12,263,587	794,124	-	21,488,283	8,000,000	29,488,283

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**Table 11
Regional Transit
Metro Transit
1998 Capital Program**

Project Number	Project Description	Project Title	Capital Program Authorization			Capital Program Expenditure Forecast			Total Authorized Expenditures	Anticipated Future Authorizations	Estimated Total Project Cost	
			Continuing 1997 Authorizations	Requested Change in Authorization	Proposed 1998 Authorization	Expenditures Prior to 1998	1998 Capital Budget	1999 Expenditures				2000 and Subsequent
Computerization and Communication												
3283		HRIS Upgrade	149,921	-	149,921	49,921	100,000	-	-	149,921	-	149,921
3481		Perpetual Inventory	3,500,000	-	3,500,000	3,500,000	-	-	-	3,500,000	-	3,500,000
3581	Yes	Communications/AVL	4,350,000	-	4,350,000	100,000	4,250,000	-	-	4,350,000	11,650,000	16,000,000
3585		GIS	200,000	-	200,000	200,000	-	-	-	200,000	-	200,000
3586		G/L Replacement	763,922	-	763,922	250,000	513,922	-	-	763,922	-	763,922
3587		APC	241,750	-	241,750	213,138	28,612	-	-	241,750	-	241,750
3588		Route Reumbering	155,000	-	155,000	10,000	135,000	10,000	-	155,000	-	155,000
3680		1996 Computer Equipment	200,000	-	200,000	200,000	-	-	-	200,000	-	200,000
3681		Garage Sensor	150,000	-	150,000	-	90,000	60,000	-	150,000	-	150,000
3780		1997 Computer Modernization	600,000	-	600,000	600,000	-	-	-	600,000	-	600,000
3782		Trapeze Upgrade	100,000	-	100,000	7,000	52,000	41,000	-	100,000	-	100,000
3783		GPS Link to APC	60,000	-	60,000	48,666	11,334	-	-	60,000	-	60,000
3789		Central Admin. Systems	350,000	-	350,000	350,000	-	-	-	350,000	-	350,000
	Yes	Orion Project	7,500,000	-	7,500,000	300,000	7,200,000	-	-	7,500,000	-	7,500,000
		Computers	1,625,000	-	1,625,000	-	1,625,000	-	-	1,625,000	-	1,625,000
		Computerization and Commun. Subtotal	19,945,593	-	19,945,593	5,828,725	14,005,868	111,000	-	19,945,593	11,650,000	31,595,593
Other Capital												
3224		Electronic Fare Collection	8,770,000	-	8,770,000	7,320,000	1,450,000	-	-	8,770,000	-	8,770,000
3523		1995-96 Capital Equipment	1,447,192	-	1,447,192	1,447,192	-	-	-	1,447,192	-	1,447,192
3723		1997 Capital Equipment	1,050,000	-	1,050,000	1,050,000	-	-	-	1,050,000	-	1,050,000
3724		Vehicle Replacement	500,000	-	500,000	350,000	150,000	-	-	500,000	-	500,000
		Shop Tools	1,250,000	-	1,250,000	-	1,250,000	-	-	1,250,000	-	1,250,000
		Other Capital Subtotal	13,017,192	-	13,017,192	10,167,192	2,850,000	-	-	13,017,192	-	13,017,192
Total			120,935,737	1,585,319	122,521,056	34,696,405	85,504,527	2,320,124	-	122,521,056	43,750,000	166,271,056
Total by Category												
		Fleet Modernization	61,189,338	30,000	61,219,338	4,884,967	54,919,371	1,415,000	-	61,219,338	-	61,219,338
		Support Facilities	6,586,149	264,501	6,850,650	5,384,949	1,465,701	-	-	6,850,650	24,100,000	30,950,650
		Public Facilities	20,197,465	1,290,818	21,488,283	8,430,572	12,263,587	794,124	-	21,488,283	8,000,000	29,488,283
		Computerization and Communication	19,945,593	-	19,945,593	5,828,725	14,005,868	111,000	-	19,945,593	11,650,000	31,595,593
		Other Capital	13,017,192	-	13,017,192	10,167,192	2,850,000	-	-	13,017,192	-	13,017,192
		Total	120,935,737	1,585,319	122,521,056	34,696,405	85,504,527	2,320,124	-	122,521,056	43,750,000	166,271,056

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**Table 12
Regional Transit
Transportation and Transit Development
1998 Capital Program**

Contract Number	Project Description	Project Title	Capital Program Authorization			Capital Program Expenditure Forecast				Anticipated Future Authorizations	Estimated Total Project Cost	
			Continuing 1997	Requested Change in Authorization	Proposed 1998 Authorization	Expenditures Prior to 1998	1998 Capital Budget	1999 Expenditures	2000 and Subsequent			Total Authorized Expenditures
			Authorizations	Authorization	Authorization	1998	Budget	Expenditures	Expenditures			Expenditures
SG-97-V-33		Scott County Vehicle Capital	38,560	-	38,560	38,560	-	-	-	38,560	-	38,560
CO29	Yes	Tr Redesign - Reg Fleet	1,695,951	-	1,695,951	1,273,529	422,422	-	-	1,695,951	-	1,695,951
SG-97-V-42		Hastings Vehicle Replacement	25,000	-	25,000	25,000	-	-	-	25,000	-	25,000
SG-97-V-29		MVTA-5 Small Buses	406,060	-	406,060	-	406,060	-	-	406,060	-	406,060
SG-97-V-31		Scott Co- Vehicle Replacemt	83,754	-	83,754	83,754	-	-	-	83,754	-	83,754
SG-97-V-36		SWMTC Vehicle Replacement	223,200	-	223,200	223,200	-	-	-	223,200	-	223,200
CO28		Opt-Out Pvt Vehicle Capital	795,534	-	795,534	795,534	-	-	-	795,534	-	795,534
1997 set-aside		Opt-Out Pvt Vehicle Capital	1,000,000	-	1,000,000	-	1,000,000	-	-	1,000,000	-	1,000,000
SG-97-V-107		Carver Co Bus Replacement	120,000	-	120,000	120,000	-	-	-	120,000	-	120,000
SG-97-V-108		City Of Maple Grove -Vehicle Replacement	1,820,000	-	1,820,000	-	1,820,000	-	-	1,820,000	-	1,820,000
SG-97-V-109		Darts - Vehicle Replacement	300,000	-	300,000	300,000	-	-	-	300,000	-	300,000
SG-97-V-110		Senior Community Services (Delano)- Vehicules	60,000	-	60,000	-	60,000	-	-	60,000	-	60,000
SG-97-V-111		Senior Community Services - Vehicles	120,000	-	120,000	120,000	-	-	-	120,000	-	120,000
SG-97-V-112		Human Serivces Inc, Vehicles	240,000	-	240,000	240,000	-	-	-	240,000	-	240,000
SG-97-V-116		Scott Co- Vehicle Replacemt	180,000	-	180,000	180,000	-	-	-	180,000	-	180,000
SG-97-V-117		City Of Shakopee -Vehicle Replacement	180,000	-	180,000	180,000	-	-	-	180,000	-	180,000
SG-97-V-118		Senior Community Services (Westonka)- Vehicules	60,000	-	60,000	60,000	-	-	-	60,000	-	60,000
1997 set-aside		Non-Metro Transit Fleet - Add'L Vehicles	420,000	-	420,000	200,000	220,000	-	-	420,000	-	420,000
1997 set-aside		Non-Metro Transit Engine, Transm.,Tires,Lifts	250,000	-	250,000	125,000	125,000	-	-	250,000	-	250,000
		Vehicles sub-total	8,018,059	-	8,018,059	3,964,577	4,053,482	-	-	8,018,059	-	8,018,059
93/15/11-28	Yes	SWMTC Park and Ride Lots	930,863	-	930,863	730,863	200,000	-	-	930,863	-	930,863
CO21	Yes	Tr Redesign - Pub Facil. Etc	2,500,000	-	2,500,000	748,846	1,751,154	-	-	2,500,000	-	2,500,000
SG-97-PF-30	Yes	Woodbury Park 'N Ride	339,000	-	339,000	50,000	289,000	-	-	339,000	-	339,000
SG-97-PF-43	Yes	Chanhassen - Lake Dr East	190,000	-	190,000	40,000	150,000	-	-	190,000	-	190,000
SG-97-PF-41	Yes	MVTA Burnsville Bikeway	98,000	-	98,000	-	98,000	-	-	98,000	-	98,000
SG-97-PF-40	Yes	MVTA Apple Valley Transit Station	920,000	-	920,000	600,000	320,000	-	-	920,000	-	920,000
SG-97-PF-27	Yes	Plymth Metro- P&R Redesign	311,458	(99,958)	211,500	50,000	161,500	-	-	211,500	-	211,500
SG-97-PF-34		Plymth Metro- 4 Seasons P&R	53,334	-	53,334	53,334	-	-	-	53,334	-	53,334
C-95-70		MVTA Burnsville Hub	4,531,500	-	4,531,500	4,531,500	-	-	-	4,531,500	-	4,531,500
C-95-75		Northtown Transit Hub	1,117,707	-	1,117,707	823,241	-	-	-	823,241	-	823,241
C-95-77		MVTA Palenino Hills	959,819	-	959,819	959,819	-	-	-	959,819	-	959,819
SG-96-3		SWMTC Eden Prairie Hub	1,955,048	-	1,955,048	1,955,048	-	-	-	1,955,048	-	1,955,048
SG-97-PF-113	Yes	MVTA Valley Park and Ride	335,000	-	335,000	-	335,000	-	-	335,000	-	335,000
		Public Facilities Sub-Total	14,241,729	(99,958)	14,141,771	10,542,651	3,304,654	-	-	13,847,305	-	13,847,305
SG-97-SF-114		MVTA Burnsville Garage Shop Equipment	110,000	-	110,000	-	110,000	-	-	110,000	-	110,000
SG-97-SF-115		MVTA Burnsville Garage Renovation	130,000	-	130,000	47,150	82,850	-	-	130,000	-	130,000
		Support Facilities Sub-Total	240,000	-	240,000	47,150	192,850	-	-	240,000	-	240,000

**Table 12
Regional Transit
Transportation and Transit Development
1998 Capital Program**

Contract Number	Project Description	Project Title	Capital Program Authorization			Capital Program Expenditure Forecast			Total Authorized Expenditures	Anticipated Future Authorizations	Estimated Total Project Cost
			Continuing 1997 Authorizations	Requested Change in Authorization	Proposed 1998 Authorization	Expenditures Prior to 1998	1998 Capital Budget	1999 Expenditures			
CO13		Metromo - Eng., Transmissions, Staffcars	270,000	-	270,000	268,500	-	-	268,500	-	268,500
CO49		Metromo- Computer Replace	943,000	-	943,000	541,059	401,941	-	943,000	-	943,000
SG-97-CC-32		Scott Co- Computer Replace	30,000	-	30,000	30,000	-	-	30,000	-	30,000
SG-97-CC-35		SWMTC Computer Replacement	13,049	-	13,049	13,049	-	-	13,049	-	13,049
1997 set-aside		Metro Commuter Services- Ridematch System	90,000	-	90,000	90,000	-	-	90,000	-	90,000
		Computers, Communication Equipment Etc. Sub-Tota	1,346,049	-	1,346,049	942,608	401,941	-	1,344,549	-	1,344,549
Total			23,845,837	(99,958)	23,745,879	15,496,986	7,952,927	-	23,449,913	-	23,449,913
Total by Category											
		Fleet Modernization	8,018,059	-	8,018,059	3,964,577	4,053,482	-	8,018,059	-	8,018,059
		Support Facilities	240,000	-	240,000	47,150	192,850	-	240,000	-	240,000
		Public Facilities	14,241,729	(99,958)	14,141,771	10,542,651	3,304,654	-	13,847,305	-	13,847,305
		Computerization and Communication	1,076,049	-	1,076,049	674,108	401,941	-	1,076,049	-	1,076,049
		Other Capital	270,000	-	270,000	268,500	-	-	268,500	-	268,500
Total			23,845,837	(99,958)	23,745,879	15,496,986	7,952,927	-	23,449,913	-	23,449,913

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TRANSIT CAPITAL PROJECT DESCRIPTIONS

Project Number	Project Title	Page
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**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

Project id:	3390
Divison:	Transportation-Metro Transit
Project Title:	Team Transit Improvements

Project Description and Location

Team Transit Improvements include cooperatively funded roadway improvements on state and county highways and local streets. Projects funded include bus lanes, ramp meter bypasses, traffic signal preemption devices and other roadway improvements. Projects are located throughout the transit service area.

Grant Recipient:	
Project Category:	Transit Public Facility
Authorization Status:	Continuing
Estimated Useful Life:	25 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Property Tax
Project Start Date:	
Project Completion Date:	
Authority Spent Thru 1997:	53%

Purpose and Justification

Team Transit Improvements are designed to provide preferential treatment to transit vehicles on congested roadways, improving the reliability of transit and reducing trip times for transit passengers.

Previous Council Actions
Project Milestones
Impact on Operating and Maintenance Costs

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction			\$2,430,709	\$0	\$2,430,709	\$0	\$2,430,709
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$2,430,709	\$0	\$2,430,709	\$0	\$2,430,709

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$634,185	\$528,411	\$29,989	\$0	\$0	\$0	\$1,192,585
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$658,400	\$548,589	\$31,135	\$0	\$0	\$0	\$1,238,124
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$1,292,585	\$1,077,000	\$61,124	\$0	\$0	\$0	\$2,430,709
Authorized Expenditures	\$1,292,585	\$1,077,000	\$61,124	\$0	\$0	\$0	\$2,430,709

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

Project id:	3511
Divison:	Transportation-Metro Transit
Project Title:	Purchase 65 Articulated Buses

Project Description and Location

This project is included as part of the approved fleet replacement plan of Metro Transit for 1995-1996. The funding provided by the region represents the local match for federal transit capital assistance provided for FFY 1995 thru' 1996 under Sections 5307 and 5309.

Grant Recipient:	
Project Category:	Transit Fleet Modernization
Authorization Status:	Continuing
Estimated Useful Life:	12 Years
Est Debt Financing Term:	10 Years
Debt Service Revenue:	Property Tax
Project Start Date:	
Project Completion Date:	
Authority Spent Thru 1997:	0%

Purpose and Justification

Not providing the regional match will result in loss of federal capital funds available for fleet replacement and also adversely affect the implementation of fleet replacement plan of Metro Transit.

Previous Council Actions

Metropolitan Council approved providing the local match for the purchase of these vehicles in the Capital Budgets of 1996 and 1997.

Project Milestones

Impact on Operating and Maintenance Costs

Purchase of these vehicles will help implement the fleet replacement plan of Metro Transit and help reduce the average age of their fleet as well as the maintenance costs while improving the quality of transit vehicles.

Project Authorization:

	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction			\$0	\$0	\$0	\$0	\$0
Vehicles or Equipment			\$27,000,000	\$0	\$27,000,000	\$0	\$27,000,000
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$27,000,000	\$0	\$27,000,000	\$0	\$27,000,000

Project Cash Flow

	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
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Source of funding:

Federal	\$0	19,969,000	\$0	\$0	\$0	\$0	\$19,969,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$7,031,000	\$0	\$0	\$0	\$0	\$7,031,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	27,000,000	\$0	\$0	\$0	\$0	\$27,000,000
Authorized Expenditures	\$0	27,000,000	\$0	\$0	\$0	\$0	\$27,000,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

Project id: 3530
 Divison: Transportation-Metro Transit
 Project Title: St Paul Garage (Phase I)

Project Description and Location

This project will design and build a new bus storage and maintenance facility to replace the Snelling Garage. The facility would be approximately 300,000 square feet and provide storage for 200 buses. The facility would be located in St Paul at the intersection of University Avenue and Lafayette Blvd.

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

Estimated Useful Life: 30 Years
 Est Debt Financing Term: 20 Years
 Debt Service Revenue: Property Tax

Project Start Date:
 Project Completion Date:
 Authority Spent Thru 1997: 100%

Purpose and Justification

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

Previous Council Actions

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

Project Milestones

Impact on Operating and Maintenance Costs

Estimated operating cost savings of \$100,000 per year due to fewer deadhead miles. Replacement of Snelling Garage would eliminate the need for \$9 million in major maintenance expenses.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$3,900,000	\$0	\$3,900,000	\$0	\$3,900,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction			\$0	\$0	\$0	\$24,100,000	\$24,100,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$3,900,000	\$0	\$3,900,000	\$24,100,000	\$28,000,000

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

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

Project id:	3581
Division:	Transportation-Metro Transit
Project Title:	Communications/AVL

Project Description and Location

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

Grant Recipient:	
Project Category:	Transit Computerization/Communication
Authorization Status:	Continuing

Estimated Useful Life:	12 Years
Est Debt Financing Term:	10 Years
Debt Service Revenue:	Property Tax

Project Start Date:	
Project Completion Date:	
Authority Spent Thru 1997:	2%

Purpose and Justification

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

Previous Council Actions

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

Project Milestones

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Impact on Operating and Maintenance Costs

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Project Authorization:

	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction			\$0	\$0	\$0	\$0	\$0
Vehicles or Equipment			\$4,350,000	\$0	\$4,350,000	\$11,650,000	\$16,000,000
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$4,350,000	\$0	\$4,350,000	\$11,650,000	\$16,000,000

Project Cash Flow

	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$100,000	\$4,250,000	\$0	\$0	\$0	\$0	\$4,350,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$100,000	\$4,250,000	\$0	\$0	\$0	\$0	\$4,350,000
Authorized Expenditures	\$100,000	\$4,250,000	\$0	\$0	\$0	\$0	\$4,350,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

Project id: 3652
 Divison: Transportation-Metro Transit
 Project Title: Uptown Transit Hub

Project Description and Location

This project will construct a transit hub in the Uptown area of Minneapolis (Lake and Hennepin).

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

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

Project Start Date:
 Project Completion Date:
 Authority Spent Thru 1997: 1%

Purpose and Justification

Facility improvements will improve transfer connections and the safety of transit customers. Will provide transit facilities in one of the highest transit use and most transit dependent areas of the region.

Previous Council Actions

Project Milestones

Impact on Operating and Maintenance Costs

Project Authorization:

	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction			\$550,000	\$1,950,000	\$2,500,000	\$0	\$2,500,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$550,000	\$1,950,000	\$2,500,000	\$0	\$2,500,000

Project Cash Flow

	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$23,712	\$1,952,288	\$0	\$0	\$0	\$0	\$1,976,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$6,288	\$517,712	\$0	\$0	\$0	\$0	\$524,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$30,000	\$2,470,000	\$0	\$0	\$0	\$0	\$2,500,000
Authorized Expenditures	\$30,000	\$2,470,000	\$0	\$0	\$0	\$0	\$2,500,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

Project id: 3653
 Divison: Transportation-Metro Transit
 Project Title: Foley Park and Ride Expansion

Project Description and Location

The proposed Foley park and Ride lot expansion includes doubling the capacity of existing lot by adding a deck and also building a bus-only entrance to Highway 610. The present lot is used at 100% of its capacity and failure to expand the lot would result in losing potential for increased ridership. Project design is to be completed in 1997 and the construction expected to be completed in 1998-1999.

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

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

Project Start Date:
 Project Completion Date:
 Authority Spent Thru 1997: 2%

Purpose and Justification

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

Previous Council Actions

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

Project Milestones

Impact on Operating and Maintenance Costs

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

Project Authorization:

	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction			\$5,390,000	\$0	\$5,390,000	\$0	\$5,390,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$5,390,000	\$0	\$5,390,000	\$0	\$5,390,000

Project Cash Flow

	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$3,413,600	\$586,400	\$0	\$0	\$0	\$4,000,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$125,000	\$1,118,400	\$146,600	\$0	\$0	\$0	\$1,390,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$125,000	\$4,532,000	\$733,000	\$0	\$0	\$0	\$5,390,000
Authorized Expenditures	\$125,000	\$4,532,000	\$733,000	\$0	\$0	\$0	\$5,390,000

METROPOLITAN COUNCIL 1998 CAPITAL PROGRAM

Project id:	3710
Divison:	Transportation-Metro Transit
Project Title:	Purchase 98 40-Foot Buses

Project Description and Location

This project is included as part of the fleet replacement plan of Metro Transit for 1998-1999. The funding provided by the region represents the local match for federal transit capital assistance provided for FFY 1997 thru' 1998 under Sections 5307 and 5309.

Grant Recipient:	
Project Category:	Transit Fleet Modernization
Authorization Status:	Continuing
Estimated Useful Life:	12 Years
Est Debt Financing Term:	10 Years
Debt Service Revenue:	Property Tax
Project Start Date:	
Project Completion Date:	
Authority Spent Thru 1997:	0%

Purpose and Justification

Not providing the regional match will result in loss of federal capital funds available for fleet replacement and also adversely affect the implementation of fleet replacement plan of Metro Transit.

Previous Council Actions

Metropolitan Council approved providing the local match for the purchase of these vehicles in the 1997 RTC set-aside funding process.

Project Milestones

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Impact on Operating and Maintenance Costs

Purchase of these vehicles will help implement the fleet replacement plan of Metro Transit and help reduce the average age of their fleet as well as the maintenance costs while improving the quality of transit vehicles.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction			\$0	\$0	\$0	\$0	\$0
Vehicles or Equipment			\$24,500,000	\$0	\$24,500,000	\$0	\$24,500,000
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$24,500,000	\$0	\$24,500,000	\$0	\$24,500,000

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	19,000,000	\$0	\$0	\$0	\$0	\$19,000,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$5,500,000	\$0	\$0	\$0	\$0	\$5,500,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	24,500,000	\$0	\$0	\$0	\$0	\$24,500,000
Authorized Expenditures	\$0	24,500,000	\$0	\$0	\$0	\$0	\$24,500,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

Project id:	3750
Divison:	Transportation-Metro Transit
Project Title:	Cottage Grove Park and Ride

Project Description and Location

The project will fund transit capital improvement activities near the interchange of 80th street and Highway 61 in Cottage Grove. This lot will replace a joint use lot at Grove Plaza Shopping Center that was eliminated by the property owner in April 1996.

Grant Recipient:	
Project Category:	Transit Public Facility
Authorization Status:	Continuing
Estimated Useful Life:	25 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Property Tax
Project Start Date:	
Project Completion Date:	
Authority Spent Thru 1997:	0%

Purpose and Justification

Funding the project is crucial to the continued successful operation of Cottage Grove express service

Previous Council Actions

Metropolitan Council funded this project as 1996 Regional Transit Capital (RTC) competitively selected project. It also approved the project resubmittal of Metro Transit in 1997.

Project Milestones

Impact on Operating and Maintenance Costs

A special bus access to the park and ride from 80th street and to northbound Hwy. 61 will minimize bus delay for through passengers.

Project Authorization:

	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction			\$200,000	\$0	\$200,000	\$0	\$200,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$200,000	\$0	\$200,000	\$0	\$200,000

Project Cash Flow

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

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

Project id: 3752
 Divison: Transportation-Metro Transit
 Project Title: I-35W Transit Hubs (Phase I)

Project Description and Location

This project would construct transit hubs in the I-35W corridor.

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

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

Project Start Date: Jan 1998
 Project Completion Date: Dec 1999
 Authority Spent Thru 1997: 100%

Purpose and Justification

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

Previous Council Actions

Project Milestones

Impact on Operating and Maintenance Costs

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$5,000	\$0	\$5,000	\$0	\$5,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction			\$0	\$0	\$0	\$8,000,000	\$8,000,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$5,000	\$0	\$5,000	\$8,000,000	\$8,005,000

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

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

Project id:	3755
Divison:	Transportation-Metro Transit
Project Title:	I-35E Bus Lane

Project Description and Location

This project proposes to rebuild and sign the shoulders of I-35E in both directions between Highway 36 in Little Canada and the Cayuga bridge south of Maryland Avenue in St. Paul. These lanes would be used by express routes 35A, 35C, 35N and potentially North Suburban Lines.

Grant Recipient:	
Project Category:	Transit Public Facility
Authorization Status:	Continuing
Estimated Useful Life:	25 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Property Tax
Project Start Date:	
Project Completion Date:	
Authority Spent Thru 1997:	0%

Purpose and Justification

This project continues the Team Transit program, an inter-agency program of Metro Transit, Mn/DOT and other local agencies, of eliminating traffic delays to express buses by operating shoulder bus lanes.

Previous Council Actions

Metropolitan Council funded this project as 1996 Regional Transit Capital (RTC) competitively selected project.

Project Milestones

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Impact on Operating and Maintenance Costs

Together with Speedlights and ramp meter bypasses, shoulder lanes make buses go faster than competing single occupant vehicles whenever there is congestion.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction			\$325,000	\$0	\$325,000	\$0	\$325,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$325,000	\$0	\$325,000	\$0	\$325,000

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
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Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$325,000	\$0	\$0	\$0	\$0	\$325,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$325,000	\$0	\$0	\$0	\$0	\$325,000
Authorized Expenditures	\$0	\$325,000	\$0	\$0	\$0	\$0	\$325,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

Project id: 3760
 Divison: Transportation-Metro Transit
 Project Title: Lake St Transit Hub at Chicago

Project Description and Location

This project is to create transit hubs at three major transfer points and retail nodes along Lake Street and Route 21. The transit facility improvement goals are to improve the comfort, accessibility and security of customer waiting areas; to better incorporate transit facilities into surrounding retail developments; to improve traffic flow and safety by removing crucial bus stops from city streets; and to provide a layover for short-line buses at 27th Avenue.

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

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

Project Start Date:
 Project Completion Date:
 Authority Spent Thru 1997: 0%

Purpose and Justification

Capital improvement facilities proposed by the project will noticeably ease the transfer connections and the safety of transit customers and utilize transit funds in one of the highest use areas and most-transit dependent areas in the metropolitan region.

Previous Council Actions

Metropolitan Council funded this project as 1996 Regional Transit Capital (RTC) competitively selected project.

Project Milestones

Impact on Operating and Maintenance Costs

Safety and security measures along with pedestrian amenities such as comfortable/climate controlled waiting areas will attract new passengers to the existing service reducing the cost per passenger.

Project Authorization:

	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction			\$250,000	\$0	\$250,000	\$0	\$250,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$250,000	\$0	\$250,000	\$0	\$250,000

Project Cash Flow

	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Authorized Expenditures	\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

Project id:	98-1t
Divison:	Transportation-Metro Transit
Project Title:	Orion Project

Project Description and Location

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

Grant Recipient:	
Project Category:	Transit Computerization/Communication
Authorization Status:	Continuing
Estimated Useful Life:	12 Years
Est Debt Financing Term:	10 Years
Debt Service Revenue:	Property Tax
Project Start Date:	
Project Completion Date:	
Authority Spent Thru 1997:	4%

Purpose and Justification

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

Previous Council Actions

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Project Milestones

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Impact on Operating and Maintenance Costs

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Project Authorization:

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

Project Cash Flow

	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
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Source of funding:

Federal	\$300,000	\$7,200,000	\$0	\$0	\$0	\$0	\$7,500,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$300,000	\$7,200,000	\$0	\$0	\$0	\$0	\$7,500,000
Authorized Expenditures	\$300,000	\$7,200,000	\$0	\$0	\$0	\$0	\$7,500,000

METROPOLITAN COUNCIL 1998 CAPITAL PROGRAM

Project id:	93/15/11-28
Divison:	Transportation-T&TD
Project Title:	SWMTC Park & Ride Lots

Project Description and Location

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

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

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

Project Start Date:	Jan 1993
Project Completion Date:	Dec 1997
Authority Spent Thru 1997:	56%

Purpose and Justification

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

Previous Council Actions

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

Project Milestones

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Impact on Operating and Maintenance Costs

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

Project Authorization:

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

Project Cash Flow

	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$525,577	\$205,286	\$200,000	\$0	\$0	\$0	\$930,863
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$525,577	\$205,286	\$200,000	\$0	\$0	\$0	\$930,863
Authorized Expenditures	\$525,577	\$205,286	\$200,000	\$0	\$0	\$0	\$930,863

METROPOLITAN COUNCIL 1998 CAPITAL PROGRAM

Project id: CO 21
 Divison: Transportation-T&TD
 Project Title: Transit Redesign Public Facilities

Project Description and Location

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

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

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

Project Start Date: Jul 1996
 Project Completion Date: Dec 1999
 Authority Spent Thru 1997: 20%

Purpose and Justification

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

Previous Council Actions

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

Project Milestones

Huron Boulevard bus transfer station construction has been implemented in 1997 in cooperation with Mn/DOT. GFI fareboxes were installed in Regional fleet.

Impact on Operating and Maintenance Costs

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

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

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$497,128	\$251,718	\$1,751,154	\$0	\$0	\$0	\$2,500,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$497,128	\$251,718	\$1,751,154	\$0	\$0	\$0	\$2,500,000
Authorized Expenditures	\$497,128	\$251,718	\$1,751,154	\$0	\$0	\$0	\$2,500,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

Project id: CO 29
 Divison: Transportation-T&TD
 Project Title: Transit Redesign-Regional Fleet

Project Description and Location

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

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

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

Project Start Date: Jul 1996
 Project Completion Date: Dec 1999
 Authority Spent Thru 1997: 75%

Purpose and Justification

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

Previous Council Actions

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

Project Milestones

Transit redesign services with small bus regional fleet has started operation in 1997 in a phased manner.

Impact on Operating and Maintenance Costs

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

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

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
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Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$1,273,529	\$422,422	\$0	\$0	\$0	\$0	\$1,695,951
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$1,273,529	\$422,422	\$0	\$0	\$0	\$0	\$1,695,951
Authorized Expenditures	\$1,273,529	\$422,422	\$0	\$0	\$0	\$0	\$1,695,951

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

Project id:	SG-97-PF-113
Divison:	Transportation-T&TD
Project Title:	MVTA Valley Park and Ride

Project Description and Location

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

Grant Recipient:	Minnesota Valley Transit Authority
Project Category:	Transit Public Facility
Authorization Status:	New
Estimated Useful Life:	20 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Property Tax
Project Start Date:	Jul 1997
Project Completion Date:	Dec 2000
Authority Spent Thru 1997:	0%

Purpose and Justification

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

Previous Council Actions

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

Project Milestones

Impact on Operating and Maintenance Costs

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

Project Authorization:

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

Project Cash Flow

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

METROPOLITAN COUNCIL 1998 CAPITAL PROGRAM

Project id:	SG-97-PF-27
Divison:	Transportation-T&TD
Project Title:	Plymouth Metro Park & Ride Redesign

Project Description and Location

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

Grant Recipient:	City of Plymouth
Project Category:	Transit Public Facility
Authorization Status:	Continuing with Change Request
Estimated Useful Life:	20 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Property Tax
Project Start Date:	Jul 1996
Project Completion Date:	Dec 1999
Authority Spent Thru 1997:	24%

Purpose and Justification

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

Previous Council Actions

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

Project Milestones

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Impact on Operating and Maintenance Costs

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

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
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Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$50,000	\$161,500	\$0	\$0	\$0	\$0	\$211,500
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$50,000	\$161,500	\$0	\$0	\$0	\$0	\$211,500
Authorized Expenditures	\$50,000	\$161,500	\$0	\$0	\$0	\$0	\$211,500

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

Project id:	SG-97-PF-30
Divison:	Transportation-T&TD
Project Title:	Woodbury Park and Ride

Project Description and Location

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

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

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

Project Start Date:	Jul 1996
Project Completion Date:	Dec 1999
Authority Spent Thru 1997:	15%

Purpose and Justification

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

Previous Council Actions

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

Project Milestones

Impact on Operating and Maintenance Costs

The Woodbury Park and Ride facility and associated service restructuring would help realize transit operating cost savings through service consolidation and elimination of route duplication.

Project Authorization:

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

Project Cash Flow

	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$50,000	\$289,000	\$0	\$0	\$0	\$0	\$339,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$50,000	\$289,000	\$0	\$0	\$0	\$0	\$339,000
Authorized Expenditures	\$50,000	\$289,000	\$0	\$0	\$0	\$0	\$339,000

METROPOLITAN COUNCIL 1998 CAPITAL PROGRAM

Project id:	SG-97-PF-40
Divison:	Transportation-T&TD
Project Title:	MVTA Apple Valley Transit Station
Grant Recipient:	City of Apple Valley
Project Category:	Transit Public Facility
Authorization Status:	Continuing
Estimated Useful Life:	20 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Property Tax
Project Start Date:	Jul 1996
Project Completion Date:	Dec 1999
Authority Spent Thru 1997:	65%

Project Description and Location

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

Purpose and Justification

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

Previous Council Actions

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

Project Milestones

Impact on Operating and Maintenance Costs

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

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jul 1996	Dec 1999	\$920,000	\$0	\$920,000	\$0	\$920,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$920,000	\$0	\$920,000	\$0	\$920,000

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$600,000	\$320,000	\$0	\$0	\$0	\$0	\$920,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$600,000	\$320,000	\$0	\$0	\$0	\$0	\$920,000
Authorized Expenditures	\$600,000	\$320,000	\$0	\$0	\$0	\$0	\$920,000

METROPOLITAN COUNCIL 1998 CAPITAL PROGRAM

Project id:	SG-97-PF-41
Divison:	Transportation-T&TD
Project Title:	MVTA Burnsville Parkway

Project Description and Location

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

Grant Recipient:	Minnesota Valley Transit Authority
Project Category:	Transit Public Facility
Authorization Status:	Continuing
Estimated Useful Life:	20 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Property Tax
Project Start Date:	Jul 1996
Project Completion Date:	Dec 1999
Authority Spent Thru 1997:	0%

Purpose and Justification

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

Previous Council Actions

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

Project Milestones

Impact on Operating and Maintenance Costs

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

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jul 1996	Dec 1999	\$98,000	\$0	\$98,000	\$0	\$98,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$98,000	\$0	\$98,000	\$0	\$98,000

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

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

Project id:	SG-97-PF-43
Divison:	Transportation-T&TD
Project Title:	Chanhassen Lake Drive East

Project Description and Location

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

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

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

Project Start Date:	Jul 1996
Project Completion Date:	Dec 1999
Authority Spent Thru 1997:	21%

Purpose and Justification

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

Previous Council Actions

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Project Milestones

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Impact on Operating and Maintenance Costs

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Project Authorization:

	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jul 1996	Dec 1999	\$190,000	\$0	\$190,000	\$0	\$190,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$190,000	\$0	\$190,000	\$0	\$190,000

Project Cash Flow

	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$40,000	\$150,000	\$0	\$0	\$0	\$0	\$190,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$40,000	\$150,000	\$0	\$0	\$0	\$0	\$190,000
Authorized Expenditures	\$40,000	\$150,000	\$0	\$0	\$0	\$0	\$190,000

**METROPOLITAN COUNCIL
ENVIRONMENTAL SERVICES
PROPOSED 1998-2002 CAPITAL IMPROVEMENT PROGRAM
AND 1998 CAPITAL PROGRAM AND BUDGET**

INTRODUCTION

This section summarizes the proposed 1998-2002 Environmental Services Capital Improvement Program and 1998 Capital Program and Budget. The proposed 1998-2002 Environmental Services Capital Improvement Program represents a capital financing plan for \$384 million of capital investments in the regional wastewater system.

The Executive Summary of the Metropolitan Council Environmental Services *Proposed Capital Improvement Program* provides an overview of the capital improvement program. Following the Executive Summary, Table 13 on page 6-17 provides a sources and uses of funds summary of the 1998-2002 capital improvement program for Environmental Services. Figure 22 provides an overview of the fiscal impacts of the five-year program. Figure 23 shows the impact of operations and debt service on current sewer fees (excluding SAC, or sewer availability charges) in constant 1998 dollars.

More detailed information on the five-year and twenty year capital investment program is available in the Metropolitan Council Environmental Services *Proposed Capital Improvement Program* dated October, 1997.

PROPOSED 1998 CAPITAL PROGRAM AND BUDGET

Table 14 on page 6-19 provides a summary of the proposed 1998 Capital Program and Budget for Environmental Services. More detailed information on the proposed 1998 Capital Program and Budget is available in the Metropolitan Council Environmental Services *Proposed 1998 Capital Budget* dated October 1, 1997. **The proposed 1998 changes to capital program authorizations total \$12,850,000**, reflecting adjustments to previously approved projects of \$8,350,000 and new projects of \$4,500,000. **The proposed 1998 capital budget totals \$66,375,681.**

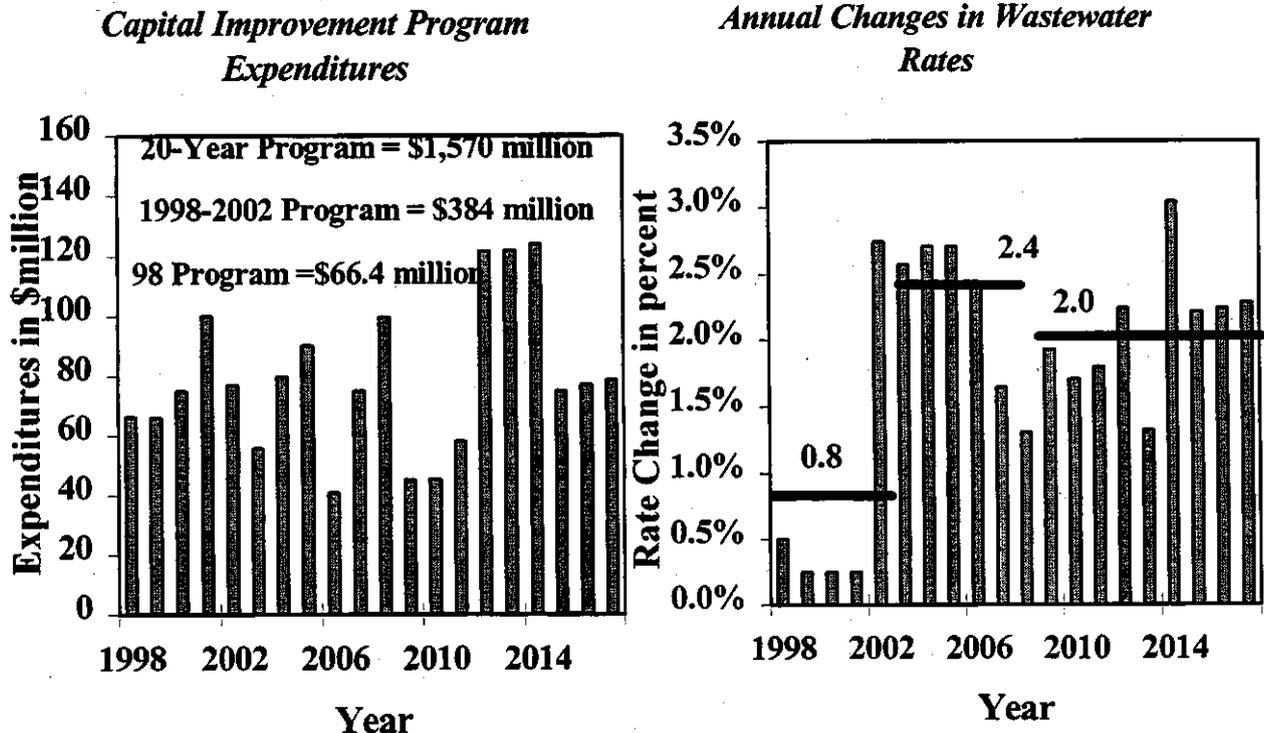
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EXECUTIVE SUMMARY

OVERVIEW

The *Capital Improvement Program* (CIP) of the Metropolitan Council Environmental Services (MCES) provides a long range capital improvement plan for the regional wastewater system to better enable review and approval of shorter range capital programs: the component 1998-2002 Capital Improvement Program, the first five years, and the 1998 Capital Budget, the first year. The additional years of the plan to 2017 provide forecasts to place the initial five years in longer term perspective. The expenditures and capital improvements represent the best present estimate of requirements to accommodate growth in regional wastewater service over the 20-year period, to meet more stringent wastewater treatment requirements, and to rehabilitate/replace facilities as they age. The document is a proposed update of the plan presented and reviewed in 1996. It sets forth, in combination with the 1998 Capital Budget document, the proposed MCES components of the Council's *Unified 1998-2002 Capital Improvement Program and 1998 Capital Budget*.

The *Capital Improvement Program* projects expenditures in inflated dollars over the 20-year period through 2017 of \$1,570 million, in the first five years of \$384 million, and in the first year of \$66.4 million (see figure below on left). New funding authorizations proposed for 1998 are \$12.8 million in capital program funding and \$66.4 million in capital expenditures in the 1998 Capital Budget. The funds support ongoing projects, initiate one new study and one new project, and, upon approval of facility plans, carry two projects, through the design and/or construction phase. The capital program through 2001 agrees with the MCES *1997-2001 Plan for Allocating Resources*: i.e., low annual increases of less than 0.5 percent in wastewater rates are projected through the year 2001. Beyond 2001, annual changes in wastewater rates comply with the Council's Wastewater Rate Policy. Average rates for the three component planning periods are below the projected inflation rate (see figure on right below).



The proposed capital program implements the MCES operational goal for phosphorus removal, a phosphorus reduction strategy intended to systematically upgrade treatment to an annual average effluent quality goal of 1 mg/l phosphorus by 2014. This action still enables projected wastewater rates, already significantly below the average of other large, comparable metropolitan areas, to become increasingly even more favorable in the future. Wastewater rates in terms of constant dollars are projected to decrease at an average annual rate of about 1.2 percent per year.

The phosphorus strategy enables phosphorus removal to be integrated into the planning and evolution of the wastewater treatment systems in a systematic manner. It acknowledges the probable inevitability of phosphorus removal in the future, particularly in regard to the *Regional Blueprint* goal of "no adverse impact" on water quality by 2015. At the same time, water quality goals related to phosphorus may very well be achieved at substantially lower costs. Based on the latest technology and cost estimates, the cost may be potentially 40 percent to 60 percent of costs of compliance with conventional regulatory agency requirements. Most of the capital costs (75 percent) and other related costs are in the last ten years of the planning period, allowing time to reassess and modify the strategy as results from ongoing and future studies become available.

<i>Phosphorus Strategy</i>		
<u>Action</u>	<i>Added 20-Year Costs \$million</i>	<i>Added 20-Year Rates %annual change</i>
No Additional Phosphorus Removal	0	0
Operational Goal For Phosphorus Removal	103	0.26%
Regulatory Requirement for 1 mg/l Phosphorus for Maximum Month	212	0.56%

PROGRAM DEVELOPMENT

In developing the Capital Improvement Program, the fundamental capital investment strategy encompasses the three broad policy considerations: the basic mission and results expected of the MCES by the Council, and conformance with the Council's *Regional Blueprint* and *Water Resources Management Policy Plan*. In 1996 the *Blueprint* and *Water Policy Plan* were amended or developed, providing new bases for capital planning by the MCES. The *Blueprint* was amended to include a new growth management strategy and new long term growth projections for the communities receiving, or expected to receive, regional wastewater services. The *Water Resources Management Policy Plan* provides ranges of flows for communities for the next 20 years, as well as other policy directives for water resources management. The *Wastewater Rate Policy*, one of these policy directives, provides the structure under which cost controls are evaluated in expanding and maintaining the regional system. The MCES Business Plan characterizes the implementation of MCES responses by laying out what the MCES is about and how it will do it, as set forth in a plan of tactical goals, strategies and actions to carry out the core MCES businesses, regional wastewater services and water resources planning. The MCES *1997-2001 Plan for Allocating Resources (PAR)* lays out a five-year Annual Budget plan incorporating the previous year's CIP and representing the short term response to the *Wastewater Rate Policy*. The PAR estimates the actual wastewater flows and operating expenditures and revenues expected through 2001. The information is used in assessing longer term financial implications. The wastewater flow information

in the PAR is combined with longer term projections of flow to provide the new wastewater flow information for planning improvements and assessing reserve capacity. The Metro Plant Master Plan, a long range framework for expanding and upgrading the large Metro Plant, was completed in 1996 and acted on by the Council in June, 1997. The MCES has a new Capital Project Delivery System being implemented as a replacement for past capital planning and project implementation. All of these sources are elements of the Capital Investment Strategy.

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

This directive for water quality improvement is part of the basis for developing and implementing in the CIP a long term operational goal for phosphorus removal at MCES treatment plants. The basic phosphorus strategy is to upgrade treatment for phosphorus removal as soon as practical to meet an average annual effluent goal of 1 mg/l phosphorus. Additional phosphorus removal would begin immediately at plants with adequate reserve treatment capacity. Other plants would await upgrading until the next planned expansion of liquid treatment facilities. The intended result is to improve water quality in accordance with the Blueprint, but to do so at considerably less cost than normal regulatory agency intervention and approaches would dictate.

In Section III, planning and evaluation approaches are enumerated to address the various issues. A system of capital investment priorities is used to establish the relative priority of proposed capital projects. The need to continually update the CIP for new information is emphasized in order that assessments of the future are as current as necessary. New growth projections and their distribution in the metropolitan area represent a significant factor in capital planning and future operations. Emphasis is also

Program Development Factors

- **MCES Mission Statement and Expected Results**
- *Council Regional Blueprint*
- *Water Resources Management Policy Plan*
- **Council Wastewater Rate Policy**
- **MCES Business Plan**
- *1997-2001 Plan for Allocating Resources*
- **New Wastewater Flow Projections**
- **Metro Plant Master Plan**
- **MCES Phosphorus Strategy**
- **Capital Project Delivery System**
- **Community Comprehensive Plans**
- **MCES Studies and Evaluations**

placed on presenting the financial implications of the plan by projecting debt-related needs, annual budgetary figures, revenues, and rates for the planning period. Also addressed in Section III are evaluations ongoing to assess future needs and applicable procedures followed in establishing needed capital improvements to the Metropolitan Disposal System(MDS).

REGIONAL WASTEWATER SYSTEM

The Metropolitan Disposal System, as described in Section II, consists of more than 550 miles of major interceptor sewers conveying about 280 million gallons per day(mgd) of wastewater from 104 communities to nine regional wastewater treatment plants. The replacement value of the existing system is estimated as more than \$2 billion. By the year 2017 the system must accommodate growth represented by an additional 500,000 people and a 23 percent increase in system wastewater flow. At the same time, the aging system must be rehabilitated or replaced to address areas of deterioration or obsolescence. More stringent standards of environmental regulations and attainment of such Council goals as "no adverse impact" on water quality by 2015 require further planned upgrading of wastewater treatment in the future, particularly in regard to additional phosphorus removal. Such upgrading must be implemented consistent with cost effective operation of the

regional system, as represented by present and future wastewater rate policies of the Council. The existing nine treatment plants will be reduced to seven by 2002, as the Chaska, Cottage Grove, and Rosemount plants are planned for closure and a new plant, the South Washington County Plant, will be constructed. The regional system as it exists in 1997 and as it is proposed to be in the future is depicted in the two service area figures on the following two pages.

Metropolitan Disposal System

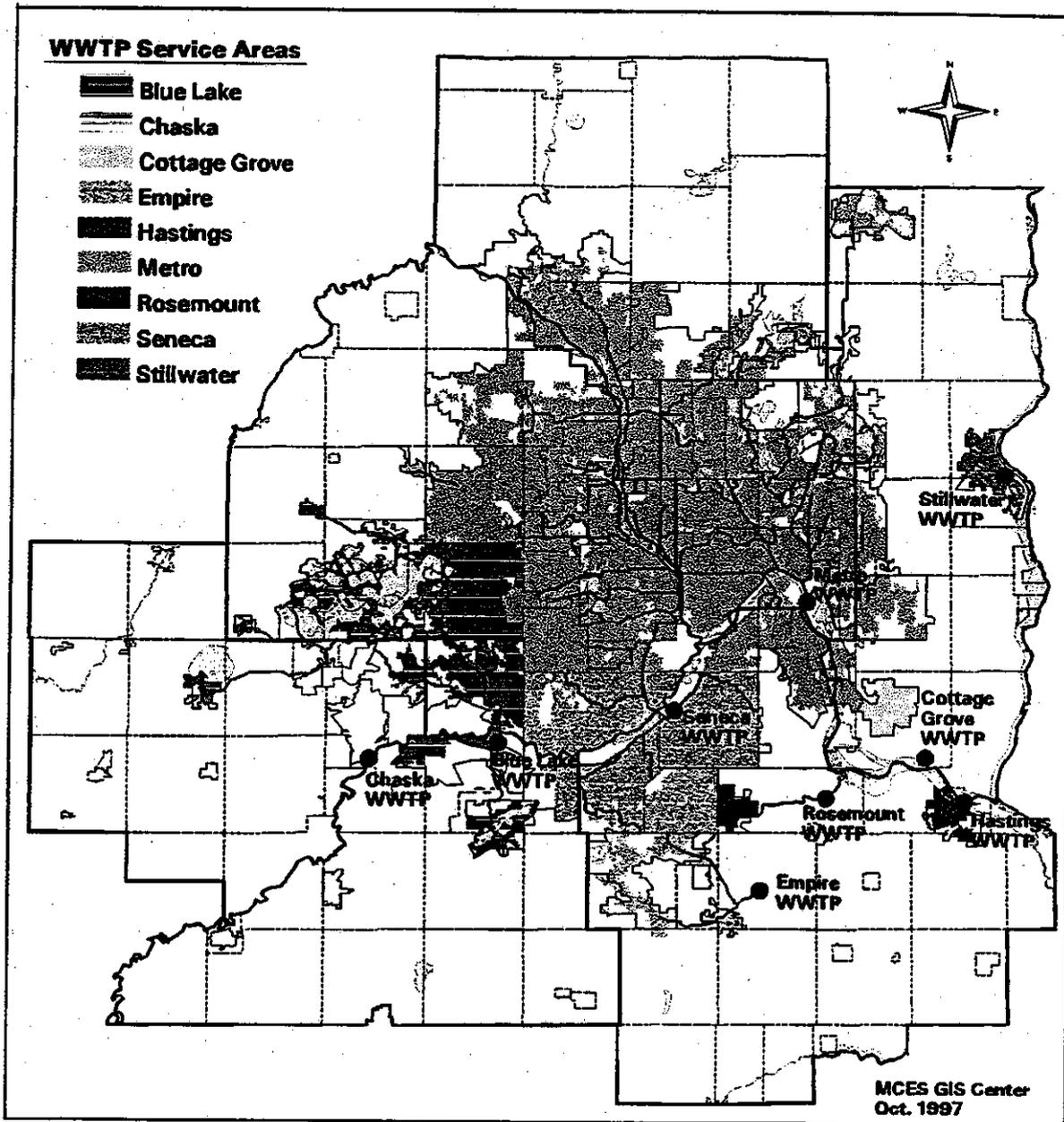
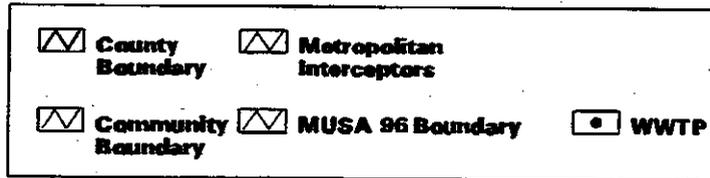
- **Nine Treatment Plants**
- **550 Miles of Regional Interceptors**
- **More than \$2 Billion Replacement Value**
- **104 Communities Served**
- **280 MGD of Wastewater Flow**
- **20-year System Growth of 20%**
- **Consolidate Plants to Seven by 2002**

CAPITAL PROGRAM

In Section IV the capital program through the year 2017 is presented for the total planning period and the 1998-2002 Capital Improvement Program. Improvements are broken down into three planning areas- North, East, and Southwest- and a temporary systemwide element. The North Area is the service area contributing to the Metro Plant and Rosemount Plant. The East Area is the area contributing to the Stillwater, Cottage Grove, Hastings, Empire and planned new South Washington County plants. The Southwest Area is the service area for the Blue Lake and Seneca Plants, including the service area of the presently existing Chaska Plant. The costs of capital improvements for the 20-year period are presented for three component periods: the first five years, second five years, and the final ten years.

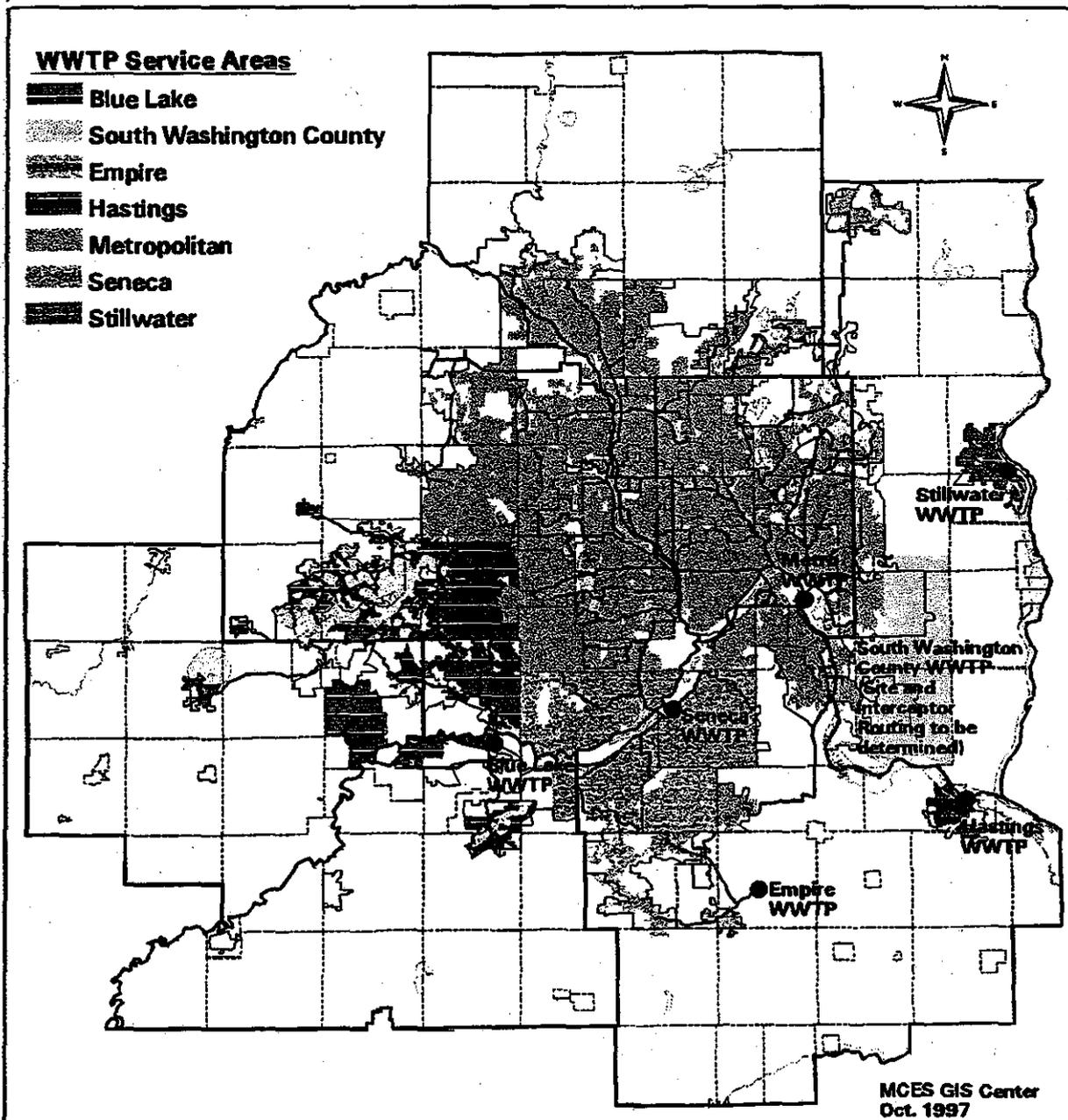
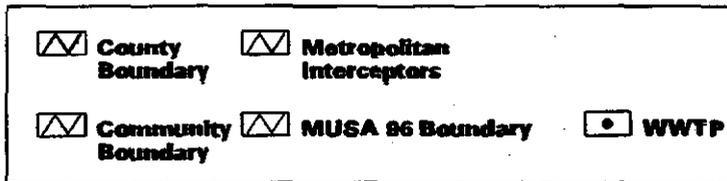
Metropolitan Disposal System

Existing Wastewater Treatment Plants, Interceptors, and Service Areas



Metropolitan Disposal System

Future Wastewater Treatment Plants, Interceptors, and Service Areas



The capital plan presented requires an estimated \$1.57 billion in capital expenditures (inflated dollars) through 2017. Projected expenditures in the first five years, second five years, and final ten years are \$384 million, \$341 million, and \$845 million, respectively. The expenditures and capital improvements are the best present estimate of requirements to accommodate growth in service over the 20-year period, to meet more stringent requirements, and to rehabilitate/replace facilities as they age.

The operational goal for phosphorus removal is to provide biological phosphorus removal when favorable reserve capacity exists or during the next major liquid treatment expansion. The goal is to achieve an average annual discharge quality of 1 mg/l or less of phosphorus. Capital expenditures for this purpose are estimated as about 6.5 percent of the total, 75 percent of which occurs in the last ten years.

For the total period the majority of capital expenditures are involved with treatment plant improvements. Seventy-one percent of projected costs are related to plants, the remainder to interceptor facilities. The majority of the improvements are of a rehabilitation/ replacement nature (62%). A total of 36 major projects comprise the CIP. The projects are listed on the following page by service area, number, project number, and project name. On the page following this listing, the programs which have a definite location are shown on a map of the seven-county area by the number given in the project listing.

1998-2002 CIP. In the five years of the program through 2002, the current cycle of expansion, improvement, and consolidation of regional treatment plants will be largely completed. Planned expenditures for capital improvements ongoing or initiated during the period total \$539 million in the 1998-2002 Capital Improvement Program. The costs forecast to actually occur in the five-year period are \$384 million. The program will enable compliance with new treatment standards, increase system capacity, develop more diverse beneficial uses of residual solids, and modernize aging interceptors and Metropolitan Treatment Plant facilities. Based on the progress through 1997, proposed for 1998 are new funding authorizations of \$12.8 million and capital expenditures of \$66.4 million.

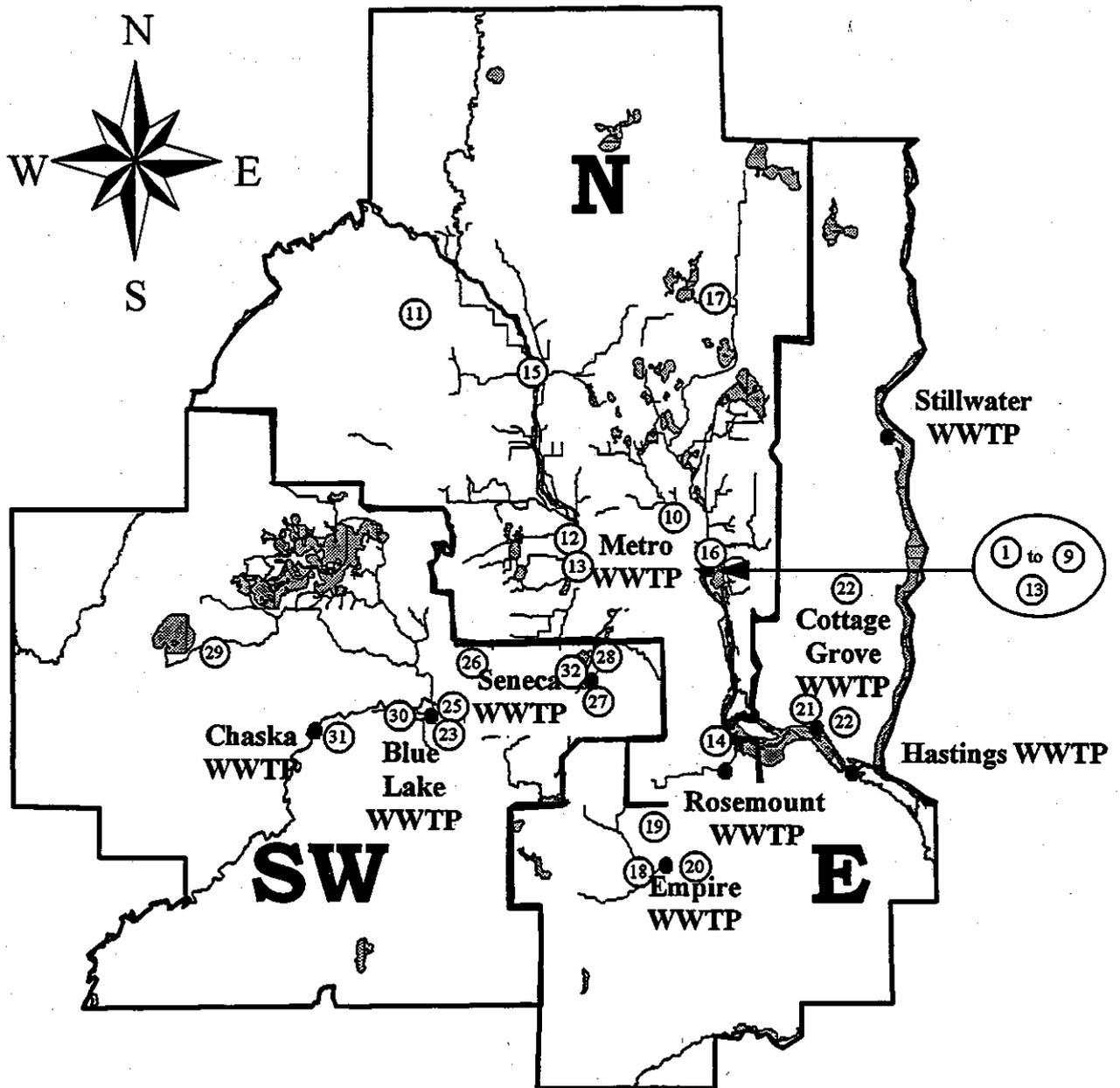
- 20-Year Capital Program**
- **36 Major Programs**
 - **\$1.57 Billion in Capital Costs**
\$384 million first 5 Years
\$341 million second 5 Years
\$845 million final 10 Years
 - **71% Treatment Plant Work**
29% Interceptor System Work
 - **62% Rehabilitation/Replacement**

Projected Expenditures for Capital Program in \$Million

Total 20-year CIP	- \$1,570
1998-2002 CIP	
Projected Authorizations	- \$539
5-Year Expenditures	- \$384
1998 Capital Budget	
Capital Program, New Authorizations	- \$12.8
1998 Expenditures	- \$66.4

LISTING OF PROGRAMS IN CAPITAL IMPROVEMENT PROGRAM

NUM- BER	PROG NUMBER (00s)	PROJECT NAME	NUM- BER	PROG NUMBER (00s)	PROJECT NAME
<i>NORTH AREA</i>			<i>EAST AREA</i>		
1	9108	MWWTP PROCESS CONTROL SYSTEM	18	9401	EMPIRE PLANT EXPANSION
2	9302	MWWTP CENTRIFUGE DEWATERING FACILITIES	19	9702	EAST AREA PLAN
3	9505	MWWTP WORK SPACE IMPROVEMENTS	20	200701	EMPIRE TREATMENT PLANT EXPANSION>2000
4	9506	MWWTP SECONDARY TREATMENT IMPROVEMENTS	21	9501	SOUTH WASHINGTON COUNTY WASTEWATER TREATMENT PLANT
5	9508	MWWTP EFFLUENT PUMP STATION	22	9701	SOUTH WASHINGTON COUNTY INTERCEPTORS
6	9509	MWWTP RBS SUSTAINABILITY	<i>SOUTHWEST AREA</i>		
7	9703	MWWTP SOLIDS PROCESSING IMPROVEMENTS	23	9102	BLUE LAKE/ SENECA SOLIDS PROCESSING FACILITIES
8	9706	MWWTP LIQUID TREATMENT	24	9704	BLUE LAKE PLANT GRIT REMOVAL
9	9806	MWWTP MASTER PLAN IMPLEMENTATION	25	9802	BLUE LAKE PLANT GROUND-WATER RELIEF SYSTEM
10	9801	NORTH AREA PLAN	26	9709	SOUTHWEST AREA PLAN
11	9004	ELM CREEK INTERCEPTOR	27	201001	SENECA PLANT IMPROVEMENTS
12	9104	REGULATOR SYSTEM MODIFICATIONS	28	201201	BLUE LAKE PLANT EXPANSION
13	9207	MWWTP/MINNEAPOLIS METER IMPROVEMENTS	29	9204	WACONIA INTERCEPTOR IMPROVEMENTS
14	9208	ROSEMOUNT INTERCEPTOR	30	9205	SHAKOPEE LIFT STATION AND FORCEMAIN IMPROVEMENTS
15	9503	BROOKLYN PARK LIFT STATION IMPROVEMENTS	31	9206	CHASKA INTERCEPTOR
16	9602	BATTLE CREEK SIPHON IMPROVEMENTS	32	9003	BLOOMINGTON SIPHON IMPROVEMENTS
17	9708	CENTERVILLE INTERCEPTOR IMPROVEMENTS	<i>SYSTEMWIDE AREA</i>		
			33	9999	TREATMENT PLANT REHABILITATION- REGIONAL
			34	9001	INTERCEPTOR INSPECTION AND REHABILITATION PROGRAM
			35	9605	SMALL SYSTEMWIDE IMPROVEMENT PROJECTS
			36	9998	INTERCEPTOR REHABILITATION - MAJOR



Location of Capital Improvement
 Program Projects
 Years 1998 - 2017

- Treatment Plants
- Project Locations

Phosphorus removal at the Metro Plant to an effluent monthly limit of 1 mg/l, representing the condition of the plant's former operating permit, has been delayed in further design measures to at least 1998 by completed interim measures to meet an effluent standard of 4 mg/l. Consequently, more than \$60 million in planned expenditures during the period have been shifted to the future by the provisions of the plant's existing operating permit. The estimated costs of meeting phosphorus removal at the Metro Plant have been significantly reduced by cost estimates in the Metro Plant Master Plan. This finding, as well as operational results for biological phosphorus removal at the Seneca and Blue Lake plants, have led to the formulation of the operational goal for phosphorus removal, an approach with the potential for even greater cost saving.

Most of the 33 major projects contained in the 1998-2002 Capital Improvement Program are ongoing and were previously approved for implementation by the Council in the 1997-2001 Capital Improvement Program, or were approved in subsequent actions in 1997, or do not require action on studies or facility plans at this time. However, one planning study, one design project and two projects planned for construction, have proposed new funding authorizations in 1998.

1998-2002 Capital Improvement Program

- **33 Major Programs**
- **4 New Authorizations**
 - 1 Planning Study**
 - 1 Design Project**
 - 2 Projects through Construction**

The one new study develops an updated master plan for the interceptor system of the North Area, the metropolitan interceptors serving the Metro Plant. The design project, following approval of the facility plan, begins implementation of expanded interceptor facilities to serve Centerville and southeastern Lino Lakes. Under MWWTP Work Space Improvements, Project 950500, new office space at the Metro Plant will be constructed to replace temporary facilities and part of the plant Administration Building. Remodeling of the Administration Building will then be completed as part of the project to provide expansion and modernization of space for laboratory services. The remaining project is the planning, design, and construction of additional groundwater relief facilities at the Blue Lake Plant to protect plant structures from damage due to high groundwater levels.

The 1998-2002 CIP provides for the development and implementation of a new South Washington County Plant in southern Washington County. Although the systemwide wastewater management study, the Centralization/Decentralization Study, recommended an initial plant to serve additionally Rosemount, Inver Grove Heights, St. Paul Park, Newport, and South St. Paul, the present plan is that only Cottage Grove, Eastern Woodbury, and part of Lake Elmo will be served. The program contains two projects to implement the plan: South Washington County Plant (Project 950100), and South Washington County Interceptors (Project 970100). Based on the MWWTP Master Plan findings, the Metro Plant can be economically and feasibly expanded into the long term future without reducing the present service area of the plant. This finding eliminates in the foreseeable future the need to spend an additional \$100 million initially for interceptors and plant facilities for the South Washington County Plant.

FINANCIAL IMPLICATIONS OF CIP

Under Fiscal Implications of the Program (Section V), the financial impacts of the plan are forecast. Projections of capital, operating and debt service costs are based on an annual inflation rate of 3 percent, general obligation bonds at 6 percent annual interest over 20 years, and state PFA loans for the total period at 4.5 percent annual interest for borrowing up to \$40 million per year. The evaluation also includes assessment of two other approaches to long term phosphorus control: No additional phosphorus removal and phosphorus removal to a monthly maximum effluent limitation of 1 mg/l phosphorus. A sensitivity analysis of the impact of inflation and bond/loan interest rates is provided for two conditions: inflation rates and interest rates which are 1 percent lower and 2 percent higher than the recommended rates. And finally, capital costs and wastewater rates are placed in present day perspective by tabulating the annual values in terms of 1997 dollars via a present value analysis.

<u><i>Projected Budget Factors, as Annual Change</i></u>			
	<u>First 5 Years</u>	<u>Second 5 Years</u>	<u>Final 10 Years</u>
<i>Annual Budgets</i>	1.5%	3.7%	2.7%
<i>Debt Service</i>	3.2%	4.4%	2.0%
<i>O&M Costs</i>	0.5%	3.2%	3.3%
<i>Rates</i>	0.8%	2.4%	2.0%

1998-2002. Operating expenditures for the five-year period of the 1998-2002 Capital Improvement Program are projected to increase approximately 1.6 percent annually. The associated wastewater rates increase at an average of 0.8 percent annually, much below the projected inflation rate. The low rates of change demonstrate the impact of the *1997-2001 Plan for Allocating Resources* in containing costs during the period. It is only during the last year(2002) that the wastewater rate changes are projected to exceed more than a 0.5 percent annual increase. The excellent cost control reflects a number of factors:

- The work force has been systematically reduced in recent years and is planned to be further reduced by up to 10 percent in the period through 2001 via better staffing arrangements and other efficiencies;
- The 1993 Memorandum of Understanding(MOU) with the MPCA, providing a high level of financial support by MCES to regional nonpoint source pollution control efforts, expires in 1998 and is assumed not to be reinstated; and
- Reductions in operating costs of the Metro Plant by installing and operating more energy efficient aeration, elimination of the Chaska and Rosemount plants, and new sludge processing facilities for Blue Lake, are also important factors in lower increases in wastewater rates.

Implementation of additional phosphorus removal at the Metropolitan Plant in accordance with the existing operating permit is delayed beyond the five-year period. The phosphorus strategy and operational goal for phosphorus removal anticipate biological phosphorus removal in the total secondary treatment system when the plant treatment capacity is projected to be reached in the period 2006-2008.

2003-2007. In the second five years of the planning period, operating expenditures are expected to rise at an annual rate of 3.7 percent. Wastewater rates increase at a yearly average of 2.4 percent. Increases in wastewater flows enable rates to be maintained below inflation, even though increases in related costs rise at a rate above inflation. The capital program at the Metro Plant for phosphorus removal, modernization, expansion, consolidation, and major rehabilitation is essentially completed during the period.

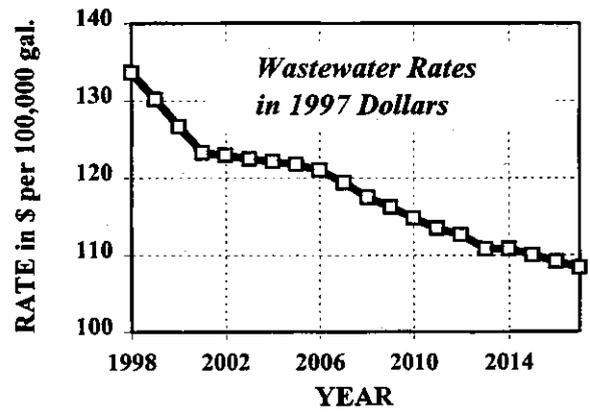
2008-2017. In the final ten years, operating budgets are projected to increase at an average yearly rate of 2.8 percent, as the debt service increases during the period decrease over the previous five years significantly. Wastewater rates rise annually 2.0 percent, 1.0 percent below inflation. The much reduced debt service costs reflect two major considerations. First, the debt related to expansion of regional treatment plants in the early 1990's is retired early in the period. Secondly, the future rehabilitation/replacement costs for the Metro Plant have been significantly reduced by planned consolidation and new technology under the recommendations of the Metro Plant Master Plan. However, as the period begins ten years in the future, new requirements and unforeseen developments during the period may add capital costs to those presently forecast.

1998-2017. The Capital Improvement Program can be carried out at a total estimated capital cost in inflated dollars of \$1.57 billion. Wastewater rates associated with the program can be managed within the inflation rate. The average annual change in rates for the 20-year period is 1.8 percent.

An analysis in Section V estimates that the operational goal for phosphorus removal adds an estimated \$103 million of capital costs to the total expenditures when compared with no additional phosphorus removal. However, this cost is \$109 million less than the amount required to meet the normal regulatory agency requirement at all plants. An analysis of phosphorus removal costs indicates the operational plan would reduce wastewater rates by about 0.30 percent annually over compliance with the normal regulatory agency requirement.

A sensitivity analysis in Section V varying inflation rate and interest rate assumptions indicates that operation and maintenance costs generally rise in proportion to changes in the inflation rate. In general, if inflation rates and bond/PFA loan interest rates are increased or decreased by the same annual amounts, annual budgets and wastewater rates for the total period are raised or lowered by about the similar annual average amount. As a result of the analysis, future wastewater rates can be expected to be managed within the actual inflation rates for a very wide range of assumptions.

The projected increases in rates below the assumed inflation rates demonstrate that regional wastewater collection and treatment will become even more affordable with time. A present value analysis in Section V establishes that the projected wastewater rate in 2017 is equivalent to about 79 percent of the rate in 1997. The total capital program cost in inflated dollars of \$1.57 billion is equivalent to \$1.15 billion in 1997 dollars. The \$1.15 billion figure is actually less than the \$1.2 billion (uncorrected for inflation) expended in the last 25 years to establish, expand, and maintain the regional system.



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Table 13
Environmental Services
1998-2002 Capital Improvement Program
Sources and Uses of Funds

	Five-Year Capital Improvement Program					Total
	1998	1999	2000	2001	2002	
Reserved for Construction, Beginning of Year	22,557,000	22,651,319	23,024,664	22,691,909	23,050,433	
Current Revenues						
Regional Borrowing:						
General Obligation Bonds	26,000,000	26,000,000	34,000,000	60,000,000	36,000,000	182,000,000
Public Facility Loan Drawdowns	40,000,000	40,000,000	40,000,000	40,000,000	40,000,000	200,000,000
Interest Income	1,130,000	1,142,000	1,143,000	1,144,000	1,142,000	5,701,000
Total Current Revenues	<u>67,130,000</u>	<u>67,142,000</u>	<u>75,143,000</u>	<u>101,144,000</u>	<u>77,142,000</u>	<u>387,701,000</u>
Calculated Interest	1,130,208	1,141,900	1,142,914	1,143,559	1,142,146	5,700,727
Current Expenditures						
Rehabilitation	27,776,292	32,479,068	32,778,260	35,856,070	48,523,697	177,413,387
Expansion and Regulatory Compliance	38,599,389	33,629,587	41,957,495	63,929,406	28,273,324	206,389,201
Total Current Capital Expenditures	<u>66,375,681</u>	<u>66,108,655</u>	<u>74,735,755</u>	<u>99,785,476</u>	<u>76,797,021</u>	<u>383,802,588</u>
Other Costs (Bond Issuance)	660,000	660,000	740,000	1,000,000	760,000	3,820,000
Total Current Expenditures	<u>67,035,681</u>	<u>66,768,655</u>	<u>75,475,755</u>	<u>100,785,476</u>	<u>77,557,021</u>	<u>387,622,588</u>
Annual Surplus or (Deficit)	94,319	373,345	(332,755)	358,524	(415,021)	78,412
Reserved for Construction, End of Year	22,651,319	23,024,664	22,691,909	23,050,433	22,635,412	
Expenditures by Category:						
Treatment Works	37,019,113	41,374,194	47,984,354	75,119,785	51,226,670	252,724,116
Interceptors	29,356,568	24,734,461	26,751,401	24,665,691	25,570,351	131,078,472
Total	<u>66,375,681</u>	<u>66,108,655</u>	<u>74,735,755</u>	<u>99,785,476</u>	<u>76,797,021</u>	<u>383,802,588</u>
Authorization Status						
Currently Authorized Projects	66,375,681	43,822,129	17,236,571	34,151,462	-	161,585,843
Future Authorization Requests	-	22,286,526	57,499,184	65,634,014	76,797,021	222,216,745
Percent Currently Authorized	100%	66%	23%	34%	0%	42%

**Metropolitan Council
1988-2003 Current Wastewater Fees
Per Residence
(Constant 1998 Dollars)**

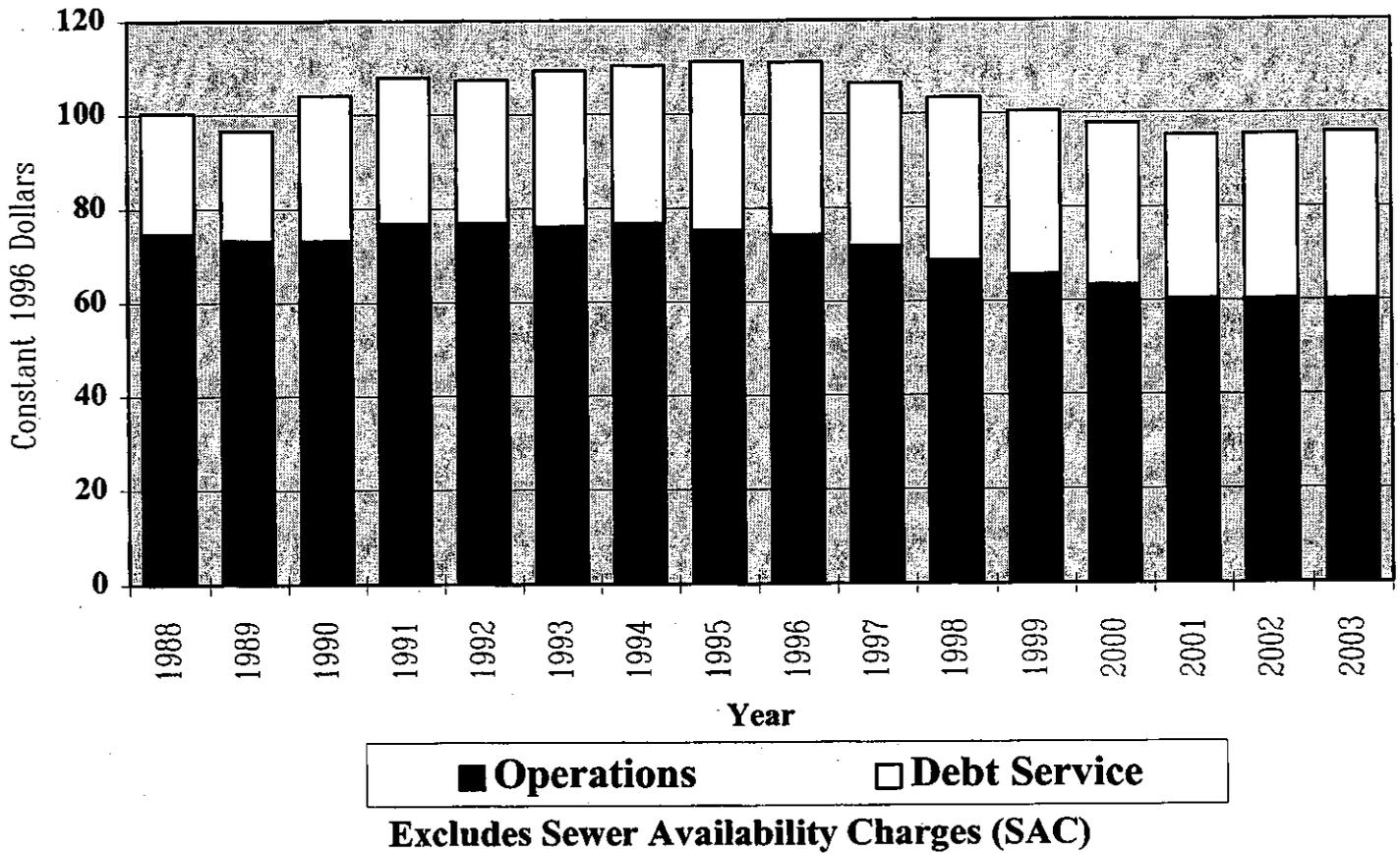


Figure 22

**Table 14
Metropolitan Council
Environmental Services
1998 Capital Program**

Project Number or Contract Number	Project Title	Area	Capital Program Authorization			Capital Program Expenditure Forecast				Anticipated Future Authorizations	Estimated Total Project Cost	
			Continuing 1997 Authorizations	Requested Change in Authorization	Proposed 1998 Authorization	Expenditures Prior to 1998	1998 Capital Budget	1999 Expenditures	2000 and Subsequent			Total Authorized Expenditures
I. Continuing Projects in Step I Planning												
9706	MWWTP Liquid Treatment	N	500,000	1,500,000	2,000,000	12,000	780,000	1,208,000	-	2,000,000	112,713,000	114,713,000
9703	MWWTP Solids Processing	N	800,000	1,700,000	2,500,000	721,763	1,300,000	478,237	-	2,500,000	184,177,000	186,677,000
9701	South Washington County Interceptors	E	900,000	-	900,000	70,000	380,000	-	450,000	900,000	23,563,000	24,463,000
9501	South Washington County Plant	E	4,700,000	500,000	5,200,000	1,400,000	3,800,000	-	-	5,200,000	60,666,000	65,866,000
	Subtotal:		6,900,000	3,700,000	10,600,000	2,203,763	6,260,000	1,686,237	450,000	10,600,000	381,119,000	391,719,000
II. Continuing Projects in Step II Design												
9208	Rosemount Interceptor	N	1,000,000	-	1,000,000	447,973	382,027	170,000	-	1,000,000	9,118,000	10,118,000
	Subtotal:		1,000,000	-	1,000,000	447,973	382,027	170,000	-	1,000,000	9,118,000	10,118,000
III. Continuing Projects in Step III Construction												
9602	Battle Creek Siphon Improvements	N	900,000	-	900,000	332,491	567,509	-	-	900,000	-	900,000
9003	Bloomington Siphon	SW	8,650,000	-	8,650,000	7,919,230	350,000	100,000	280,770	8,650,000	-	8,650,000
9704	Blue Lake WWTP Grit Removal	SW	1,200,000	-	1,200,000	165,916	1,034,084	-	-	1,200,000	-	1,200,000
9102	Blue Lake/Seneca Solids Processing	SW	43,000,000	-	43,000,000	2,463,170	600,000	6,000,000	33,936,830	43,000,000	-	43,000,000
9503	Brooklyn Park L.S. Improvements	N	1,000,000	-	1,000,000	158,747	750,000	91,253	-	1,000,000	-	1,000,000
9206	Chaska Interceptor	SW	20,800,000	(2,800,000)	18,000,000	10,081,946	3,000,000	1,500,000	3,418,054	18,000,000	-	18,000,000
9004	Elm Creek Interceptor	N	18,100,000	6,000,000	24,100,000	1,320,000	14,000,000	8,500,000	280,000	24,100,000	15,900,000	40,000,000
9401	Empire WWTP Expansion	E	14,000,000	-	14,000,000	5,002,429	5,795,000	3,040,000	162,571	14,000,000	-	14,000,000
9302	MWWTP Centrifuge Dewatering (demo only)	N	16,100,000	(2,750,000)	13,350,000	12,123,419	750,000	-	476,581	13,350,000	-	13,350,000
9508	MWWTP Effluent Pump Station	N	2,050,000	(800,000)	1,250,000	385,716	750,000	-	114,284	1,250,000	-	1,250,000
9108	MWWTP Process Control System	N	42,000,000	-	42,000,000	10,127,368	7,076,000	8,728,000	16,068,632	42,000,000	-	42,000,000
9509	MWWTP RBS Sustainability	N	1,600,000	-	1,600,000	181,175	8,000	1,000,000	410,825	1,600,000	-	1,600,000
9506	MWWTP Secondary Treatment Improvements	N	41,000,000	-	41,000,000	31,186,005	8,675,000	400,000	738,995	41,000,000	-	41,000,000
9207	MWWTP/Mpls. Meter Improvements	N	8,000,000	750,000	8,750,000	2,013,867	4,100,000	2,636,133	-	8,750,000	-	8,750,000
9104	Regulator Modifications	N	751,000	-	751,000	107,521	50,000	50,000	543,479	751,000	-	751,000
9205	Shakopee LS & FM Improvements	SW	2,600,000	-	2,600,000	2,474,177	125,823	-	-	2,600,000	-	2,600,000
9204	Waconia Interceptor Improvements	SW	6,200,000	-	6,200,000	4,000,000	1,900,000	300,000	-	6,200,000	-	6,200,000
	Subtotal:		227,951,000	400,000	228,351,000	90,043,177	49,531,416	32,345,386	56,431,021	228,351,000	15,900,000	244,251,000
IV. Continuing Projects moving to Step II Design												
9708	Centerville Interceptor Improvements	N	200,000	600,000	800,000	148,791	651,209	-	-	800,000	4,000,000	4,800,000
9505	MWWTP Work Space Improvements*	N	500,000	5,900,000	6,400,000	148,971	2,851,029	2,600,000	800,000	6,400,000	-	6,400,000
	Subtotal:		700,000	6,500,000	7,200,000	297,762	3,502,238	2,600,000	800,000	7,200,000	4,000,000	11,200,000

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**Table 14
Metropolitan Council
Environmental Services
1998 Capital Program**

Project Number or Contract Number	Project Title	Area	Capital Program Authorization			Capital Program Expenditure Forecast			Total Authorized Expenditures	Anticipated Future Authorizations	Estimated Total Project Cost	
			Continuing 1997 Authorizations	Requested Change in Authorization	Proposed 1998 Authorization	Expenditures Prior to 1998	1998 Capital Budget	1999 Expenditures				2000 and Subsequent
V. New Projects												
9802	Blue Lake Groundwater Relief System	SW	-	4,000,000	4,000,000	-	1,000,000	3,000,000	-	4,000,000	-	4,000,000
9801	North Area Plan	N	-	500,000	500,000	-	250,000	250,000	-	500,000	-	500,000
	Subtotal:		-	4,500,000	4,500,000	-	1,250,000	3,250,000	-	4,500,000	-	4,500,000
VI. Ongoing Programs and Special Projects												
9702	East Area Plan	E	300,000	200,000	500,000	150,000	300,000	50,000	-	500,000	-	500,000
9001	Interceptor Inspection & Rehabilitation Program	All	5,000,000	(1,000,000)	4,000,000	1,306,103	1,350,000	1,343,897	-	4,000,000	-	4,000,000
	Small Systemwide Improvement Program	All	9,450,000	(1,450,000)	8,000,000	2,123,391	3,500,000	2,376,609	-	8,000,000	-	8,000,000
9709	Southwest Area Plan	SW	500,000	-	500,000	200,000	300,000	-	-	500,000	-	500,000
	Subtotal:		15,250,000	(2,250,000)	13,000,000	3,779,494	5,450,000	3,770,506	-	13,000,000	-	13,000,000
Summary												
I. Continuing Projects in Step I Planning			6,900,000	3,700,000	10,600,000	2,203,763	6,260,000	1,686,237	450,000	10,600,000	381,119,000	391,719,000
II. Continuing Projects in Step II Design			1,000,000	-	1,000,000	447,973	382,027	170,000	-	1,000,000	9,118,000	10,118,000
III. Continuing Projects in Step III Construction			227,951,000	400,000	228,351,000	90,043,177	49,531,416	32,345,386	56,431,021	228,351,000	15,900,000	244,251,000
IV. Continuing Projects moving to Step II Design			700,000	6,500,000	7,200,000	297,762	3,502,238	2,600,000	800,000	7,200,000	4,000,000	11,200,000
V. New Projects			-	4,500,000	4,500,000	-	1,250,000	3,250,000	-	4,500,000	-	4,500,000
VI. Ongoing Programs and Special Projects			15,250,000	(2,250,000)	13,000,000	3,779,494	5,450,000	3,770,506	-	13,000,000	-	13,000,000
Grand Total			251,801,000	12,850,000	264,651,000	96,772,169	66,375,681	43,822,129	57,681,021	264,651,000	410,137,000	674,788,000

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ENVIRONMENTAL SERVICES CAPITAL PROJECT DESCRIPTIONS

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**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

Project id: 9001
 Divison: Environmental Services
 Project Title: Interceptor Inspection and Rehab.

Project Description and Location

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

Grant Recipient:
 Project Category: Wastewater Interceptor Rehabilitation
 Authorization Status: Continuing with Change Request

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

Project Start Date: Jan 1990
 Project Completion Date: Dec 1999
 Authority Spent Thru 1997: 33%

Purpose and Justification

The project includes inspection of MCEs' deep interceptors with followup rehabilitation work to correct the problems discovered. The project will potentially reduce I/I, rehabilitate deteriorated areas, and improve structural integrity in order to prevent bypassing, structural collapse, or other potential conveyance problems.

Previous Council Actions

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

Project Milestones

On-going project.

Impact on Operating and Maintenance Costs

Has little or no impact on O & M costs, intended for rehabilitation work only.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jan 1990	Dec 1999	\$5,000,000	(\$1,000,000)	\$4,000,000	\$0	\$4,000,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Authorization			\$5,000,000	(\$1,000,000)	\$4,000,000	\$0	\$4,000,000

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$1,306,103	\$1,350,000	\$1,343,897	\$0	\$0	\$0	\$4,000,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$1,306,103	\$1,350,000	\$1,343,897	\$0	\$0	\$0	\$4,000,000
Authorized Expenditures	\$1,306,103	\$1,350,000	\$1,343,897	\$0	\$0	\$0	\$4,000,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

Project id:	9003
Divison:	Environmental Services
Project Title:	Bloomington Siphon

Project Description and Location

This program will provide a new two barrel interceptor siphon of approximately 11,600 feet in length and for the rehabilitation of the existing siphon. The siphon will include redundant siphon capacity for the City of Bloomington as required by the MPCA siphon permit and will reduce the release of hydrogen sulfide gas within the siphon and downstream facilities. Also included is the demolition of the existing lift station and piping modifications for flow divisions to Minneapolis. The project also includes the Long Meadow Lake Crossing which will be initiated in 1997, with construction in 1998.

Grant Recipient:	
Project Category:	Wastewater Interceptor Rehabilitation
Authorization Status:	Continuing
Estimated Useful Life:	50 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Wastewater Service Charges
Project Start Date:	Jan 1990
Project Completion Date:	Dec 1999
Authority Spent Thru 1997:	92%

Purpose and Justification

The project is needed to provide reliable wastewater conveyance and redundancy. The alternate routing of flow if problems developed with the single-barrel siphon is no longer possible because increased flows are going to exceed interceptor capacity.

Previous Council Actions

Facility Planning Study approved 4/90. Facility Plan approved in 1993.

Project Milestones

Project essentially completed.

Impact on Operating and Maintenance Costs

Has little impact on O & M costs, with only slightly higher costs for odor control.

Project Authorization:

	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jan 1992	May 1994	\$1,250,000	\$0	\$1,250,000	\$0	\$1,250,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jun 1994	Dec 1999	\$7,400,000	\$0	\$7,400,000	\$0	\$7,400,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Authorization			\$8,650,000	\$0	\$8,650,000	\$0	\$8,650,000

Project Cash Flow

	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
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Source of funding:

Federal	\$0	\$240,000	\$0	\$0	\$0	\$0	\$240,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$7,919,230	\$110,000	\$100,000	\$0	\$0	\$280,770	\$8,410,000
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$7,919,230	\$350,000	\$100,000	\$0	\$0	\$280,770	\$8,650,000
Authorized Expenditures	\$7,919,230	\$350,000	\$100,000	\$0	\$0	\$280,770	\$8,650,000

METROPOLITAN COUNCIL 1998 CAPITAL PROGRAM

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

Project Description and Location

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

Grant Recipient:	
Project Category:	Wastewater Interceptor Expansion
Authorization Status:	Continuing with Change Request
Estimated Useful Life:	50 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Wastewater Service Charges
Project Start Date:	Jan 1990
Project Completion Date:	Dec 2000
Authority Spent Thru 1997:	5%

Purpose and Justification

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

Previous Council Actions

Facility Planning Study approved 3/90. Facility Plan through Phase II approved 12/96.

Project Milestones

Design for Phase I and Phase II essentially completed.

Impact on Operating and Maintenance Costs

Gravity System will increase O & M costs very little.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Oct 1990	Nov 1997	\$2,800,000	\$0	\$2,800,000	\$0	\$2,800,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Dec 1997	Jun 2000	\$15,300,000	\$6,000,000	\$21,300,000	\$15,900,000	\$37,200,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Authorization			\$18,100,000	\$6,000,000	\$24,100,000	\$15,900,000	\$40,000,000

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
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Source of funding:	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$1,320,000	14,000,000	\$8,500,000	\$280,000	\$0	\$0	\$24,100,000
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$1,320,000	14,000,000	\$8,500,000	\$280,000	\$0	\$0	\$24,100,000
Authorized Expenditures	\$1,320,000	14,000,000	\$8,500,000	\$280,000	\$0	\$0	\$24,100,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

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

Project Description and Location

This project has been split into two parts. Part 1 will provide Thickening/Dewatering facilities for the Blue Lake WWTP. The project will be implemented through a competitive design-build (DB) proposal procurement process. Gravity Belts and Centrifuges have been pre-selected as the Thickening and Dewatering technologies. The council will finance and own these facilities. Part 2 will provide Final Stabilization facilities for the Blue Lake WWTP and possibly the Seneca WWTP. The project will be implemented utilizing a dual procurement competition, pitting design-build-operate (DBO) proposals against design-build-own-operate (DBOO) proposals. DBO procurement would feature Council financing and ownership while DBOO procurement would feature private ownership and financing. All proposals will be required to use one of the previously pre-qualified vendors for the Class "A" Final Stabilization technology.

Grant Recipient:	
Project Category:	Wastewater Treatment Plant Expansion
Authorization Status:	Continuing
Estimated Useful Life:	50 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Wastewater Service Charges
Project Start Date:	Jan 1991
Project Completion Date:	Dec 2001
Authority Spent Thru 1997:	6%

Purpose and Justification

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

Previous Council Actions

Facility Plan Study approved in 12/89. Facility Plan approved in 7/95.

Project Milestones

Impact on Operating and Maintenance Costs

The project will significantly reduce O & M costs for handling Blue Lake Sludge.

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

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$463,170	\$600,000	\$6,000,000	\$8,000,000	\$25,936,830	\$0	\$41,000,000
PFA Loan Proceeds	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$2,000,000
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$2,463,170	\$600,000	\$6,000,000	\$8,000,000	\$25,936,830	\$0	\$43,000,000
Authorized Expenditures	\$2,463,170	\$600,000	\$6,000,000	\$8,000,000	\$25,936,830	\$0	\$43,000,000

METROPOLITAN COUNCIL 1998 CAPITAL PROGRAM

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

Project Description and Location

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

Grant Recipient:
 Project Category: Wastewater Regulatory Compliance
 Authorization Status: Continuing
 Estimated Useful Life: 50 Years
 Est Debt Financing Term: 20 Years
 Debt Service Revenue: Wastewater Service Charges
 Project Start Date: Jan 1991
 Project Completion Date: Dec 1999
 Authority Spent Thru 1997: 14%

Purpose and Justification

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

Previous Council Actions

Facility Plan approved in 1979

Project Milestones

Impact on Operating and Maintenance Costs

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

Project Authorization:

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

Project Cash Flow

	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$107,521	\$50,000	\$50,000	\$0	\$0	\$543,479	\$751,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$107,521	\$50,000	\$50,000	\$0	\$0	\$543,479	\$751,000
Authorized Expenditures	\$107,521	\$50,000	\$50,000	\$0	\$0	\$543,479	\$751,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

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

Project Description and Location

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

Grant Recipient:	
Project Category:	Wastewater Treatment Plant Rehabilitatio
Authorization Status:	Continuing
Estimated Useful Life:	10 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Wastewater Service Charges
Project Start Date:	Jan 1991
Project Completion Date:	Dec 2002
Authority Spent Thru 1997:	24%

Purpose and Justification

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

Previous Council Actions

Facility Planning approved 5/91. Facility Plan approved 5/94.

Project Milestones

Impact on Operating and Maintenance Costs

Reduce O & M costs by updating computer control system to present state-of-art.

Project Authorization:	Start	Completion	Previous	Requested	Tot. Authorized	Anticipated	Total
	Date	Date	Authorization	Changes	Project Costs	Authorizations	Project Costs
Planning and Design	Jun 1992	Jan 2000	\$13,408,500	\$0	\$13,408,500	\$0	\$13,408,500
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Dec 1996	Jun 2002	\$28,591,500	\$0	\$28,591,500	\$0	\$28,591,500
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Authorization			\$42,000,000	\$0	\$42,000,000	\$0	\$42,000,000

Project Cash Flow	Prior to	1998	1999	2000	2001	2002+	Authorized
	1998	Budget	Projected	Projected	Projected	Projected	Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	10,127,368	\$7,076,000	\$8,728,000	\$7,874,000	\$8,194,632	\$0	\$42,000,000
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	10,127,368	\$7,076,000	\$8,728,000	\$7,874,000	\$8,194,632	\$0	\$42,000,000
Authorized Expenditures	10,127,368	\$7,076,000	\$8,728,000	\$7,874,000	\$8,194,632	\$0	\$42,000,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

Project id: 9204
 Divison: Environmental Services
 Project Title: Waconia Interceptor Improvements

Project Description and Location

Waconia is provided Metropolitan wastewater service by a lift station located on the west side of Lake Waconia and 8.3 miles of forcemain constructed in 1977. The lift station and forcemain are reaching capacity and are in need of physical improvements. The new facilities will consist of a new lift station located on the eastern border of Waconia and 6 miles of 16-inch forcemain along TH 5, ending at the City of Victoria. The old lift station and 2.3 miles of forcemain will become the City's responsibility to own and operate. The remaining 6 miles of the old forcemain will be rehabilitated and retained to provide operational flexibility. The new facilities will insure reliable, long term Metropolitan wastewater conveyance capacity to the City of Waconia.

Grant Recipient:
 Project Category: Wastewater Interceptor Rehabilitation
 Authorization Status: Continuing
 Estimated Useful Life: 50 Years
 Est Debt Financing Term: 20 Years
 Debt Service Revenue: Wastewater Service Charges
 Project Start Date: Mar 1992
 Project Completion Date: Dec 1999
 Authority Spent Thru 1997: 65%

Purpose and Justification

The new system will provide the added capacity and rehabilitation necessary to provide long term, reliable service to the area. The project corrects corrosion problems to prevent leaks, potential public health concerns, and NPDES permit violations.

Previous Council Actions

Facility Plan Study approved in 1/92. Facility Plan approved in 8/93.

Project Milestones

Impact on Operating and Maintenance Costs

The project will result in small increases in O & M costs.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Mar 1992	May 1997	\$850,000	\$0	\$850,000	\$0	\$850,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jun 1997	Dec 1999	\$5,350,000	\$0	\$5,350,000	\$0	\$5,350,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Authorization			\$6,200,000	\$0	\$6,200,000	\$0	\$6,200,000

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$4,000,000	\$1,900,000	\$300,000	\$0	\$0	\$0	\$6,200,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$4,000,000	\$1,900,000	\$300,000	\$0	\$0	\$0	\$6,200,000
Authorized Expenditures	\$4,000,000	\$1,900,000	\$300,000	\$0	\$0	\$0	\$6,200,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

Project id:	9205
Divison:	Environmental Services
Project Title:	Shakopee LS and FM Improvements

Project Description and Location

The central portion of the City of Shakopee is provided wastewater service by MCES Lift Station No. L-16 and Forcemain MSB-7024. The lift station is reaching capacity and the forcemain is in need of physical improvements. The facilities plan recommends phasing out this 30-year old facility. The project provides for a new forcemain and the replacement of the lift station.

Grant Recipient:	
Project Category:	Wastewater Interceptor Rehabilitation
Authorization Status:	Continuing
Estimated Useful Life:	50 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Wastewater Service Charges
Project Start Date:	Jan 1992
Project Completion Date:	Sep 1998
Authority Spent Thru 1997:	95%

Purpose and Justification

The project rehabilitates the existing system to prevent future leaks in the forcemain and provide a lift station with adequate pumping capacity, reliability, and odor control measures.

Previous Council Actions

Facility Plan for forcemain approved 1/92. Facility Plan for lift station approved 4/93.

Project Milestones

Project in last construction phase.

Impact on Operating and Maintenance Costs

Project is essentially rehabilitation, resulting in little or no change in O & M costs.

Project Authorization:	Start	Completion	Previous	Requested	Tot. Authorized	Anticipated	Total
	Date	Date	Authorization	Changes	Project Costs	Authorizations	Project Costs
Planning and Design	Jan 1992	Jul 1996	\$150,000	\$0	\$150,000	\$0	\$150,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Mar 1994	Sep 1998	\$2,450,000	\$0	\$2,450,000	\$0	\$2,450,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Authorization			\$2,600,000	\$0	\$2,600,000	\$0	\$2,600,000

Project Cash Flow	Prior to	1998	1999	2000	2001	2002+	Authorized
	1998	Budget	Projected	Projected	Projected	Projected	Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$2,474,177	\$125,823	\$0	\$0	\$0	\$0	\$2,600,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$2,474,177	\$125,823	\$0	\$0	\$0	\$0	\$2,600,000
Authorized Expenditures	\$2,474,177	\$125,823	\$0	\$0	\$0	\$0	\$2,600,000

METROPOLITAN COUNCIL 1998 CAPITAL PROGRAM

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

Project Description and Location

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

Grant Recipient:	
Project Category:	Wastewater Interceptor Expansion
Authorization Status:	Continuing with Change Request

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

Project Start Date:	Jan 1992
Project Completion Date:	Dec 2000
Authority Spent Thru 1997:	56%

Purpose and Justification

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

Previous Council Actions

Facility Plan Study approved 3/92. Facility Plan approved 10/93.

Project Milestones

Nearing construction of final phase of project.

Impact on Operating and Maintenance Costs

The project will significantly reduce O & M costs due to less costly treatment at Blue Lake.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	May 1993	Jun 1997	\$2,350,005	\$0	\$2,350,005	\$0	\$2,350,005
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jan 1995	Dec 2000	\$12,331,941	\$0	\$12,331,941	\$0	\$12,331,941
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$6,118,054	(\$2,800,000)	\$3,318,054	\$0	\$3,318,054
Total Proj Authorization			\$20,800,000	(\$2,800,000)	\$18,000,000	\$0	\$18,000,000

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	10,081,946	\$3,000,000	\$1,500,000	\$100,000	\$0	\$3,318,054	\$18,000,000
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	10,081,946	\$3,000,000	\$1,500,000	\$100,000	\$0	\$3,318,054	\$18,000,000
Authorized Expenditures	10,081,946	\$3,000,000	\$1,500,000	\$100,000	\$0	\$3,318,054	\$18,000,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

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

Project Description and Location

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

Grant Recipient:	
Project Category:	Wastewater Interceptor Rehabilitation
Authorization Status:	Continuing with Change Request

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

Project Start Date:	Jan 1992
Project Completion Date:	Dec 1999
Authority Spent Thru 1997:	23%

Purpose and Justification

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

Previous Council Actions

Facility Plan Study approved in 1992. Facility Plan approved in

Project Milestones

Completing design work.

Impact on Operating and Maintenance Costs

The impact on O & M costs will be rather minor, as project is R/R. Odor control is major change.

Project Authorization:

	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jan 1993	Sep 1997	\$1,800,000	\$800,000	\$2,600,000	\$0	\$2,600,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Feb 1998	Dec 1999	\$6,200,000	(\$50,000)	\$6,150,000	\$0	\$6,150,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Authorization			\$8,000,000	\$750,000	\$8,750,000	\$0	\$8,750,000

Project Cash Flow

	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$2,013,867	\$4,100,000	\$2,636,133	\$0	\$0	\$0	\$8,750,000
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$2,013,867	\$4,100,000	\$2,636,133	\$0	\$0	\$0	\$8,750,000
Authorized Expenditures	\$2,013,867	\$4,100,000	\$2,636,133	\$0	\$0	\$0	\$8,750,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

Project Id: 9208
 Divison: Environmental Services
 Project Title: Rosemount Interceptor

Project Description and Location

This program provides for the phaseout of the Rosemount WWTP to the Metro Plant via a new lift station and forcemain connecting to the interceptor system in Inver Grove Heights. The existing aerated pond system, projected to reach capacity by 2000, will be eliminated in agreement with the Centralization/Decentralization Study and facility planning results

Grant Recipient:
 Project Category: Wastewater Interceptor Expansion
 Authorization Status: Continuing
 Estimated Useful Life: 50 Years
 Est Debt Financing Term: 20 Years
 Debt Service Revenue: Wastewater Service Charges
 Project Start Date: Jan 1992
 Project Completion Date: Dec 2001
 Authority Spent Thru 1997: 45%

Purpose and Justification

The project is the most cost effective means of meeting future flows to Rosemount Plant which exceed its treatment capacity. Closure of the Rosemount Plant and conveyance to and treatment at the Mtro Plant is consistent with long term area wide planning recommendations.

Previous Council Actions

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

Project Milestones

In design stage.

Impact on Operating and Maintenance Costs

Elimination of Rosemount Plant will reduce future O & M costs significantly through lower treatment costs at Metro Plant.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jun 1992	Jan 1999	\$1,000,000	\$0	\$1,000,000	\$215,000	\$1,215,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	May 1999	Dec 2001	\$0	\$0	\$0	\$8,903,000	\$8,903,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Authorization			\$1,000,000	\$0	\$1,000,000	\$9,118,000	\$10,118,000

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
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Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$447,973	\$382,027	\$170,000	\$0	\$0	\$0	\$1,000,000
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$447,973	\$382,027	\$170,000	\$0	\$0	\$0	\$1,000,000
Authorized Expenditures	\$447,973	\$382,027	\$170,000	\$0	\$0	\$0	\$1,000,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

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

Project Description and Location

This program provides for a demonstration test of two sludge dewatering centrifuges and associated equipment. Following the demonstration, future phases will be implemented under Project #9703, MWWTP Solids Processing Improvements.

Grant Recipient:	
Project Category:	Wastewater Treatment Plant Rehabilitatio
Authorization Status:	Continuing with Change Request
Estimated Useful Life:	25 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Wastewater Service Charges
Project Start Date:	Jan 1993
Project Completion Date:	Sep 1998
Authority Spent Thru 1997:	91%

Purpose and Justification

The project will verify the best sludge dewatering equipment and system to replace the existing one. Centrifuges will significantly reduce sludge processing costs and enable the costly thermal conditioning and return liquor treatment systems to be phased out.

Previous Council Actions

Facility Plan approved 8/93.

Project Milestones

In demonstration stage.

Impact on Operating and Maintenance Costs

Demonstration project to obtain most cost-effective dewatering system for Metro Plant.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Mar 1993	Dec 1998	\$8,588,000	(\$1,850,000)	\$6,738,000	\$0	\$6,738,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Oct 1995	Sep 1998	\$7,035,419	(\$900,000)	\$6,135,419	\$0	\$6,135,419
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$476,581	\$0	\$476,581	\$0	\$476,581
Total Proj Authorization			\$16,100,000	(\$2,750,000)	\$13,350,000	\$0	\$13,350,000

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
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Source of funding:	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	12,123,419	\$750,000	\$0	\$0	\$0	\$476,581	\$13,350,000
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	12,123,419	\$750,000	\$0	\$0	\$0	\$476,581	\$13,350,000
Authorized Expenditures	12,123,419	\$750,000	\$0	\$0	\$0	\$476,581	\$13,350,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

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

Project Description and Location

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

Grant Recipient:
 Project Category: Wastewater Treatment Plant Expansion
 Authorization Status: Continuing
 Estimated Useful Life: 50 Years
 Est Debt Financing Term: 20 Years
 Debt Service Revenue: Wastewater Service Charges
 Project Start Date: Jan 1994
 Project Completion Date: Jun 2000
 Authority Spent Thru 1997: 36%

Purpose and Justification

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

Previous Council Actions

Facility Plan Study approved in 5/93. Facility Plan approved in 12/96.

Project Milestones

Construction of Phase I and Phase 2.

Impact on Operating and Maintenance Costs

The project will result in O & M costs increases in proportion to the increased flow from 9 mgd to 12 mgd at the plant.

Project Authorization:

Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Jan 1994	Sep 1997	\$1,142,000	\$0	\$1,142,000	\$0	\$1,142,000
		\$0	\$0	\$0	\$0	\$0
Jan 1997	Jun 2000	\$12,858,000	\$0	\$12,858,000	\$0	\$12,858,000
		\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0	\$0
Total Proj Authorization		\$14,000,000	\$0	\$14,000,000	\$0	\$14,000,000

Project Cash Flow

	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$5,002,429	\$5,795,000	\$3,040,000	\$162,571	\$0	\$0	\$14,000,000
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$5,002,429	\$5,795,000	\$3,040,000	\$162,571	\$0	\$0	\$14,000,000
Authorized Expenditures	\$5,002,429	\$5,795,000	\$3,040,000	\$162,571	\$0	\$0	\$14,000,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

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

Project Description and Location

The project provides for a new 10 mgd water reclamation (i.e. wastewater treatment) plant that will provide service to the communities of Cottage Grove, eastern Woodbury, and southern Lake Elmo. The plant site will accommodate a 30 mgd plant. Facility planning for the new plant will be completed under this project. In addition, competitive procurement methods, project delivery options; and phasing of construction of the plant will be developed. The interceptors will be implemented under Project #9701, South Washington County Interceptors.

Grant Recipient:	
Project Category:	Wastewater Treatment Plant Expansion
Authorization Status:	Continuing with Change Request
Estimated Useful Life:	50 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Wastewater Service Charges
Project Start Date:	Jan 1995
Project Completion Date:	Dec 2002
Authority Spent Thru 1997:	27%

Purpose and Justification

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

Previous Council Actions

C/D Study action 5/95. Plant siting approved in 12/95.

Project Milestones

In planning stage.

Impact on Operating and Maintenance Costs

The new plant will increase O & M costs for wastewater formerly treated at Metro Plant.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jan 1995	Jun 1999	\$1,700,000	\$500,000	\$2,200,000	\$4,680,000	\$6,880,000
Land Acquisition	Jan 195	Jun 1998	\$3,000,000	\$0	\$3,000,000	\$0	\$3,000,000
Construction	Jun 1999	Dec 2002	\$0	\$0	\$0	\$55,986,000	\$55,986,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Authorization			\$4,700,000	\$500,000	\$5,200,000	\$60,666,000	\$65,866,000

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
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Source of funding:	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$1,400,000	\$800,000	\$0	\$0	\$0	\$0	\$2,200,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000
Total Sources of funding	\$1,400,000	\$3,800,000	\$0	\$0	\$0	\$0	\$5,200,000
Authorized Expenditures	\$1,400,000	\$3,800,000	\$0	\$0	\$0	\$0	\$5,200,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

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

Project Description and Location

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

Grant Recipient:	
Project Category:	Wastewater Interceptor Rehabilitation
Authorization Status:	Continuing
Estimated Useful Life:	50 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Wastewater Service Charges
Project Start Date:	Jan 1995
Project Completion Date:	Jun 1999
Authority Spent Thru 1997:	16%

Purpose and Justification

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

Previous Council Actions

Facility Plan approved 5/94.

Project Milestones

Impact on Operating and Maintenance Costs

Will increase O & M costs slightly to operate new conveyance alternative.

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

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
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Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$158,747	\$750,000	\$91,253	\$0	\$0	\$0	\$1,000,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$158,747	\$750,000	\$91,253	\$0	\$0	\$0	\$1,000,000
Authorized Expenditures	\$158,747	\$750,000	\$91,253	\$0	\$0	\$0	\$1,000,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

Project id:	9505
Divison:	Environmental Services
Project Title:	MWWTP WorkSpace Improvements

Project Description and Location

This project will update and expand existing inadequate laboratory space and provide permanent space to consolidate other administrative and engineering functions now in temporary or leased facilities at the plant. The preferred delivery option for the office building portion of this projects is design/build. Authorization and funding is being requested in 1998 for this option.

Grant Recipient:	
Project Category:	Wastewater Treatment Plant Rehabilitation
Authorization Status:	Continuing with Change Request
Estimated Useful Life:	50 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Wastewater Service Charges
Project Start Date:	Jan 1995
Project Completion Date:	Dec 2000
Authority Spent Thru 1997:	2%

Purpose and Justification

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

Previous Council Actions

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Project Milestones

Are in facility plan approval stage.

Impact on Operating and Maintenance Costs

Will increase efficiency of work force involved. Some increase to meet new standards. Essentially rehabilitation project.

Project Authorization:

	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jan 1995	Dec 1998	\$500,000	\$500,000	\$1,000,000	\$0	\$1,000,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Mar 1998	Dec 2000	\$0	\$5,400,000	\$5,400,000	\$0	\$5,400,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Authorization			\$500,000	\$5,900,000	\$6,400,000	\$0	\$6,400,000

Project Cash Flow

	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$148,971	\$2,851,029	\$2,600,000	\$800,000	\$0	\$0	\$6,400,000
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$148,971	\$2,851,029	\$2,600,000	\$800,000	\$0	\$0	\$6,400,000
Authorized Expenditures	\$148,971	\$2,851,029	\$2,600,000	\$800,000	\$0	\$0	\$6,400,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

Project id: 9506
 Divison: Environmental Services
 Project Title: MWWTP Secondary Treatment Improve.

Project Description and Location

Modify aeration tanks 9, 10, 11, and 12 for biological phosphorus removal, modify final settling tanks 13 through 15 to provide improved settling and removal of solids, install fine bubble diffusers in all aeration tanks, replace existing compressor filters with two stage dry filters, install air intake penthouse on compressor building along with other miscellaneous improvements, replace existing mixed liquor meters on west secondary battery to match east battery, replace 72 inch mixed liquor butterfly valves on west battery, improve aeration tank solids flushing system, remove existing spray water system and replace only in aeration tank influent channels and improve accessibility to aeration tank effluent channels. An evaluation of the RAS mixing box and the final settling tank modifications effectiveness and beneficial impacts will take place upon their completion. The biological phosphorus removal modifications will

Grant Recipient:
 Project Category: Wastewater Regulatory Compliance
 Authorization Status: Continuing

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

Project Start Date: Jan 1992
 Project Completion Date: Dec 1999
 Authority Spent Thru 1997: 76%

Purpose and Justification

The project enables compliance with NPDES Permit provisions for phosphorus removal; provides fine bubble aeration to enable a reduction in power costs for aeration by as much as 50%, and rehabilitates secondary treatment facilities to correct problems or deterioration. Insures compliance with NPDES Permit and significantly reduces power costs.

Previous Council Actions

Approved Facility Plan, 3/95

Project Milestones

In construction stage.

Impact on Operating and Maintenance Costs

Significant decrease in O & M costs due to fine bubble aeration.
 Moderate increase in costs for phosphorus removal.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jan 1992	Sep 1995	\$6,828,000	\$0	\$6,828,000	\$0	\$6,828,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Feb 1996	Dec 1999	\$34,172,000	\$0	\$34,172,000	\$0	\$34,172,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Authorization			\$41,000,000	\$0	\$41,000,000	\$0	\$41,000,000

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	31,186,005	\$8,675,000	\$400,000	\$0	\$0	\$738,995	\$41,000,000
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	31,186,005	\$8,675,000	\$400,000	\$0	\$0	\$738,995	\$41,000,000
Authorized Expenditures	31,186,005	\$8,675,000	\$400,000	\$0	\$0	\$738,995	\$41,000,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

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

Project Description and Location

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

Grant Recipient:	
Project Category:	Wastewater Treatment Plant Rehabilitation
Authorization Status:	Continuing with Change Request
Estimated Useful Life:	25 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Wastewater Service Charges
Project Start Date:	Jan 1995
Project Completion Date:	Dec 1998
Authority Spent Thru 1997:	31%

Purpose and Justification

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

Previous Council Actions

Facility Plan approved in 12/96

Project Milestones

Impact on Operating and Maintenance Costs

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

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jan 1995	Jun 1997	\$170,000	\$0	\$170,000	\$0	\$170,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jan 1998	Dec 1998	\$1,880,000	(\$800,000)	\$1,080,000	\$0	\$1,080,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Authorization			\$2,050,000	(\$800,000)	\$1,250,000	\$0	\$1,250,000

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$385,716	\$750,000	\$0	\$0	\$0	\$114,284	\$1,250,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$385,716	\$750,000	\$0	\$0	\$0	\$114,284	\$1,250,000
Authorized Expenditures	\$385,716	\$750,000	\$0	\$0	\$0	\$114,284	\$1,250,000

METROPOLITAN COUNCIL 1998 CAPITAL PROGRAM

Project id:	9509
Divison:	Environmental Services
Project Title:	MWWTP RBS Sustainability

Project Description and Location

This project will repair and replace various portions of the Rotating Biological Surface (RBS) system to sustain operation of the RBS process through the year 2005. This program is being funded by the 1994 annual budget variance.

Grant Recipient:	
Project Category:	Wastewater Treatment Plant Rehabilitation
Authorization Status:	Continuing
Estimated Useful Life:	10 Years
Est Debt Financing Term:	
Debt Service Revenue:	Wastewater Service Charges
Project Start Date:	Jan 1995
Project Completion Date:	Dec 2003
Authority Spent Thru 1997:	11%

Purpose and Justification

The project is intended to enable adequate treatment of Zimpro return liquor by the RBS units to prevent organic overloading of secondary treatment units such that NPDES Permit violations may occur.

Previous Council Actions

Approved Facility Plan in 3/95

Project Milestones

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Impact on Operating and Maintenance Costs

Will reduce O & M costs somewhat by allowing more pre-treatment by the RBS System than otherwise possible.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jan 1995	Jun 2003	\$300,000	\$0	\$300,000	\$0	\$300,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jan 1999	Dec 2003	\$1,300,000	\$0	\$1,300,000	\$0	\$1,300,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Authorization			\$1,600,000	\$0	\$1,600,000	\$0	\$1,600,000

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$181,175	\$8,000	\$1,000,000	\$20,000	\$20,000	\$370,825	\$1,600,000
Total Sources of funding	\$181,175	\$8,000	\$1,000,000	\$20,000	\$20,000	\$370,825	\$1,600,000
Authorized Expenditures	\$181,175	\$8,000	\$1,000,000	\$20,000	\$20,000	\$370,825	\$1,600,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

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

Project Description and Location

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

Grant Recipient:	
Project Category:	Wastewater Interceptor Rehabilitation
Authorization Status:	Continuing
Estimated Useful Life:	50 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Wastewater Service Charges
Project Start Date:	Jan 1996
Project Completion Date:	Dec 1999
Authority Spent Thru 1997:	37%

Purpose and Justification

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

Previous Council Actions

Facility Plan approved 12/95.

Project Milestones

Impact on Operating and Maintenance Costs

Will have little or no increase in O & M costs, a rehabilitation project.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jan 1996	Mar 1997	\$65,000	\$0	\$65,000	\$0	\$65,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jun 1997	Jun 1999	\$835,000	\$0	\$835,000	\$0	\$835,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Authorization			\$900,000	\$0	\$900,000	\$0	\$900,000

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$332,491	\$567,509	\$0	\$0	\$0	\$0	\$900,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$332,491	\$567,509	\$0	\$0	\$0	\$0	\$900,000
Authorized Expenditures	\$332,491	\$567,509	\$0	\$0	\$0	\$0	\$900,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

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

Project Description and Location

This project provides funding for the facility planning for an interceptor to convey wastewater from Cottage Grove, eastern Woodbury, and southern Lake Elmo to the new South Washington County Plant (Project #9501). The facility plan will also determine how to intercept Cottage Grove flows tributary to the existing Cottage Grove Plant, which is to be phased out of service, and convey the wastewater to the new South Washington County Plant. The project will be initiated once the site of the new plant is determined.

Grant Recipient:	
Project Category:	Wastewater Interceptor Expansion
Authorization Status:	Continuing
Estimated Useful Life:	50 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Wastewater Service Charges
Project Start Date:	Jan 1997
Project Completion Date:	Dec 2003
Authority Spent Thru 1997:	8%

Purpose and Justification

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

Previous Council Actions

Facility Planning approved 12/96.

Project Milestones

Impact on Operating and Maintenance Costs

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

Project Authorization:

	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jan 1995	Dec 2003	\$450,000	\$0	\$450,000	\$2,050,000	\$2,500,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction			\$0	\$0	\$0	\$21,513,000	\$21,513,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$450,000	\$0	\$450,000	\$0	\$450,000
Total Proj Authorization			\$900,000	\$0	\$900,000	\$23,563,000	\$24,463,000

Project Cash Flow

	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$70,000	\$380,000	\$0	\$0	\$0	\$450,000	\$900,000
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$70,000	\$380,000	\$0	\$0	\$0	\$450,000	\$900,000
Authorized Expenditures	\$70,000	\$380,000	\$0	\$0	\$0	\$450,000	\$900,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

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

Project Description and Location

Develop a master plan for the East Service to provide the water quality and wastewater treatment information and framework for future detailed facility planning to meet the area's long term sewer service needs. The East Area Master Plan will address future regulatory scenarios, e.g. phosphorus removal, plant expansion, solids management, and rehabilitation/replacement needs.

Grant Recipient:	
Project Category:	Areawide Planning
Authorization Status:	Continuing with Change Request
Estimated Useful Life:	
Est Debt Financing Term:	
Debt Service Revenue:	Wastewater Service Charges
Project Start Date:	Jan 1997
Project Completion Date:	Dec 1999
Authority Spent Thru 1997:	30%

Purpose and Justification

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

Previous Council Actions

Study approved in 12/96.

Project Milestones

Impact on Operating and Maintenance Costs

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

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jan 1997	Dec 1999	\$300,000	\$200,000	\$500,000	\$0	\$500,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction			\$0	\$0	\$0	\$0	\$0
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Authorization			\$300,000	\$200,000	\$500,000	\$0	\$500,000

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$150,000	\$300,000	\$50,000	\$0	\$0	\$0	\$500,000
Total Sources of funding	\$150,000	\$300,000	\$50,000	\$0	\$0	\$0	\$500,000
Authorized Expenditures	\$150,000	\$300,000	\$50,000	\$0	\$0	\$0	\$500,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

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

Project Description and Location

Complete facility plan for the Solids Processing Facilities recommended by Master Plan. Complete environmental assessment, ambient air monitoring, risk assessment, and special studies needed to obtain environmental permits. Evaluate project delivery alternatives and implementation. The construction phase of Project #9302, MWWTP Centrifuge Dewatering will eventually take place under this project.

Grant Recipient:
 Project Category: Wastewater Treatment Plant Rehabilitatio
 Authorization Status: Continuing with Change Request
 Estimated Useful Life: 50 Years
 Est Debt Financing Term: 20 Years
 Debt Service Revenue: Wastewater Service Charges
 Project Start Date: Jan 1997
 Project Completion Date: Dec 2005
 Authority Spent Thru 1997: 29%

Purpose and Justification

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

Previous Council Actions

Facility Planning approved 12/96.

Project Milestones

Impact on Operating and Maintenance Costs

Significant decrease in future O & M costs by replacing old solid processing facilities with new, more economical technology.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jan 1997	Jun 2001	\$800,000	\$1,700,000	\$2,500,000	\$0	\$2,500,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jun 2001	Dec 2005	\$0	\$0	\$0	\$184,177,000	\$184,177,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Authorization			\$800,000	\$1,700,000	\$2,500,000	\$184,177,000	\$186,677,000

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$721,763	\$1,300,000	\$478,237	\$0	\$0	\$0	\$2,500,000
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$721,763	\$1,300,000	\$478,237	\$0	\$0	\$0	\$2,500,000
Authorized Expenditures	\$721,763	\$1,300,000	\$478,237	\$0	\$0	\$0	\$2,500,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

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

Project Description and Location

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

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

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

Project Start Date: Jan 1997
 Project Completion Date: Dec 1998
 Authority Spent Thru 1997: 14%

Purpose and Justification

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

Previous Council Actions

Facility Plan approved 12/96

Project Milestones

Impact on Operating and Maintenance Costs

Will significantly reduce future solids processing costs, but add to liquid treatments costs via grit removal.

Project Authorization:

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

Project Cash Flow

	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$165,916	\$1,034,084	\$0	\$0	\$0	\$0	\$1,200,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$165,916	\$1,034,084	\$0	\$0	\$0	\$0	\$1,200,000
Authorized Expenditures	\$165,916	\$1,034,084	\$0	\$0	\$0	\$0	\$1,200,000

METROPOLITAN COUNCIL 1998 CAPITAL PROGRAM

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

Project Description and Location

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

Grant Recipient:
 Project Category: Wastewater Treatment Plant Rehabilitation
 Authorization Status: Continuing with Change Request
 Estimated Useful Life:
 Est Debt Financing Term:
 Debt Service Revenue: Wastewater Service Charges
 Project Start Date: Jan 1997
 Project Completion Date: Dec 2001
 Authority Spent Thru 1997: 1%

Purpose and Justification

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

Previous Council Actions

Approved for Facility Planning in 12/96.

Project Milestones

Impact on Operating and Maintenance Costs

Initial phases may save significant O & M costs by allowing consolidation of primary treatment and optimization of secondary treatment.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jan 1997	Mar 1999	\$500,000	\$1,500,000	\$2,000,000	\$0	\$2,000,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction			\$0	\$0	\$0	\$112,713,000	\$112,713,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Authorization			\$500,000	\$1,500,000	\$2,000,000	\$112,713,000	\$114,713,000

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$12,000	\$780,000	\$1,208,000	\$0	\$0	\$0	\$2,000,000
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$12,000	\$780,000	\$1,208,000	\$0	\$0	\$0	\$2,000,000
Authorized Expenditures	\$12,000	\$780,000	\$1,208,000	\$0	\$0	\$0	\$2,000,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

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

Project Description and Location

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

Grant Recipient:	
Project Category:	Wastewater Interceptor Expansion
Authorization Status:	Continuing with Change Request
Estimated Useful Life:	50 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Wastewater Service Charges
Project Start Date:	Jan 1997
Project Completion Date:	Dec 2000
Authority Spent Thru 1997:	19%

Purpose and Justification

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

Previous Council Actions

Facility Planning approved 12/96.

Project Milestones

Impact on Operating and Maintenance Costs

Will increase O & M costs somewhat by increasing flow capacity and pumping capacity in existing system.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jan 1997	Mar 1998	\$200,000	\$600,000	\$800,000	\$0	\$800,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction			\$0	\$0	\$0	\$4,000,000	\$4,000,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Authorization			\$200,000	\$600,000	\$800,000	\$4,000,000	\$4,800,000

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
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Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$148,791	\$651,209	\$0	\$0	\$0	\$0	\$800,000
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$148,791	\$651,209	\$0	\$0	\$0	\$0	\$800,000
Authorized Expenditures	\$148,791	\$651,209	\$0	\$0	\$0	\$0	\$800,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

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

Project Description and Location

Develop master plans for the Blue Lake and Seneca Plants, addressing future upgrades for various regulatory scenarios, e. g. phosphorus removal, capacity expansion, and rehabilitation/replacement needs. Develop master plans for interceptor systems tributary to these plants, with emphasis on the Lake Minnetonka area. Evaluate corrosion and odor control for long forcemains, reliability of direct series wastewater pumps and single versus dual forcemains, capacity requirements, rehabilitation/replacement needs, and operations and maintenance improvements.

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

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

Project Start Date:	Jan 1997
Project Completion Date:	Dec 1998
Authority Spent Thru 1997:	40%

Purpose and Justification

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

Previous Council Actions

Study approved in 12/96

Project Milestones

Impact on Operating and Maintenance Costs

Has not direct impact, but should reduce future costs by better planning and coordination of future projects.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jan 1997	Dec 1998	\$500,000	\$0	\$500,000	\$0	\$500,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction			\$0	\$0	\$0	\$0	\$0
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Authorization			\$500,000	\$0	\$500,000	\$0	\$500,000

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

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

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

Project Description and Location

This project consists of a master planning study of the interceptor system for the North Service Area. It will provide the basis for future facility planning for the sewer service area, building on new growth projections, the MWWTP Master Plan, the Centralization/Decentralization Study, I/I Study, and sewer separation results.

Grant Recipient:	
Project Category:	Areawide Planning
Authorization Status:	New
Estimated Useful Life:	
Est Debt Financing Term:	
Debt Service Revenue:	Wastewater Service Charges
Project Start Date:	Jan 1998
Project Completion Date:	Dec 1999
Authority Spent Thru 1997:	0%

Purpose and Justification

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

Previous Council Actions

Study proposed for approval in 12/97

Project Milestones

Impact on Operating and Maintenance Costs

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

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

Project Cash Flow	Prior to	1998	1999	2000	2001	2002+	Authorized
	1998	Budget	Projected	Projected	Projected	Projected	Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$250,000	\$250,000	\$0	\$0	\$0	\$500,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$250,000	\$250,000	\$0	\$0	\$0	\$500,000
Authorized Expenditures	\$0	\$250,000	\$250,000	\$0	\$0	\$0	\$500,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

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

Project Description and Location

This project consists of protecting the structures at the Blue Lake WWTP from high groundwater levels. The groundwater levels in the area are expected to increase dramatically due to operational changes at a nearby gravel quarry. The facilities plan will analyze various alternatives to solve the problem including a rock-bolt anchor system, a dewatering system, and a pressure relief system. It is anticipated that the recommended plan will be designed and under construction in 1998.

Grant Recipient:	
Project Category:	Wastewater Treatment Plant Rehabilitatio
Authorization Status:	New
Estimated Useful Life:	50 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Wastewater Service Charges
Project Start Date:	Jan 1998
Project Completion Date:	Dec 1999
Authority Spent Thru 1997:	0%

Purpose and Justification

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

Previous Council Actions

None.

Project Milestones

Impact on Operating and Maintenance Costs

Will have low costs associated with increased groundwater pumping costs.

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

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$1,000,000	\$3,000,000	\$0	\$0	\$0	\$4,000,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$1,000,000	\$3,000,000	\$0	\$0	\$0	\$4,000,000
Authorized Expenditures	\$0	\$1,000,000	\$3,000,000	\$0	\$0	\$0	\$4,000,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

Project id:	SSIP
Divison:	Environmental Services
Project Title:	Small Systemwide Improvement Projec

Project Description and Location

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

Grant Recipient:	
Project Category:	Wastewater Treatment Facilities Rehab
Authorization Status:	Continuing with Change Request
Estimated Useful Life:	50 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Wastewater Service Charges
Project Start Date:	Jan 1996
Project Completion Date:	Dec 2000
Authority Spent Thru 1997:	27%

Purpose and Justification

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

Previous Council Actions

On-going program with normal funding approved annually in December.

Project Milestones

Impact on Operating and Maintenance Costs

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

Project Authorization:

	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design	Jan 1996	Dec 1998	\$1,600,000	(\$100,000)	\$1,500,000	\$0	\$1,500,000
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jun 1996	Dec 2000	\$7,850,000	(\$1,350,000)	\$6,500,000	\$0	\$6,500,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Authorization			\$9,450,000	(\$1,450,000)	\$8,000,000	\$0	\$8,000,000

Project Cash Flow

	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
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Source of funding:

Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$2,123,391	\$3,500,000	\$2,376,609	\$0	\$0	\$0	\$8,000,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$2,123,391	\$3,500,000	\$2,376,609	\$0	\$0	\$0	\$8,000,000
Authorized Expenditures	\$2,123,391	\$3,500,000	\$2,376,609	\$0	\$0	\$0	\$8,000,000

**PARKS AND
OPEN SPACE**

**METROPOLITAN COUNCIL
REGIONAL RECREATION OPEN SPACE
PROPOSED 1998-2002 CAPITAL IMPROVEMENT PROGRAM
AND 1998 CAPITAL PROGRAM AND BUDGET**

INTRODUCTION

This section summarizes the proposed 1998-2002 Parks and Open Space Capital Improvement Program and 1998 Capital Program and Budget. The proposed 1998-2002 Parks Capital Improvement Program represents a capital financing plan for \$67.5 million of capital investments in the regional recreation open space system. The five-year plan is a summary of specific capital projects included in the Council's *Regional Recreation Open Space Capital Improvement Program: 1998-2003* adopted by the Council on September 25, 1997.

RECREATION OPEN SPACE CAPITAL PROGRAMMING PROCESS

Introduction

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

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

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

The park master plan projects are considered for funding by the Metropolitan Council through its capital improvement program (CIP) for regional recreation open space. Minn. Statute 473.147 requires the CIP to cover a five year period and be revised periodically in consultation with the Metropolitan Parks and Open Space Commission and the regional park implementing agencies. The CIP must also establish criteria and priorities for allocating capital improvement funds. The Metropolitan Council has developed 10-year CIPs for parks to identify long-range as well as short range capital improvement needs. The most recently prepared CIP covers a 6-year period.

Capital Improvement Program Process

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

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

PROPOSED FUNDING SOURCES

Under state law, the Metropolitan Council can issue up to a maximum of \$40 million in general obligation bonds for regional park system capital improvements. (Minn. Statutes Chapter 473.325). As of December 31, 1997, the Council will have \$28.3 million in outstanding debt under this authority.

On January 6, 1994, the Council adopted a position paper that proposed the Council maximize its regional bonding authority for park capital improvements to create a revolving capital fund. It reaffirmed that position on July 13, 1995. Based on the limitations of \$40 million that can be outstanding at any time and the cap on the levy limit on debt service for these bonds, the Council could issue \$6.5 million of 5-year bonds each year and not exceed the bonding authority or debt service levy limit. Thus, the Council could generate about \$13 million (after issuance costs) in bonds for a two-year biennium as a match to any other revenue source for regional park capital improvements. In December, 1996 as part of its review of the 1997-2001 CIP and 1997 capital program, the Council reduced the regional bonding commitment to \$5.3 million per year.

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

If a project is a good candidate for federal Intermodal Surface Transportation Efficiency Act (ISTEA) funds, the CIP proposed up to 80% funding of the project's cost or \$500,000, with 20% matching funds provided from LCMR recommended appropriations or State Bonds.

1998-2002 CAPITAL IMPROVEMENT PROGRAM

Table 15 on the following page summarizes the five-year capital improvement program for Regional Recreation Open Space. The five-year plan is a summary of specific capital projects included in the Council's *Regional Recreation Open Space Capital Improvement Program: 1998-2003* adopted by the Council on September 25, 1997.

FISCAL IMPACT

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

Figure 23 shows the impact of the program on total property taxes. Parks debt service property taxes are projected to increase from approximately \$5.9 million for tax year payable 1998 to \$8 million in tax year 2003, an average annual increase of 6.5 percent. Figure 24 shows the impact of the program on a \$115,000 residential homestead. Taxes paid by such a household (in constant 1998 dollars) would increase from approximately \$4.12 in 1998 to \$4.85 in 2003.

Table 15
Regional Recreation Open Space
1998-2002 Capital Improvement Program
Sources and Uses of Funds

	Five-Year Capital Improvement Program					Total
	1998	1999	2000	2001	2002	
Fund Balance, Beginning of Year	6,388,912	7,248,537	8,101,702	7,886,202	8,358,202	
Current Revenues						
State Grants	9,940,210	7,049,970	8,807,250	7,789,500	7,869,795	41,456,725
Regional Bonds	5,300,000	5,300,000	5,300,000	5,300,000	5,300,000	26,500,000
Interest Income	345,000	390,000	409,000	418,000	444,000	2,006,000
Total Current Revenues	15,585,210	12,739,970	14,516,250	13,507,500	13,613,795	69,962,725
Current Expenditures						
Acquisition	2,675,980	1,337,900	1,165,075	180,350	1,105,225	6,464,530
Development	6,972,000	5,929,590	8,054,675	7,237,150	6,767,875	34,961,290
Redevelopment	5,024,605	4,566,315	5,459,000	5,565,000	5,243,225	25,858,145
Total Current Capital Expenses	14,672,585	11,833,805	14,678,750	12,982,500	13,116,325	67,283,965
Other Costs (Bond Issuance)	53,000	53,000	53,000	53,000	53,000	265,000
Total Current Expenditures	14,725,585	11,886,805	14,731,750	13,035,500	13,169,325	67,548,965
Annual Surplus or (Deficit)	859,625	853,165	(215,500)	472,000	444,470	2,413,760
Fund Balance, End of Year	7,248,537	8,101,702	7,886,202	8,358,202	8,802,672	
Components of Fund Balance:						
North Mississippi Regional Park	3,003,479	3,393,479	3,802,479	4,220,479	4,664,479	
Other Regional Parks and Trails	4,245,058	4,708,223	4,083,723	4,137,723	4,138,193	
Authorization Status						
Currently Authorized Projects	14,672,585	3,646,290	-	-	-	18,318,875
Future Authorization Requests	-	8,187,515	14,678,750	12,982,500	13,116,325	48,965,090
Percent Currently Authorized	100%	31%	0%	0%	0%	27%

Metropolitan Council 1988-2003 Parks Debt Service Levy

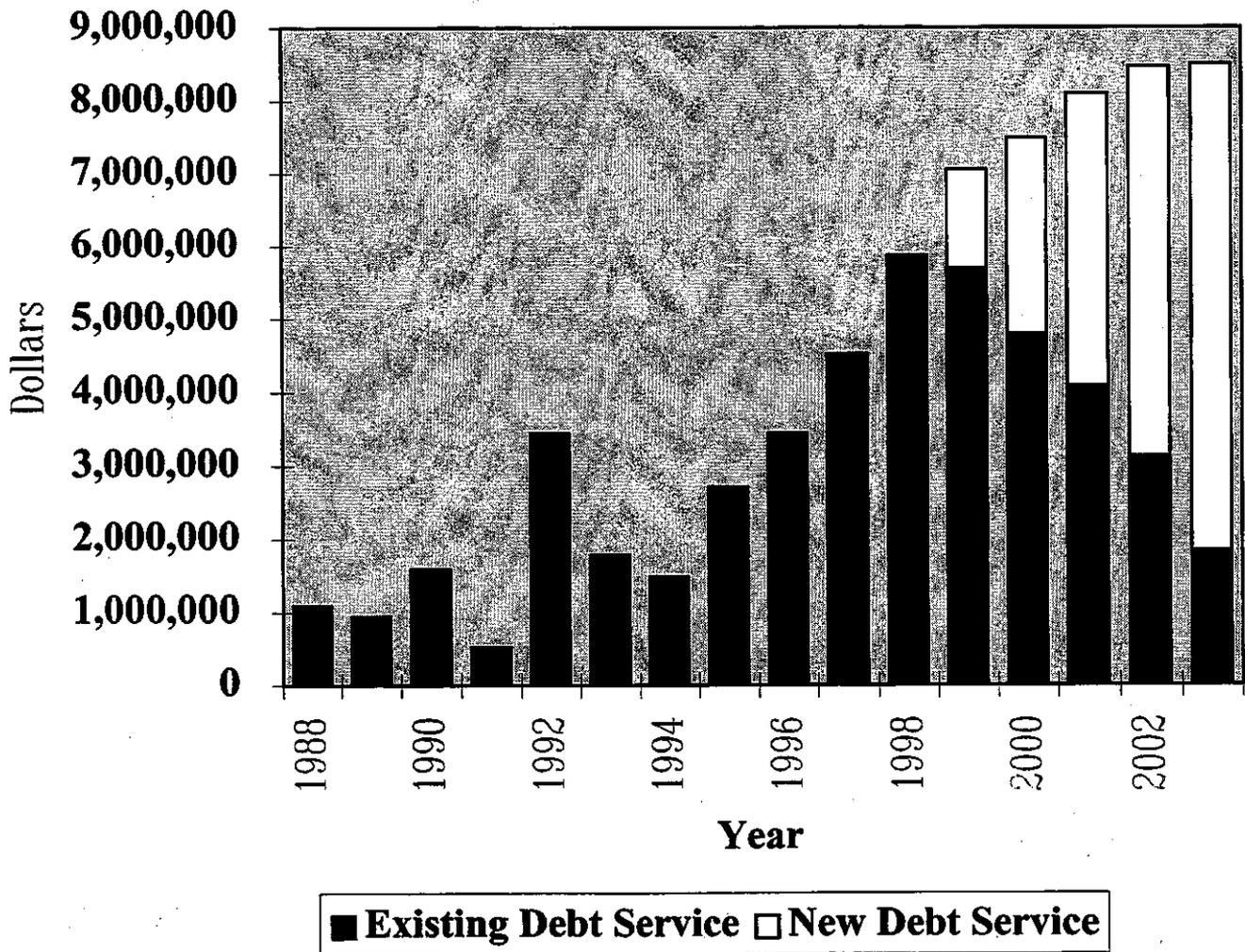


Figure 23

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

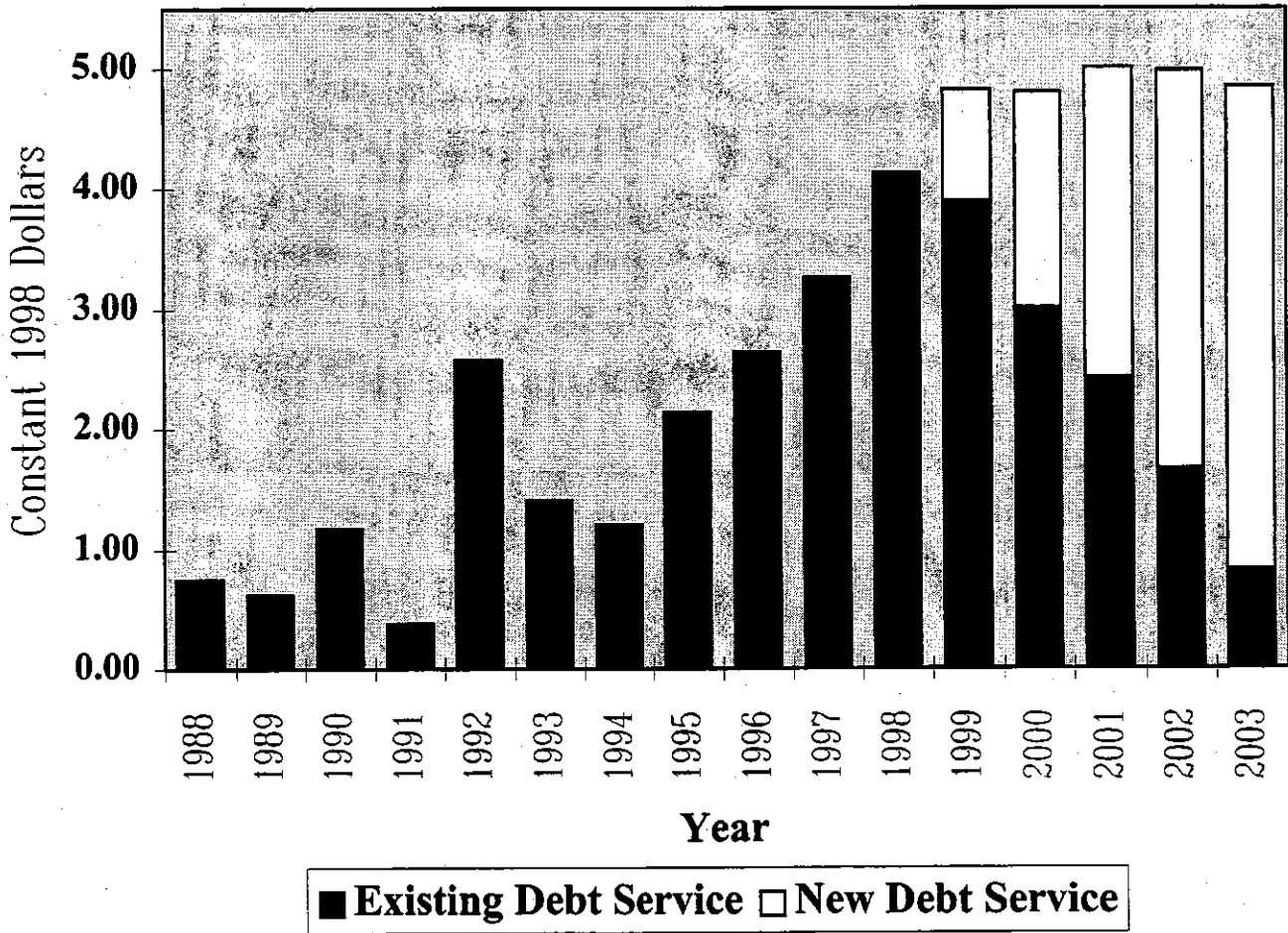


Figure 24

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PROPOSED 1998 PARKS AND OPEN SPACE CAPITAL PROGRAM AND CAPITAL BUDGET

The proposed 1998 Capital Program and 1998 Capital Budget for parks and open space includes capital budget authorizations for regional park capital improvements made by regional park implementing agencies. Capital budget authorization is maintained for each active capital project until the project is completed, although capital expenditures may occur over a number of years.

Table 16 summarizes the proposed 1998 capital program authorizations and capital budgets for individual capital projects in the Parks and Open Space Program. The capital projects in the proposed 1998 capital program were approved by the Council during 1997 and there were no changes to the capital program authorizations. **The proposed 1998 capital budget totals \$14,725,585.**

Requested revisions to the 1998 Capital Program and Budget are anticipated early in the third quarter of 1998 after state appropriations or other state funds are authorized by the 1998 State Legislature.

Table 16
Regional Recreation Open Space
1998 Capital Program

Contract Number	Project Description	Project Title	Capital Program Authorization			Capital Program Expenditure Forecast			Total Authorized Expenditures	Anticipated Future Authorizations	Estimated Total Project Cost
			Continuing 1997 Authorizations	Requested Change in Authorization	Proposed 1998 Authorization	Expenditures Prior to 1998	1998 Capital Budget	1999 Expenditures			
Anoka County											
SG-95-63		Anoka Co. Riverfront ADA retrofit Isl. of Peace toile	6,310	-	6,310	6,310	-	-	6,310	-	6,310
SG-95-62		Bunker Hills RP ADA retrofit activity ctr./archery	35,625	-	35,625	35,625	-	-	35,625	-	35,625
SG-94-94		Lake George RP visitor contact station	200,000	-	200,000	200,000	-	-	200,000	-	200,000
SG-95-59		Lake George RP maint. bldg., roads, fencing	700,000	-	700,000	700,000	-	-	700,000	-	700,000
SG-96-31	Yes	Rum River Central RP first part of Phase I dev.	949,000	-	949,000	800,000	149,000	-	949,000	-	949,000
97 LCMR	Yes	Rum River Central RP second part of Phase I dev.	345,000	-	345,000	-	345,000	-	345,000	-	345,000
97 LCMR	Yes	Bunker Hills RP campground expansion	1,139,300	-	1,139,300	85,000	495,000	559,300	1,139,300	-	1,139,300
		Subtotal	3,375,235	-	3,375,235	1,826,935	989,000	559,300	3,375,235	-	3,375,235
Bloomington											
97 LCMR	Yes	Normandale L. amphitheatre, trail center	697,500	-	697,500	40,000	500,000	157,500	697,500	-	697,500
Pending	Yes	Corridor Park 7300 Marth Rd. acq.	153,000	-	153,000	153,000	-	-	153,000	-	153,000
		Subtotal	850,500	-	850,500	193,000	500,000	157,500	850,500	-	850,500
Carver County											
SG-94-96		L. Minnewashta play area and Baylor shop	188,000	-	188,000	188,000	-	-	188,000	-	188,000
SG-95-48		L. Minnewashta play area (Phase 2) and roads	512,000	-	512,000	512,000	-	-	512,000	-	512,000
SG-95-49		Baylor RP beach shower bldg., shelter	130,000	-	130,000	130,000	-	-	130,000	-	130,000
SG-95-47		Baylor RP, Eagle Lake shore easement acq.	23,850	-	23,850	23,850	-	-	23,850	-	23,850
SG-97-46		Baylor RP shop replacement (partial)	21,100	-	21,100	21,100	-	-	21,100	-	21,100
97 LCMR		L. Minnewashta RP beach, trail, picnic shelter	372,000	-	372,000	-	183,500	188,500	372,000	-	372,000
		Subtotal	1,246,950	-	1,246,950	874,950	183,500	188,500	1,246,950	-	1,246,950
Dakota County											
7421		Spring L. PR land acq.	2,010,000	-	2,010,000	1,929,718	80,280	-	2,009,998	-	2,009,998
SG-82-61		Lebanon Hills RP dev.	1,730,000	-	1,730,000	1,533,600	196,400	-	1,730,000	-	1,730,000
SG-87-15		Lebanon Hills RP dev.	500,000	-	500,000	480,910	19,090	-	500,000	-	500,000
SG-87-16		Spring Lake PR acquisition	250,000	-	250,000	16,200	233,800	-	250,000	-	250,000
SG-87-46		Lebanon Hills Nat. Res. Dev.	12,750	-	12,750	3,440	9,310	-	12,750	-	12,750
SG-94-100	Yes	All Dakota Co. regional parks acq.	530,000	-	530,000	81,048	345,950	103,000	529,998	-	529,998
SG-96-24		Big Rivers RT & Miss. R. RT in Dakota Co. acq.	600,000	-	600,000	-	440,000	160,000	600,000	-	600,000
SG-95-37		Big Rivers RT dev. (ISTEA match)	99,000	-	99,000	98,996	-	-	98,996	-	98,996
SG-95-43		Big Rivers RT dev. (ISTEA match)	44,000	-	44,000	43,996	-	-	43,996	-	43,996
AG-91-1	Yes	Dakota N. RT (So. St. Paul) land acq.	500,000	-	500,000	271,011	228,990	-	500,001	-	500,001
SG-95-44		Dakota N. RT (So. St. Paul)	120,000	-	120,000	-	120,000	-	120,000	-	120,000
SG-95-45		Lake Byllesby RP beach restroom	176,500	-	176,500	59,998	116,500	-	176,498	-	176,498
SG-96-53		Lake Byllesby RP	250,000	-	250,000	5,262	165,000	79,740	250,002	-	250,002
SG-95-41		Lebanon Hills RP ADA retrofit group camp	25,270	-	25,270	14,276	10,990	-	25,266	-	25,266
SG-96-34		Lebanon Hills RP campground expansion	900,000	-	900,000	15,000	520,000	365,000	900,000	-	900,000
AG-91-10		Miesvill Ravine PR acquisition	450,000	-	450,000	215,550	234,450	-	450,000	-	450,000
SG-95-46		Miesville Ravine PR	150,000	-	150,000	-	150,000	-	150,000	-	150,000
SG-95-42		Spring Lake PR ADA retrofit picnic area	44,300	-	44,300	29,940	14,360	-	44,300	-	44,300
SG-95-40		Spring Lake PR wildflower prairie	25,000	-	25,000	25,000	-	-	25,000	-	25,000
97 LCMR		All Dakota Co. regional parks acq.	453,000	-	453,000	-	453,000	-	453,000	-	453,000
		Subtotal	8,869,820	-	8,869,820	4,823,945	3,338,120	707,740	8,869,805	-	8,869,805

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**Table 16
Regional Recreation Open Space
1998 Capital Program**

Contract Number	Project Description	Project Title	Capital Program Authorization			Capital Program Expenditure Forecast			Total Authorized Expenditures	Anticipated Future Authorizations	Estimated Total Project Cost
			Continuing 1997 Authorizations	Requested Change in Authorization	Proposed 1998 Authorization	Expenditures Prior to 1998	1998 Capital Budget	1999 Expenditures			
Hennepin County Park Reserve District/Scott County			-	-	-	-	-	-	-	-	
SG-95-53		ADA Retrofits-Fishing docks in 4 parks	31,250	-	31,250	31,250	-	-	31,250	-	31,250
SG-95-52		ADA Retrofits-Picnic areas in 4 parks	50,000	-	50,000	50,000	-	-	50,000	-	50,000
SG-95-54		ADA Retrofits-Elm Creek and Hyland PR play areas	50,000	-	50,000	50,000	-	-	50,000	-	50,000
SG-95-74		ADA Retrofits-Richardson and Lowry Nat. Ctr. acce	50,000	-	50,000	50,000	-	-	50,000	-	50,000
SG-94-93		Cleary Lake RP Picnic shelter	160,000	-	160,000	160,000	-	-	160,000	-	160,000
SG-94-78		Coon Rapids Dam RP match for dam safety repair gr	3,100,000	-	3,100,000	3,100,000	-	-	3,100,000	-	3,100,000
SG-95-79		Elm Creek PR woodland restoration	23,000	-	23,000	23,000	-	-	23,000	-	23,000
SG-95-83		Lake Rebecca PR land acquisition	200,000	-	200,000	200,000	-	-	200,000	-	200,000
SG-95-78		Lake Rebecca PR woodland restoration	10,510	-	10,510	10,510	-	-	10,510	-	10,510
SG-96-27		Lake Minnetonka RP acquisition reimbursement	540,000	-	540,000	526,266	13,730	-	539,996	-	539,996
SG-96-28		Lake Minnetonka RP phase 1 dev. reimb.	3,366,000	-	3,366,000	3,000,000	366,000	-	3,366,000	-	3,366,000
SG-95-75		Plant woodland forbs at 3 nature centers	18,000	-	18,000	18,000	-	-	18,000	-	18,000
SG-95-76		Remove buckthorn at Richardson Ctr.	25,000	-	25,000	25,000	-	-	25,000	-	25,000
AG-91-19		N. Henn. RT (Wirth to French RP) acq.	1,500,000	-	1,500,000	1,500,000	-	-	1,500,000	-	1,500,000
97 LCMR		Bryant Lake RP acq. reimbursement	46,500	-	46,500	46,500	-	-	46,500	-	46,500
97 LCMR		Cleary Lake RP parking, roads, trails.	223,180	-	223,180	-	-	223,180	223,180	-	223,180
97 LCMR	Yes	N. Henn. RT (Wirth - French) dev.	690,500	-	690,500	364,300	326,200	-	690,500	-	690,500
		Subtotal	10,083,940	-	10,083,940	9,154,826	705,930	223,180	10,083,936	-	10,083,936
Minneapolis			-	-	-	-	-	-	-	-	
SG-86-146		Central Miss. Riverfront RP (Portland Ave./13th Ave	3,392,306	-	3,392,306	3,361,306	31,000	-	3,392,306	-	3,392,306
SG-95-10		Central Miss. Riverfront RP soil cleanup	1,000,000	-	1,000,000	1,000,004	-	-	1,000,004	-	1,000,004
SG-94-98	Yes	Central Miss. Riverfront RP Nicollet Isl. dev.	1,000,000	-	1,000,000	769,808	230,190	-	999,998	-	999,998
SG-96-33	Yes	Central Miss. Riverfront RP acq. and GRR parkway/	1,871,000	-	1,871,000	1,403,250	467,750	-	1,871,000	-	1,871,000
SG-95-73		Lake Nokomis RP trail restoration	203,600	-	203,600	203,603	-	-	203,603	-	203,603
SG-95-70		Lake Nokomis RP ADA picnic area and paths.	50,000	-	50,000	50,003	-	-	50,003	-	50,003
SG-94-97	Yes	Mpls. Chain of Lakes RP (L. Harriet) trails, parkway	2,100,000	-	2,100,000	1,771,684	328,320	-	2,100,004	-	2,100,004
SG-96-23	Yes	Mpls. Chain of Lakes RP (L. Calhoun), trails, parkwa	1,116,000	-	1,116,000	896,602	219,400	-	1,116,002	-	1,116,002
SG-95-05		Minnehaha RP Phase 2 redev.	1,500,000	-	1,500,000	1,500,002	-	-	1,500,002	-	1,500,002
SG-96-22	Yes	Minnehaha RP Phase 3 redev.	1,395,000	-	1,395,000	1,046,250	348,750	-	1,395,000	-	1,395,000
SG-95-71		Minnehaha RP refectory ADA retrofit	50,000	-	50,000	50,000	-	-	50,000	-	50,000
SG-95-72	Yes	Cedar Lake RT ISTEFA match \$539,200	125,800	-	125,800	10,140	115,660	-	125,800	-	125,800
AG-91-9		West River Road RT Lake St. underpass	65,000	-	65,000	12,600	52,400	-	65,000	-	65,000
97 LCMR		Mpls. Chain of Lakes RP VFW land acq. reimb.	93,000	-	93,000	93,000	-	-	93,000	-	93,000
		Subtotal	13,961,706	-	13,961,706	12,168,252	1,793,470	-	13,961,722	-	13,961,722
Ramsey County			-	-	-	-	-	-	-	-	
SG-95-57		Battle Creek RP match to ISTEFA for trail dev.	85,000	-	85,000	85,000	-	-	85,000	-	85,000
SG-96-32	Yes	Battle Creek RP swimming pond, shower bldg.	2,000,000	-	2,000,000	50,000	1,950,000	-	2,000,000	-	2,000,000
SG-95-55		Keller RP	50,000	-	50,000	50,000	-	-	50,000	-	50,000
SG-95-80		Long Lake RP inholding acquisition	47,900	-	47,900	-	47,900	-	47,900	-	47,900
AG-91-6		Long Lake RP & Rice Creek W. RT dev.	900,000	-	900,000	899,995	-	-	899,995	-	899,995
SG-95-56		Snail Lake RP phase 4 dev.	699,300	-	699,300	699,298	-	-	699,298	-	699,298
97 LCMR	Yes	Bald Eagle RP road relocation, boat access	445,000	-	445,000	25,000	420,000	-	445,000	-	445,000
		Subtotal	4,227,200	-	4,227,200	1,809,293	2,417,900	-	4,227,193	-	4,227,193

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**Table 16
Regional Recreation Open Space
1998 Capital Program**

Contract Number	Project Description	Project Title	Capital Program Authorization			Capital Program Expenditure Forecast			Total Authorized Expenditures	Anticipated Future Authorizations	Estimated Total Project Cost
			Continuing 1997 Authorizations	Requested Change in Authorization	Proposed 1998 Authorization	Expenditures Prior to 1998	1998 Capital Budget	1999 Expenditures			
		St Paul									
SG-96-26		Battle Creek RP oak savannah restoration	71,700	-	71,700	-	71,700	-	-	71,700	
SG-94-82		B.N. Trail RT dev.	517,243	-	517,243	379,937	137,300	-	-	517,237	
AG-93-9		Como RP picnic parking lot	320,000	-	320,000	299,944	20,060	-	-	320,004	
SG-94-80	Yes	Como RP picnic pavilion	2,500,000	-	2,500,000	473,470	2,026,525	-	-	2,499,995	
SG-95-66		Como RP conservatory entrance, utilities	1,157,200	-	1,157,200	1,094,301	62,900	-	-	1,157,201	
SG-96-25	Yes	Como RP parking deck, utilities, paths, lights	2,443,700	-	2,443,700	73,625	560,000	1,810,070	-	2,443,695	
SG-95-65		Harriet Island parking lot and harbor facilities relocat	450,000	-	450,000	450,001	-	-	-	450,001	
97 LCMR	Yes	Harriet Island roads, parking and lighting	1,328,300	-	1,328,300	60,000	1,268,300	-	-	1,328,300	
		Subtotal	8,788,143	-	8,788,143	2,831,278	4,146,785	1,810,070	-	8,788,133	
		Washington County									
SG-94-74		Big Marine PR Land Acquisition	342,000	-	342,000	174,420	167,580	-	-	342,000	
SG-95-51		Lake Elmo PR tree nursery and fencing	8,000	-	8,000	8,000	-	-	-	8,000	
Auth. 5/22/9	Yes	Grey Cloud Island RP Land Acquisition	447,300	-	447,300	17,000	430,300	-	-	447,300	
Auth. 5/22/9	Yes	St. Croix Bluffs RP early buy-out	1,400,000	-	1,400,000	1,400,000	-	-	-	1,400,000	
		Subtotal	2,197,300	-	2,197,300	1,599,420	597,880	-	-	2,197,300	
		Total	53,600,794	(0)	53,600,794	35,281,899	14,672,585	3,646,290	-	53,600,774	
		Total by Category									
		Acquisition	8,186,550	-	8,186,550	5,247,563	2,675,980	263,000	-	8,186,543	
		Acquisition & Development	2,400,000	-	2,400,000	2,400,004	-	-	-	2,400,004	
		Development	24,686,589	-	24,686,589	16,221,084	6,972,000	1,493,480	-	24,686,564	
		Redevelopment	18,327,655	-	18,327,655	11,413,248	5,024,605	1,889,810	-	18,327,663	
		Total	53,600,794	-	53,600,794	35,281,899	14,672,585	3,646,290	-	53,600,774	

1 Capital projects previously approved by Council but not included in adopted 1997 Capital Program
2 Capital projects previously approved by Council but included in adopted 1997 Capital Program with incorrect amount

PARKS AND OPEN SPACE CAPITAL PROJECT DESCRIPTIONS

Project Number	Project Title	Page
AG-91-1	South St Paul Segment, Miss RT Acquisition	7-14
SG-94-100	Dakota County Park Acquisition	7-15
SG-94-80	Comp RP Picnic Pavilion	7-16
SG-94-97	Lake Harriet Trails, Boat Launch	7-17
SG-94-98	Upper Nicollet Island Development	7-18
SG-95-72	Phase 3 Cedar Lake Trail Development	7-19
SG-96-22	Phase 3 Minnehaha RP Redevelopment	7-20
SG-96-23	Lake Calhoun Trail Redevelopment	7-21
SG-96-25	Como RP Parking Deck	7-22
SG-96-31	Phase 1 Rum River Park Development (1st Part).....	7-23
SG-96-32	Battle Creek RP Swimming Pool.....	7-24
SG-96-33	Great River Road Final Segment	7-25
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SG-97-6t	Bald Eagle Lake Boat Access/Beach Development	7-31
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SG-97-9t	Grey Cloud Island RP Acquisition	7-34

METROPOLITAN COUNCIL 1998 CAPITAL PROGRAM

Project id:	AG-91-1
Division:	Community Development
Project Title:	So. St. Paul segment, Miss. RT Acq.
Grant Recipient:	Dakota County
Project Category:	Parks Land Acquisition
Authorization Status:	Continuing
Estimated Useful Life:	50 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Other Revenues
Project Start Date:	Jun 1991
Project Completion Date:	Dec 1999
Authority Spent Thru 1997:	54%

Project Description and Location

Acquire portions of the right-of-way for the South St. Paul segment of the Mississippi River Regional Trail in Dakota County.

Purpose and Justification

To implement the South St. Paul segment of the Mississippi River Regional Trail-Dakota County master plan.

Previous Council Actions

The Metropolitan Council authorized this grant agreement in September 1991.

Project Milestones

Some land has been acquired with this grant. Negotiations with willing sellers has been proceeding slowly.

Impact on Operating and Maintenance Costs

The South St. Paul segment of the Mississippi River Regional Trail-Dakota County is operated/maintained under a joint powers agreement between the City of So. St. Paul and Dakota County.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition	Sep 1991	Dec 1999	\$500,000	\$0	\$500,000	\$0	\$500,000
Construction			\$0	\$0	\$0	\$0	\$0
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$500,000	\$0	\$500,000	\$0	\$500,000

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$271,010	\$228,990	\$0	\$0	\$0	\$0	\$500,000
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$271,010	\$228,990	\$0	\$0	\$0	\$0	\$500,000
Authorized Expenditures	\$271,010	\$228,990	\$0	\$0	\$0	\$0	\$500,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

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

Project Description and Location

To acquire land within Dakota County regional parks.

Grant Recipient: Dakota County
 Project Category: Parks Land Acquisition
 Authorization Status: Continuing
 Estimated Useful Life: 50 Years
 Est Debt Financing Term: 05 Years
 Debt Service Revenue: Property Tax
 Project Start Date: Jun 1995
 Project Completion Date: Dec 1997
 Authority Spent Thru 1997: 15%

Purpose and Justification

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

Previous Council Actions

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

Project Milestones

Impact on Operating and Maintenance Costs

Project Authorization:

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

Project Cash Flow

	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$71,180	\$185,020	\$61,800	\$0	\$0	\$0	\$318,000
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$9,870	\$160,930	\$41,200	\$0	\$0	\$0	\$212,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$81,050	\$345,950	\$103,000	\$0	\$0	\$0	\$530,000
Authorized Expenditures	\$81,050	\$345,950	\$103,000	\$0	\$0	\$0	\$530,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

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

Project Description and Location

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

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

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

Project Start Date:	Jun 1994
Project Completion Date:	Jun 1999
Authority Spent Thru 1997:	19%

Purpose and Justification

To implement the Como Regional Park master plan.

Previous Council Actions

The Metropolitan Council authorized this grant in June 1994.

Project Milestones

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

Impact on Operating and Maintenance Costs

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

Project Authorization:

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

Project Cash Flow

	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$200,000	\$1,300,000	\$0	\$0	\$0	\$0	\$1,500,000
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$273,470	\$726,530	\$0	\$0	\$0	\$0	\$1,000,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$473,470	\$2,026,530	\$0	\$0	\$0	\$0	\$2,500,000
Authorized Expenditures	\$473,470	\$2,026,530	\$0	\$0	\$0	\$0	\$2,500,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

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

Project Description and Location

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

Grant Recipient:	Mpls. Park & Rec. Board
Project Category:	Parks Redevelopment
Authorization Status:	Continuing
Estimated Useful Life:	50 Years
Est Debt Financing Term:	05 Years
Debt Service Revenue:	Property Tax
Project Start Date:	Jul 1994
Project Completion Date:	Dec 1998
Authority Spent Thru 1997:	84%

Purpose and Justification

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

Previous Council Actions

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

Project Milestones

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

Impact on Operating and Maintenance Costs

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

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

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$1,000,700	\$259,300	\$0	\$0	\$0	\$0	\$1,260,000
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$770,980	\$69,020	\$0	\$0	\$0	\$0	\$840,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$1,771,680	\$328,320	\$0	\$0	\$0	\$0	\$2,100,000
Authorized Expenditures	\$1,771,680	\$328,320	\$0	\$0	\$0	\$0	\$2,100,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

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

Project Description and Location

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

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

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

Project Start Date: Jul 1994
 Project Completion Date: Jun 1998
 Authority Spent Thru 1997: 77%

Purpose and Justification

Consistent with development master plan for the park.

Previous Council Actions

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

Project Milestones

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

Impact on Operating and Maintenance Costs

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

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

Project Cash Flow	Prior to	1998	1999	2000	2001	2002+	Authorized
	1998	Budget	Projected	Projected	Projected	Projected	Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$521,890	\$78,110	\$0	\$0	\$0	\$0	\$600,000
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$247,920	\$152,080	\$0	\$0	\$0	\$0	\$400,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$769,810	\$230,190	\$0	\$0	\$0	\$0	\$1,000,000
Authorized Expenditures	\$769,810	\$230,190	\$0	\$0	\$0	\$0	\$1,000,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

Project id:	SG-95-72
Divison:	Community Development
Project Title:	Phase 3 Cedar Lake Trail Dev.

Project Description and Location
Complete Cedar Lake Regional Trail (Minneapolis) from 7th St. to Mississippi River. This grant matches a \$539,200 ISTE A grant.

Grant Recipient:	Minneapolis Park & Rec. Board
Project Category:	Parks Development
Authorization Status:	Continuing
Estimated Useful Life:	20 Years
Est Debt Financing Term:	00 Years
Debt Service Revenue:	Other Revenues
Project Start Date:	Dec 1995
Project Completion Date:	Jun 1999
Authority Spent Thru 1997:	0%

Purpose and Justification
Project implements the final phase of the Cedar Lake Regional Trail master plan.

Previous Council Actions
Metropolitan Council approved the Cedar Lake Regional Trail master plan in Dec. 1991 and authorized grants matching ISTE A funds to finance phases 1 and 2.

Project Milestones
Projec is expected to be bid in fall 1997 and completed by fall 1998.

Impact on Operating and Maintenance Costs
Cedar Lake Regional Trail is operated/maintained by the Minneapolis Park & Recreation Board

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Dec 1995	Jun 1999	\$125,800	\$0	\$125,800	\$0	\$125,800
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$125,800	\$0	\$125,800	\$0	\$125,800

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$125,800	\$0	\$0	\$0	\$0	\$125,800
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$125,800	\$0	\$0	\$0	\$0	\$125,800
Authorized Expenditures	\$0	\$125,800	\$0	\$0	\$0	\$0	\$125,800

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

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

Project Description and Location

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

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

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

Project Start Date: Dec 1996
 Project Completion Date: Jun 2001
 Authority Spent Thru 1997: 75%

Purpose and Justification

Implements third phase of redeveloping Minnehaha Regional Park as called for in the Minnehaha Regional park redevelopment master plan.

Previous Council Actions

Metropolitan Council approved the Minnehaha Regional Park redevelopment master plan in Dec. 1993 and has provided two grants for phases 1 and 2.

Project Milestones

Project is currently under construction in 1997 with most construction to be completed in 1998.

Impact on Operating and Maintenance Costs

Minnehaha Regional Park is operated/maintained by the Minneapolis Park & Recreation Board

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Dec 1996	Jun 2001	\$1,395,000	\$0	\$1,395,000	\$0	\$1,395,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$1,395,000	\$0	\$1,395,000	\$0	\$1,395,000

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
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Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$600,000	\$237,000	\$0	\$0	\$0	\$0	\$837,000
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$446,250	\$111,750	\$0	\$0	\$0	\$0	\$558,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$1,046,250	\$348,750	\$0	\$0	\$0	\$0	\$1,395,000
Authorized Expenditures	\$1,046,250	\$348,750	\$0	\$0	\$0	\$0	\$1,395,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

Project id:	SG-96-23
Divison:	Community Development
Project Title:	Lake Calhoun trails redev.

Project Description and Location

The following redevelopment work at Lake Calhoun portion of Minneapolis Chain of Lakes Regional Park: Replace worn out bicycle and hiking trails, restore turf and vegetation, reconfigure boat launch and landscaping plus street modifications where required.

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

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

Project Start Date:	Dec 1996
Project Completion Date:	Jun 2001
Authority Spent Thru 1997:	80%

Purpose and Justification

To continue redevelopment of Minneapolis Chain of Lakes Regional Park based on design plan from Grant SG-94-97. That grant also financed redevelopment of trails and relocated boat launch on Lake Harriet.

Previous Council Actions

Metropolitan Parks and Open Space Commission reviewed design plans in Sept. 1996.

Project Milestones

Construction contract awarded July 1997. Construction to begin Sept. 22, 1997 and be completed by early summer of 1998.

Impact on Operating and Maintenance Costs

Minneapolis Chain of Lakes Regional Park is operated/maintained by the Minneapolis Park & Recreation Board

Project Authorization:

	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition	Jul 1997	Dec 1998	\$1,116,000	\$0	\$1,116,000	\$0	\$1,116,000
Construction			\$0	\$0	\$0	\$0	\$0
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$1,116,000	\$0	\$1,116,000	\$0	\$1,116,000

Project Cash Flow

	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$600,000	\$70,000	\$0	\$0	\$0	\$0	\$670,000
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$296,600	\$149,400	\$0	\$0	\$0	\$0	\$446,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$896,600	\$219,400	\$0	\$0	\$0	\$0	\$1,116,000
Authorized Expenditures	\$896,600	\$219,400	\$0	\$0	\$0	\$0	\$1,116,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

Project id: SG-96-25
 Divison: Community Development
 Project Title: Como Regional Park Parking Deck

Project Description and Location

Develop an underground parking deck and related utilities and landscaping to replace the surfact lot south of the Conservatory at Como Regional Park.

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

Estimated Useful Life: 50 Years
 Est Debt Financing Term: 20 Years
 Debt Service Revenue: Property Tax

Project Start Date: Jun 1996
 Project Completion Date: Jun 2000
 Authority Spent Thru 1997: 3%

Purpose and Justification

To implement the Como Regional Park master plan

Previous Council Actions

The Metropolitan Council authorized this grant in June 1996

Project Milestones

Design/engineering work has begun. A portion of the construction is expected to be completed in 1998 with the majority done in 1999.

Impact on Operating and Maintenance Costs

Como Regional Park is operated/maintained by the City of St. Paul.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jun 1996	Jun 2000	\$2,443,700	\$0	\$2,443,700	\$0	\$2,443,700
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$2,443,700	\$0	\$2,443,700	\$0	\$2,443,700

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
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Source of funding:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$70,000	\$380,000	\$1,016,000	\$0	\$0	\$0	\$1,466,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other External Sources	\$3,630	\$180,000	\$794,070	\$0	\$0	\$0	\$977,700
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$73,630	\$560,000	\$1,810,070	\$0	\$0	\$0	\$2,443,700
Total Sources of funding	\$73,630	\$560,000	\$1,810,070	\$0	\$0	\$0	\$2,443,700
Authorized Expenditures	\$73,630	\$560,000	\$1,810,070	\$0	\$0	\$0	\$2,443,700

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

Project id:	SG-96-31
Division:	Community Development
Project Title:	Part 1, Phase 1 Rum River Park Dev.

Project Description and Location

Rum River boat ramp, parking lot, information kiosk, canoe access and season restroom; canoe campground; group and family picnic areas with restroom/picnic shelter; 3 miles of hiking and cross-country ski trail; trail head/restroom building; play equipment and open play area; visitor contact station; underground electrical service, gates, boundary fencing, and security lighting; paved park roads and parking lots plus construction documents, fees and permits in Rum River Central Regional Park—Anoka County.

Grant Recipient:	Anoka County Parks Dept.
Project Category:	Parks Development
Authorization Status:	Continuing

Estimated Useful Life:	50 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Other Revenues

Project Start Date:	Dec 1996
Project Completion Date:	Jun 2001
Authority Spent Thru 1997:	84%

Purpose and Justification

To implement part 1 of Phase 1 development for this park in accordance with the Metropolitan Council approved master plan.

Previous Council Actions

Metropolitan Council approved an updated version of the Rum River Central Regional Park master plan in March 1995.

Project Milestones

About 84% of the project is completed with the balance of construction to be done in 1998.

Impact on Operating and Maintenance Costs

Rum River Central Regional Park is operated/maintained by the Anoka County Parks Dept.

Project Authorization:

	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition	Dec 1996	Jun 2001	\$949,000	\$0	\$949,000	\$0	\$949,000
Construction			\$0	\$0	\$0	\$0	\$0
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$949,000	\$0	\$949,000	\$0	\$949,000

Project Cash Flow

	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$800,000	\$149,000	\$0	\$0	\$0	\$0	\$949,000
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$800,000	\$149,000	\$0	\$0	\$0	\$0	\$949,000
Authorized Expenditures	\$800,000	\$149,000	\$0	\$0	\$0	\$0	\$949,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

Project id: SG-96-32
 Divison: Community Development
 Project Title: Battle Creek RP Swimming Pond

Project Description and Location

Develop a swimming pond, shower/change building, parking lot, access road, and some trails in Battle Creek Regional Park, Ramsey County.

Grant Recipient: Ramsey County Parks Dept.
 Project Category: Parks Development
 Authorization Status: 50

Estimated Useful Life: 50 Years
 Est Debt Financing Term: 20 Years
 Debt Service Revenue: Other Revenues

Project Start Date: Jun 1996
 Project Completion Date: Dec 1999
 Authority Spent Thru 1997: 3%

Purpose and Justification

To implement a portion of the Battle Creek Regional Park master plan.

Previous Council Actions

The Metropolitan Council approved the Battle Creek Regional Park Master Plan in 1982. This particular grant was authorized by the Metropolitan Council in May 1996.

Project Milestones

Design engineering work is currently underway. Controversy on whether a swimming pond or a water recreation area—at a nearby location should be built is being resolved at this time.

Impact on Operating and Maintenance Costs

Battle Creek Regional Park is operated/maintained by Ramsey County Parks and Recreation Dept.

Project Authorization:	Start	Completion	Previous	Requested	Tot. Authorized	Anticipated	Total
	Date	Date	Authorization	Changes	Project Costs	Authorizations	Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jun 1997	Dec 1999	\$2,000,000	\$0	\$2,000,000	\$0	\$2,000,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$2,000,000	\$0	\$2,000,000	\$0	\$2,000,000

Project Cash Flow	Prior to	1998	1999	2000	2001	2002+	Authorized
	1998	Budget	Projected	Projected	Projected	Projected	Total

Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$50,000	\$1,950,000	\$0	\$0	\$0	\$0	\$2,000,000
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$50,000	\$1,950,000	\$0	\$0	\$0	\$0	\$2,000,000
Authorized Expenditures	\$50,000	\$1,950,000	\$0	\$0	\$0	\$0	\$2,000,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

Project id:	SG-96-33
Division:	Community Development
Project Title:	Last segment Great River Rd.

Project Description and Location

Acquire land for right-of-way and construct last segment of Great River Road in Central Mississippi Riverfront Regional Park--Minneapolis. The segment is about 1.5 miles long and is upriver from the I-35 bridge on the downtown side of the Mississippi River.

Grant Recipient:	Mpls. Park & Rec. Board
Project Category:	Parks Land Acquisition & Dev.
Authorization Status:	Continuing
Estimated Useful Life:	50 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Other Revenues
Project Start Date:	Dec 1996
Project Completion Date:	Jun 2001
Authority Spent Thru 1997:	75%

Purpose and Justification

Completion of the Great River Road parkway in this section is consistent with the Council approved master plan for Central Mississippi Riverfront Regional Park. The parkway extends from Hennepin Ave. downriver to the existing West River Road parkway in Mississippi Gorge Regional Park.

Previous Council Actions

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

Project Milestones

Land acquisition to occur in August 1997 with construction of parkway beginning shortly thereafter. Parkway to be constructed before November 1997 with landscaping occurring in spring and early summer of 1998.

Impact on Operating and Maintenance Costs

Central Mississippi Riverfront Regional Park is operated/maintained by the Minneapolis Park & Rec. Board.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition	Dec 1996	Sep 1997	\$500,000	\$0	\$500,000	\$0	\$500,000
Construction	Sep 1997	Jun 2001	\$1,371,000	\$0	\$1,371,000	\$0	\$1,371,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$1,871,000	\$0	\$1,871,000	\$0	\$1,871,000

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$1,403,250	\$467,750	\$0	\$0	\$0	\$0	\$1,871,000
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$1,403,250	\$467,750	\$0	\$0	\$0	\$0	\$1,871,000
Authorized Expenditures	\$1,403,250	\$467,750	\$0	\$0	\$0	\$0	\$1,871,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

Project id:	SG-97-1T
Divison:	Community Development
Project Title:	Second Part, Phase 1 Rum River Dev.

Project Description and Location

Two picnic shelters with tables/grills; 4 miles of hiking/crosscountry ski trails; paved park roads and parking lots; underground electrical service and security lighting; landscaping; plus construction documents, fees and permits at Rum River Central Regional Park--Anoka County.

Grant Recipient:	Anoka County Parks Dept.
Project Category:	Parks Development
Authorization Status:	Continuing

Estimated Useful Life:	50 Years
Est Debt Financing Term:	20 Years
Debt Service Revenue:	Other Revenues

Project Start Date:	Jun 1997
Project Completion Date:	Jun 2000
Authority Spent Thru 1997:	0%

Purpose and Justification

To complete phase 1 development of the park in accordance with the Metropolitan Council approved master plan.

Previous Council Actions

Metropolitan Council approved an updated version of the Rum River Central Regional Park master plan in March 1995.

Project Milestones

Work on this project will begin in 1998 after the first part of Phase 1 is completed (Grant SG-96-31). Project is expected to be completed in 1998.

Impact on Operating and Maintenance Costs

Rum River Central Regional Park is operated/maintained by the Anoka County Parks Dept.

Project Authorization:

	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition	Jun 1997	Jun 2000	\$345,000	\$0	\$345,000	\$0	\$345,000
Construction			\$0	\$0	\$0	\$0	\$0
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$345,000	\$0	\$345,000	\$0	\$345,000

Project Cash Flow

	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$345,000	\$0	\$0	\$0	\$0	\$345,000
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$0	\$345,000	\$0	\$0	\$0	\$0	\$345,000
Authorized Expenditures	\$0	\$345,000	\$0	\$0	\$0	\$0	\$345,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

Project id:	SG-97-2t
Divison:	Community Development
Project Title:	Bunker Hills campground expansion

Project Description and Location

Construct two entrance contact stations with electricity, restrooms, and realigned entrance roads to the stations; expand and upgrade the family campground to include restrooms/showers/laundry building, dump station, up to 20 full service campsites with electrical and water hook-ups, paved roads and parking throughout the campground, plus upgrade existing campsites at Bunker Hills Regional Park--Anoka County.

Grant Recipient:	Anoka County Parks Dept.
Project Category:	Parks Development
Authorization Status:	Continuing

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

Project Start Date:	Jun 1997
Project Completion Date:	Jun 2000
Authority Spent Thru 1997:	7%

Purpose and Justification

Implements master plan for the park.

Previous Council Actions

The Metropolitan Council approved the master plan for Bunker Hills Regional Park May 1982.

Project Milestones

Construction documents and permits have been completed. Construction to begin in 1998 and end in 1999.

Impact on Operating and Maintenance Costs

Bunker Hills Regional Park is operated/maintained by the Anoka County Parks Dept.

Project Authorization:

	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jun 1997	Jun 2000	\$1,139,300	\$0	\$1,139,300	\$0	\$1,139,300
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$1,139,300	\$0	\$1,139,300	\$0	\$1,139,300

Project Cash Flow

	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$375,000	\$248,600	\$0	\$0	\$0	\$623,600
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$85,000	\$120,000	\$310,700	\$0	\$0	\$0	\$515,700
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$85,000	\$495,000	\$559,300	\$0	\$0	\$0	\$1,139,300
Authorized Expenditures	\$85,000	\$495,000	\$559,300	\$0	\$0	\$0	\$1,139,300

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

Project id:	SG-97-3t
Divison:	Community Development
Project Title:	Bush Lake amphitheatre/trail center
Grant Recipient:	City of Bloomington
Project Category:	Parks Development
Authorization Status:	Continuing
Estimated Useful Life:	50 Years
Est Debt Financing Term:	05 Years
Debt Service Revenue:	Property Tax
Project Start Date:	Jun 1997
Project Completion Date:	Jun 2000
Authority Spent Thru 1997:	6%

Project Description and Location

Two story building with upper story a concert pavillion (2,800 sq. ft.) with dressing rooms, storage for sound equipment, props, light and sound control booth, and electrical and stage lighting, plus 50 x 50 ft. primary stage and 10 x 30 ft. secondary--lower stage. Lower floor (2,000 sq. ft.) is a trail center with restrooms, concession area for trail equipment rentals and food sales, meeting room, attendant office and maintenance storage area. Also grass terraced seating area and path to parking lot in the Normandale Lake portion of Hyland-Bush-Anderson Lakes Park Reserve--Bloomington.

Purpose and Justification

Implements master plan for Hyland-Bush-Anderson Lakes Park Reserve.

Previous Council Actions

Metropolitan Council approved the master plan for Hyland-Bush-Anderson Lakes Park Reserve in May 1983.

Project Milestones

Construction documents being prepared in 1997. Construction to be begin in 1998 and be completed in 1999.

Impact on Operating and Maintenance Costs

Hyland-Bush-Anderson Lakes Park Reserve is operated/maintained under a joint powers agreement between Hennepin Parks (Hyland and Anderson Lakes) and Bloomington (Bush and Normandale Lakes)

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jun 1997	Jun 2000	\$697,500	\$0	\$697,500	\$0	\$697,500
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$697,500	\$0	\$697,500	\$0	\$697,500

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$300,000	\$78,500	\$0	\$0	\$0	\$378,500
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$40,000	\$200,000	\$79,000	\$0	\$0	\$0	\$319,000
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$40,000	\$500,000	\$157,500	\$0	\$0	\$0	\$697,500
Authorized Expenditures	\$40,000	\$500,000	\$157,500	\$0	\$0	\$0	\$697,500

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

Project id:	SG-97-4t
Divison:	Community Development
Project Title:	7300 Marth Rd. Acquisition

Project Description and Location

To acquire a residential parcel (7300 Marth Road) in the Corridor Park section of Hyland-Bush-Anderson Lakes Park Reserve in the City of Bloomington.

Grant Recipient:	City of Bloomington
Project Catagory:	Parks Land Acquisition
Authorization Status:	Continuing

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

Project Start Date:	Aug 1997
Project Completion Date:	Jun 1999
Authority Spent Thru 1997:	100%

Purpose and Justification

Parcel is needed to develop a trail linking the Tierney's Woods and Corridor Park sections of the Park Reserve in accordance with the adopted master plan.

Previous Council Actions

The Metropolitan Council adopted a joint master plan for Hyland-Bush-Anderson Lakes Park Reserve in April 1983. The park is administered by Hennepin Parks and the City of Bloomington.

Project Milestones

The grant was authorized by the Metropolitan Council on August 14 and the Legislative Commission on Minnesota Resources on August 20, 1997.

Impact on Operating and Maintenance Costs

This portion of the Park Reserve is operated and maintained by the City of Bloomington.

Project Authorization:	Start	Completion	Previous	Requested	Tot. Authorized	Anticipated	Total
	Date	Date	Authorization	Changes	Project Costs	Authorizations	Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition	Aug 1997	Jun 1999	\$153,000	\$0	\$153,000	\$0	\$153,000
Construction			\$0	\$0	\$0	\$0	\$0
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$153,000	\$0	\$153,000	\$0	\$153,000
Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$37,800	\$0	\$0	\$0	\$0	\$0	\$37,800
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$115,200	\$0	\$0	\$0	\$0	\$0	\$115,200
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$153,000	\$0	\$0	\$0	\$0	\$0	\$153,000
Authorized Expenditures	\$153,000	\$0	\$0	\$0	\$0	\$0	\$153,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

Project id: SG-97-5t
 Divison: Community Development
 Project Title: N. Henn. Regional Trail Development

Project Description and Location

Develop a 2.5 mile section of North Hennepin Regional Trail from French Regional Park east to Theodore Wirth Regional Park and a grade separated crossing of a railroad.

Grant Recipient: Hennepin Parks
 Project Category: Parks Development
 Authorization Status: New

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

Project Start Date: Jun 1997
 Project Completion Date: Jun 2000
 Authority Spent Thru 1997: 53%

Purpose and Justification

To implement a portion of the North Hennepin Regional Trail master plan.

Previous Council Actions

The Metropolitan Council authorized a grant for this project on June 26, 1997.

Project Milestones

The grant agreement is being executed at this time. Some design/engineering work has been completed. Construction is expected to begin in spring 1998 and be completed by October 1998.

Impact on Operating and Maintenance Costs

North Hennepin Regional Trail is operated/maintained by Hennepin Parks.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jun 1997	Oct 1998	\$690,500	\$0	\$690,500	\$0	\$690,500
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$690,500	\$0	\$690,500	\$0	\$690,500

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
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Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$364,300	\$0	\$0	\$0	\$0	\$0	\$364,300
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$326,200	\$0	\$0	\$0	\$0	\$326,200
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$364,300	\$326,200	\$0	\$0	\$0	\$0	\$690,500
Authorized Expenditures	\$364,300	\$326,200	\$0	\$0	\$0	\$0	\$690,500

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

Project id: SG-97-6t
 Divison: Community Development
 Project Title: Bald Eagle RP boat access/beach dev

Project Description and Location

Redevelop boat access and picnic area, including relocation of Overlake Road, expanding the boat access from 24 to 50 spaces and expansion of picnic area at Bald Eagle-Otter Lake Regional Park, Ramsey County.

Grant Recipient: Ramsey County Parks Dept.
 Project Category: Parks Redevelopment
 Authorization Status: Continuing

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

Project Start Date: Jun 1997
 Project Completion Date: Jun 2000
 Authority Spent Thru 1997: 6%

Purpose and Justification

To implement the Bald Eagle-Otter Lake Regional Park master plan.

Previous Council Actions

The grant for this project was authorized by the Metropolitan Council on June 26, 1997. Grant agreement is being executed at this time. Design/engineering work has begun.

Project Milestones

Grant agreement is being executed at this time. Design/engineering work has begun.

Impact on Operating and Maintenance Costs

Bald Eagle-Otter Lake Regional Park is operated/maintained by the Ramsey County Parks and Recreation Dept.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jun 1997	Jun 2000	\$445,000	\$0	\$445,000	\$0	\$445,000
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$445,000	\$0	\$445,000	\$0	\$445,000

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Source of funding:							
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$14,180	\$238,150	\$0	\$0	\$0	\$0	\$252,330
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$10,820	\$181,850	\$115,000	\$0	\$0	\$0	\$307,670
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$25,000	\$420,000	\$115,000	\$0	\$0	\$0	\$560,000
Authorized Expenditures	\$25,000	\$420,000	\$115,000	\$0	\$0	\$0	\$445,000

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

Project id: SG-97-7t
 Divison: Community Development
 Project Title: Harriet Island RP roads, parking

Project Description and Location

Construct park roads, parking, lighting and associated landscaping at Harriet Island Regional Park in the City of St. Paul.

Grant Recipient: City of St. Paul
 Project Category: Parks Redevelopment
 Authorization Status: 50

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

Project Start Date: Jun 1997
 Project Completion Date: Jun 2000
 Authority Spent Thru 1997: 5%

Purpose and Justification

To implement the Lilydale-Harriet Island Regional Park master plan.

Previous Council Actions

The Metropolitan Council authorized this grant on June 26, 1997.

Project Milestones

Grant agreement is being executed at this time. Design/engineering work has begun. Majority of construction is to be done in 1998 with estimated project completion date by the end of 1999.

Impact on Operating and Maintenance Costs

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

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition			\$0	\$0	\$0	\$0	\$0
Construction	Jun 1997	Jun 2000	\$1,328,300	\$0	\$1,328,300	\$0	\$1,328,300
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$1,328,300	\$0	\$1,328,300	\$0	\$1,328,300

Project Cash Flow	Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
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Source of funding:	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total
Federal	\$0	\$0	\$0	\$0	\$0	\$0
State	\$60,000	\$701,200	\$0	\$0	\$0	\$761,200
Other External Sources	\$0	\$0	\$0	\$0	\$0	\$0
Bond Proceeds	\$0	\$567,100	\$0	\$0	\$0	\$567,100
PFA Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0
Other Council Services	\$0	\$0	\$0	\$0	\$0	\$0
Total Sources of funding	\$60,000	\$1,268,300	\$0	\$0	\$0	\$1,328,300
Authorized Expenditures	\$60,000	\$1,268,300	\$0	\$0	\$0	\$1,328,300

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

Project id: SG-97-8t
 Divison: Community Development
 Project Title: Early buy-out St. Croix Bluffs RP

Project Description and Location

Partially finance the early buy-out of St. Croix Bluffs Regional Park (formerly Ceridian Recreation Area) in Washington County.

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

Estimated Useful Life: 50 Years
 Est Debt Financing Term: 20 Years
 Debt Service Revenue: Other Revenues

Project Start Date: Jun 1997
 Project Completion Date: Dec 1997
 Authority Spent Thru 1997: 100%

Purpose and Justification

Early buy-out of the park (purchase from Ceridian Company before January 1, 1998), will save \$895,153 in interest costs compared to acquiring the park over a 10 year lease-purchase arrangement.

Previous Council Actions

The Metropolitan Council authorized this grant on May 22, 1997.

Project Milestones

Land acquisition will be completed before December 31, 1997.

Impact on Operating and Maintenance Costs

St. Croix Bluffs Regional Park is operated/maintained by Washington County Parks Dept.

Project Authorization:	Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
Planning and Design			\$0	\$0	\$0	\$0	\$0
Land Acquisition	Jun 1997	Dec 1997	\$1,400,000	\$0	\$1,400,000	\$0	\$1,400,000
Construction			\$0	\$0	\$0	\$0	\$0
Vehicles or Equipment			\$0	\$0	\$0	\$0	\$0
Other Expenses			\$0	\$0	\$0	\$0	\$0
Contingency			\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures			\$1,400,000	\$0	\$1,400,000	\$0	\$1,400,000

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

**METROPOLITAN COUNCIL
1998 CAPITAL PROGRAM**

Project Description and Location

Acquire land from willing sellers in Grey Cloud Island Regional Park.

Project id: SG-97-9t
 Divison: Community Development
 Project Title: Grey Cloud Island RP acquisition

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

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

Project Start Date: Jun 1997
 Project Completion Date: Jun 1999
 Authority Spent Thru 1997: 4%

Purpose and Justification

To implement the Grey Cloud Island Regional Park master plan.

Previous Council Actions

The Metropolitan Council authorized this grant on May 22, 1997.

Project Milestones

Negotiations with willing sellers are proceeding.

Impact on Operating and Maintenance Costs

Grey Cloud Island Regional Park is operated/maintained by the Washington County Parks Dept.

Project Authorization:

Start Date	Completion Date	Previous Authorization	Requested Changes	Tot. Authorized Project Costs	Anticipated Authorizations	Total Project Costs
		\$0	\$0	\$0	\$0	\$0
Jun 1997	Jun 1999	\$447,300	\$0	\$447,300	\$0	\$447,300
		\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0	\$0
Total Proj Expenditures		\$447,300	\$0	\$447,300	\$0	\$447,300

Project Cash Flow

Prior to 1998	1998 Budget	1999 Projected	2000 Projected	2001 Projected	2002+ Projected	Authorized Total	
\$0	\$0	\$0	\$0	\$0	\$0	\$0	
\$0	\$249,000	\$0	\$0	\$0	\$0	\$249,000	
\$0	\$0	\$0	\$0	\$0	\$0	\$0	
\$17,000	\$181,300	\$0	\$0	\$0	\$0	\$198,300	
\$0	\$0	\$0	\$0	\$0	\$0	\$0	
\$0	\$0	\$0	\$0	\$0	\$0	\$0	
\$17,000	\$430,300	\$0	\$0	\$0	\$0	\$447,300	
Authorized Expenditures		\$17,000	\$430,300	\$0	\$0	\$0	\$447,300

Source of funding:

Federal
 State
 Other External Sources
 Bond Proceeds
 PFA Loan Proceeds
 Other Council Services
 Total Sources of funding
 Authorized Expenditures

**800 MEGAHERTZ
RADIO**

**METROPOLITAN COUNCIL
800 MEGAHERTZ RADIO SYSTEM
PROPOSED 1998-2002 CAPITAL IMPROVEMENT PROGRAM
AND 1998 CAPITAL PROGRAM AND BUDGET**

INTRODUCTION

The State of Minnesota as well as regional, county and local public safety agencies currently employ conventional VHF and UHF radio systems, which have been in use for over thirty years. These systems are not adequate for the expanded communications needed today. A significant problem with these systems is the lack of spectrum. Current radio channels are very congested for public safety users. Any expansion of current radio systems would be extremely limited and could not meet any significant additional needs because existing conventional systems operate on dedicated frequencies which do not use channel capacity efficiently. An alternative approach to the conventional systems with their dedicated channels is trunking in which channels are pooled and computers used to assign available channels to various users, arranged in "talk groups".

The FCC has allocated several blocks of 800 MHz channels to public safety users with directives to maximize the potential of these channels by sharing them through the use of trunking. Public safety users in the Twin Cities metropolitan area recognized that if agencies licensed 800 MHz channels for independent systems, there were not be sufficient channels to meet the needs of all users. Only by creating a single integrated system could channel capacity be maximized to provide adequate communications for all public safety users.

The Metropolitan Council undertook a planning process in the metropolitan area involving all public safety radio system users which determined that a single radio system was feasible. A new governing body, the Metropolitan Radio Board, was created by the legislature in 1995 to prepare a system plan and oversee the implementation of the plan. The Board endorsed a design consisting of a region-wide backbone network and county subsystems. This design allows the system to be built in phases with each county connecting to the backbone on its own schedule.

The region-wide backbone is designed for wide area coverage of nine counties: Hennepin, Ramsey, Carver, Scott, Dakota, Washington, Anoka, Chisago and Isanti. The design will meet both MnDOT and the State Patrol's communications needs as well as those of other state agencies.

Other public safety agencies that will be subscribers to the regional backbone are Emergency Medical Services and Metro Transit. The identified subscribers will pool their radio frequencies to increase the capacity of the system, resulting in more efficient use of frequencies. The overall cost of the system is also reduced by building one shared system rather than multiple individual systems.

The technology to be used for the radio system is digital modulation rather than analog. The reasons for choosing digital rather than analog are its ability to migrate to greater channel and spectrum efficiency, reduction in noise, static and interference, enhanced privacy and security, and greater use of software rather than hardware for upgrades and migration.

Hennepin county and the city of Minneapolis have prepared subsystem plans and have received authorization from the Radio Board to include their subsystem design specifications in the Board's RFP process for an initial network that will serve an estimated 11,700 state, regional, Hennepin and Minneapolis radio users. Total build-out of the system with all seven metropolitan counties participating is expected to reach 25,000 radio units.

Authorized funding for the regional backbone is \$28 million: \$15 million from state agency sources; \$3 million from Metro Transit; and \$10 million in revenue bonds backed by a 4 cent telephone tax. Hennepin county and the city of Minneapolis are expected to fund their share of the system costs, approximately \$20 million, separately from the backbone costs.

The RFP for the radio and microwave system were issued on February 7, 1997 with vendor responses due September 4, 1997. One response was submitted by a partnership of Motorola and E.F. Johnson. Following an evaluation for compliance with RFP specifications, the Metropolitan Radio Board is expected to recommend in November, 1997 that contract negotiations begin with the Motorola/E.F. Johnson partnership. During the time that contract negotiations are occurring on the radio and microwave system, bid specifications will be prepared and issued for antenna tower, equipment shelter and building construction to accommodate the radio and microwave equipment.

Construction and installation is expected beginning spring 1998. The system should be operational spring 1999 with acceptance occurring in 2000.

1998-2002 CAPITAL IMPROVEMENT PROGRAM: SOURCES AND USES

Table 17 summarizes the 1998-2002 capital improvement program for the Council's portion of the 800 Megahertz Radio System.

PROPOSED 1998 CAPITAL PROGRAM AND CAPITAL BUDGET

The capital program authorization for this project entering 1998 is \$3,000,000 and there are no changes to the capital program authorization. **The proposed 1998 capital budget totals \$3,000,000.**

Table 17
800 Megahertz Radio System
1998-2002 Capital Improvement Program
Sources and Uses of Funds

	Five-Year Capital Improvement Program					Total
	1998	1999	2000	2001	2002	
Fund Balance, Beginning of Year	3,071,000	115,000	236,000	-	-	
Current Revenues	-	-	-	-	-	-
General Obligation Bond Proceeds	-	-	-	-	-	-
Revenue Bond Proceeds	-	10,000,000	-	-	-	10,000,000
Interest Income	44,000	221,000	6,000	-	-	271,000
Total Current Revenues	44,000	10,221,000	6,000	-	-	10,271,000
Current Expenditures	-	-	-	-	-	-
Backbone System	3,000,000	-	-	-	-	3,000,000
System Inter-Operability	-	10,000,000	242,000	-	-	10,242,000
Total Current Capital Expenses	3,000,000	10,000,000	242,000	-	-	13,242,000
Other Costs (Bond Issuance)	-	100,000	-	-	-	100,000
Total Current Expenditures	3,000,000	10,100,000	242,000	-	-	13,342,000
Annual Surplus or (Deficit)	(2,956,000)	121,000	(236,000)	-	-	
Fund Balance, End of Year	115,000	236,000	-	-	-	
Authorization Status						
Currently Authorized Projects	3,000,000	-	-	-	-	3,000,000
Future Authorization Requests	-	10,000,000	242,000	-	-	10,242,000
Percent Currently Authorized	100%	0%	0%			23%

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Twin Cities Area.
Capital improvement program

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