2014

UNIFIED BUDGET

ADOPTED 12/11/2013

METROPOLITAN COUNCIL

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BUDGET INTRODUCTION

Authority and Mission 2
Budget Process 3
Organization Overview 5
Financial Overview 7
Operating Budget 7
Table 1: Unified Operating Budget 11
Table 2: Summary Budget, Operations, Pass-through and Debt Service 12
Table 3: Summary Budget, Operations by Fund 13
Table 4: Summary Budget, Pass-through Grants and Loans 15
Table 5: Summary Budget, Debt Service 16
Table 6: Summary Budget, Certified Levies and Levy Limits 17
Capital Program 18
Table 7: Capital Program Summary 22
Table 8: Six Year Capital Improvement Plan: Sources and Uses of Funds 23
Table 9: Capital Program: Transportation 24
Table 10: Capital Program: Environmental Services 32
Table 11: Capital Program: Regional Parks and Open Space 33
Fiscal Impacts 36

APPENDICES

Regional Administration
Budget Summary and Narrative A-1

Environmental Services Division
Budget Summary and Narrative B-1

Transportation Division
Budget Summary and Narrative C-1

Community Development Division
Budget Summary and Narrative D-1

Staff Complement: Full Time Equivalents E-1

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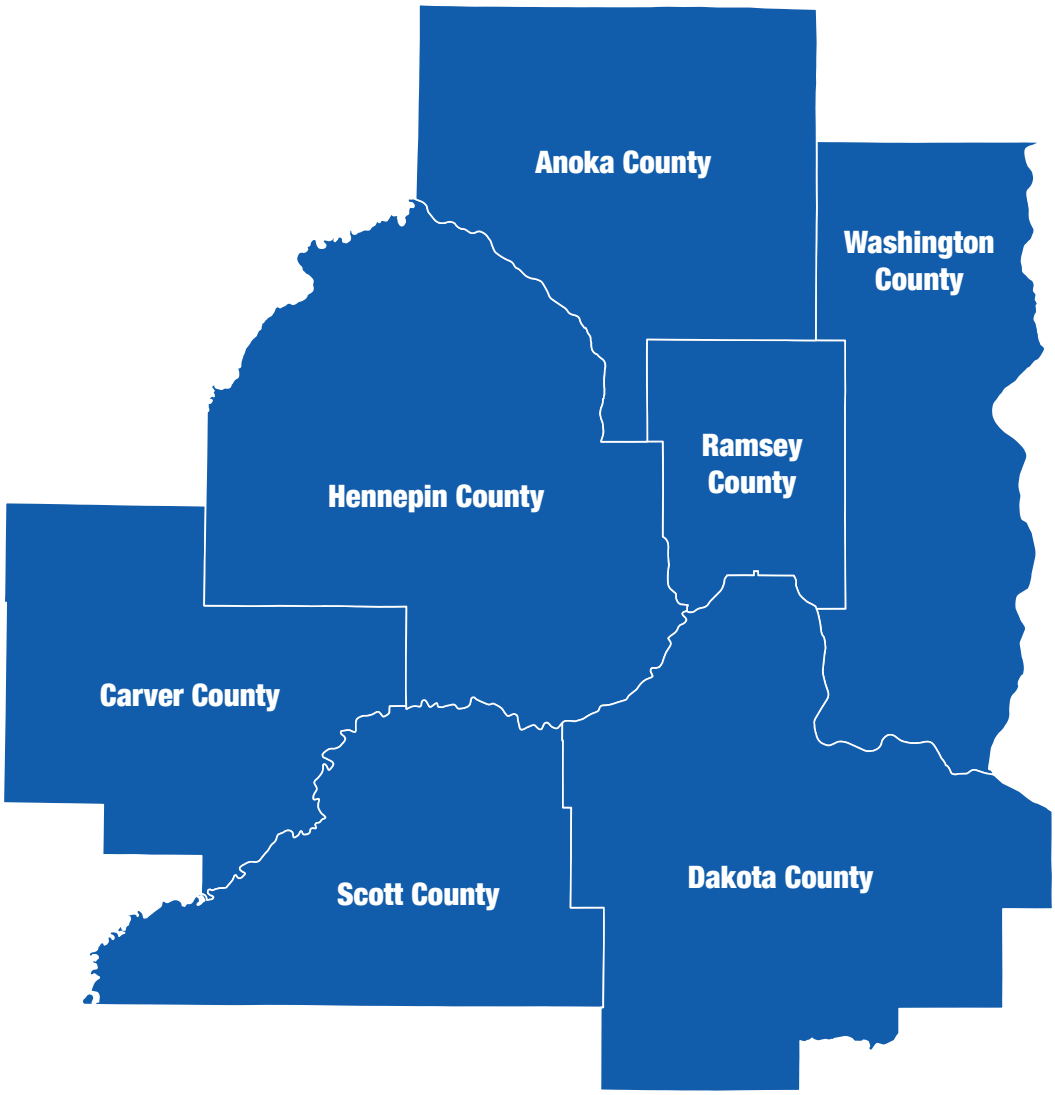

Anoka County
Washington County
Ramsey County
Hennepin County
Carver County
Scott County
Dakota County

AUTHORITY AND MISSION

The Metropolitan Council is a regional agency of government for the Twin Cities metropolitan area. Centered by the cities of Minneapolis and Saint Paul the area is made up of the seven counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott and Washington.

The metro area is home to 2.9 million people (2012), 19 Fortune 500 companies and 7 of the largest private companies in the U.S. Its population makes up less then 1% of the U.S. total but accounts for 1.35% of the nation's gross domestic product.

Created by the Minnesota Legislature in 1967, the Council fosters efficient and economic growth for a prosperous metropolitan region. The Council partners with local governments to coordinate the orderly development of the metro area, and provides innovative, efficient regional services that benefit from economies of scale.

The Council's governing board has 17 members, appointed by the governor. Sixteen members represent geographic districts of roughly equal population across the region. The Council chair, the 17th member, serves at large.

The state's Legislative Commission on Metropolitan Government reviews and provides feedback on the Council operating and capital budgets, work program, and capital improvement program.

"Our regional investments are good for business, they're efficient, and they support healthy communities and families."

Susan Haigh, Chair, Metropolitan Council

BUDGET PROCESS

Each year the Council prepares an operating budget and capital budget. The operating budget shows expenditures to support the Council's operations, such as employee payroll, rent, debt service (payments on borrowed money), and funds that the Council "passes through" to others in the form of grants and loans.

The capital budget shows expenditures that involve major capital assets, such as building light-rail transitways, improvements to wastewater treatment plants, and funds to purchase land for regional parks. Both budgets indicate the funding sources to pay for the expenses, and together, they make up the Council's 2014 budget.

The Council is committed to the good stewardship of public resources as it carries out its mission. The Council's 2014 budget fulfills that commitment.

DEVELOPING AND REVIEWING THE BUDGET

June through December, 2013

The Council's standing committees reviewed and refined budget proposals, priorities, and funding options. The Council is required to adopt a preliminary operating budget and proposed property tax levy by September 1 of each calendar year, and the Council did so in August.

During September and October, the Council and its standing committees considered the Council's six-year capital program, and on November 13, 2013, approved a draft of the proposed 2014 Unified Budget for public comment.

Metro area counties mailed "Truth in Taxation" notices to property owners showing the proposed amount of property tax they would be required to pay during the coming year from

all taxing jurisdictions. These notices also indicated the date the Council would hold its public meeting to consider and adopt its final budget and levies.

RECEIVING PUBLIC COMMENT

November through December

With its action on November 13, the Council invited the public to comment on the proposed budget.

Public comment could be submitted for the official record by mail, by phone through the Council's Public Comment Line, by email, and by TTY.

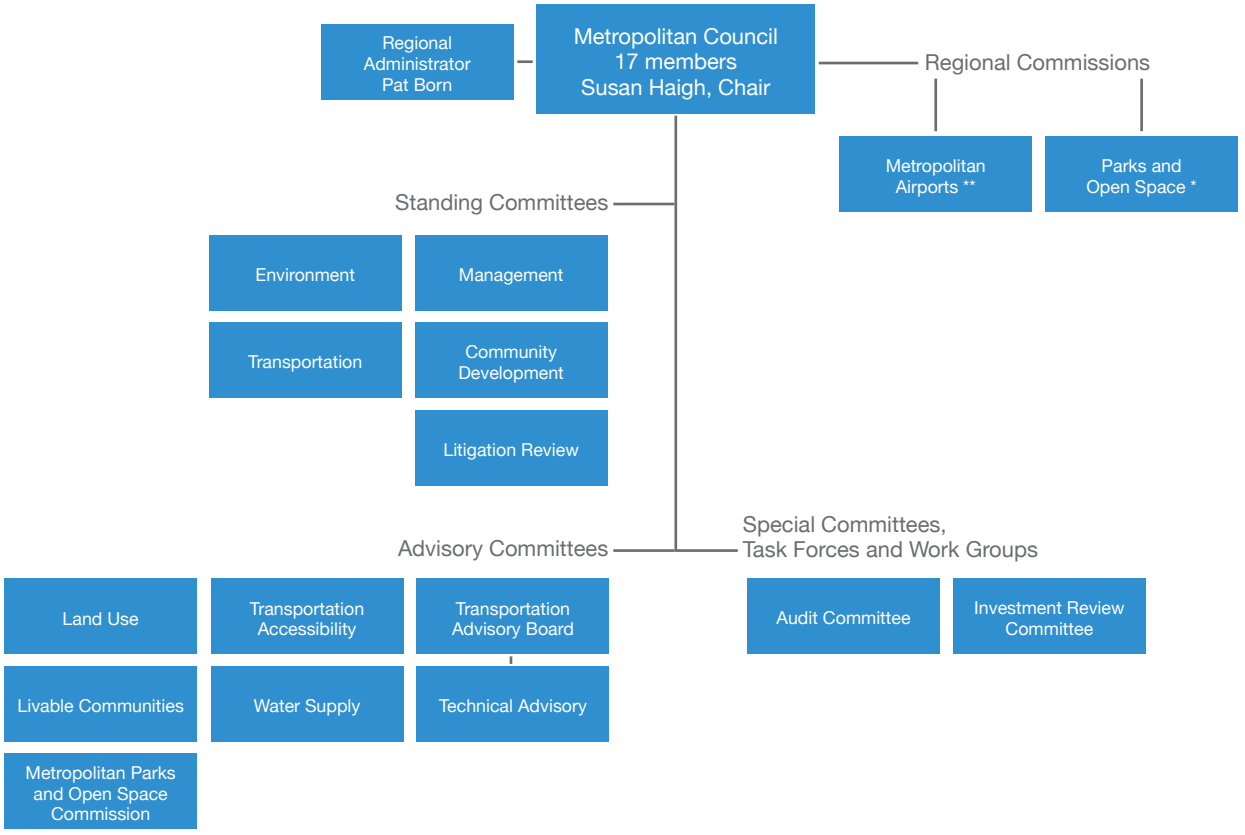
To be included in the official record, comments were to be received by close of business on December 10, 2013.

To request a copy of the summary, call the Metropolitan Council at 651-602-1140, or 651-291-0904 (TTY).

ADOPTING THE BUDGET

On December 11, 2013, the Council convened a public meeting and approved its final 2014 Unified Budget and property tax levies.

POLICYMAKING STRUCTURE



ORGANIZATION OVERVIEW

The Metropolitan Council organization consists of three operating divisions and supporting central administrative units (Regional Administration). The operating divisions report to the Regional Administrator who, in turn, reports to the 17-member Council. The Regional Administrator is responsible to ensure that priorities and policy decisions of the Council are carried out.

The Council's policy making and organization structure are shown on pages 4 & 6.

REGIONAL ADMINISTRATION

Regional Administration includes Council Leadership and centralized administrative services that support the operating divisions. Services provided by Regional Administration include: Information Systems, Human Resources, Government Affairs, Communications, Legal, Risk Management, Program Evaluation and Audit, Procurement, Diversity and Equal Opportunity, Finance and Budget.

The majority of the Regional Administration budget is allocated to the operating divisions.

ENVIRONMENTAL SERVICES

Clean water and a clean environment are essential to a healthy life, and the Council is committed to both. The Council's Environmental Services Division (MCES) is nationally renowned for its superior work treating wastewater, monitoring water quality, and planning to ensure a long-range water supply to meet future demand.

MCES provides high-quality, cost-efficient service that protects public health and the environment. It consistently receives near-perfect compliance with federal and state water discharge standards while holding rates well below the national average for similar-sized systems.

The 2014 operating budget provides for continuation of existing services, meets debt service commitments of the capital program, and begins operations of the new East Bethel wastewater treatment plant.

The new facility opens in early 2014 and includes a water reclamation plant, a pipeline system for non-potable water, a system to recharge groundwater with treated wastewater, and spray irrigation. The plant will serve a portion of East Bethel along Hwy. 65.

The capital improvement program for Environmental Services includes funding to preserve wastewater facilities by rehabilitating or replacing existing treatment plant and interceptor facilities and equipment. More than 80% of the capital program is focused on preservation activities.

TRANSPORTATION

Transportation planning and regional transit play an essential role in the regional economy. Transit gets people to jobs and school, eases traffic congestion, improves air quality, saves commuters money, and reduces carbon emissions.

The Council's 2014 budget for Transportation preserves existing service in the region, meets increasing demands for Metro Mobility services, and funds the startup of the new Green Line light-rail transit service between Minneapolis and Saint Paul (Central Corridor), and full-year operations of Red Line bus rapid transit (Cedar Avenue). In addition, the budget provides funding for debt service on transit bonds.

Capital investments in Transportation include the preservation of fleet, customer facilities, support facilities, technology improvements and rail projects. The capital plan also supports transitway development through completion of the Green Line light rail (Central Corridor) and the Green Line Extension light rail (Southwest Corridor.

COMMUNITY DEVELOPMENT

The Council develops the regional comprehensive development plan that helps guide the future growth of the region. The current plan is the 2030 Regional Development Framework, adopted in 2004. The Council is laying the foundation of a new plan, called Thrive MSP 2040, to be adopted in 2014.

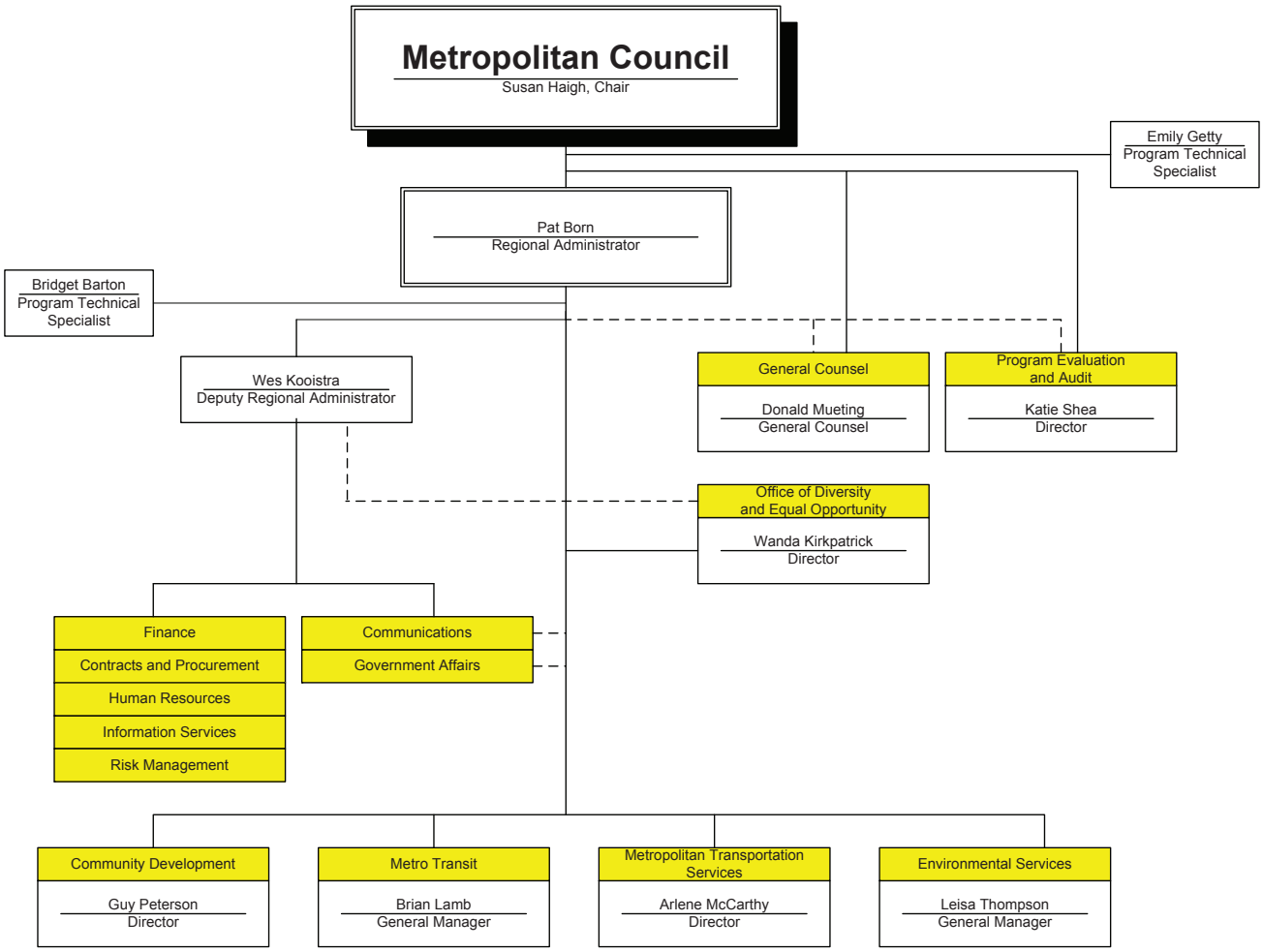
In addition to regional planning, the Community Development operating budget includes funding for the following programs:

- The Metropolitan Housing and Redevelopment Authority (Metro HRA) serves nearly 6,800 families monthly through rental assistance.
- The Livable Communities program provides funding for communities to invest in local economic revitalization, affordable housing initiatives, and development or redevelopment that connects various land uses to transportation.
- The Parks and Open Space program supports a regional system of parks and trails by making capital grants to 10 regional park implementing agencies. These grants support the acquisition of land, park improvement and rehabilitation. State funds are also passed through to the regional park implementing agencies to support operations and maintenance of the regional parks system.

TRANSIT-ORIENTED DEVELOPMENT

The Council continues to fund transit-oriented development initiatives in this budget by targeting $5.8 million to grant programs through its Livable Communities Demonstration Account and general purpose funding.

ORGANIZATION CHART



FINANCIAL OVERVIEW

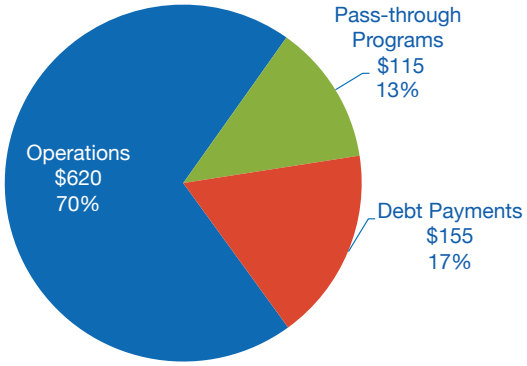
The 2014 budget continues to focus on Council priorities to:

- Create a financially sustainable 21st century transportation system
- Promote dynamic housing opportunities for all
- Leverage investments that drive regional economic development

OPERATING BUDGET

The Council budget is $890 million in 2014 for operations, pass-through programs, and debt service.

2014 Operating Budget
Use of Funds by Function: $890 Million



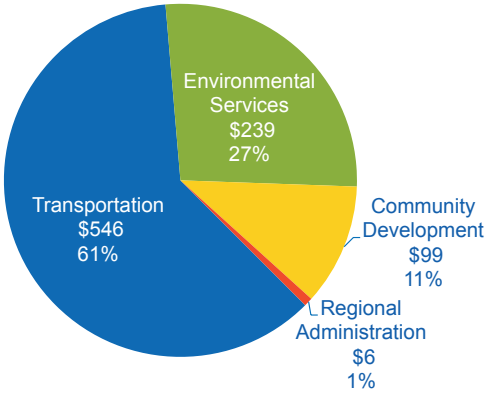
USES OF FUNDS

The resources of the Council are organized by division and fund. A fund is a group of related accounts that is used to maintain control over resources that have been separated for specific activities or objectives.

By maintaining these funds, the Council can ensure and demonstrate that it complies with laws that require certain resources be spent on specific uses. For example, the Council may not raise wastewater rates to pay for transit services.

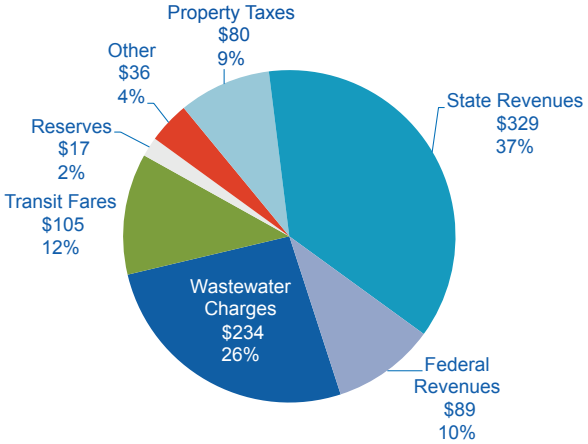
Council staffing will be impacted primarily by the start of operations of Green Line (Central Corridor) light rail and expansion of the project office for the Green Line Extension (Southwest Corridor) light rail. The Council's staff complement in full time equivalents can be found in Appendix E.

2014 Operating Budget
Use of Funds by Agency Division $890 Million



SOURCES OF FUNDS

2014 Operating Budget
Sources of Funds: $890 Million



Charges for services, including wastewater fees ($234 million) in Environmental Services and fares ($105 million) in Transportation pay for 38% of the operating budget.

The budget includes an adopted increase in municipal wastewater charges of 3%. The average metro household will pay approximately $20 a month in retail sewer charges, which includes the Council's wastewater charges and sewer charges from local units of government. The budget

does not include a transit fare increase. State revenues include general fund appropriations (for parks and transit) and receipts from the constitutionally dedicated Motor Vehicle Sales Tax (MVST). MVST tax receipts continue to recover from the recession, and state forecasts expect continued growth. Statewide revenues for state fiscal year (SFY) 2013 of $598 million are nearly back to the SFY 2003 levels of $605 million.

The Council receives 36% of the statewide MVST revenue. In 2014, motor vehicle sales taxes will provide $241 million in funding for the regional transit system. Revenues are shared by the Council and six suburban transit providers. The state's November 2013 MVST forecast foresees annual revenues increasing by an average of over 5.7% a year between SFY 2013 and 2017.

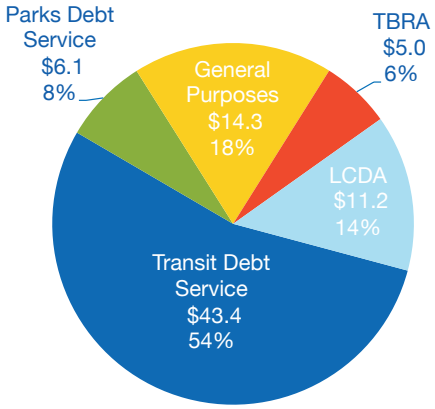
Of the $89 million in federal revenues, $59 million supports Metro HRA programs and $30 million funds Transportation operations and pre-operations for Green Line light rail transit prior to passenger revenue comes in.

The operating budget includes $17 million in planned use of operating reserves. The use of reserves is primarily the result of the Council's procedure for allocating regional transit revenues, which draws and replenishes operating reserves to target balances established in policy. Applying the procedure results in a $13 million planned use of Transportation reserves for 2014. Planned use of reserves also includes debt service ($2 million), rate mitigation, and one-time uses.

PROPERTY TAX LEVIES

The Council adopted property tax levies, payable in 2014, of $80 million.

2014 Property Tax Levies: $80 Million



Minnesota statutes authorize the Council to levy taxes on all taxable property within the Council's geographic jurisdiction to provide funds for specific purposes. The Council's taxing area for all purposes, except transit debt, consists of the seven-county Twin Cities metropolitan area, minus those cities within the seven counties, but outside the Council's jurisdiction.

The Council's taxing area for transit debt includes the Transit Taxing District and the Cities of Columbus, Forest Lake, Maple Plain, Lakeville, Ramsey, and those communities receiving regular-route transit service.

DEBT LEVIES

More than 62% of the total property tax levy is dedicated to paying debt service on debt issued to support preserving and investing in capital assets for Transit and Parks.

Of the Council's $1.7 billion general obligation debt outstanding as of December 31, 2012, $1.3 billion is for wastewater capital assets and is paid for by fees collected from wastewater services, $257 million is for transit and parks capital assets paid for through Council levy and $165 million is for grant anticipation notes to be repaid with Federal Revenues.

All general obligation debt is backed by the full faith and taxing authority of the Metropolitan Council.

The Council's general obligation debt receives the highest possible ratings from Moody's and Standard and Poor's credit ratings agencies. The Council's top ratings allow the Council to borrow money at the lowest market interest rates.

Levies for debt service are not directly limited, but the levies for Parks and Transit are essentially restricted to bonding authority (that is, the amount of bonds that can be issued) as defined in statute. (For more information, see the section "Fiscal Impacts" section, page 36.)

NON-DEBT LEVIES

The Council's levies for the Tax Base Revitalization Account and Livable Communities Demonstration Account provide pass-through grants to local communities to provide cleanup of polluted land and encourage development and redevelopment initiatives.

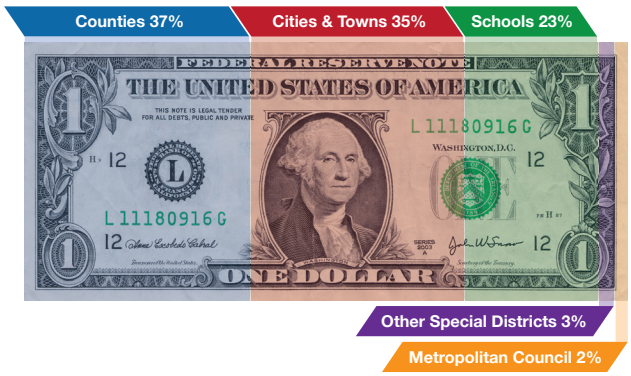
The Council's levy does not include an amount for the Right-of-Way Loan Fund for taxes payable in 2014. This program provides zero-interest loans to local governments to acquire right-of-way along highway corridors.

The Council's statutory limit for general purposes and other non-debt service levies is $34.3 million for taxes payable in 2014, compared to the proposed levy of $30.5 million (about 12% below the levy cap).

PROPERTY TAXES IN THE REGION

Metro area property tax dollars are split among several different governmental organizations. Three governmental organizations that received the greatest proportion of property taxes are counties, cities, and school districts. The Council typically receives about 2% of the revenue from property taxes paid by metro area residents.

Where your property tax dollar goes

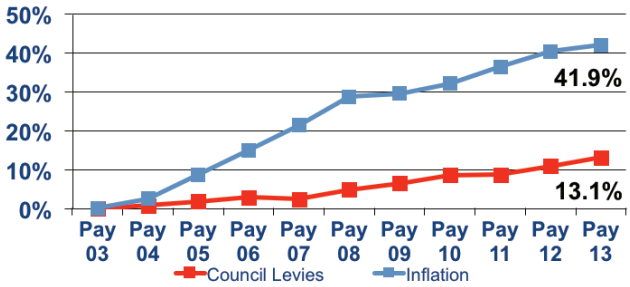


Source: MN Department of Revenue, Certified Payable 2013 Property Tax Levies

From 2003 to 2013, the inflation factor for state and local governments increased by 41.9%, while Council levies increased by only 13.1%. The payable 2014 levy of $80 million represents a 2% increase over payable 2013.

Under the adopted levy, a metro area home with an estimated value of $250,000 will pay a Council-related property tax of approximately $68 inside the transit taxing district and $29 outside the transit taxing district.

Metro Council Levies Compared with Inflation Factor, 2003-2013



Source: US Bureau of Economic Analysis, National Income and Product Accounts Table 1.1.9, dated July 31, 2013.

OPERATING BUDGET TABLES

TABLE 1
Unified Operating Budget: Provides a comparison of actual revenues, expenses and other sources and uses from 2012, 2013 and 2014 Adopted Budgets.

TABLE 2
Summary Budget: Operations, Pass-throughs and Debt Service - Expands the Budget into the three categories that make up the Unified Operating Budget.

TABLE 3
Summary Budget: Operations By Fund - Expands the Council Operations Column from Table 2 into fund groups.

TABLE 4
Summary Budget: Pass-Through Grants and Loans - Expands the Pass-Through Grants and Loans Column from Table 2 into the individual programs.

TABLE 5
Summary Budget: Debt Service – Expands the Debt Service Column from Table 2 into the three divisions.

TABLE 6
Summary Budget: Certified Levies and Levy Limits – Provides a comparison of Certified Levies to Levy Limits and Certified Levies from prior years.

METROPOLITAN COUNCIL UNIFIED OPERATING BUDGET 2012, 2013 AND 2014

TABLE 1

($ IN 000S)

	2012 Actual	2013 Adopted Budget	2014 Adopted Budget	Change
Revenues				
Certified Property Tax Levy	76,933	78,473	80,041	2.0%
Less: Uncollectable	(552)	(368)	(679)	84.5%
Net Property Taxes Paid by Taxpayers	76,381	78,105	79,362	1.6%
Federal Revenues	86,079	87,632	88,674	1.2%
State Revenues	241,028	271,674	313,942	15.6%
Local Revenues	23,909	22,597	25,372	12.3%
Municipal Wastewater Charges	171,310	178,824	184,188	3.0%
Industrial Wastewater Charges	13,489	13,977	14,020	0.3%
Passenger Fares, Contract & Special Event	104,448	100,530	107,116	6.6%
Investment Earnings	37,151	3,954	3,586	-9.3%
Other Revenues	3,327	6,890	4,648	-32.5%
Total Revenues	757,122	764,183	820,908	7.4%
Other Sources				
MVST Transfers in	-	24,110	15,471	-35.8%
SAC Transfers in	23,100	29,495	35,662	20.9%
Other Sources	-	-	1,254	-100.0%
Total Other Sources	23,100	53,605	52,387	-2.3%
Total Revenues and Other Sources	780,222	817,788	873,295	6.8%
Expenses				
Salary & Benefits	309,367	349,140	367,484	5.3%
Consulting/Contractual Services	36,134	45,679	44,591	-2.4%
Materials & Supplies	51,415	34,833	66,229	90.1%
Chemicals	7,234	7,709	8,231	6.8%
Building Costs/Rent & Utilities	26,545	26,926	30,540	13.4%
Printing	527	806	753	-6.6%
Travel	928	1,045	1,480	41.6%
Insurance	2,099	5,237	6,317	20.6%
Transit Programs	57,261	65,306	73,754	12.9%
Operating Capital	-	4,821	4,096	-15.0%
Governmental Grants	-	-	4,884	-100.0%
Other Expenses	674	28,919	9,347	-67.7%
Total Operating Expenses	492,184	570,421	617,706	8.3%
Other Uses				
Passthrough Grants & Loans	96,618	111,476	115,306	3.4%
Debt Service Obligations	150,218	145,882	154,597	6.0%
Transfers Out/Other Uses	-	-	2,654	-100.0%
Total Other Uses	246,836	257,358	272,557	5.9%
Total Expenses and Other Uses	739,020	827,779	890,263	7.5%
Change in Fund Balance	41,202	(9,991)	(16,968)	

METROPOLITAN COUNCIL
SUMMARY BUDGET
OPERATIONS, PASS-THROUGH AND DEBT SERVICE

TABLE 2

($ IN 000S)

	Council Operations	Passthrough Grants & Loans	Debt Service Funds	Total
Revenues				
Certified Property Tax Levy	15,261	15,194	49,586	80,041
Property Tax Transfer to Livable Communities	(1,000)	1,000	-	-
Less: Estimated Uncollectable	(71)	(112)	(496)	(679)
Net Property Tax Paid by Taxpayers	14,190	16,082	49,090	79,362
Federal Revenues	35,319	53,355	-	88,674
State Revenues	270,233	43,709	-	313,942
Local Revenues	25,372	-	-	25,372
Municipal Wastewater Charges	117,698	-	66,490	184,188
Industrial Wastewater Charges	13,205	-	815	14,020
Passenger Fares	105,228	-	-	105,228
Contract & Special Event Revenues	1,888	-	-	1,888
Investment Earnings	2,050	1,260	276	3,586
Other Revenues	4,648	-	-	4,648
Total Revenues	589,831	114,406	116,671	820,908
Other Sources				
MVST Transfers in	15,471	-	-	15,471
SAC Transfers	-	-	35,662	35,662
Other Sources	254	1,000	-	1,254
Total Other Sources	15,725	1,000	35,662	52,387
Total Revenues and Other Sources	605,556	115,406	152,333	873,295
Expenses				
Salaries & Benefits	367,484	-	-	367,484
Consulting & Contractual Services	44,591	-	-	44,591
Materials & Supplies	66,229	-	-	66,229
Chemicals	8,231	-	-	8,231
Building Costs/Rent	30,540	-	-	30,540
Printing	753	-	-	753
Travel	1,480	-	-	1,480
Insurance	6,317	-	-	6,317
Transit Programs	73,754	-	-	73,754
Operating Capital	4,096	-	-	4,096
Other Operating Expenses	9,347	-	-	9,347
Governmental Grants	4,884	-	-	4,884
Passthrough Grants & Loans	-	115,306	-	115,306
Debt Service Obligations	-	-	154,597	154,597
Total Expenses	617,706	115,306	154,597	887,609
Other Uses				
Transfers Out/Other Uses	2,654	-	-	2,654
Total Other Uses	2,654	-	-	2,654
Total Expenses and Other Uses	620,360	115,306	154,597	890,263
Change in Fund Balance	(14,804)	100	(2,264)	(16,968)

METROPOLITAN COUNCIL
SUMMARY BUDGET
OPERATIONS BY FUND

	General Fund					
	Regional Administration	Community Development	General Fund Total	HRA & FAHP	Environmental Services	Capital
Revenues:						
Net Property Tax	5,161	5,466	10,627	-	-	-
Federal Revenues	-	-	-	3,757	-	-
State Revenues	-	-	-	126	1,472	-
Local Revenues	86	-	86	-	-	-
Municipal Wastewater Charges	-	-	-	-	117,698	-
Industrial Wastewater Charges	-	-	-	-	13,205	-
Passenger Fares	-	-	-	-	-	-
Contract & Special Event Revenues	-	-	-	-	-	-
Investment Earnings	644	86	730	70	500	-
Other Revenues	-	-	-	2,015	450	-
Total Revenues	5,891	5,552	11,443	5,968	133,325	-
Expenses:						
Salaries & Benefits	29,034	3,744	32,778	3,076	65,221	-
Consultant & Contractual Services	10,625	452	11,077	1,277	17,319	-
Material & Supplies	310	13	323	35	8,225	-
Chemicals	-	-	-	-	8,231	-
Rent & Utilities	2,504	170	2,674	202	16,235	(100)
Printing	172	38	210	60	27	-
Travel	363	52	415	60	423	-
Insurance	30	-	30	100	906	-
Transit Programs	-	-	-	-	-	-
Operating Capital	275	17	292	19	3,075	646
Other Operating Expenses	547	66	613	633	1,181	-
Governmental Grants	-	-	-	-	80	-
Total Expenses	43,860	4,552	48,412	5,462	120,923	546
Other Sources and (Uses):						
Interdivisional Cost Allocation	34,176	-	34,176	-	(11,135)	-
A-87 Allocation	3,243	-	3,243	(601)	-	-
Transfers From Other Funds	-	-	-	-	233	-
Operating Capital Chargeback	-	-	-	-	-	646
Transfers To Other Funds	(200)	(1,000)	(1,200)	-	(2,000)	(100)
Net Other Sources and (Uses)	37,219	(1,000)	36,219	(601)	(12,902)	546
Change in Fund Balance	(750)	-	(750)	(95)	(500)	-

TABLE 3

($ IN 000S)

Transportation									
Metropolitan Transportation Services (MTS)				Metro Transit					
Metro Mobility	Contracted Services	Transportation Planning	MTS Total	Bus	Light Rail	Commuter Rail	Metro Transit Total	Transportation Total	Memo Total
-	-	-	-	3,563	-	-	3,563	3,563	14,190
-	2,229	4,888	7,117	12,066	12,379	-	24,445	31,562	35,319
48,035	18,107	1,433	67,575	176,966	18,246	5,848	201,060	268,635	270,233
-	1,954	116	2,070	-	15,400	7,816	23,216	25,286	25,372
-	-	-	-	-	-	-	-	-	117,698
-	-	-	-	-	-	-	-	-	13,205
7,144	2,401	-	9,545	78,430	14,804	2,449	95,683	105,228	105,228
-	-	-	-	1,438	450	-	1,888	1,888	1,888
-	125	-	125	500	25	100	625	750	2,050
-	-	-	-	888	37	1,258	2,183	2,183	4,648
55,179	24,816	6,437	86,432	273,851	61,341	17,471	352,663	439,095	589,831
1,067	745	2,598	4,410	226,103	32,560	3,336	261,999	266,409	367,484
300	40	764	1,104	5,399	1,180	7,235	13,814	14,918	44,591
8,461	647	19	9,127	28,656	15,635	4,228	48,519	57,646	66,229
-	-	-	-	-	-	-	-	-	8,231
143	20	149	312	4,708	5,814	695	11,217	11,529	30,540
44	25	31	100	356	-	-	356	456	753
5	13	41	59	440	70	13	523	582	1,480
-	-	-	-	2,444	642	2,195	5,281	5,281	6,317
49,587	24,167	-	73,754	-	-	-	-	73,754	73,754
31	-	33	64	-	-	-	-	64	4,096
57	50	64	171	6,344	311	94	6,749	6,920	9,347
-	-	963	963	3,841	-	-	3,841	4,804	4,884
59,695	25,707	4,662	90,064	278,291	56,212	17,796	352,299	442,363	617,706
-	-	-	-	(20,371)	(2,285)	(385)	(23,041)	(23,041)	-
(680)	(416)	(1,546)	(2,642)	-	-	-	-	(2,642)	-
21	-	-	21	15,471	-	-	15,471	15,492	15,725
-	-	-	-	-	-	-	-	-	646
-	-	-	-	-	-	-	-	-	(3,300)
(659)	(416)	(1,546)	(2,621)	(4,900)	(2,285)	(385)	(7,570)	(10,191)	13,071
(5,175)	(1,307)	229	(6,253)	(9,340)	2,844	(710)	(7,206)	(13,459)	(14,804)

METROPOLITAN COUNCIL
SUMMARY BUDGET
PASS-THROUGH GRANTS AND LOANS

TABLE 4

($ IN 000S)

	Metro HRA	Parks O & M	Tax Base Revitalization	Demonstration	Local Housing Incentives	Planning Assistance	Suburban Transit Providers	Highway Right of Way	I & I Grants	Memo Total
Revenues:										
Net Property Taxes	-	-	5,000	11,082	-	-	-	-	-	16,082
Federal Pass-Through	53,355	-	-	-	-	-	-	-	-	53,355
State Pass-Through	1,540	-	-	-	-	-	-	-	-	1,540
State Appropriations	-	8,540	-	-	-	-	-	-	2,500	11,040
MVST/MN Vehicle Sales Tax	-	-	-	-	-	-	31,129	-	-	31,129
Investment Earnings	-	-	350	750	60	35	-	65	-	1,260
Total Revenues	54,895	8,540	5,350	11,832	60	35	31,129	65	2,500	114,406
Expenses:										
Pass-Through Grants	54,895	8,540	5,350	11,332	1,560	-	31,129	-	2,500	115,306
Total Expenses	54,895	8,540	5,350	11,332	1,560	-	31,129	-	2,500	115,306
Other Sources and (Uses):										
Transfers From Other Funds	-	-	-	-	1,500	-	-	-	-	1,500
Transfers To Other Funds	-	-	-	(500)	-	-	-	-	-	(500)
Net Other Sources and (Uses)	-	-	-	(500)	1,500	-	-	-	-	1,000
Change in Fund Balance	-	-	-	-	-	35	-	65	-	100

METROPOLITAN COUNCIL
SUMMARY BUDGET
DEBT SERVICES

TABLE 5

($ IN 000S)

	Parks	Transit	Environmental Services	Memo Total
Revenues				
Certified Levies	6,156	43,430	-	49,586
Less: Estimated Uncollectible	(62)	(434)	-	(496)
Net Property Tax Paid by Taxpayers	6,094	42,996	-	49,090
Municipal Wastewater Charges	-	-	66,490	66,490
Industrial Wastewater Charges			815	815
Investment Earnings	96	180	-	276
Total Revenues	6,190	43,176	67,305	116,671
Other Sources				
SAC Transfers	-	-	35,662	35,662
Total Revenues and Other Sources	6,190	43,176	102,967	152,333
Expenses				
Debt Service	4,941	46,689	102,967	154,597
Total Expenses	4,941	46,689	102,967	154,597
Change in Fund Balance	1,249	(3,513)	-	(2,264)

METROPOLITAN COUNCIL
SUMMARY BUDGET
CERTIFIED LEVIES AND LEVY LIMITS

TABLE 6

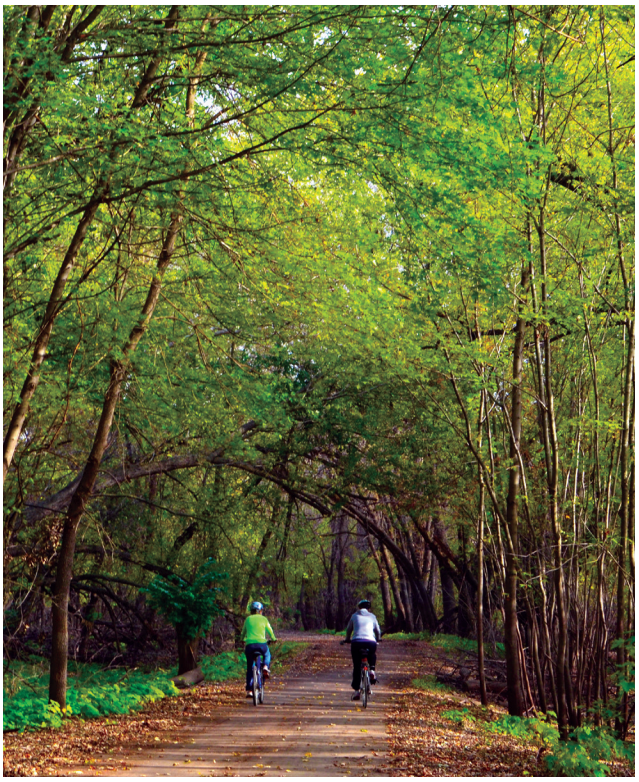
($ IN 000S)

	Certified Levies				2013-14 Change	
	2011	2012	2013	2014	Amount	Percent
Non Debt Levies						
General						
General Purposes	8,346	11,986	9,712	13,261	3,549	36.5%
Transfer to Livable Communities	1,000	1,000	1,000	1,000	-	-
Total General	9,346	12,986	10,712	14,261	3,549	33.1%
Highway Right-of-Way	3,591	3,591	2,968	-	(2,968)	-100.0%
Livable Communities						
Tax Base Revitalization-Fiscal Disparities	5,000	5,000	5,000	5,000	-	-
Demonstration Account	8,184	8,184	11,066	11,194	128	1.2%
Total Livable Communities	13,184	13,184	16,066	16,194	128	0.8%
Total Non Debt Levies	26,121	29,761	29,746	30,455	709	2.4%
Debt Service Levies						
Parks Debt Service	7,124	4,404	5,149	6,156	1,007	19.6%
Transit Debt Service	42,179	42,769	43,578	43,430	(148)	-0.3%
Total Debt Service Levies	49,303	47,173	48,727	49,586	859	1.8%
Total Levies	75,424	76,934	78,473	80,041	1,568	2.0%
Total by Transit and Other Levies						
Transit Levies	42,179	42,769	43,578	43,430	(148)	-0.3%
Other Levies	33,245	34,165	34,895	36,611	1,716	4.9%
Statutory Levy Limits						
General Operations	13,360	13,740	14,099	14,262	163	1.2%
Highway ROW	3,591	3,693	3,790	3,833	43	1.1%
Livable Comm. Fiscal Disparity	5,000	5,000	5,000	5,000	-	-
Livable Comm. Demonstration Acct	10,486	10,785	11,066	11,194	128	1.2%

CAPITAL PROGRAM

The Unified Capital Program is a multi-year plan for the preservation, expansion and improvement of the regional transit, wastewater and parks systems. Each division maintains a list of capital projects (tables 9, 10 and 11) that best meets these demands within the financial constraints of current and projected funding. The list carries forward from year to year with projects added, removed and changed through the Council's amendment process.

The status of each project is either 'Future' or 'Authorized'. Future projects are those where the Council has not given final approval and/or funding has not yet been secured. Authorized projects have both final approval from the Council and secured funding. For projects like Southwest LRT (table 9, Federal New Starts) where only a portion of the total project is authorized, the authorized and future portions of the project are listed separately.



THERE ARE THREE COMPONENTS OF THE CAPITAL PROGRAM:

The Authorized Capital Program (ACP) provides multi-year authorization to spend on specific capital projects. The Authorized Capital Program includes all past, present and future authorized project costs. Because capital projects remain in the program until completed and closed, the authorized capital program does not cover a particular period of time and a significant portion of the program may have been spent in prior years.

The Capital Improvement Plan (CIP) includes all future and authorized project costs over a six-year period and is the basis for the Council's capital investment strategies and capital financing plans.

The Capital Budget appropriates funds for authorized projects in the current budget year. Projects in the current year identified as 'future' will be amended into the Capital Budget throughout the year.

Status	< '14	'14	'15-'19	> '19	Total
Authorized	3,099	383	450	63	3,995
Future	-	154	2,086	-	2,239
Total	3,099	536	2,536	63	6,234

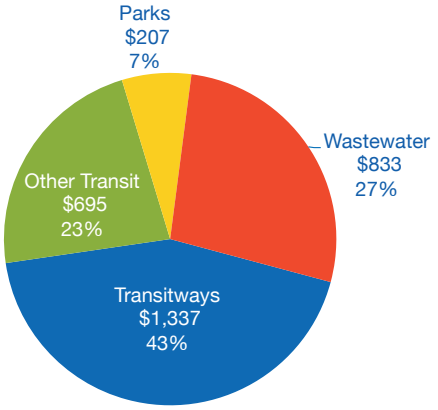
Capital Improvement Plan	3,072
Authorized Capital Program	3,995
Capital Budget	383

$ in millions

SUMMARY OF CAPITAL EXPENDITURES AND CAPITAL FINANCING

The proposed Capital Improvement Plan invests $3.1 billion in capital projects over the next six years.

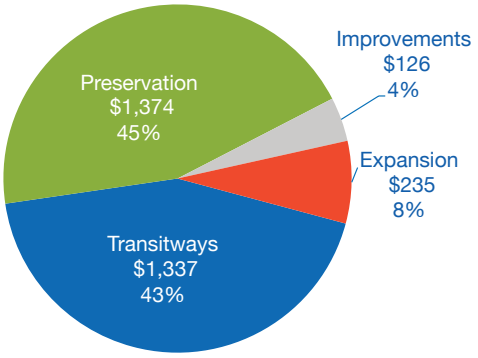
2014-2019 Capital Improvement Program (CIP) Use of Funds by Function: $3.1 Billion



USES OF FUNDS

Transitway development and preservation of existing regional infrastructure are the primary focus of the Capital Improvement Plan.

2014-2019 Capital Improvement Program (CIP) Uses of Funds: $3.1 Billion



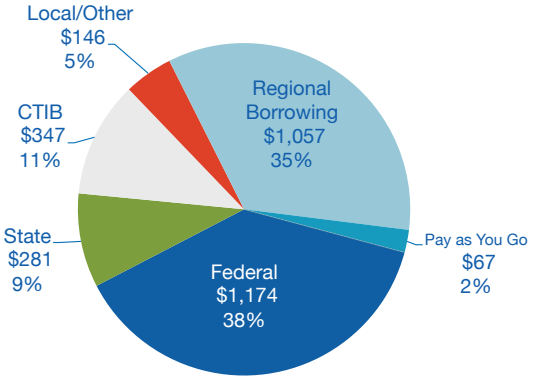
Transitway projects include authorized and future spending for light rail and bus rapid transit (BRT) projects.

Overall, preservation projects for fleet management, wastewater interceptor and treatment plant renovations, and parks represent 45 percent of the Capital Improvement Plan. Excluding major transitway development, preservation would dominate plan focus at nearly 80 percent.

SOURCES OF FUNDS

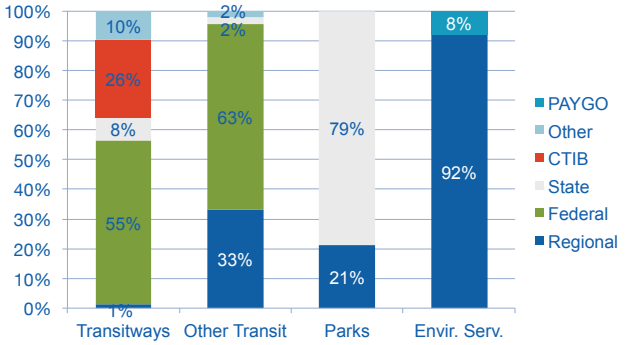
Financing for the Capital Improvement Plan comes from federal, state and local capital grants, regional borrowing and other sources. Regional borrowing includes the issuance of long-term general obligation bonds and loans from the state Public Facilities Authority. This long term debt becomes an obligation of the Council and is repaid in the operating budget (table 5) through wastewater charges and property tax levies.

Financing The CIP $3.1 Billion



Each division has its own funding sources (see Table 8) and cannot be intermingled. The Parks capital improvement plan includes significant state funding and proposes 21% from regional borrowing. The Transportation Division capital improvement plan has a mix of funding sources, including significant federal, state, local and County Transit Improvement Board grants with approximately 7% funded through regional borrowing. The Environmental Services Division capital improvement plan is financed almost entirely through regional borrowing.

Funding Mix by Function

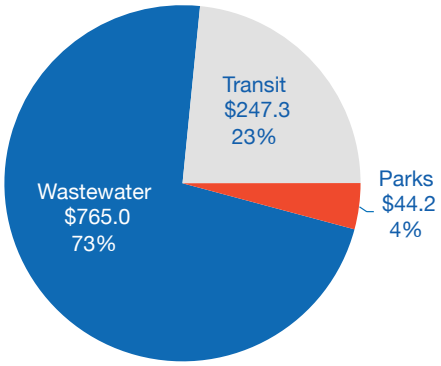


PROPOSED REGIONAL BORROWING

To the extent that the Council must borrow to finance its capital improvement plans, 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 are collected from the region's households.

The Council anticipates borrowing $1.1 billion to support the six-year capital improvement plan.

Regional Borrowing $1.1 Billion



Because the Environmental Services Division capital investments are financed almost entirely through regional borrowing, the Division's share of total regional borrowing is higher than its share of capital expenditures. The Council issues general obligation revenue bonds and utilizes general obligation-backed revenue loans from the state Public Facilities Authority (PFA) to finance capital investments. PFA loans are secured to the maximum extent possible to take advantage of below-market interest rates of the program. Minnesota statutes provide authority to issue wastewater debt at the level necessary to support the capital program. This debt is repaid through wastewater fees.

Bonds issued for regional transit capital leverage other funding sources by providing required matching funds. Transit bonding authority must be requested from the Legislature annually and lapses when the bonds are issued. The Capital Improvement Plan assumes new regional bonding authority in levels consistent with prior year authorizations. Transit also utilizes loans from the state Public Facilities Authority when available.

The Parks capital improvement plan includes regional borrowing as a match for state funding and to acquire land for the regional park system. Bonding authority for parks is revolving, with no more than $40M outstanding at any time, and can be reused as existing bonds are retired. Within this authority, the Council has sufficient bonding authority to issue parks debt to support its capital financing needs.

Recent bonding authorizations and remaining borrowing authority are listed in the table below.

	Current Authorizations	Available as of 12/31/2013
Parks and Open Space-General Obligation	$40,000,000	$32,895,000
Transit General Obligation		
2010 Legislative Authorization	34,600,000	4,500,000
2011 Legislative Authorization	35,000,000	35,000,000
2012 Legislative Authorization	39,600,000	39,600,000
2013 Legislative Authorization	35,800,000	35,800,000
Total Available		$114,900,000
Wastewater Services	Unlimited	Unlimited.

CAPITAL PROGRAM TABLES

TABLE 7
Capital Program Summary – Provides a summary of the three components of the Capital Program by Division and Purpose.

TABLE 8
Six Year Capital Improvement Plan: Sources and Uses – Summarizes the CIP Sources and Uses by Division and Category.

TABLE 9
Capital Program: Transportation – List of projects in the Transportation Capital Program

TABLE 10
Capital Program: Environmental Services - List of projects in the Environmental Services Capital Program

TABLE 11
Capital Program: Community Development – Parks and Open Space - List of projects in the Parks and Open Space Capital Program

METROPOLITAN COUNCIL CAPITAL PROGRAM SUMMARY

TABLE 7

($ IN 000S)

	2014-2019 Capital Improvement Plan	2014 Authorized Capital Program			2014 Capital Budget
		Total Authorized	Spending Prior to 2014	2014+ Authorized Spending	
Transit					
Bus/Rail Preservation/Expansion					
Fleet Modernization	466,203	373,069	305,184	67,885	20,939
Customer Facilities	77,409	120,506	107,495	13,011	12,852
Support Facilities	78,648	130,671	105,934	24,737	24,737
Technology	49,104	40,907	34,386	6,521	6,211
Other Equipment	23,502	34,169	31,078	3,091	1,612
Subtotal Bus/Rail System	694,866	699,322	584,077	115,245	66,351
Transitways					
Hiawatha Corridor LRT	-	717,857	717,857	-	-
Northstar Commuter Rail	-	84,927	84,927	-	-
Central Corridor LRT	97,272	956,900	859,628	97,272	91,393
Southwest Corridor LRT	1,172,766	90,992	77,720	13,272	13,272
Other Transitways	66,822	315,373	285,645	29,728	24,666
Subtotal Transitways	1,336,860	2,166,049	2,025,777	140,272	129,331
Total Transit	2,031,726	2,865,371	2,609,854	255,517	195,682
Environmental Services					
Treatment Plants	229,000	348,700	246,137	102,563	34,000
Interceptors	604,000	674,500	178,769	495,731	121,000
Total Environmental Services	833,000	1,023,200	424,906	598,294	155,000
Parks and Open Space					
Land Acquisition	49,461	19,363	10,594	8,769	6,960
Park Development/Improve	80,647	41,464	9,542	31,922	14,426
Park Redevelopment	77,165	45,257	22,452	22,805	10,683
Total Parks and Open Space	207,273	106,084	42,588	63,496	32,069
Grand Total	3,071,999	3,994,655	3,077,348	917,307	382,751

METROPOLITAN COUNCIL
SIX YEAR CAPITAL IMPROVEMENT PLAN
SOURCES AND USES OF FUNDS

TABLE 8

($ IN 000S)

	2014	2015	2016	2017	2018	2019	Total
TRANSIT							
Sources of Funds							
Federal	202,010	104,263	289,840	280,885	224,384	72,873	1,174,255
State	30,442	18,347	34,193	32,118	326	1,875	117,301
CTIB	20,716	54,698	136,416	134,100	1,359	-	347,289
Local/Other	30,759	27,392	45,890	41,167	417	-	145,625
Regional	57,270	54,150	35,607	25,147	44,135	30,947	247,256
Total Sources	341,197	258,850	541,946	513,417	270,621	105,695	2,031,726
Uses of Funds							
Preservation	123,024	112,173	82,392	73,051	118,118	99,947	608,705
Expansion	46,168	25,703	9,474	1,674	1,571	1,570	86,160
Central Corridor Light Rail	91,393	1,221	4,658	-	-	-	97,272
Southwest Corridor Light Rail	37,731	109,590	439,032	436,842	149,572	-	1,172,767
Other Transitways	42,881	10,163	6,390	1,850	1,360	4,178	66,822
Total Uses	341,197	258,850	541,946	513,417	270,621	105,695	2,031,726
PARKS AND OPEN SPACE							
Sources of Funds							
State	31,026	35,833	23,325	25,060	23,630	24,107	162,981
Regional	9,061	8,068	6,083	7,000	7,000	7,000	44,212
Other	80	-	-	-	-	-	80
Total Sources	40,167	43,901	29,408	32,060	30,630	31,107	207,273
Uses of Funds							
Preservation (Redevelopment)	13,034	15,792	10,947	12,737	12,216	12,438	77,164
Expansion (Land Acquisition)	10,600	9,113	7,356	7,409	7,464	7,520	49,462
Improvements (Development)	16,533	18,996	11,105	11,914	10,950	11,149	80,647
Total Uses	40,167	43,901	29,408	32,060	30,630	31,107	207,273
ENVIRONMENTAL SERVICES							
Sources of Funds							
Regional	152,000	147,000	134,000	116,000	106,000	110,000	765,000
State	1,000	-	-	-	-	-	1,000
Pay-As-You-Go	2,000	9,000	11,000	13,000	15,000	17,000	67,000
Total Sources of Funds	155,000	156,000	145,000	129,000	121,000	127,000	833,000
Uses of Funds							
Preservation (Rehabilitation)	131,380	127,350	125,500	113,300	106,200	84,500	688,230
Expansion (Growth)	20,920	22,350	13,475	9,750	8,900	24,375	99,770
Quality Improvements	2,700	6,300	6,025	5,950	5,900	18,125	45,000
Total Uses	155,000	156,000	145,000	129,000	121,000	127,000	833,000
COMBINED							
Sources of Funds							
Federal	202,010	104,263	289,840	280,885	224,384	72,873	1,174,255
State	62,468	54,180	57,518	57,178	23,956	25,982	281,282
CTIB	20,716	54,698	136,416	134,100	1,359	-	347,289
Local/Other	30,839	27,392	45,890	41,167	417	-	145,705
Pay-As-You-Go	2,000	9,000	11,000	13,000	15,000	17,000	67,000
Regional	218,331	209,218	175,690	148,147	157,135	147,947	1,056,468
Total Sources	536,364	458,751	716,354	674,477	422,251	263,802	3,071,999
Uses of Funds By Function							
Transit:	341,197	258,850	541,946	513,417	270,621	105,695	2,031,726
Wastewater	155,000	156,000	145,000	129,000	121,000	127,000	833,000
Regional Parks	40,167	43,901	29,408	32,060	30,630	31,107	207,273
Total Uses	536,364	458,751	716,354	674,477	422,251	263,802	3,071,999
Uses of Funds By Category							
System Preservation	267,438	255,315	218,839	199,088	236,534	196,885	1,374,099
System Expansion	77,688	57,166	30,305	18,833	17,935	33,465	235,392
System Improvements	19,233	25,296	17,130	17,864	16,850	29,274	125,647
Transitways	172,005	120,974	450,080	438,692	150,932	4,178	1,336,861
Total Uses	536,364	458,751	716,354	674,477	422,251	263,802	3,071,999

METROPOLITAN COUNCIL CAPITAL PROGRAM TRANSPORTATION

TABLE 9

($ IN 000S)

Project #	Project Name	Stat	Cat	Pre-2014	2014-2019 Capital Improvement Program 2014	2015	2016	2017-2019	CIP Total	Post 2019 & Contingency	Project Total
	Preservation		P	487,400	123,024	112,173	82,392	291,117	608,705	8,928	1,105,034
	Expansion		E	126,675	46,168	25,703	9,474	4,816	86,161	10	212,846
	Transitways		T	2,026,929	172,006	120,973	450,080	593,801	1,336,860	-	3,363,789
	Total			2,641,005	341,197	258,850	541,946	889,733	2,031,726	8,938	4,681,669
	Authorized	A		2,629,854	195,681	28,987	7,256	2,055	233,979	1,538	2,865,371
	Future	F		11,151	145,516	229,863	534,690	887,678	1,797,747	7,400	1,816,298
	Total			2,641,005	341,197	258,850	541,946	889,733	2,031,726	8,938	4,681,669
FLEET MODERNIZATION											
Metro Transit											
61315	Tire Lease - 2013 Contract	A	P	2,128	-	-	-	-	-	-	2,128
61315e	Tire Leasing	F	P	2,397	2,388	2,506	2,658	8,990	16,542	-	18,939
61319	Hwy 65/CR 14 P&R 7 Coach Buses	A	E	3,080	-	-	-	-	-	-	3,080
61423	Engines, transmissions, lifts	A	P	4,018	156	164	172	180	673	-	4,691
61611	Bus Procurement 40Ft Replace	A	P	207,298	-	-	-	-	-	-	207,298
61614	Bus Equip Fareboxes/TRIM/Smartcard	A	P	26	-	-	-	-	-	-	26
61624	Bus Repair Assoc Cap Maint	A	P	12,585	-	-	-	-	-	-	12,585
61624e	Bus Repair Assoc Cap Maint	F	P	-	2,000	2,000	1,000	6,000	11,000	-	11,000
65112	Hybrid Bus Electrification	A	E	1,500	-	-	-	-	-	-	1,500
65319	Maplewood Mall P&R - 4 Artic Buses	A	E	3,043	-	-	-	-	-	-	3,043
65320	Bus Replacement - 2014	A	E	30,643	-	-	-	-	-	-	30,643
65320e	Bus Replacement - 2014	F	P	-	33,869	36,178	18,977	100,854	189,878	-	189,878
68309	Blue LRT - MDL-CPU Board Modification	A	P	270	-	-	-	-	-	-	270
2011-2016 CIP	LRT Blue - Type 1 LRV Video Mirrors	A	P	-	400	-	-	-	400	-	400
2012-2017 CIP	LRT Blue - Type 1 LRV Signage to Color	A	P	-	300	-	-	-	300	-	300
2013-2018 CIP	LRT Blue - Train Operator Display	A	P	-	150	-	-	-	150	-	150
MT10-02	CMAQ - Cty Rd 73	F	P	-	4,724	-	-	-	4,724	-	4,724
2011-2016 CIP	I-94/Manning P&R 4 Artic Buses	F	P	-	3,043	-	-	-	3,043	-	3,043
2011-2016 CIP	LRT Blue -LRV Overhaul-Type 1 OVH 2	F	P	-	900	4,664	3,150	3,252	11,966	-	11,966
2013-2018 CIP	Arterial BRT Rapid Bus Procurement -	F	P	-	-	1,960	8,281	-	10,241	-	10,241
2013-2018 CIP	LRT - Install Automatic Passenger	F	P	750	-	-	-	-	-	-	750
2013-2018 CIP	LRT - LRV Overhaul- Type 2 OVH 1	F	P	-	-	-	-	12,666	12,666	-	12,666
2013-2018 CIP	LRT Blue - LRV Onboard Sanding System	F	P	-	-	-	750	-	750	-	750
2013-2018 CIP	LRT Blue - Train Operator Display	F	P	-	150	150	150	-	450	-	450
2013-2018 CIP	Northstar -Locomotive Overhaul	F	P	-	-	-	-	4,000	4,000	-	4,000
New - 2014-2019	Passenger Car Overhaul	F	P	-	-	-	-	1,350	1,350	-	1,350
New - 2014-2019	Non Revenue Vehicle Additions - Non	F	E	-	212	-	-	-	212	-	212
New - 2014-2019	Non Revenue Vehicle Additions - CBS E&F	F	E	-	154	-	-	-	154	-	154
New - 2014-2019	Non Revenue Vehicle Additions - Police	F	E	-	275	-	-	-	275	-	275
New - 2014-2019	Forest Lake Coach Expansion Buses	F	E	-	1,680	-	-	-	1,680	-	1,680
New - 2014-2019	Low Growth Expansion Buses	F	E	-	-	1,877	-	-	1,877	-	1,877
New - 2014-2019	Riding Floor Scrubber	F	E	-	60	-	-	-	60	-	60
Other Providers											
35741	Fleet Expansion	A	E	7,161	-	-	-	-	-	-	7,161
35787	Fleet Rehabilitation, Repairs, and Maint.	A	P	2,504	389	-	-	-	389	-	2,893
35788	CMAQ Regional Fleet Expansion	A	E	7,763	695	-	-	-	695	-	8,458
35840	MTS DAR Small Bus Purchase	A	P	210	-	-	-	-	-	-	210
35842	Maple Grove - Big Bus Replacement	A	P	1,992	-	1,308	-	-	1,308	-	3,300
35843	Metro Mobility - Vehicle Replacement	A	P	2,717	13	-	-	-	13	-	2,730
35844	MTS - Big Bus Replacement	A	P	3,302	423	-	-	-	423	-	3,725
35845	MTS - Small Bus Replacement	A	P	-	210	-	-	-	210	-	210
35846	MVTA - Big Bus Replacement	A	P	832	-	-	-	-	-	-	832
35847	Prior Lake - Big Bus Replacement	A	P	550	-	-	-	-	-	-	550
35872	2012 - Maple Grove - Big Bus Replacemen	A	P	2,127	1,326	-	-	-	1,326	-	3,453
35873	2012 - Metro Mobility - Bus Replacement	A	P	3,373	395	-	-	-	395	-	3,768
35874	2012 - MTS - Small Bus Replacement	A	P	1,807	233	-	-	-	233	-	2,040
35875	2012 - MTS - Big Bus Replacement	A	P	1,085	15	-	-	-	15	-	1,100
35876	2012 - MVTA - Small Bus Replacement	A	P	562	-	-	-	-	-	-	562
35877	2012 - Plymouth - Small Bus Replacement	A	P	280	880	-	-	-	880	-	1,160
35878	2012 - SWT - Big Bus Replacement	A	P	3,215	85	-	-	-	85	-	3,300
35894	2012 - Maple Grove - Small Bus Replacem	A	P	176	12	-	-	-	12	-	188
35895	2012 - Maple Grove - Big Bus Replacemen	A	P	3,215	7	-	-	-	7	-	3,222
35896	2012 - Metro Mobility - Bus Replacement	A	P	6,917	493	-	-	-	493	-	7,410
35897	2012 - MTS - Small Bus Replacement	A	P	1,465	136	-	-	-	136	-	1,602
35898	2012 - Plymouth - Small Bus Replacement	A	P	212	-	-	-	-	-	-	212
35899	2012 - Prior Lake - Big Bus Replacement	A	P	1,100	-	-	-	-	-	-	1,100
35900	U of M - Hybrid Vehicle	A	P	463	350	160	-	-	510	-	973
35910	SWT - Bus Replacement	A	P	-	1,680	-	-	-	1,680	-	1,680
35911	Metro Mobility - Small Bus Replacement	A	P	580	-	-	-	-	-	-	580
35912	MTS - Bus Replacement	A	P	-	5,540	-	-	-	5,540	-	5,540
35913	MTS - Small Bus Replacement	A	P	73	-	-	-	-	-	-	73
35914	2013 - MTS - Small Bus - Expansion	A	E	568	-	-	-	-	-	-	568

METROPOLITAN COUNCIL CAPITAL PROGRAM TRANSPORTATION

TABLE 9

($ IN 000S)

Project #	Project Name	Stat	Cat	Pre-2014	2014-2019 Capital Improvement Program 2014	2015	2016	2017-2019	CIP Total	Post 2019 & Contingency	Project Total
35924	SWT - Non-Revenue Vehicle Replacement	A	P	50	-	-	-	-	-	-	50
35925	Maple Grove - Small Bus - Replacement	A	P	125	-	-	-	-	-	-	125
35926	MTS - Small Bus - Replacement	A	P	72	-	-	-	-	-	-	72
35927	Metro Mobility - Small Bus - Replacement	A	P	3,900	-	-	-	-	-	-	3,900
35928	Metro Mobility - Small Bus - Expansion	A	E	650	-	-	-	-	-	-	650
35929	Metro Mobility - Small Bus (Low Floor - Pil	A	E	945	-	-	-	-	-	-	945
35930	2014 - MTS Bus Procurement - CMAQ Exp.	A	E	-	4,200	4,200	-	-	8,400	-	8,400
35931	2013 - Transit Link - Bus Expansion	A	E	420	-	-	-	-	-	-	420
35932	2014 - MVTA - Bus - Replacement	A	P	-	2,850	-	-	-	2,850	-	2,850
35933	2013 - Transit Link - Small Bus - Replaceme	A	P	121	-	-	-	-	-	-	121
35934	2013 - Metro Mobility - Small Bus - Replac	A	P	61	-	-	-	-	-	-	61
35935	Rosemount Expansion Buses (CMAQ)	A	E	-	-	1,900	-	-	1,900	-	1,900
35940	2015 MVTA Bus Replacement	A	P	-	-	5,988	-	-	5,988	-	5,988
35941	2015 SWT Bus Replacement	A	P	-	-	5,988	-	-	5,988	-	5,988
35942	2015 MTS Bus Replacement	A	P	-	-	5,086	-	-	5,086	-	5,086
35943	2014 Prior Lake BluExpress Expansion Bus	A	E	-	-	1,800	-	-	1,800	-	1,800
New	Metro Mobility - Small Bus - Repl.	F	P	-	-	4,473	3,914	3,355	11,742	-	11,742
New	Plymouth - Small Bus Replacement	F	P	-	-	74	78	245	396	-	396
New	Maple Grove - Bus Replacement	F	P	-	2,957	1,301	3,492	27,150	34,899	-	34,899
New	Shakopee - Small Bus - Replacement	F	P	-	-	1,062	-	32	1,094	-	1,094
New	MTS - Bus - Replacement	F	P	-	-	-	2,464	2,310	4,774	-	4,774
New	SWT - Bus - Replacement	F	P	-	767	2,439	145	6,435	9,785	-	9,785
New	Maple Grove - Small Bus - Repl.	F	P	-	-	-	7,332	28,909	36,241	7,400	43,641
New	Maple Grove - Bus - Replacement	F	P	-	411	287	-	697	1,395	-	1,395
New	SWT - Bus - Replacement	F	P	-	287	-	301	6,995	7,583	-	7,583
New	MVTA - Bus - Replacement	F	P	-	152	238	-	-	390	-	390
New	MTS - Small Bus - Replacement	F	P	-	-	-	3,652	12,874	16,526	-	16,526
New	MVTA - Bus - Replacement	F	P	-	76	-	-	-	76	-	76
New	Fleet Rehabilitation, Repairs, and Maint.	F	P	-	1,000	514	282	1,183	2,979	-	2,979
New	Rush Line Task Force and Ramsey - NTD	F	P	-	48	48	49	149	294	-	294
New	U OF MN - NTD Projects	F	P	-	221	223	225	689	1,358	-	1,358
New	2014 - Metro Mobility - Small Bus - Expans	F	E	-	704	-	-	-	704	-	704
New	2015 - MVTA - CMAQ - Downtown St. Paul	F	E	-	-	3,080	-	-	3,080	-	3,080
New	2015 - Shakopee - CMAQ (2015 Program Y	F	E	-	-	1,800	-	-	1,800	-	1,800
New	2015 - SWT and Regional CMAQ Expansior	F	E	-	-	8,250	-	-	8,250	-	8,250
New	Metro Mobility - Small Bus - Expansion	F	E	-	-	739	776	2,569	4,084	-	4,084
	TOTAL - FLEET MODERNIZATION			328,331	77,017	100,455	57,849	230,883	466,203	7,400	801,934
SUPPORT FACILITIES											
Metro Transit									-		-
62111	Building Energy Enhancement	A	P	9,741	2,070	-	-	-	2,070	-	11,811
62111e	FTH Building & Energy Enhancement	F	P	-	-	2,000	-	4,000	6,000	-	6,000
62312	Heywood Expansion Garage	A	P	10,665	-	-	-	-	-	-	10,665
62312e	Heywood Expansion Garage	F	P	-	2,000	3,000	-	-	5,000	-	5,000
62313	Support Facility Security	A	P	2,600	-	-	-	-	-	-	2,600
62313e	Support Facility Security (SE)	F	E	-	300	150	150	-	600	-	600
62315	Emergency Generator Capacity	A	P	1,059	-	-	-	-	-	-	1,059
62315e	Blue Line O&M Power Redundancy	F	P	-	200	1,300	-	-	1,500	-	1,500
62322	Downtown East Area Enhancement	A	P	200	-	-	-	-	-	-	200
62323	Hoise Replacement	A	P	250	-	-	-	-	-	-	250
62323e	Hoist Replacement	F	P	-	300	300	300	900	1,800	-	1,800
62510	Roof Refurbishments	A	P	3,083	-	-	-	-	-	-	3,083
62510e	Support Facility Roof Refurbishment	F	P	-	100	-	300	150	550	-	550
62513	1% Safety & Security at Support Facilities	A	P	272	-	-	-	-	-	-	272
62530	St. Paul East Metro Garage	A	P	39,010	-	-	-	-	-	-	39,010
62610	OHB Hoist Space	A	P	1,040	-	-	-	-	-	-	1,040
62651	Rail Paint Booth Upgrade	A	P	1,050	-	-	-	-	-	-	1,050
62652	Snelling Site Alternatives	A	E	179	21	-	-	-	21	-	200
62652e	Snelling Site Alternatives	F	P	-	80	-	-	-	80	-	80
62710	Underground Storage Tanks	A	P	7,702	-	-	-	-	-	-	7,702
62790	Major Improvements to Support	A	P	13,592	400	-	-	-	400	-	13,992
62790e	Major Improvement to Support Facilities -	F	P	-	2,500	2,800	3,400	11,400	20,100	-	20,100
62810	FTH Lightning Arrestors	A	P	100	-	-	-	-	-	-	100
63110	Police Building Study	A	E	75	-	-	-	-	-	-	75
63218	Uninterruptible Power Source	A	P	300	-	-	-	-	-	-	300
63219	New Police Facility	A	E	1,051	10,949	-	-	-	10,949	-	12,000
63219e	Police Facility	F	E	-	4,000	-	-	-	4,000	-	4,000
64110	Bus Overhaul Base Paint Booth &	A	P	2,981	4,569	-	-	-	4,569	-	7,550
64211	Support Facility Roof Refurbishment	A	P	300	200	-	-	-	200	-	500
64212	Nicollet Garage Transportation	A	E	533	2,467	-	-	-	2,467	-	3,000
64213	Enhanced Inspection Process	A	P	2,000	-	-	-	-	-	-	2,000
64215	Heywood Garage Renovation	A	P	500	1,000	-	-	-	1,000	-	1,500
64216	Public Facilities Maintenance Building	A	P	4,200	-	-	-	-	-	-	4,200

METROPOLITAN COUNCIL CAPITAL PROGRAM TRANSPORTATION

TABLE 9

($ IN 000S)

Project #	Project Name	Stat	Cat	Pre-2014	2014-2019 Capital Improvement Program 2014	2015	2016	2017-2019	CIP Total	Post 2019 & Contingency	Project Total
64312	Maintenance Facility Interiors	A	P	250	-	-	-	-	-	-	250
64312e	Maintenance Facility Interiors	F	P	-	250	250	250	500	1,250	-	1,250
64313	Operator Breakroom Facilities	A	P	100	-	-	-	-	-	-	100
69001	Recaulk Walls at Existing Buildings	A	P	1,000	-	-	-	-	-	-	1,000
69001e	Recaulk Walls of All Buildings	F	P	-	-	-	-	3,100	3,100	-	3,100
69110	Transit Facility Land Acquisition	A	E	10	257	-	-	-	257	-	267
69211	Downtown St. Paul Layover	A	P	100	-	-	-	-	-	-	100
69212	Transit Facility Land Acquisition - Rail	A	E	61	809	-	-	-	809	-	870
69213	Burglar Alarm System	A	P	200	-	-	-	-	-	-	200
69216	Renewable Energy Initiatives	A	P	500	1,750	-	-	-	1,750	-	2,250
69216e	Renewable Energy Initiatives	F	P	-	750	-	-	-	750	-	750
84457	Miscellaneous Safety Capital Equipment	F	P	75	75	75	75	225	450	-	525
84524	New Ruter Garage	F	P	-	-	100	-	-	100	-	100
2012-2017 CIP	U of M Layover	F	P	-	-	-	600	-	600	-	600
2013-2018 CIP	Water Usage Study	F	P	-	100	-	-	-	100	-	100
2013-2018 CIP	Hazardous Waste Study	F	P	-	150	-	-	-	150	-	150
2013-2018 CIP	Heywood Campus Master Plan	F	E	-	110	-	-	-	110	-	110
2013-2018 CIP	LRT - LRV Spur Track Modification	F	E	-	200	-	-	-	200	-	200
New - 2014-2019	Drop Table for Big Lake VMF	F	P	-	-	2,200	-	-	2,200	-	2,200
New - 2014-2019	District Energy Study	F	E	-	100	-	-	-	100	-	100
New - 2014-2019	Support Facility Strategic Plan	F	E	-	120	-	-	-	120	-	120
New - 2014-2019	Enclose Pass Through Track at Big Lake	F	E	-	-	400	-	-	400	-	400
Other Providers											
35851	MVTA EBG Expansion	A	E	1,005	195	-	-	-	195	-	1,200
35882	MVTA Facility Improve. at Garages - NTD	A	P	125	-	-	-	-	-	-	125
35915	MVTA - Support Facilities Improve. (NTD)	A	E	100	50	-	-	-	50	-	150
New	MVTA Facility Improve. at Garages - NTD	F	P	-	500	250	300	600	1,650	-	1,650
New	MVTA Eagan Garage Expansion - Design - I	F	E	200	-	-	-	-	-	-	200
New	MVTA Eagan Garage Expansion Debt - NTI	F	E	-	500	500	500	1,500	3,000	-	3,000
	TOTAL - SUPPORT FACILITIES			106,209	37,072	13,325	5,875	22,375	78,647	-	184,857
CUSTOMER FACILITIES											
Metro Transit									-		-
62012	HLRT Rail Station Mods - 1% Transit	A	P	1,398	62	-	-	-	62	-	1,459
62012e	HLRT Rail Station Mods - 1% Transit	F	P	200	200	200	-	400	800	-	1,000
62013	I-35E AT Co Rd 14 Park & Ride	A	E	602	1,598	-	-	-	1,598	-	2,200
62013e	I-35E at Co. Rd. 14 Park & Ride	F	E	-	1,924	-	-	-	1,924	-	1,924
62013e	I-35E & Co. Rd. 14 Park and Ride	F	E	-	150	-	-	-	150	-	150
62014	Woodbury Theatre P&R Expansion	A	E	200	-	-	-	-	-	-	200
62015	Hwy 36 at Rice Street P&R	A	E	3,204	-	-	-	-	-	-	3,204
62115	Hwy 610 & Noble P&R	A	E	9,045	5,629	-	-	-	5,629	-	14,674
62117	I-35E & Country Road E P&R (Vadnias	A	P	1,287	1,213	-	-	-	1,213	-	2,500
62117e	I-35E & Country Road E P&R (Vadnais	F	P	-	1,845	-	-	-	1,845	-	1,845
62214	DT St. Paul Passenger Facility	A	P	1,546	1,707	-	-	-	1,707	-	3,253
62216	Downtown Minneapolis Station Area	A	E	254	1,346	-	-	-	1,346	-	1,600
62217	Transit Customer Amenities	A	P	50	50	-	-	-	50	-	100
62217e	Transit Customer Amenities	F	E	-	50	50	50	100	250	-	250
62218	Southdale Transit Center Relocation	A	P	850	-	-	-	-	-	-	850
62221	Maple Plain Park & Ride	A	E	140	-	-	-	-	-	-	140
62222	I-94 & Manning Park & Ride	A	E	5,347	-	-	-	-	-	-	5,347
62318	ADA Bus Stops - 1% Transit	A	P	100	-	-	-	-	-	-	100
62318e	ADA Bus Stops - 1% Transit	F	P	-	-	100	-	200	300	-	300
62319	ADA Projects Bus Shelters - 1% Transit	A	P	365	-	-	-	-	-	-	365
62319e	ADA Projects - 1% Transit Enhancements	F	P	-	365	365	365	895	1,990	-	1,990
62320	Signs - 1% Transit Enhancements	A	P	100	-	-	-	-	-	-	100
62320e	Signs - 1% Transit Enhancements	F	P	-	200	-	200	200	600	-	600
62321	Anoka CRTV Ramp Project	A	P	50	-	-	-	-	-	-	50
62322e	Downtown East Area Enhancement	F	E	-	500	500	7,500	-	8,500	-	8,500
62911	Maplewood Mall Transit Center Parking	A	E	13,950	-	-	-	-	-	-	13,950
63056	Riverwiew Corridor Construction	A	P	6,100	-	-	-	-	-	-	6,100
63215	Gateway/Smith Avenue // West End	A	P	1,100	-	-	-	-	-	-	1,100
63216	Public Facilities Initiatives	A	P	5,505	178	-	-	-	178	-	5,683
63216e	Public Facil Initiatives/Team Transit	F	P	-	700	700	700	2,100	4,200	-	4,200
63291	Bus Stop Signs	A	P	2,227	-	-	-	-	-	-	2,227
63291e	Bus Stop Signs	F	P	-	-	-	25	50	75	-	75
63312	ADA Bus Stops	A	P	753	100	-	-	-	100	-	853
63314e	Transit Facility Land Acquisition	F	E	1,000	2,000	-	-	-	2,000	-	3,000
63315	Sector 5 Park & Ride Facilities	A	P	873	-	-	-	-	-	49	922
63318	Dwtn Mpls Layover Gateway (North	A	E	11,221	-	-	-	-	-	-	11,221
63318e	Downtown Minneapolis Layover	F	P	-	2,300	3,000	-	-	5,300	-	5,300
63350	Public Facilites Refurbishment	A	P	8,504	600	-	-	-	600	-	9,104
63350e	Public Facilities Refurbishment	F	P	-	2,200	2,200	2,400	9,000	15,800	-	15,800
63491	Transit Center/Park-Ride Sign Upgrades	A	P	488	-	-	-	-	-	0	488

METROPOLITAN COUNCIL CAPITAL PROGRAM TRANSPORTATION

TABLE 9

($ IN 000S)

Project #	Project Name	Stat	Cat	Pre-2014	2014-2019 Capital Improvement Program 2014	2015	2016	2017-2019	CIP Total	Post 2019 & Contingency	Project Total
63513	1% Safety & Security at Public Facilities	A	P	258	-	-	-	-	-	-	258
63552	Robbinsdale Transit Center	A	P	729	-	-	-	-	-	-	729
63611	Dwtn Mpls Transit Advantages / Access	A	P	1,183	-	-	-	-	-	-	1,183
63611e	Dwtn Mpls Transit Advantages	F	P	300	500	2,000	3,000	-	5,500	-	5,800
63702	Hiawatha LRT: Readerboard	A	P	300	-	-	-	-	-	-	300
63703	HLRT Crossing Signals	A	P	150	-	-	-	-	-	-	150
63706	I-94 East Park & Ride - Guardian Angels	A	E	1,228	-	-	-	-	-	-	1,228
63711	Signs	A	P	775	-	-	-	-	-	-	775
63712	Park & Ride Security Enhancement	A	P	90	-	-	-	-	-	-	90
63715	Bike & Pedestrian Access to Transit Study	A	E	90	-	-	-	-	-	10	100
63760	Midtown Exchange Transit Station	A	E	2,700	-	-	-	-	-	-	2,700
63810	Twin Lakes Park & Ride	A	E	1,328	-	-	-	-	-	-	1,328
63851	ADA Improvements	A	P	700	-	-	-	-	-	-	700
63852	Shelter New & Replacement Project	A	P	3,236	-	-	-	-	-	-	3,236
63956	CR 73/I394 Park and Ride Exp	A	E	9,248	-	-	-	-	-	-	9,248
64313e	Operator Breakroom Facilities	F	P	-	300	-	300	300	900	-	900
69112	Hiawatha CCTV Project	A	P	350	-	-	-	-	-	-	350
69214	Public Facility Security (SE) - 3 Video Surv.	A	P	100	200	-	-	-	200	-	300
69214e	Public Facility Security (SE)	F	P	-	500	-	500	500	1,500	-	1,500
69217	Hiawatha Trail Lighting & Safety	A	P	250	-	-	-	-	-	-	250
69219	Covered Bike Parking Installation	A	E	50	-	-	-	-	-	-	50
69219e	Covered Bike Parking Installation	F	E	-	150	-	-	-	150	-	150
69911	Park & Ride Security	A	P	600	-	-	-	-	-	-	600
2012-2017 CIP	Anishinabe Park & Ride	F	P	-	200	-	-	-	200	-	200
2012-2017 CIP	Electric Vehicle Charging Stations	F	E	-	-	-	150	150	300	-	300
2013-2018 CIP	CCLRT Bus Facil. & Como Park Facility Impr	F	E	-	1,200	-	-	-	1,200	-	1,200
New - 2014-2019	TOD Office Costs	F	E	-	50	-	-	-	50	-	50
Other Providers											
35823	Shakopee/Prior Lake - Eagle Creek Transit	A	P	200	-	-	-	-	-	-	200
35826	SWT - SW Station Debt	A	P	380	-	-	-	-	-	-	380
35853	Plymouth - Bus Shelters (Three) - NTD	A	P	178	-	-	-	-	-	-	178
35854	Plymouth-Customer Repairs Station 73-NT	A	P	44	-	-	-	-	-	-	44
35879	MVTA - Bus Camera Replacement-NTD	A	P	20	-	-	-	-	-	-	20
35880	MVTA - Bus Stop Amenities - NTD	A	P	75	-	-	-	-	-	-	75
35881	MVTA - Customer Facility Impr. - NTD	A	P	125	-	-	-	-	-	-	125
35884	Plymouth - Bus Shelters - NTD	A	P	-	100	100	-	-	200	-	200
35885	Plymouth - Station 73 Repairs - NTD	A	P	-	69	-	-	-	69	-	69
35889	SWT - East Creek Park and Ride-NTD	A	P	1,957	-	-	-	-	-	-	1,957
35901	MVTA - Rosemount Depot Pass. Facil.-CM/	A	P	187	-	-	-	-	-	-	187
35903	Shakopee/Prior Lake - Public Facilities Mai	A	P	60	-	-	-	-	-	-	60
35904	SWT - Public Facilities Improvements	A	P	16	-	-	-	-	-	-	16
35905	SWT - Public Facilities Maintenance	A	P	150	-	-	-	-	-	-	150
35907	Maple Grove - Parkway Station - Phase 2	A	P	2,632	-	-	-	-	-	-	2,632
35916	MVTA - Customer Facilities Impr. (NTD)	A	P	225	-	-	-	-	-	-	225
35917	MVTA - Bus Camera Upgrade/Replac. (NTI	A	P	20	-	-	-	-	-	-	20
35918	SWT-Chanhassen & East Creek Stations (N	A	P	1,600	-	-	-	-	-	-	1,600
35919	SWT-SW Village Debt Principal Pymt. (NTD	A	P	77	-	-	-	-	-	-	77
35921	Prior Lake/Shakopee-Marschall Road TS (N	A	P	775	-	-	-	-	-	-	775
35922	Prior Lake/Shakopee - Southbridge Facil. I	A	P	58	-	-	-	-	-	-	58
35923	Prior Lake/Shakopee - Customer Facil. Imp	A	P	92	-	-	-	-	-	-	92
New	Plymouth - Bus Shelters - LGS	F	P	-	200	200	200	200	800	-	800
New	Plymouth - Bus Shelters - NTD	F	P	-	-	-	-	400	400	-	400
New	Plymouth - Station 73 Repairs - LGS	F	P	-	35	40	50	55	180	-	180
New	Plymouth - Station 73 Repairs - NTD	F	P	-	-	-	-	95	95	-	95
New	Plymouth - The Reserve Park-and-Ride - L(	F	P	-	35	100	35	35	205	-	205
New	Plymouth - The Reserve Park-and-Ride - N	F	P	-	-	-	-	105	105	-	105
New	Shakopee/Prior Lake - Southbridge Sealing	F	P	-	44	-	-	53	96	-	96
New	Shakopee/Prior Lake-Eagle Creek-Lighting	F	P	-	81	-	-	-	81	-	81
New	Shakopee/Prior Lake - Southbridge Stripir	F	P	-	3	-	-	7	10	-	10
New	Shakopee/Prior Lake - Eagle Creek - Stripir	F	P	-	-	-	8	-	8	-	8
New	Shakopee/Prior Lake - East Creek Sealing-I	F	P	-	-	-	-	69	69	-	69
New	Shakopee/Prior Lake-Marschall Road TS Se	F	P	-	-	-	-	60	60	-	60
New	Maple Grove - Maple Grove Transit St. Rep	F	P	-	200	-	-	-	200	-	200
New	Maple Grove - Crosswinds Sealcoat - NTD	F	P	-	40	-	-	-	40	-	40
New	Maple Grove - Parkway St. Repairs - NTD	F	P	-	-	100	-	-	100	-	100
New	Maple Grove - Zachory Lot Sealcoat - NTD	F	P	-	-	-	65	-	65	-	65
New	Maple Grove - Crosswinds Sealcoat - NTD	F	P	-	-	-	-	60	60	-	60
New	MVTA Customer Facility Improvements - N	F	P	-	500	250	300	600	1,650	-	1,650
New	MVTA Bus Stop Amenities - NTD	F	P	-	150	50	50	100	350	-	350
New	STP NTD Projects	F	P	-	3,763	-	-	-	3,763	-	3,763
New	STP NTD Projects	F	P	-	(449)	(117)	380	1,532	1,347	-	1,347
New	SWT Debt Payments - Principal Only - NTD	F	E	-	142	147	153	497	939	-	939
New	Maple Grove - Parkway Station (Phase 3)	F	E	-	300	-	-	-	300	-	300

METROPOLITAN COUNCIL CAPITAL PROGRAM TRANSPORTATION

TABLE 9

($ IN 000S)

Project #	Project Name	Stat	Cat	Pre-2014	2014-2019 Capital Improvement Program 2014	2015	2016	2017-2019	CIP Total	Post 2019 & Contingency	Project Total
	TOTAL - CUSTOMER FACILITIES			108,995	33,229	9,986	16,431	17,763	77,409	59	186,463
TECHNOLOGY IMPROVEMENTS											
Metro Transit											
64283	HRIS Upgrade	A	P	3,026	-	-	-	-	-	-	3,026
64382	Subscription Svc (Cust Rel Tracking Sys)	A	E	50	-	-	-	-	-	-	50
64383	BusLine System Replacement	A	P	500	-	-	-	-	-	-	500
64511	Advanced Schedule Planning (SOAR)	A	P	1,649	440	-	-	-	440	-	2,089
64511e	Advanced Schedule Planning (SOAR)	F	P	-	-	-	800	300	1,100	-	1,100
64592	Transit Control Ctr (TCC) Equip Upgrades	A	P	824	-	-	-	-	-	-	824
64690	MT Technology Upgrades &	A	P	6,187	-	-	-	-	-	-	6,187
64702	SMARTCOM Passenger Information	A	P	163	-	-	-	-	-	-	163
64703	Transitmaster Go-To Card Application	A	P	200	-	-	-	-	-	-	200
64704	Police Dispatch-Transitmaster	A	P	400	-	-	-	-	-	-	400
64705	Card Access System	A	P	101	-	-	-	-	-	-	101
64810	Networking All Security Systems	A	P	100	-	-	-	-	-	-	100
64883	APCs (Automatic Psgr Counters) on Buses	A	P	80	-	-	-	-	-	-	80
68001	Communication Equipment for Bus	A	P	80	44	-	-	-	44	-	124
68002	TSP-EMTRAC/Transitmaster Integration	A	P	80	130	-	-	-	130	-	210
68111	Real Time Transit Technology	A	E	246	169	-	-	-	169	-	415
68112	Transitmaster - Mobile HW WiPort	A	P	625	-	-	-	-	-	-	625
68113	Technology System Hardware	A	P	50	-	-	-	-	-	-	50
68114	Radio Network Controller (RNC)	A	P	185	-	-	-	-	-	-	185
68114e	Radio Network Controller (RNC)	F	P	-	-	-	100	-	100	-	100
68210	Fuel Management System	A	P	1,000	-	-	-	-	-	-	1,000
68212	RTS (Real Time Signs) Transit Technlogy	A	E	250	1,000	310	-	-	1,310	-	1,560
68212e	RTS (Real Time Signs) Transit Technology	F	P	-	500	1,000	2,500	2,000	6,000	-	6,000
68303	800 MHZ-CAD/AVL Future Maintenance	A	P	424	251	-	-	-	251	-	675
68303e	800 MHZ-CAD/AVL Future Maintenance	F	P	-	200	400	100	300	1,000	-	1,000
68304	Technology System Enhancements	A	P	200	-	-	-	-	-	-	200
68304e	Technology System Enhancements	F	P	-	100	100	100	200	500	-	500
68305	Communications Equipment for Bus	A	P	-	30	-	-	-	30	-	30
68305e	Communication Equipment for Bus	F	P	-	60	60	60	120	300	-	300
68306	Technology System Hardware	A	P	25	50	-	-	-	50	-	75
68306e	Technology System Hardware	F	P	-	75	100	100	325	600	-	600
68307	Shop Laptops	A	P	147	-	-	-	-	-	-	147
68308	Rail Radios & Communications Equip.	A	E	150	-	-	-	-	-	-	150
68310	Technology Upgrades & Enhancements	A	P	1,563	507	-	-	-	507	-	2,070
68310e	Technology Upgrades and Enhancements	F	P	1,800	1,083	1,445	1,483	4,195	8,206	-	10,006
68311	Garage/Bus Wireless Upgrade	A	P	1,600	-	-	-	-	-	-	1,600
68311e	Garage/Bus Wireless Upgrade (VAN)	F	P	-	690	-	-	-	690	-	690
68312	Motorola Console HW/SW	A	P	1,000	-	-	-	-	-	-	1,000
68312e	Motorola Console HW/SW	F	P	-	800	500	-	-	1,300	-	1,300
68313	Stop ID Program	A	E	100	-	-	-	-	-	-	100
68314	Technology Improvements for Emergency	A	P	150	-	-	-	-	-	-	150
68315	EDC System Software Upgrade	A	P	30	-	-	-	-	-	-	30
68315e	EDC System Software Upgrade	F	P	-	-	30	-	30	60	-	60
68316	IDI System Software Upgrade	A	P	50	-	-	-	-	-	-	50
68316e	IDI System Software Upgrade	F	P	-	-	50	-	50	100	-	100
69215	Card Access at Transit Facilities/Garages	A	P	100	-	-	-	-	-	-	100
69301e	Techn. for Console Furniture at Rail EBC -	F	P	-	160	-	-	-	160	-	160
MT09-13	Hastus Equipment	F	P	160	-	-	-	100	100	-	260
MT09-14	HASTUS/TransitMaster Integration	F	P	-	-	200	-	-	200	-	200
MT10-26	TransitMaster Software Upgrade	F	P	-	450	545	500	1,075	2,570	-	2,570
MT10-28	IGBLS Upgrade	F	P	-	400	-	-	-	400	-	400
MT10-33	RTS - TransitMaster Integration	F	P	-	270	-	-	-	270	-	270
MT10-35	PIMS Upgrade	F	P	-	340	-	-	-	340	-	340
MT10-41	HLRT ROW Base Map	F	P	-	225	-	-	-	225	-	225
MT10-42	TransitMaster Server Replacement	F	P	-	-	-	-	150	150	-	150
MT10-43	UPA Systems Server Replacement	F	P	-	150	-	-	150	300	-	300
MT10-44	PIMS Hardware/Server Replacement	F	P	50	-	-	-	50	50	-	100
MT10-45	IGBLS Hardware/Server Replacement	F	P	50	-	-	-	50	50	-	100
MT10-46	Cubic Hardware/Server Replacement	F	P	-	190	-	-	180	370	-	370
2011-2016 CIP	Northstar TCC Software Systems Upgrade	F	P	-	200	-	-	-	200	-	200
2011-2016 CIP	Pedestrian Detection System on Buses	F	P	-	75	-	-	-	75	-	75
2011-2016 CIP	EMTRAC System Software Upgrade	F	P	50	-	50	-	50	100	-	150
2011-2016 CIP	Integrated Corridor Management (ICM)	F	P	-	75	500	500	500	1,575	-	1,575
2011-2016 CIP	PCI Equipment/Server Replacement	F	P	-	-	225	-	-	225	-	225
2011-2016 CIP	Police Video Equipment/Server	F	P	40	-	125	-	-	125	-	165
2011-2016 CIP	TCC Equipment/Server Replacement	F	P	60	-	-	-	60	60	-	120
2011-2016 CIP	DVR Replacement/upgrades	F	P	-	100	-	-	-	100	-	100
2012-2017 CIP	Transit Info via E-Mail and SMS	F	E	-	76	-	-	-	76	-	76
2013-2018 CIP	NexTrip/Real-Time Bus Depart. Sign Prese	F	P	-	150	300	-	-	450	-	450

METROPOLITAN COUNCIL CAPITAL PROGRAM TRANSPORTATION

TABLE 9

($ IN 000S)

Project #	Project Name	Stat	Cat	Pre-2014	2014-2019 Capital Improvement Program 2014	2015	2016	2017-2019	CIP Total	Post 2019 & Contingency	Project Total
2013-2018 CIP	ITS Master Contract Consultant	F	P	100	100	100	100	200	500	-	600
2013-2018 CIP	Consultant for Communication System	F	P	350	250	200	200	-	650	-	1,000
2013-2018 CIP	System Software Escrow & Verification	F	P	40	40	40	40	120	240	-	280
2013-2018 CIP	P&R Cellular Wireless Networking	F	P	-	50	10	10	30	100	-	100
2013-2018 CIP	ADC Reporting System	F	P	-	100	100	100	-	300	-	300
2013-2018 CIP	Notification Software	F	E	-	150	-	-	-	150	-	150
2013-2018 CIP	Central Corridor Camera Addition	F	E	-	300	-	-	-	300	-	300
New - 2014-2019	Migration/ Replacement of ADDCO Real-	F	P	-	-	500	500	500	1,500	-	1,500
New - 2014-2019	Evaulation Study of Transit Commuter	F	P	-	100	-	-	-	100	-	100
New - 2014-2019	Fare Collection System Upgrade	F	P	-	500	500	-	-	1,000	-	1,000
New - 2014-2019	Next Generation Fare Collection Devices	F	P	-	2,000	750	-	-	2,750	-	2,750
New - 2014-2019	LRT Blue - Communications Equipment	F	P	-	75	100	-	-	175	-	175
New - 2014-2019	LRT - Arinc SCADA Software Upgrades	F	P	-	-	150	-	-	150	-	150
New - 2014-2019	LRT - Technology System Enhancements	F	P	-	-	100	-	-	100	-	100
Other Providers											
35776	Met Mo Dispatching Project	A	P	125	-	-	-	-	-	-	125
35789	Fleet Fareboxes	A	P	1,147	952	-	-	-	952	-	2,100
35831	Technology Improvements	A	P	937	-	-	-	-	-	-	937
35834	Metro Mobility MDT/AVL	A	P	4,000	-	-	-	-	-	-	4,000
35860	Regional Dial-a-Ride Camera Project	A	P	-	400	-	-	-	400	-	400
35883	MVTA Fleet Maintenance Software - NTD	A	P	210	-	-	-	-	-	-	210
35890	Technology Maintenance and Improveme	A	P	490	10	-	-	-	10	-	500
35902	Dial-a-Ride Fare Collection Equipment	A	P	850	850	-	-	-	850	-	1,700
35906	SWT - Network Server	A	P	25	-	-	-	-	-	-	25
35936	Security Cameras	A	P	270	-	-	-	-	-	-	270
35790	MTS Bus Camera System	A	E	1,499	101	-	-	-	101	-	1,600
35848	MVTA - AVL Technology	A	E	2,100	-	-	-	-	-	-	2,100
35908	MVTA - I35W Technology - CMAQ Match	A	E	275	275	-	-	-	275	-	550
35937	Vehicle Area Network (VAN) Project	A	E	1,000	1,000	-	-	-	1,000	-	2,000
35938	Radios - Expansion	A	E	125	-	-	-	-	-	-	125
New	Regional Farebox Replacement	F	P	-	-	903	458	1,636	2,997	-	2,997
New	MVTA - Camera Systems - NTD	F	P	-	40	20	20	40	120	-	120
New	Technology Maintenance and Improveme	F	P	-	250	250	250	750	1,500	-	1,500
New	Metro Mobility Equipment Upgrade	F	P	-	275	300	300	950	1,825	-	1,825
	TOTAL - TECHNOLOGY IMPROVEMENTS			37,086	16,810	9,962	8,221	14,111	49,104	-	86,191
OTHER CAPITAL EQUIPMENT											
Metro Transit											
62219	CCLRT Station Platform Safety	A	P	610	-	-	-	-	-	-	610
62223	Park & Ride Security Upgrades 1% Sec	A	P	50	50	-	-	-	50	-	100
62223e	Park & Ride Security Upgrades 1% Sec	F	P	-	100	-	-	-	100	-	100
62224e	LRT Station Security Upgrades 1% Sec	F	P	-	25	25	25	75	150	-	150
62225	Transit Hub Upgrade Security System 1%	A	P	25	25	-	-	-	25	-	50
62225e	Transit Hub Upgrade Security System 1%	F	P	-	25	25	25	75	150	-	150
63714	Como Shuttle Pass-thru to St. Paul	A	E	1,458	-	-	-	-	-	-	1,458
65317	Automated Passenger Counters for Light	A	P	884	795	-	-	-	795	-	1,679
65321	Hiawatha LRT Rail Associated Capital	A	P	450	400	-	-	-	400	-	850
65321e	LRT - Rail Associated Capital	F	P	850	820	879	950	3,150	5,799	-	6,649
65410	Public Safety Outreach	A	P	225	-	-	-	-	-	-	225
65504	Specialized Equip & Furnishing for Rail	A	P	447	21	-	-	-	21	-	469
65504e	LRT- Spec. Equip. & Furshiings for Rail	F	P	30	-	-	-	-	-	-	30
65611	Safety and Security Projects	A	P	501	-	-	-	-	-	-	501
65612	Transit Enhancement Projects	A	P	501	-	-	-	-	-	-	501
65652	Rail Associated Capital Maintenance	A	P	6,798	-	-	-	-	-	-	6,798
65653	TVM Installations	A	E	125	-	-	-	-	-	-	125
65702	New Farebox Hardware-Replacement	A	P	1,815	-	-	-	-	-	-	1,815
65702e	Bus Fare Collection Upgrade	F	P	-	-	750	-	-	750	-	750
65711	Safety Marking	A	P	375	-	-	-	-	-	-	375
65790	Support Equip & Non-Rev Vehicles	A	P	6,383	-	-	-	-	-	-	6,383
65790e	Support Equipment and Non-Revenue	F	P	1,496	1,290	1,462	1,563	4,232	8,546	-	10,041
65810	Re-Key Lock System	A	P	50	-	-	-	-	-	-	50
65815	Fare Collection System Upgrades	A	P	1,300	-	-	-	-	-	-	1,300
67210	Nextfare Fare Collection Equipment	A	P	1,800	-	-	-	-	-	-	1,800
67210e	Nextfare (Cubic) Device Equipment	F	P	-	400	400	300	900	2,000	-	2,000
67211	Nextfare Fare Collection Upgrade	A	P	1,015	-	-	-	-	-	-	1,015
67211e	Nextfare (Cubic) Upgrade/Fare Coll. Serve	F	P	-	-	-	-	1,500	1,500	-	1,500
67301	Nextfare Cubic Fare Collection	A	P	500	-	-	-	-	-	-	500
67901	Fare Collection Equipment	A	P	1,000	-	-	-	-	-	-	1,000
67901e	Fare Collection Equipment	F	P	-	250	200	100	300	850	-	850
68215	DVR Replacement 1% Sec (2012)	A	P	77	-	-	-	-	-	-	77
68216	TCC Console Replacement	A	P	1,000	-	-	-	-	-	-	1,000
68901	PSIC Grant Funds - Radio Encryption	A	E	18	-	-	-	-	-	-	18
69002	Forensic Security Software	A	P	50	-	-	-	-	-	-	50

METROPOLITAN COUNCIL CAPITAL PROGRAM TRANSPORTATION

TABLE 9

($ IN 000S)

Project #	Project Name	Stat	Cat	Pre-2014	2014-2019 Capital Improvement Program 2014	2015	2016	2017-2019	CIP Total	Post 2019 & Contingency	Project Total
69003	CCTV at Transit Stores	A	P	33	-	-	-	-	-	-	33
69004	Security Equipment	A	P	200	-	-	-	-	-	-	200
69004e	Security Equipment	F	P	-	50	50	50	-	150	-	150
69005	2010 Transit Security Grant	A	P	515	-	-	-	-	-	-	515
69113	2011 Transit Security Grant (TSG)	A	P	876	160	-	-	-	160	-	1,037
69215e	Card Access Transit Facilities/Garages	F	P	-	-	50	50	-	100	-	100
69210	Onboard Information Center	A	E	60	-	-	-	-	-	-	60
69218	Garage Security System Upgrades 1% Sec	A	P	100	100	-	-	-	100	-	200
69218e	Garage security system upgrades	F	P	-	100	100	100	300	600	-	600
69301	Techn. for Console Furniture at Rail EBC -	A	P	280	60	-	-	-	60	-	340
69910	Telework Grant from MnDOT	A	P	480	-	-	-	-	-	-	480
69912	Upgrade Cameras / Card Access	A	P	257	-	-	-	-	-	-	257
69913	LRT Bike Rack Security	A	P	100	-	-	-	-	-	-	100
69914	Install 4 Pedestrian Gates	A	E	100	-	-	-	-	-	-	100
69916	Regional Transit Security - 2007 grant	A	P	40	-	-	-	-	-	1,479	1,519
69917	Regional Transit Security - 2008 grant	A	E	483	-	-	-	-	-	-	483
69919	Security Grant - Fed Homeland Security	A	E	42	-	-	-	-	-	-	42
84509e	Update Fare Counting Equipment	F	P	-	72	49	10	45	176	-	176
New - 2014-2019	Police Equipment-Tasers	F	P	-	38	38	38	-	113	-	113
New - 2014-2019	Police Equipment-Radios	F	P	-	88	35	35	35	193	-	193
New - 2014-2019	Police Equipment- Misc, training, K-9,	F	P	-	50	50	50	150	300	-	300
New - 2014-2019	Police Equipment-Training simulator	F	E	-	-	-	195	-	195	-	195
Other Providers											
35888	SWT Service Vehicle - NTD	A	P	55	-	-	-	-	-	-	55
New	MVTA - Non-Revenue Service Vehicles	F	P	-	30	36	-	39	105	-	105
New	SWT - Non-Revenue Service Vehicles	F	P	-	115	-	-	-	115	-	115
	TOTAL - OTHER CAPITAL EQUIPMENT			33,454	5,064	4,148	3,490	10,801	23,502	1,479	58,436
TRANSITWAYS - NON NEW STARTS											
Metro Transit											
61023	3-Car Train Sub-Stations, MOA & Target	A	T	5,000	-	-	-	-	-	-	5,000
61113	Transitway Planning	A	T	60	25	-	-	-	25	-	85
61113e	Transitway & System Planning	F	T	-	200	200	200	600	1,200	-	1,200
61214	Hiawatha Rail Clip Project	A	T	30	-	-	-	-	-	-	30
61215	Transitway Planning Midtown Corridor	A	T	750	-	-	-	-	-	-	750
61216	Cedar Avenue BRT	A	T	150	-	-	-	-	-	-	150
61217	Arterial Bus Rapid Transit	A	T	850	-	-	-	-	-	-	850
61217e	Arterial Bus Rapid Transit Preliminary	F	T	-	250	350	250	750	1,600	-	1,600
61218	HLRT-Track Switch Machine Overhaul	A	T	50	-	-	-	-	-	-	50
61219	HLRT-LRV 1000 Amp Draw Modification	A	T	200	-	-	-	-	-	-	200
61220	HLRT Crossing Signals	A	T	75	-	-	-	-	-	-	75
61221	HLRT Battery Replacement	A	T	40	-	-	-	-	-	-	40
61222	BRT/Smart Starts Project Office	A	T	198	55	-	-	-	55	-	253
61222e	BRT/Smart Starts Project Office	F	T	253	150	150	150	450	900	-	1,153
61316	LRT Tie Replacement	A	T	75	385	-	-	-	385	-	460
61317	Northstar Facility Improvements	A	T	100	-	-	-	-	-	-	100
61317e	Northstar Facility Improvements	F	T	-	400	500	250	500	1,650	-	1,650
61318	Paver Placement	A	T	1,000	-	-	-	-	-	-	1,000
61318e	Paver Replacement	F	T	-	1,000	1,000	1,000	1,000	4,000	-	4,000
62001	Interchange Project	A	T	30,942	10,500	-	-	-	10,500	-	41,442
62011	I-35W Orange Line Pre-Project	A	T	500	200	-	-	-	200	-	700
62116	Ramsey Station on Nstar Corridor	A	T	5,475	-	-	-	-	-	-	5,475
62215	LRT Interchange Facilities	A	T	100	-	-	-	-	-	-	100
62215e	LRT Interchange Facilities	F	T	50	50	-	-	-	50	-	100
62224	LRT Station Security Upgrades 1% Sec	A	T	25	25	-	-	-	25	-	50
62316	HLRT Rail Station Modifications	A	T	200	-	-	-	-	-	-	200
62317	Mall of America Transit Station	A	T	200	-	-	-	-	-	-	200
62910	Fridley Commuter Rail Station	A	T	331	-	-	-	-	-	-	331
63111	I-35W Transit Station at 46th	A	T	4,659	-	-	-	-	-	-	4,659
63114	Bottineau Blvd. (Northwest) Corridor	A	T	17,632	1,500	762	2,425	-	4,688	-	22,319
63114e	Northwest Corridor	F	T	-	500	-	555	-	1,055	-	1,055
69304	Bottineau LRT Pre-Development	A	T	-	150	-	-	-	150	-	150
69305	Nicollet Central Street Car Pre-Developm	A	T	-	150	-	-	-	150	-	150
63701	Hiawatha LRT: American Blvd Station	A	T	3,775	-	-	-	-	-	-	3,775
63740	UPA (Urban Partnership Agreement) P&R	A	T	107,559	-	-	-	-	-	-	107,559
64210	Sand Blasting Room - O&M Building	A	T	100	-	-	-	-	-	-	100
64214	HLRT LRV Door Overhaul	A	T	-	200	-	-	-	200	-	200
64310	LRT- Rail Support Facility Parking	A	T	200	-	-	-	-	-	-	200
64311	LRT-Non Revenue Vehicle Storage	A	T	150	600	-	-	-	600	-	750
64910	The New '3 Car Train Program - O&M Bldg	A	T	18,426	-	-	-	-	-	-	18,426
65111	3 Car Train Program - Light Rail Vehicles	A	T	29,078	4,500	-	-	-	4,500	-	33,578
65318	Northstar 6th Locomotive	A	T	113	-	-	-	-	-	-	113
6570A	City of St. Paul Substation Relocation	A	T	589	-	-	-	-	-	-	589

METROPOLITAN COUNCIL CAPITAL PROGRAM TRANSPORTATION

TABLE 9

($ IN 000S)

Project #	Project Name	Stat	Cat	Pre-2014	2014-2019 Capital Improvement Program 2014	2015	2016	2017-2019	CIP Total	Post 2019 & Contingency	Project Total
68211	Hiawatha Corridor Vehicular Traffic	A	T	348	-	-	-	-	-	-	348
68213	Positive Train Control Wayside	A	T	450	-	-	-	-	-	-	450
68214	Wireless Video Hiawatha LRT 1% Sec	A	T	300	-	-	-	-	-	-	300
69111	CCLRT Reestablishment Costs	A	T	140	140	-	-	-	140	-	280
69302	Traction Power Study	A	T	50	50	-	-	-	50	-	100
69915	Southwest Corridor Alternatives Analysis	A	T	686	-	-	-	-	-	-	686
69918	State Capitol Betterments-CE Bid line item	A	T	392	-	-	-	-	-	-	392
2013-2018 CIP	LRT Blue - Network Upgrade	A	T	-	250	-	-	-	250	-	250
2011-2016 CIP	Fort Snelling P&R	F	T	-	-	-	1,000	-	1,000	-	1,000
2013-2018 CIP	LRT Blue - Network Upgrade	F	T	-	550	-	-	-	550	-	550
2013-2018 CIP	LRT Green- Facility Modifications	F	T	-	-	-	250	500	750	-	750
2013-2018 CIP	A Line (Sneling Ave) BRT Design and	F	T	850	12,632	2,000	-	-	14,632	-	15,482
2013-2018 CIP	B Line (West 7th Street) BRT (Non-Fleet)	F	T	-	-	5,000	-	-	5,000	-	5,000
New - 2014-2019	On Board Customer Info Centers	F	T	-	20	-	10	10	40	-	40
New - 2014-2019	LRT Blue - Bi Directional Running	F	T	-	850	-	-	-	850	-	850
New - 2014-2019	LRT Blue - Rebuild Trackwork with Direct	F	T	-	850	-	-	-	850	-	850
New - 2014-2019	LRT Blue - Replace station trackwork with	F	T	-	-	-	300	-	300	-	300
New - 2014-2019	LRT Blue - Power Feed for MOA	F	T	-	-	200	-	-	200	-	200
New - 2014-2019	F Line BRT	F	T	-	-	-	-	1,702	1,702	-	1,702
New - 2014-2019	35W 494-American Blvd Orange Line	F	T	-	150	-	-	-	150	-	150
New - 2014-2019	Broadway Transit Alternatives Study	F	T	-	615	-	-	-	615	-	615
Other Providers											
35702	Cedar BRT: Station Studies, Design, and Co	A	T	17,833	2,952	-	-	1,875	4,827	-	22,660
35703	Cedar Ave BRT Bus Shoulder Lanes	A	T	3,525	-	-	-	-	-	-	3,525
35758	Red Rock Corridor	A	T	1,000	-	-	-	-	-	-	1,000
35759	Union Depot Renovation (passthru)	A	T	5,200	-	-	-	-	-	-	5,200
35791	Red Rock & Rush Lines Corridors Alter. An	A	T	2,868	372	-	-	-	372	-	3,240
35792	Union Depot - Appropriation	A	T	782	-	-	-	-	-	-	782
35793	Cedar BRT - 2008 GO Bonds	A	T	4,000	-	-	-	-	-	-	4,000
35801	MVTA Cedar BRT - Buses, Equipment, and	A	T	6,143	-	-	-	-	-	-	6,143
35835	Union Depot - 2009 State GO Bonds	A	T	500	-	-	-	-	-	-	500
35836	Cedar BRT - 2009 State GO Bonds	A	T	3,287	-	-	-	-	-	-	3,287
35861	Bottineau Transitway Alternative Analysis	A	T	250	-	-	-	-	-	-	250
35862	I-94 Transitway Alternative Analysis	A	T	250	-	-	-	-	-	-	250
35863	Newport - Park and Ride	A	T	475	-	-	-	-	-	-	475
35864	Nicollet-Central Urban Circulator - AA Stuc	A	T	617	283	-	-	-	283	-	900
35865	Robert Street Transitway - AA Study	A	T	650	530	-	-	-	530	-	1,180
35866	Cedar Avenue Bus Rapid Transit	A	T	950	-	-	-	-	-	-	950
35870	Union Depot Construct and Rehabilitation	A	T	1,543	-	-	-	-	-	-	1,543
35871	Cedar Avenue Bus Rapid Transit	A	T	-	1,550	-	-	-	1,550	-	1,550
35891	Newport Park-and-Ride - 2011 State GO B	A	T	1,750	-	-	-	-	-	-	1,750
35892	Cedar BRT - 2011 State GO Bonds	A	T	1,000	-	-	-	-	-	-	1,000
35893	Robert Street Corridor - 2011 State GO Bo	A	T	-	250	-	-	-	250	-	250
35909	Cedar Avenue BRT - Marketing and Techn	A	T	1,777	-	-	-	-	-	-	1,777
35920	Cedar Avenue BRT - Red Line Buses - Equip	A	T	250	-	-	-	-	-	-	250
	TOTAL - TRANSITWAYS NON-NEW STARTS			286,798	42,882	10,162	6,390	7,387	66,822	-	353,620
FEDERAL NEW STARTS RAIL PROJECTS											
Metro Transit											
65895	Hiawatha Corridor LRT Project	A	T	717,857	-	-	-	-	-	-	717,857
65510	Northstar Commuter Rail	A	T	84,927	-	-	-	-	-	-	84,927
65701	Central Corridor LRT	A	T	859,628	91,393	1,221	4,658	-	97,272	-	956,900
61001	Southwest Light Rail Transit	A	T	77,720	13,272	-	-	-	13,272	-	90,992
61001e	Southwest Light Rail Transit	F	T	-	24,459	109,590	439,032	586,414	1,159,494	-	1,159,494
	TOTAL - NEW STARTS RAIL PROJECTS			1,740,132	129,123	110,811	443,689	586,414	1,270,038	-	3,010,170

METROPOLITAN COUNCIL CAPITAL PROGRAM ENVIRONMENTAL SERVICES

TABLE 10

($ IN 000S)

Proj #	Project Name	Pre-2014	2014-2019 Capital Improvement Program 2014	2015	2016	2017-2019	CIP Total	Post 2019 & Contingency	Project Total
	Preservation	341,382	131,380	127,350	125,500	304,000	688,230	276,849	1,306,461
	Expansion	80,032	20,920	22,350	13,475	43,025	99,770	75,024	254,825
	Quality Improvements	3,493	2,700	6,300	6,025	29,975	45,000	45,233	93,725
	Total	424,906	155,000	156,000	145,000	377,000	833,000	397,105	1,655,011
	Authorized	424,906	155,000	151,500	114,100	114,700	535,300	62,994	1,023,200
	Planned	-	-	4,500	30,900	262,300	297,700	334,111	631,811
		424,906	155,000	156,000	145,000	377,000	833,000	397,105	1,655,011
Treatment Plant Projects									
8018	Blue Lake Plant Improvements	114,288	1,000	1,000	500	-	2,500	212	117,000
8074	Empire Plant Solids Processing	825	1,000	5,000	5,000	2,000	13,000	1,175	15,000
8072	Energy Conservation & Recovery	546	1,000	1,000	1,000	1,000	4,000	454	5,000
8030	Hastings WWTP	5,660	-	-	1,000	31,000	32,000	27,340	65,000
8073	MWWTP Nutrient Removal	1,414	500	500	500	-	1,500	86	3,000
8059	MWWTP Rehabilitation & Facilities Improve	55,950	21,000	22,000	18,000	28,000	89,000	5,050	150,000
8062	MWWTP Solids Improvements	828	1,000	1,000	2,000	45,000	49,000	80,172	130,000
8078	Regional Plant Improvements	500	1,000	1,000	1,000	3,000	6,000	500	7,000
8016	Rural Area Acquisitions and Improvements	61,773	6,000	2,000	-	-	8,000	2,227	72,000
8075	Seneca Plant Solids Processing Improve.	353	500	1,500	7,000	9,000	18,000	1,647	20,000
----	Small System Improvement Projects	4,000	1,000	1,000	1,000	3,000	6,000	1,851	11,851
	Subtotal - Treatment Plants	246,137	34,000	36,000	37,000	122,000	229,000	120,714	595,851
Interceptor System Projects									
New	Bloomington System Improvements	-	1,000	1,000	3,000	1,000	6,000	-	6,000
8028	Blue Lake System Improvements	70,007	20,000	18,000	18,000	45,000	101,000	36,993	208,000
8079	Brooklyn Park LS/FM Rehabilitation	4,000	6,000	2,000	-	-	8,000	2,000	14,000
8039	Chaska Lift Station	2,602	2,000	5,000	2,000	-	9,000	1,398	13,000
New	Elm Creek - Corcoran/Rogers Connections	-	2,000	3,000	1,000	-	6,000	1,000	7,000
----	Forcemain Rehabilitation	-	-	-	1,000	14,000	15,000	15,000	30,000
8057	Golden Valley Area Improvements	4,842	7,000	5,000	-	-	12,000	13,158	30,000
8041	Hopkins System Improvements	27,732	12,000	10,000	10,000	3,000	35,000	7,268	70,000
8090	Interceptor Rehabilitation - Program	11,500	4,000	4,000	4,000	12,000	24,000	4,160	39,660
8069	Interceptor Rehabilitation - Trenchless	10,473	5,000	3,000	-	-	8,000	527	19,000
8055	Lift Station Improvements	7,756	4,000	4,000	4,000	12,000	24,000	4,244	36,000
8081	Maple Plain Area Improvements	200	1,000	1,000	6,000	12,000	20,000	1,800	22,000
8056	Meter Improvements	11,431	2,000	2,000	2,000	6,000	12,000	4,569	28,000
8068	Mpls. Interceptor 1-MN-310/320 Diversion	534	1,000	1,000	1,000	45,000	48,000	51,466	100,000
8076	Mpls Interceptor System Rehabilitation	14,962	14,000	14,000	12,000	7,000	47,000	13,038	75,000
New	North Area Interceptor Rehabilitation	-	10,000	10,000	15,000	45,000	80,000	60,000	140,000
8012	Odor Control Improvements	81	200	2,000	-	-	2,200	719	3,000
----	River Crossing Rehabilitation	-	-	-	1,000	14,000	15,000	15,000	30,000
8080	Seneca Interceptor System Rehabilitation	3,000	25,000	25,000	20,000	32,000	102,000	35,000	140,000
8082	St Bonifacius LS/FM Rehabilitation	400	1,400	4,000	4,000	4,000	13,400	2,200	16,000
8063	SWC Interceptor - Lake Elmo Connections	8,849	2,000	2,000	-	-	4,000	4,651	17,500
8083	Waconia LS/FM Rehabilitation	400	1,400	4,000	4,000	3,000	12,400	2,200	15,000
	Subtotal - Interceptor System	178,769	121,000	120,000	108,000	255,000	604,000	276,391	1,059,160
	Grand Total	424,906	155,000	156,000	145,000	377,000	833,000	397,105	1,655,011

METROPOLITAN COUNCIL
CAPITAL PROGRAM
COMMUNITY DEVELOPMENT - PARKS AND OPEN SPACE

TABLE 11

($ IN 000S)

Project Number	Park Unit	Project Title	Stat	Cat	Pre-2014	2014-2019 Capital Improvement Program 2014	2015	2016	2017-2019	CIP Total	Post-2019 & Contingency	Project Total
		Preservation		R	22,452	13,034	15,792	10,947	37,391	77,165	7,251	106,867
		Improvements		D	9,542	16,533	18,997	11,105	34,012	80,647	6,499	96,689
		Land Acquisition		A	10,594	10,600	9,113	7,356	22,393	49,461	-	60,055
		Total			42,589	40,167	43,901	29,408	93,797	207,273	13,750	263,611
		Authorized	A		42,589	32,069	25,450	4,085	1,892	63,496	-	106,085
		Future	F		-	8,098	18,451	25,324	91,904	143,777	13,750	157,526
		Total			42,589	40,167	43,901	29,409	93,796	207,272	13,750	263,611
Anoka County												
10517	Rice Creek/Chain of Lakes PR	Renovate Roads Campground,Drainage	A	R	500	-	-	-	-	-	-	500
10519	Rice Creek/Chain of Lakes PR	Renovate and Expand Day Camp	A	R	120	80	-	-	-	80	-	200
10520	Rice Creek/Chain of Lakes PR	Visitor Center Interp Displays	A	D	48	40	-	-	-	40	-	88
10521	Systemwide	MN Conservation Corp Nat Res Mgmt	A	R	121	20	-	-	-	20	-	141
10522	Systemwide	Volunteer Resource Coord	A	O	65	-	-	-	-	-	-	65
10532	Coon Rapids Dam RP	Rehab Roadway, Parking Lots, Trails	A	R	145	175	175	-	-	350	-	495
10552	Coon Rapids Dam RP	Reconstruct Roadway, Parking lots & Tra	A	R	-	399	399	-	-	798	-	798
10559	Systemwide	7 Construction in 4 parks and 2 trails	A	D	281	500	500	-	-	1,000	-	1,281
10560	Systemwide	MN Conservation Corp Nat Res Mgmt	A	R	55	-	-	-	-	-	-	55
10562	Systemwide	Collect Resources for RP & Trail Program	A	R	-	33	33	-	-	65	-	65
10561	Rice Creek Chain of Lakes PR	Acquisition Grant	A	A	1	134	134	-	-	267	-	268
10606	Rice Creek Chain of Lakes PR	Acquisition Grant	A	A	-	253	-	-	-	253	-	253
10618-622	Systemwide	First year funding of 15 projects	A	D	180	361	361	361	180	1,263	-	1,443
	2014-15 CIP Coon Rapids Dam RP	Boat launch parking lot reconstruction	F	M	-	77	154	154	231	615	-	615
	2014-15 CIP Anoka Co Riverfront RP	Roadway & parking lot reconstruction	F	M	-	160	320	320	480	1,280	-	1,280
	2016-17 CIP Request	Various projects	F	M	-	-	-	237	1,421	1,658	237	1,895
	2018-19 CIP Request	Various projects	F	M	-	-	-	-	711	711	1,184	1,895
	2014-2020 Parks and Trails	Various projects	F	M	-	207	626	1,058	4,005	5,894	-	5,894
Anoka County Total					1,516	2,437	2,700	2,129	7,027	14,294	1,421	17,231
Bloomington												
10629	Hyland-Bush-Anderson Lakes PR	Parking lot reconstruction	A	R	36	72	72	72	36	253	-	289
10380	Old Cedar Ave Bridge Trail	Trail development	A	D	-	1,000	1,000	-	-	2,000	-	2,000
10432	Hyland/Bush/Anderson Lakes PR	Trail rehabilitation	A	R	369	30	-	-	-	30	-	399
10445	Old Cedar Ave Bridge Trail	Trail development	A	D	-	1,000	1,000	300	-	2,300	-	2,300
10553	Hyland-Bush-Anderson Lakes PR	Trail development	A	D	-	95	95	-	-	189	-	189
10558	W. Bush Lake	Parking lots, Lighting, Storm water mgm	A	R	-	132	132	-	-	263	-	263
	2014-15 CIP Hyland-Bush-Anderson Lak	Roadway and parking lot reconstruction	F	M	-	59	118	118	177	472	-	472
	2016-17 CIP Request	Various projects	F	M	-	-	-	59	354	413	59	472
	2018-19 CIP Request	Various projects	F	M	-	-	-	-	177	177	295	472
	2014-2020 Parks and Trails	Various projects	F	M	-	41	125	212	802	1,181	-	1,181
Bloomington Total					405	2,429	2,542	761	1,546	7,278	354	8,037
Carver County												
10524	Lake Minnewashta RP	Trail development	A	D	-	129	129	-	-	257	-	257
10534	Lake Minnewashta RP	Trail development	A	D	-	104	104	-	-	208	-	208
10557	Dakota Rail	Trail development	A	D	-	133	133	-	-	266	-	266
New	Various Regional Trails	Trail development	A	D	37	74	74	74	37	257	-	294
10624	Southwest Regional Trail	Land Acquisition	A	A	52	-	-	-	-	-	-	52
10611	Lake Waconia RP	Land Acquisition	A	A	1,700	-	-	-	-	-	-	1,700
	2014-15 CIP Lake Waconia RP	Land acquisition	F	M	-	59	119	119	178	475	-	475
	2016-17 CIP Request	Various projects	F	M	-	-	-	59	356	416	59	475
	2018-19 CIP Request	Various projects	F	M	-	-	-	-	178	178	297	475
	2014-2020 Parks and Trails	Various projects	F	M	-	42	127	215	816	1,201	-	1,201
Carver County Total					1,788	540	685	467	1,565	3,258	356	5,402
Dakota County												
10349	Big Rivers RT	Trailhead development	A	D	353	24	24	-	-	47	-	400
10409	Mississippi River RT	Trail development	A	D	79	200	-	-	-	200	-	279
10410	North Urban RT	Trail development	A	D	425	200	-	-	-	200	-	625
10426	Lake Byllesby RP	Echo Point Improvements	A	D	150	150	-	-	-	150	-	300
10423	Lebanon Hills RP	Trail Reconstruction	A	R	152	-	-	-	-	-	-	152
10433	Miesville Ravine PR	Canoe Launch, Restrooms, Parking	A	D	-	125	125	-	-	250	-	250
10459	North Urban RT	Trail development	A	D	-	48	48	-	-	96	-	96
10525	Systemwide	Natural Resource Restoration	A	R	-	63	63	-	-	125	-	125
10526	Mississippi River RT	Trail Development-Fed Match	A	D	-	506	506	-	-	1,012	-	1,012
10495	Mississippi River RT	Design, Construct Rosemount segment	A	D	-	275	275	-	-	550	-	550
10535	Lebanon Hills RP	Trail Development	A	D	-	331	331	-	-	661	-	661
10536	Systemwide	Facility Redevelopment	A	R	-	100	100	-	-	200	-	200
10595	Dakota RP	Natural Resource Restoration	A	R	-	63	63	-	-	125	-	125
10602	Miss. River - Dakota Co. RT	Land Acquisition & Trail Development	A	A	-	329	329	-	-	657	-	657
10603	Minnesota Valley RT	Land Acquisition & Trail Development	A	A	-	125	125	-	-	250	-	250
10596	Mississippi River RT	Design, Acquire & Construct Trails	A	D	-	375	375	-	-	750	-	750
10601	RP in Dakota County	Redevelop Buildings, Utilities, and Road	A	R	-	20	20	-	-	40	-	40
10544	Miesville Ravine PR	Land Acquisition	A	A	-	51	50	-	-	101	-	101
10551	Spring Lake PR	Land Acquisition	A	A	-	252	270	-	-	522	-	522
10604	Lebanon Hills RP	Land Acquisition	A	A	-	207	207	-	-	413	-	413
New	Systemwide	First Year Funding for 5 projects	A	D	147	294	294	294	147	1,027	-	1,174
New	Spring Lake PR	Land Acquisition	A	A	-	379	-	-	-	379	-	379
	2014-2015 CIP Lebanon Hills RP	Park development projects	F	M	-	157	315	315	472	1,258	-	1,258

METROPOLITAN COUNCIL
CAPITAL PROGRAM
COMMUNITY DEVELOPMENT - PARKS AND OPEN SPACE

TABLE 11

($ IN 000S)

Project Number	Park Unit	Project Title	Stat	Cat	Pre-2014	2014	2015	2016	2017-2019	CIP Total	Post-2019 & Contingency	Project Total
						2014-2019 Capital Improvement Program						
	2014-15 CIP All Regional Parks/Trails	Park and trail redevelopment projects	F	M	-	31	63	63	94	250	-	250
	2014-2015 CIP North Creek Reg Greenw	Greenway development	F	M	-	49	97	97	146	388	-	388
	2016-17 CIP Request	Various projects	F	M	-	-	-	237	1,422	1,659	237	1,896
	2018-19 CIP Request	Various projects	F	M	-	-	-	-	711	711	1,185	1,896
	2014-2020 Parks and Trails	Various projects	F	M	-	168	509	860	3,258	4,796	-	4,796
Dakota County Total					1,306	4,518	4,185	1,865	6,249	16,816	1,422	19,544
Minneapolis Park Board												
10436	Theodore Wirth RP	Phase III Wirth Beach-Picnic Improve	A	D	200	650	650	-	-	1,300	-	1,500
10449	Miss. Central Riverfront RP	Boom Island Rehab and BF Nelson Dev	A	R	2,000	-	-	-	-	-	-	2,000
10435	Above the Falls RP	West Side Phase I Trail Development	A	D	365	-	-	-	-	-	-	365
10447	Theodore Wirth RP	Sheridan Park/Victory Mem Improve	A	D	1,400	300	300	-	-	600	-	2,000
10469	Minneapolis Chain of Lakes RP	Trail, Bridge, Fishing, Archery	A	D	300	150	150	-	-	300	-	600
10421	North Mississippi RP	Roadway Repaving	A	R	346	80	-	-	-	80	-	426
10527	Theodore Wirth RP	Trails, Shoreline and Facility Restoration	A	R	810	150	150	-	-	300	-	1,110
10528	Minnehaha RP	Recreational Facilities	A	R	50	275	275	-	-	550	-	600
10586	Above the Falls RP	Final Payment Scherer Lumber property	A	R	1,430	735	735	-	-	1,469	-	2,899
10588	Above the Falls RP	Design for Scherer Dev. and Trail Loops	A	D	263	60	60	-	-	120	-	383
10587	Central Miss. Riverfront RP	Update 30-year Plan	A	D	-	100	100	-	-	200	-	200
10589	Nokomis-Hiawatha RP	Trail and Path Improvements	A	R	22	600	600	-	-	1,200	-	1,222
10555	Above the Falls RP	Design for Scherer Dev. and Trail Loops	A	D	-	200	200	-	-	400	-	400
10556	Systemwide	Repave Parkways and Parkway Lighting	A	R	-	500	500	-	-	1,000	-	1,000
10593	Above the Falls RP	Acquisition Grant	A	A	369	120	120	-	-	240	-	609
New	Systemwide	First Year Funding for 9 projects	A	R	403	805	805	805	403	2,818	-	3,221
	2014-15 CIP Above the Falls RP	Park development	F	M	-	237	475	475	712	1,899	-	1,899
	2014-15 CIP Ridgway Pkwy RT	Facility development	F	M	-	48	96	96	143	382	-	382
	2014-15 Citywide Parkways	Parkway Redevelopment	F	M	-	183	365	365	548	1,461	-	1,461
	2016-17 CIP Request	Various projects	F	M	-	-	-	468	2,807	3,274	468	3,742
	2018-19 CIP Request	Various projects	F	M	-	-	-	-	1,403	1,403	2,339	3,742
	2014-2020 Parks and Trails	Various projects	F	M	-	461	1,397	2,360	8,939	13,157	-	13,157
Minneapolis Park Board Total					7,957	5,653	6,977	4,569	14,955	32,154	2,807	42,917
Ramsey County												
10282	Long Lake RP	Land acquisition	A	A	230	-	-	-	-	-	-	230
10372	Bald Eagle-Otter Lakes RP	Tamarack Nature Center prairie dev	A	D	50	-	-	-	-	-	-	50
10444	Keller RP	Redevelop Picnic Shelters	A	R	1,040	-	-	-	-	-	-	1,040
10442	Vadnais-Snail Lake RP	Grass Lake Paved Trail	A	D	136	-	-	-	-	-	-	136
10474	Battle Creek RP	Paved Trail Link	A	D	450	-	-	-	-	-	-	450
10529	Systemwide	Wayfinding Signage	A	D	25	60	60	-	-	120	-	145
10530	Systemwide	MN Conservatin Corp Nat Res Mgmt	A	R	100	-	-	-	-	-	-	100
10516	Bald Eagle-Oter Lakes RP	Volunterr Corp for Destination of Disc	A	O	40	20	-	-	-	20	-	60
10502	Vadnais-Snail Lakes RP	Road, Trail Renovation	A	R	875	-	-	-	-	-	-	875
10537	Keller RP	Highway 36 underpass trail	A	D	27	333	333	-	-	665	-	692
10567	System wide	MN Conservatin Corp Nat Res Mgmt	A	R	-	55	55	-	-	110	-	110
10565	Bald Eagle-Otter Lakes RP	Volunteer Corps for Tamarack Nat Cente	A	R	-	30	30	-	-	60	-	60
10566	Bald Eagle-Otter Lakes RP	Design and Construct Nature Play Eleme	A	D	90	60	-	-	-	60	-	150
10563	Grass-Vadnais RP	Trail Development, Site & Restoration Ir	A	D	-	159	159	-	-	318	-	318
10564	Rice Creek North RT	Trailhead and Site Improvements	A	R	14	300	300	-	-	600	-	614
10568	Battle Creek RP	Trailhead Facility	A	D	-	80	80	-	-	160	-	160
10569	Keller RP	Trail Development, Site Work, Rec. Impr	A	D	-	238	238	-	-	475	-	475
New	Systemwide	First Year Funding for 9 projects	A	D	162	325	325	325	162	1,137	-	1,299
	2014-15 CIP Keller RP	Picnic area and trail redevelopment	F	M	-	100	200	200	300	800	-	800
	2014-15 CIP Long Lake RP	Picnic area construction	F	M	-	91	182	182	272	726	-	726
	2016-17 CIP Request	Various projects	F	M	-	-	-	191	1,145	1,335	191	1,526
	2018-19 CIP Request	Various projects	F	M	-	-	-	-	572	572	954	1,526
	2014-2020 Parks and Trails	Various projects	F	M	-	186	563	952	3,605	5,306	-	5,306
Ramsey County Total					3,239	2,035	2,524	1,849	6,056	12,464	1,145	16,848
St Paul												
10315	National Great River Park	Facility development	A	D	2,420	80	-	-	-	80	-	2,500
10363	Harriet Island RP	Facility development	A	D	-	182	182	-	-	364	-	364
10440	Phalen RP	Picnic Island Channel Restoration	A	R	146	200	200	-	-	400	-	546
10439	Como RP	Gorilla Exhibit Renovation	A	R	7,593	1,707	1,700	-	-	3,407	-	11,000
10505	Como RP	Como Shuttle Bus Operation	A	D	-	38	38	-	-	75	-	75
10506	Harriet Island-Lilydale RP	Park Road Realignment, Trail Reconst	A	D	-	750	750	-	-	1,500	-	1,500
10507	Cherokee RP	Trail Renovation	A	R	2	100	100	-	-	200	-	202
10508	Phalen RP	Waterfall Restoration	A	R	-	148	148	-	-	296	-	296
10549	Trout Brook RT	Land Acquisition	A	A	1,187	170	170	-	-	340	-	1,527
10581	Como RP	Reim. For City Financed Lily Pond Renov	A	D	-	25	25	-	-	50	-	50
10580	Cherokee RT	Trail Construction	A	D	-	100	100	-	-	200	-	200
10579	Lilydale RP	Realign Roadway, Trails, Utility Work	A	R	-	375	375	-	-	750	-	750
10573	Miss. River RT - St. Paul	Master Plan for Harriet Isl. to Dakota Co	A	D	-	25	25	-	-	50	-	50
10572	Miss. Gorge RP	Meeker Island Project	A	D	-	52	52	-	-	104	-	104
New	Systemwide	First Year Funding for 6 projects	A	R	297	595	595	595	297	2,081	-	2,378
	2014-15 CIP Phalen RP	Splash pad construction	F	M	-	78	156	156	234	625	-	625
	2014-15 CIP Lilydale RP	Facility development	F	M	-	160	321	321	481	1,282	-	1,282
	2014-15 CIP Como RP	Entrance road reconstruction	F	M	-	70	140	140	209	558	-	558
	2016-17 CIP Request	Various projects	F	M	-	-	-	308	1,849	2,157	308	2,465
	2018-19 CIP Request	Various projects	F	M	-	-	-	-	924	924	1,541	2,465
	2014-2020 Parks and Trails	Various projects	F	M	-	340	1,031	1,743	6,600	9,714	-	9,714
St Paul Total					11,645	5,194	6,106	3,261	10,594	25,156	1,849	38,650

METROPOLITAN COUNCIL CAPITAL PROGRAM COMMUNITY DEVELOPMENT - PARKS AND OPEN SPACE

TABLE 11

($ IN 000S)

Project Number	Park Unit	Project Title	Stat	Cat	Pre-2014	2014-2019 Capital Improvement Program 2014	2015	2016	2017-2019	CIP Total	Post-2019 & Contingency	Project Total
Scott County												
10500	MN River BluffsRT	Acquisition Opportunity Grant	A	A	579	-	-	-	-	-	-	579
10543	Spring Lake RP	Phase 1 Development	A	D	-	256	256	-	-	512	-	512
10539	Cedar Lake Farm RP	Start Phase 1 Development	A	D	-	146	146	-	-	291	-	291
10571	Spring Lake RP	Phase 1 of Park Construction	A	D	-	264	264	-	-	527	-	527
10600	Blakeley Buffs PR	Acquisition Grant	A	A	28	210	210	-	-	420	-	448
New	Cedar Lake Farm RP	Facility Development	A	D	69	138	138	138	69	481	-	550
10616	Blakeley Bluffs PR	Land Acquisition	A	A	260	-	-	-	-	-	-	260
New	Blakeley Bluffs PR	Land Acquisition	A	A	530	-	-	-	-	-	-	530
10627	Doyle Kennefick RP	Land Acquisition	A	A	983	-	-	-	-	-	-	983
10623	Blakeley Bluffs PR	Land Acquisition	A	A	269	-	-	-	-	-	-	269
	2014-15 CIP Doyle-Kennefick RP	Land acquisition	F	M	-	81	161	161	242	645	-	645
	2016-17 CIP Request	Various projects	F	M	-	-	-	81	484	564	81	645
	2018-19 CIP Request	Various projects	F	M	-	-	-	-	242	242	403	645
	2014-2020 Parks and Trails	Various projects	F	M	-	79	239	403	1,527	2,247	-	2,247
Scott County Total					2,719	1,172	1,412	782	2,563	5,929	484	9,132
Three Rivers Park District												
10385	Lake Rebecca PR	Land acquisition - Baudin	A	A	305	-	-	-	-	-	-	305
10386	Lake Rebecca PR	Land acquisition - Westerlund	A	A	493	-	-	-	-	-	-	493
10390	Rush Creek RT	Acquisition Opportunity Grant	A	A	407	-	-	-	-	-	-	407
10488	Elm Creek PR	Eastman Nature Center Renovation	A	R	3,218	400	-	-	-	400	-	3,618
10492	Luce Line RT	Trail Bridge Crossing	A	D	180	250	250	-	-	500	-	680
10509	Fish Lake RP	Pavement Repaving	A	R	50	100	100	-	-	200	-	250
10510	Baker RP	Pavement Repaving	A	R	2,060	120	120	-	-	240	-	2,300
10511	Lake Minnetonka LRT RT	Trail Bridge Design-Fed Match	A	D	40	130	130	-	-	260	-	300
10512	Luce Line RT	Trail Bridge Design-Fed Match	A	D	76	200	200	-	-	400	-	476
10547	Silverwood SRF	Facility Development	A	D	593	600	600	-	-	1,200	-	1,793
10550	Lake Rebecca PR	Land Acquisition	A	A	647	-	-	-	-	-	-	647
new	Rush Creek RT	Land Acquisition	A	A	-	106	150	-	-	256	-	256
10591	Baker PR	Land Acquisition	A	A	127	40	45	-	-	85	-	212
10597	Fish Lake RP	Reconstruct Roadways, Parking, and Tra	A	R	-	1,075	1,075	-	-	2,150	-	2,150
10598	Elm Creek PR	Planning & Design for Campground	A	D	-	97	97	-	-	194	-	194
10599	Lake Minnetonka LRT RT	Pedestrian Bridge	A	D	-	543	550	-	-	1,093	-	1,093
10592	Shingle Creek RT	Reconstruct and Re-Route Portions of Ti	A	R	327	94	94	-	-	188	-	515
10607	Cleary Lake RP	Entrance road and parking lot reconstru	A	R	-	383	383	-	-	766	-	766
10608	Cleary Lake RP	Reconstruct Lakeview lot, road, trails	A	R	-	122	122	-	-	244	-	244
10609	Luce Line RT	Trail bridge federal match	A	D	-	60	60	-	-	119	-	119
new	Systemwide	First Year Funding for 6 projects	A	D	459	917	917	917	459	3,210	-	3,669
10615	Kingswood SRF	Land Acquisition	A	A	1,509	-	-	-	-	-	-	1,509
10614	Kingswood SRF	Land Acquisition	A	A	382	-	-	-	-	-	-	382
	2014-15 CIP Silverwood SRF	Facility development reimbursement	F	M	-	494	989	989	1,483	3,955	-	3,955
	2016-17 CIP Request	Various projects	F	M	-	-	-	494	2,966	3,461	494	3,955
	2018-19 CIP Request	Various projects	F	M	-	-	-	-	1,483	1,483	2,472	3,955
	2014-2020 Parks and Trails	Various projects	F	M	-	525	1,591	2,689	10,182	14,987	-	14,987
Three Rivers Park District Total					10,872	6,256	7,473	5,089	16,574	35,392	2,966	49,230
Washington County												
10377	Grey Cloud Island RP	Land acquisiton	A	A	182	-	-	-	-	-	-	182
10513	Lake Elmo PR	Complete Winter Recreation Area	A	D	175	100	-	-	-	100	-	275
10541	Lake Elmo PR	Construct Group Camp Facilities	A	D	-	125	125	-	-	250	-	250
10583	Hardwood Creek RT	Trail Rehabilitation and Landscaping	A	R	-	397	397	-	-	794	-	794
10585	Lake Elmo PR	Improve Parking & Trail Connections	A	R	171	153	-	-	-	153	-	324
10584	St Croix Bluffs RP	Campground Vault Toilets, Shelter, Etc.	A	D	-	100	100	-	-	200	-	200
10594	Big Marine PR	Acquisition Grant	A	A	354	-	-	-	-	-	-	354
new	Systemwide	First Year Funding for 3 projects	A	O	103	205	205	205	103	718	-	821
	2014-15 CIP Lake Elmo PR	Swim pond improvements	F	M	-	108	216	216	323	862	-	862
	2014-15 CIP Cottage Grove Ravine RP	Road and parking area redevelopment	F	M	-	50	100	100	150	400	-	400
	2016-17 CIP Request	Various projects	F	M	-	-	-	158	947	1,104	158	1,262
	2018-19 CIP Request	Various projects	F	M	-	-	-	-	473	473	789	1,262
	2014-2020 Parks and Trails	Various projects	F	M	-	118	356	602	2,279	3,354	-	3,354
Washington County Total					985	1,356	1,499	1,280	4,274	8,409	947	10,340
Other Governmental Units												
10450	Rock Island Bridge	Park and Trail Development	A	D	155	350	495	-	-	845	-	1,000
Other Governmental Unit Total					155	350	495	-	-	845	-	1,000
Unallocated Land Acquisition Opportunity Grants												
Parks and Trails Fund Acq Acct			A	A	-	4,576	-	-	-	4,576	-	4,576
Envir Trust Fund Acq Acct			A	A	-	10	-	-	-	10	-	10
Parks and Trails Fund Acq Acct			F	A	-	1,413	2,868	2,954	9,404	16,639	-	16,639
Environmental Trust Fund Acq Acct			F	A	-	1,875	3,750	3,750	11,250	20,625	-	20,625
Additional Regional Bonds over Match			F	A	-	352	686	652	1,738	3,428	-	3,428
Land Acquisition Opportunity Grant Pool Total					-	8,226	7,304	7,356	22,392	45,278	-	45,278

Note: Future projects will be a mix of land acquistion, development and redevelopment projects. The projected mix is estimated based on the mix of authorized projects.

FISCAL IMPACTS

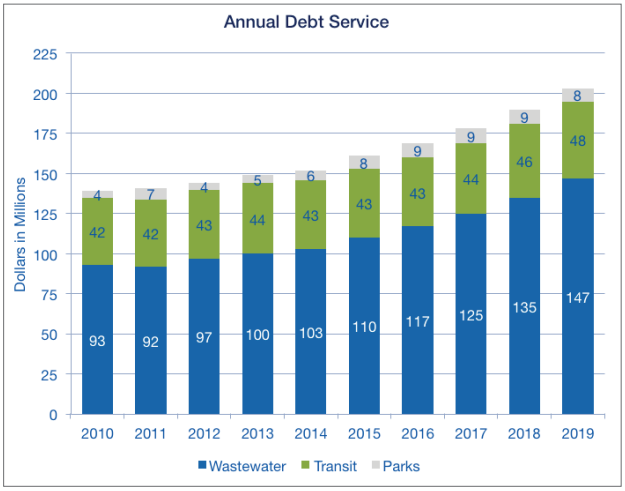
FISCAL IMPACTS OF REGIONAL BORROWING

This section provides a comprehensive analysis of the fiscal impacts of the unified budget on taxes and fees paid by regional residents. When the Council undertakes long-term borrowing, it repays principal and interest over 4 to 20 years. As a result, the borrowing affects the debt service component of the annual operating budget and the level of property taxes and user fees raised by the Council.

Changes in the Council's annual debt service, property taxes and user fees need to be considered in the context of inflation and regional growth in households, income and market values. The projected average annual percent change for the six-year period of the capital improvement plan are compared to actual average annual percent change for the prior six years in the table below.

	2008/2013	2014/2019
Households	0.6%	1.5%
Population	0.5%	1.0%
Consumer Price Index	1.9%	2.1%
Implicit Price Deflator for State and Local Government Goods and Services	2.6%	2.5%
Total Personal Income	2.3%	3.9%
Personal Income per Household	1.7%	2.3%
Total Market Value	-5.2%	4.3%
Market Value per Household	-5.8%	2.8%

The consumer price index and the implicit price deflator (a measure of price changes in the cost of goods and services purchased by state and local governments) are projected to stay close to the levels they have been for the last six years. Personal income and market value growth is projected to be higher than the last six years as the economy improves from the recession.



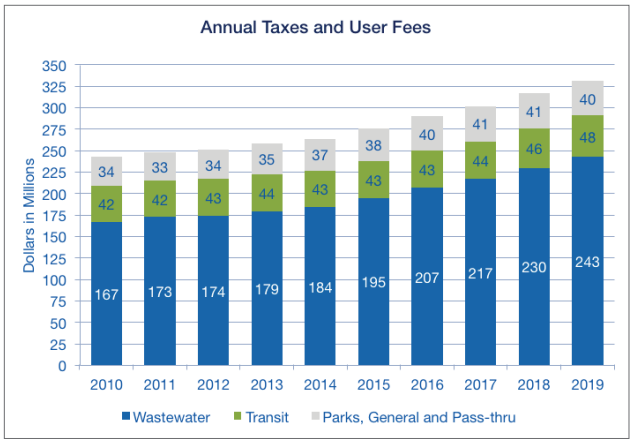
ANNUAL DEBT SERVICE PAYMENTS

The figure to the right shows the impact of the 2014-2019 capital improvement plan on annual debt service payments, as reflected by debt service property tax levies and sewer service fees.

ANNUAL TAXES AND USER FEES FOR OPERATIONS AND DEBT SERVICE

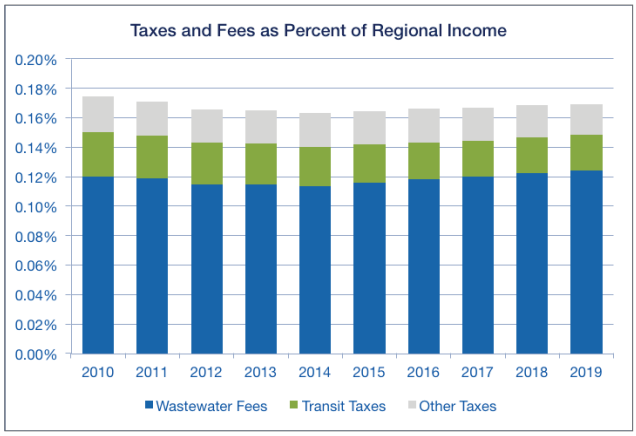
The figure below shows the impact of the 2014-2019 capital improvement plan and operating and pass-through activities on Council property taxes and sewer service charges. These are the Council taxes and fees that impact the typical household in the region. To get a complete picture of trends in property taxes and wastewater service charges, property tax levies for operations and pass-through programs are projected to show the combined effect of operations and debt service on taxes and fees. Environmental Services forecasts operating expenses and current wastewater service charges as part of its fiscal analysis of the capital improvement plan. Property taxes for general operations and pass-through programs were forecast to estimate the final component of the tax and user fee picture.

The figure shows the impact of operations and debt service on property taxes and sewer service charges. Debt service projections for wastewater services only include that portion of debt service funded with current municipal sewer service charges. The portion of debt service funded with sewer availability charges (SAC), a capacity charge that is only paid when building permits are issued, is not included in the analysis.



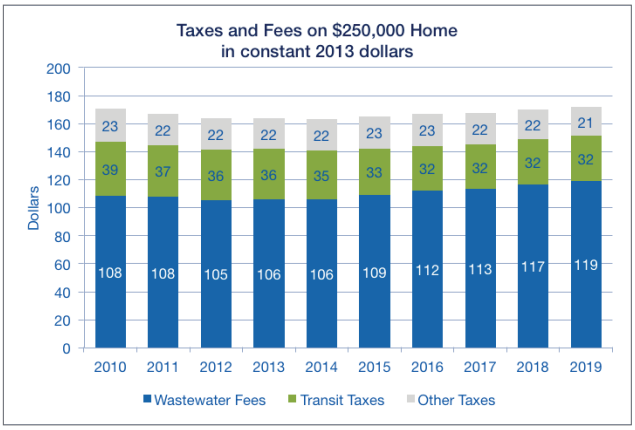
IMPACT ON THE REGION'S ABILITY TO PAY

Two indicators were calculated to measure the region's ability to pay property taxes and waste water service charges resulting from the 2014-2019 capital improvement plan. The first indicator 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. For this measure, all wastewater system revenues are included – current municipal wastewater charges, industrial strength charges and sewer availability charges (SAC) required to fund debt service.



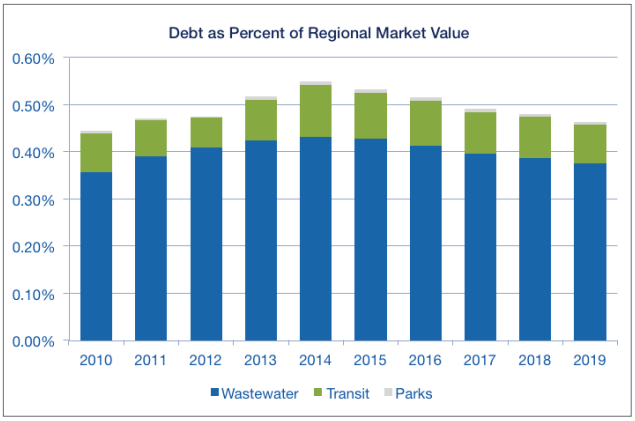
The second indicator estimates the impact of the Council's taxes and wastewater service charges on a hypothetical household in constant 2013 dollars. A hypothetical household is assumed to own a house valued at $250,000 in 2013. The house is assumed to be located in the transit taxing district and connected to the metropolitan wastewater system. Because industrial strength charges and sewer availability charges (SAC) are not broad based user fees and don't normally apply to a typical household, they are not included in this indicator of fiscal impact.

The first figure shows Council property taxes and wastewater service charges as a percent of regional personal income. The second figure shows the impact of Council property taxes and wastewater service charges on a $250,000 residential homestead in constant 2013 dollars. Both figures show that Council property taxes and sewer service charges will be relatively level over the period of the capital improvement program.



OUTSTANDING DEBT

The figure below shows the impact of the 2014-2019 capital improvement plan on the level of outstanding debt for the Council. Outstanding debt as a percent of regional market value is projected to decline over the period of the capital improvement program.



REGIONAL ADMINISTRATION

TABLE A-1

	Finance & Budget	Risk Management	Human Resources	Government Affairs	Communications	Information Services
Revenues:						
Net Property Taxes	-	-	-	-	-	-
Investment Earnings	351	-	-	-	-	-
Other Revenues	-	-	-	-	-	-
Total Revenues	351	-	-	-	-	-
Expenses:						
Salaries, Wages & Fringes	4,529	1,116	4,110	420	1,497	10,528
Consultant & Contractual Expenses	1,011	18	1,108	50	111	7,671
Materials	49	1	99	3	18	101
Utilities	590	65	128	22	125	1,304
Printing	39	3	31	1	50	30
Travel	41	7	94	3	8	143
Insurance	-	30	-	-	-	-
Capital Outlay	50	10	42	2	17	100
Other Operating Expenses	95	14	75	1	65	20
Total Expenses	6,404	1,264	5,687	502	1,891	19,897
Other Sources and (Uses):						
Transfer from MCES	1,853	143	1,135	146	269	5,585
Transfer from MT	1,389	1,075	4,061	261	284	11,331
Allocation A-87	-	-	-	-	-	-
Transfers to Other Funds	-	-	-	-	-	-
Net Other Sources and (Uses)	3,242	1,218	5,196	407	553	16,916
Change in Fund Balance	(2,811)	(46)	(491)	(95)	(1,338)	(2,981)

SERVICES

Regional Administration, which includes the **Offices of the Chair and Regional Administrator,** provides leadership for the organization and centralized administrative services that benefit the operating divisions of the Council through a number of departments.

Finance and Budget Operations is responsible for overall financial management policies and procedures to assure adequate internal controls over accounting operations, financial accounting and reporting, budget, payroll, treasury, and debt management functions. The unit coordinates development of the Council's annual operating and capital budget and prepares the Comprehensive Annual Finance Report.

($ IN 000S)

Contracts & Procurements	Reg Admin & Chair's Office	Equal Opportunity	Program Evaluation & Audit	General Council	Org Wide	Memo Total
-	-	-	-	-	5,161	5,161
-	-	-	-	-	293	644
-	-	-	-	-	86	86
-	-	-	-	-	5,540	5,891
2,570	948	1,064	638	1,514	100	29,034
1	-	89	25	541	-	10,625
9	3	10	10	7	-	310
71	50	22	42	85	-	2,504
-	14	2	-	2	-	172
11	48	4	1	3	-	363
-	-	-	-	-	-	30
15	8	10	11	10	-	275
26	167	3	4	77	-	547
2,703	1,238	1,204	731	2,239	100	43,860
834	315	281	72	502	-	11,135
1,535	564	772	367	1,402	-	23,041
-	-	-	-	-	3,243	3,243
-	-	-	-	-	(200)	(200)
2,369	879	1,053	439	1,904	3,043	37,219
(334)	(359)	(151)	(292)	(335)	8,483	(750)

The Risk Management department advises Council management on appropriate strategies to manage risk and minimize loss. It develops a strategic plan for risk management, assists in analyzing exposure to possible losses, and identifies risk management tools to manage those costs.

The **Human Resources department** works In partnership with all divisions to provide proactive solutions for workforce needs in areas of recruitment, selection, labor relations, benefits, training, organization development, and occupational health and wellness.

The **Office of General Counsel** provides a range of legal and advisory service for the Metropolitan Council, its regional administration, and the management and staff of its operating divisions.

Legal and advisory services provided by the General Counsel's Office involve matters such as real estate, employment, environmental regulations, contracts, procurement, construction, government grants, statutory compliance, civil litigation, and public policy issues.

The General Counsel is appointed by the Council and serves at its pleasure.

Government Affairs is responsible for coordinating Council policy analysis and business with federal or state legislators and local elected officials.

The **Office of Equal Opportunity** ensures equal opportunity and promotes the value of diversity in the Council's employment, housing and procurement activities. It provides guidance in hiring and outreach, managing disability issues, and tracking workforce data. It also investigates discrimination complaints and carries out programs for disadvantaged business enterprises.

The **Contracts and Procurements** department assists all divisions in procuring goods and services needed to conduct Council business. In doing so, the department is required to perform and document procurements to demonstrate compliance with federal, state, and local laws and grant funding requirements.

The **Program Evaluation and Audit** department is the internal evaluation function for the Metropolitan Council that conducts reviews, audits, evaluations and investigations of Council programs and activities. Program Evaluation and Audit activities and reports are approved by the Audit Committee and the Regional Administrator

The **Communications** department works to increase public awareness and understanding of the Council and its role in improving the quality of life and livability in the region. The unit plans, coordinates and implements strategic external communications and employee communications. The unit also provides communication assistance to Council divisions so they can better accomplish their goals and objectives.

Information Services is responsible for providing and supporting the technology needs for the Council. The department manages and supports the technology infrastructure for 50+ regional locations including data and voice network technology and services, multiple data centers and servers, GIS technology, software applications and databases. Information Services manages technology projects, provides state-of-the-moment security information and services, and facilitates the development of continuity of operations strategies and planning for the Council.

CHALLENGES AND OPPORTUNITIES

Attracting and retaining skilled employees is critical to providing efficient and cost-effective regional services. Like many organizations today, Council employees are approaching retirement age, and the Council needs to carry out strong recruiting and training programs to maintain its high-quality workforce.

The Council's operating divisions increasingly rely on information technology to do their jobs efficiently, quickly and accurately. The Information Services department works closely with the operating division to develop and carry out technology solutions that achieve that goal.

Financing essential regional services while keeping property taxes, wastewater service charges and passenger fares at reasonable, competitive levels is a continuing challenge. The Finance department works with operating divisions to minimize property tax increases and maintain competitive user charges in Environmental Services and Transportation.

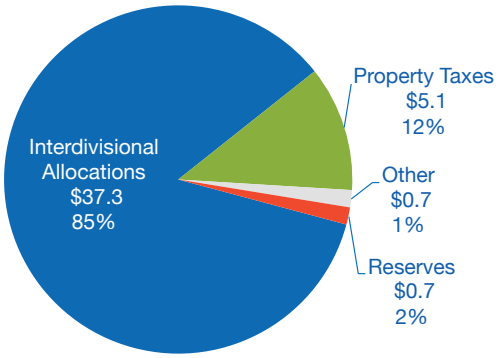
Finance and Budget Operations strives to ensure the Council maintains its strong financial management including adequate financial reserves and AAA bond rating, providing capital financing at the lowest possible interest cost.

OPERATIONS

SOURCES OF FUNDS

Regional Administration services provided to operating divisions are funded by allocating costs to the benefiting division. Most of the Regional Administration budget is allocated to operating divisions as indirect costs and paid with the revenue sources of those divisions. Portions of the Regional Administration budget that are not paid through cost allocation are funded with the Council's general purposes property tax levy, investment earnings and other miscellaneous revenues.

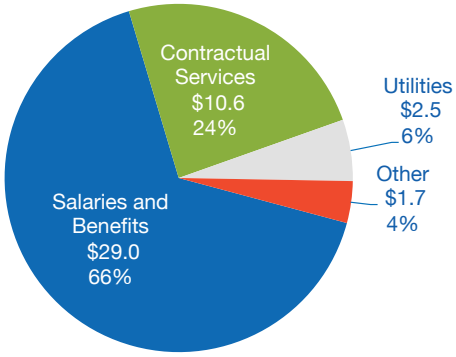
2014 Regional Administration Division
Operating Budget - Sources of Funds: $43.8 Million



USES OF FUNDS

Salaries and benefits and consultant and contractual services are the primary expense categories in Regional Administration. Hardware and software maintenance and licenses fees budgeted in Information Services represent about 70 percent of contracted services and benefit the entire organization.

2014 Regional Administration Division Operating
Budget Uses by Category: $43.8 Million



STAFFING

The 2014 budget for Regional Administration includes 8.5 new staff positions and total full-time equivalent positions of 279. The new staff positions will provide additional administrative support to new operations in divisions and provide support for workforce planning, real estate management and the carrying out technology projects at the Council.

- Information Services (2 positions)
- Continuation of Operations Program (1)
- Procurement (1)
- Human Resources (2)
- Real Estate Management (2)
- Central Services – Robert Street (0.5)

PRIORITIES, GOALS AND OBJECTIVES

Goals and objectives for Regional Administration include:

- Supporting the Council mission, priorities and policies
- Providing high-quality support services cost-effectively
- Providing strong customer service to operating divisions
- Providing strong financial management for the organization
- Attracting and maintaining a skilled workforce
- Providing technology that supports the Council's operations

ENVIRONMENTAL SERVICES DIVISION

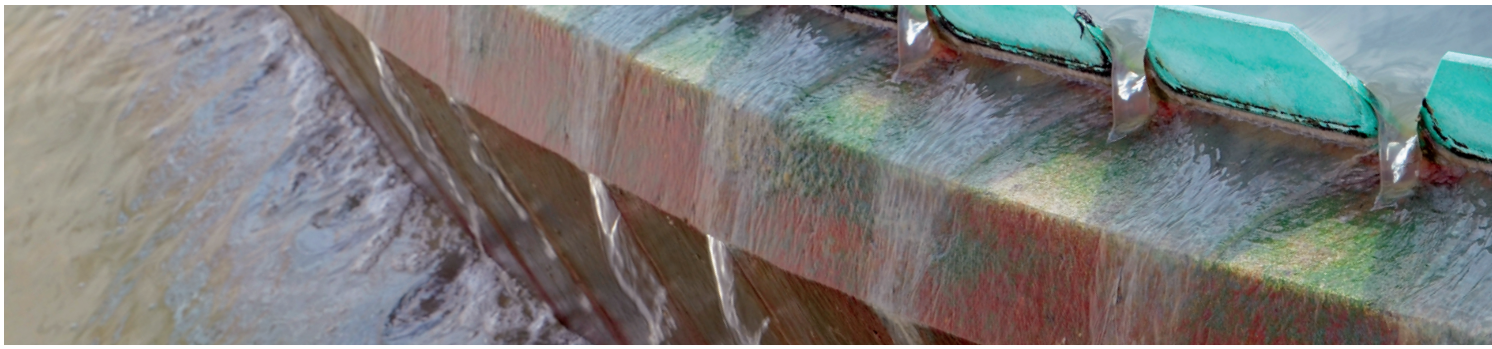
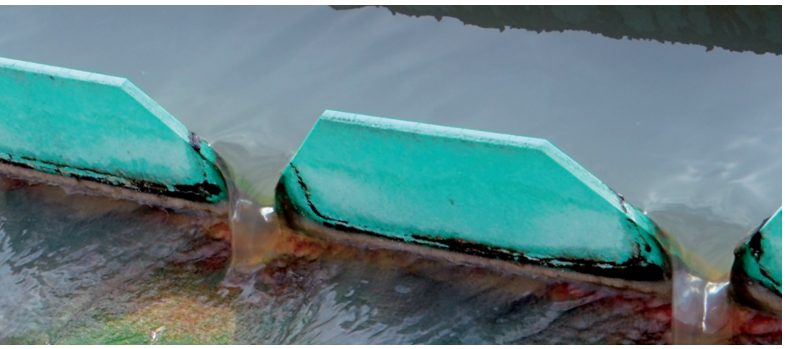


TABLE B-1

	Treatment Services	Interceptors	Technical Services	EQA	GM Office	ES Wide
Revenues:						
Municipal Wastewater Charges	-	-	-	-	-	117,698
Industrial Wastewater Charges	-	-	-	-	-	13,205
State Revenue & Tax	-	-	-	1,472	-	-
Investment Earnings	-	-	-	-	-	500
Other MISC Revenue	80	-	-	292	7	71
Total Revenues	80	-	-	1,764	7	131,474
Expenses:						
Salaries, Wages & Fringes	41,892	5,905	2,962	7,964	2,336	4,162
Consultant & Contractual Services	13,515	1,483	49	1,918	324	936
Materials	5,588	1,336	117	728	46	410
Chemicals	5,931	2,300	-	-	-	-
Utilities	13,718	2,224	10	272	3	8
Printing	-	5	17	1	4	-
Travel	239	43	33	78	30	-
Capital Outlay	1,367	674	-	178	-	856
Other Operating Expenses	113	10	7	487	105	459
Grants	-	-	-	80	-	-
Debt Service Expenses	-	-	-	-	-	-
Total Expenses	82,363	13,980	3,195	11,706	2,848	6,831
Other Sources and (Uses):						
Transfer From SAC	-	-	-	-	-	-
Transfer From Other Funds	-	-	-	-	-	233
Interdivisional Allocation	-	-	-	-	-	(11,135)
Transfer To Other Funds	-	-	-	-	-	(2,000)
Net Other Sources and (Uses)	-	-	-	-	-	(12,902)
Change in Fund Balance	(82,283)	(13,980)	(3,195)	(9,942)	(2,841)	111,741



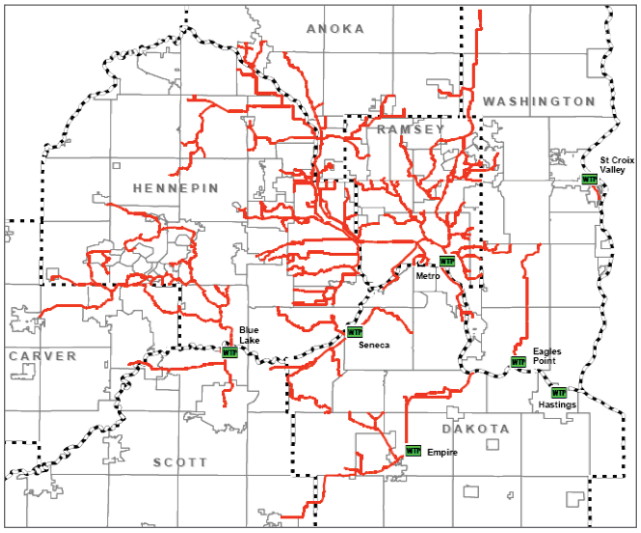
($ IN 000S)

	Total Operating	Debt Service	I & I Passthrough Grants	Memo Total
	117,698	66,490	-	184,187
	13,205	815	-	14,020
	1,472	-	2,500	3,972
	500	-	-	500
	450	-	-	450
	133,325	67,305	2,500	203,130
	65,221	-	-	65,221
	18,225	-	-	18,225
	8,225	-	-	8,225
	8,231	-	-	8,231
	16,235	-	-	16,235
	27	-	-	27
	423	-	-	423
	3,075	-	-	3,075
	1,181	-	-	1,181
	80	-	2,500	2,580
	-	102,967	-	102,967
	120,923	102,967	2,500	226,390
	-	35,662	-	35,662
	233	-	-	233
	(11,135)	-	-	(11,135)
	(2,000)	-	-	(2,000)
	(12,902)	35,662	-	22,760
	(500)	-	-	(500)

SERVICES

Metropolitan Council Environmental Services (MCES) is an operating division that treats approximately 250 million gallons of wastewater daily (MGD) at seven regional treatment plants, with an eighth being constructed to begin operating in 2014. MCES owns and operates approximately 640 miles of regional sewers that collect flow from over 5,000 miles of sewers owned by the 107 communities, representing about 95% of the seven-county metropolitan area's population.

Wastewater System Operated and Maintain by Environmental Services



CHALLENGES AND OPPORTUNITIES

MCES is challenged to:

- Meet regulatory requirements that continue to get more stringent.
- Retain competitive rates and charges.
- Meet customer expectations for quality and level of service.
- Support regional growth where additional wastewater capacity is needed.
- Fully fund the current cost of all programs, including employee-related post-retirement and leave benefits.
- Maintain and rehabilitate aging facilities and equipment.

- Finance capital projects while minimizing borrowing costs.
- Provide a productive and safe workplace for employees.

At the same time, a wide variety of opportunities are available to advance environmental sustainability and manage costs in the areas of water sustainability, energy conservation and generation, and reuse and reduction of bio-solid waste.

Two objectives are closely related to each other: (1) sustaining the region's water resources to provide water supply and water quality that supports the region's growth and quality of life; and (2) investing the region's financial and technical resources to maximize benefits. Water supply, nonpoint source pollution control, and wastewater treatment and reuse can be part of an overall system to meet these regional objectives.

MCES's Inflow/Infiltration (I/I) Program. The program can be viewed as contributing to water sustainability by limiting the amount of clear water that gets into the sanitary sewer (and lost to the region) and minimizing the risks of water pollution from spills and outflow from cracks. Funding for I/I prevention in regional pipes is part of the rehabilitation work in the capital improvement program.

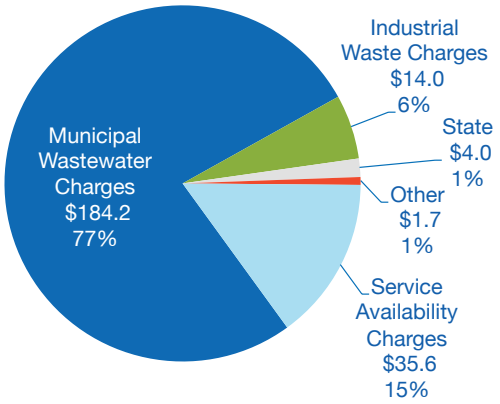
Energy Conservation and Generation. MCES remains on goal to achieve a 25% reduction in produced energy by 2015 with purchased energy now reduced 20% from its 2006 base year. The savings amounts to over $4 million annually in today's dollars. Fully attaining this goal results in savings of over $5 million annually, beginning in 2015.

Besides producing energy from processing bio-solids, MCES continues to carry out energy conservation in selecting wastewater treatment processes and optimizing performance, installing higher-efficiency equipment and lighting, and reducing building-energy use. MCES is also pursuing the purchase of power from solar-power generation facilities co-located at major treatment plants. Additional technologies, such as fuel cells, will be pursued as their capabilities and economics are proven. MCES's efforts to conserve energy and generate renewable energy contribute to reducing green house and other air emissions.

Bio-Solid Waste. The wastewater system plan continues to support the use of wastewater treatment biosolids to produce energy for uses in MCES's plants. The Metropolitan Plant uses thermal processing that reduces the biosolids to a small volume of inert ash, while recovering energy that is converted to electricity and steam for plant heating. The beneficial use of ash for its value as a phosphorus fertilizer is also being pursued. The Blue Lake and Empire Plants use anaerobic digestion to reduce biosolids volume prior to its agricultural use and to produce biogas (methane) for in-plant uses.

OPERATIONS
SOURCES OF FUNDS

2014 Environmental Services Division
Operating Budget - Sources of Funds: $239.5 Million



MCES is a user-fee-based organization that is run as an enterprise. The Council's rate-setting philosophy is that users should pay the regional cost of service. Revenues include the metropolitan wastewater charge allocated to customer municipalities based on volume, industry-specific retail charges based on service provided, sewer availability charges to municipalities based on capacity demand, and miscellaneous revenues.

Metropolitan Wastewater Charge (MWC). Communities pay MCES for the flow entering the regional wastewater system from within their boundaries. Each community pays a

municipal wastewater charge based on their flow and a uniform rate for wastewater services as required for the needed MWC.

Total revenue from MWC in 2014 is budgeted to increase 3%. However, individual city results vary depending on how much a city's flow varies from the average (for example, if a city's flow increases more than the system average flow increase, that city's MWCs will increase more than 3%).

Sewer Availability Charges (SAC). Communities pay MCES for additional capacity demanded by new development or increased industrial or commercial use pursuant to Minnesota Statutes, 473.517, Subd. 3. Communities typically collect these upfront SAC fees from property owners at the time a building permit is issued. Generally, one SAC unit equals 274 gallons of potential daily wastewater flow capacity. A freestanding single-family residence is charged one SAC unit.

Each community pays MCES standard rate for SAC, but communities can add local fees and thus charge different rates to businesses. The 2014 adopted basic metropolitan SAC rate is $2,485 per residence or equivalent unit.

The SAC revenue by law is used to finance the reserve capacity portion of capital costs (debt service) to build and maintain the wastewater system. Reserve capacity (the unused portion of the system built for future users) currently averages about 30%.

Industry-Specific Charges. Industries pay MCES directly for a variety of charges that are targeted to specific customer services, pursuant to Minnesota Statutes, 473.517, Subd. 10. These include:

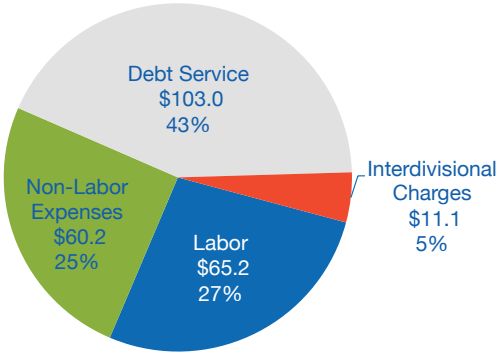
- Industrial-strength charges
- Liquid waste hauler load charges
- Industrial discharge and permit fees
- Temporary capacity charges

The industrial strength charge provides three-quarters of total industry-specific revenues. It covers the higher costs of treating industrial waste that is higher strength than domestic-strength waste.
Other Revenue. The remaining 2014 budgeted revenue includes interest earnings, revenue expected from several state contracts, receipt of $2.5 million from the state for grants to communities to reduce clear water (inflow and infiltration) that gets into their sewer systems, state Clean Water Heritage funds for MCES's water supply program, and miscellaneous revenues.

MCES's nationally award-winning inflow and infiltration (I/I) surcharge program does not provide funding for MCES expenses, but instead reduces I/I at the source. The result is to mitigate risks of backups and spills, and reduce the need to expand capacity.

USES OF FUNDS

2014 Environmental Services Division Operating Budget Uses by Category: $239.5 Million



MCES expenses are categorized in four areas: labor expenses, non-labor expenses, and debt service, and interdivisional charges.

Labor. This category includes salary and fringe benefit expenses for the division staff and comprise over half of the operating expenses (excluding debt service and pass-though expenses).

Non-Labor Expenses. This category includes operational expenses such as contracted maintenance and other services, utilities, materials, and chemicals. In total, the 2014 budget for these expenses is 11.9% higher than budgeted for the 2013 budget. This is

primarily due to planned system-wide maintenance projects, an increase in materials, and increased chemical costs used in the treatment process.

Debt Service. Debt service includes principal and interest on Council wastewater bonds and loans through the state's Public Facilities Authority. The overall average interest cost on outstanding debt at year-end 2012 was at an all-time low of 2.28%. In 2014, debt service costs account for 43% of the expense budget. Debt service is included in the MCES annual budget because it is funded entirely by wastewater revenues.

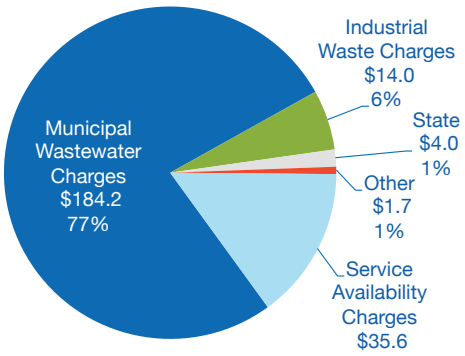
Interdivisional Expenses. Interdivisional charges are the cost of administrative and support services provided by Regional Administration to the Council's operating divisions and include both shared corporate costs and assigned costs, which are specific to tasks or projects done for Environmental Services. Examples include Regional Administration, Human Resources, Information Services, Risk Management and Purchasing.

CAPITAL

SOURCES OF FUNDS

The regional wastewater system capital improvements are paid by grants when available, using sewer fees directly (known as pay-as-you-go), or financed by Metropolitan Council wastewater bonds and Public Facilities Authority loans.

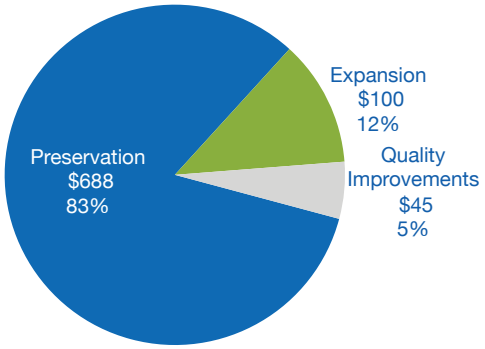
2014 Environmental Services Division
Operating Budget - Sources of Funds: $239.5 Million



USES OF FUNDS

Annually the Council adopts a capital improvement plan, authorized capital program (multi-year funding authorizations for projects), and capital budget (annual funding for projects in aggregate). The three objectives of the capital improvement plan are:

2014-2019 Environmental Services Division CIP
Uses by Objective: $833 Million



- Preserve the infrastructure investment through rehabilitation/replacement. Interceptor rehabilitation also reduces I/I, which recovers system capacity.
- Expand the system's capacity by expanding treatment plant and interceptor expansions and interceptor extensions.
- Improve the quality of service by responding to more stringent regulations, reusing wastewater, increasing system reliability, and conserving and generating energy.

The Minnesota Pollution Control Agency establishes water quality standards for surface waters (lakes and rivers) and discharge limits for wastewater treatment plants.

Water quality has improved substantially by reducing pollutant discharges from wastewater treatment plants. However, long-term water quality goals established by the Pollution Control Agency will likely require an additional substantial reduction of pollution from urban storm water, agricultural runoff, and stream bank erosion. Federal law focuses compliance and enforcement authority on point sources of pollutant discharge – that is, wastewater treatment plants and urban storm water systems. As a result, Pollution Control

Agency is expected to impose more stringent discharge limits on the Council and its customer communities.

The Council's wastewater treatment plants currently average approximately 0.5 mg/l phosphorus and 250 million gallons per day flow. Achieving compliance with more stringent limits would require significantly increased operating and capital costs because of increased facilities for chemical addition, pumping, filtration, and bio-solids processing. Depending on the stringency of new discharge limits, the capital investment ranges from $400 million to $2 billion, while operating costs could increase $15 to $30 million annually. These costs are not Included in the capital improvement program because the final regulations are uncertain.

The Pollution Control Agency is also considering a water quality standard for nitrate-nitrogen based on toxicity to aquatic life. To protect the Gulf of Mexico, the agency is working with the U.S. Environmental Protection Agency to develop a strategy to reduce that nutrient in the Mississippi River watershed. Should such a nitrate-nitrogen standard be adopted, wastewater treatment plant discharges could be required to meet the water quality standard as a discharge limit, requiring additional major capital improvements, currently estimated in cost from $700 million to $1 billion. These costs are not included in the capital improvement program.

STAFFING

From 1,171 FTEs (full-time equivalent employees) in 1995, an aggressive staffing reduction plan brought MCES to a level of 695 FTEs in 2005-2010, despite geographic and regulatory expansion. MCES continues the strategy of managing labor costs while addressing the needs of the wastewater collection infrastructure and making significant process improvements, with 686 FTEs (including overtime) budgeted for 2014. Labor expenses account for 27.2% of total budgeted expenses.

PRIORITIES, GOALS AND OBJECTIVES

MCES services protect public health and the environment while supporting regional growth. Objectives include:

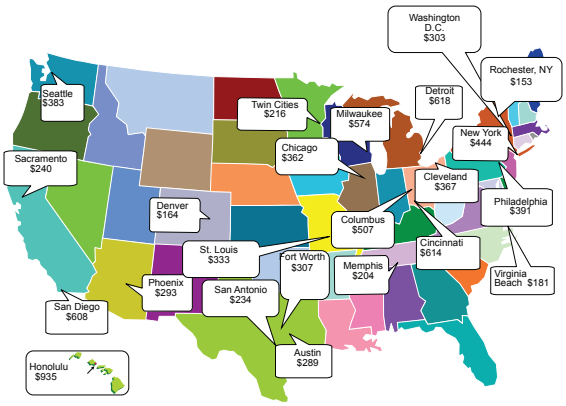
- Sufficient sewer and treatment capacity exists to serve planned development.
- Sufficient capital investments are made to preserve water quality in the region.
- Wastewater collection and treatment is competitive for cost and quality.
- Plans of local communities provide for adequate water supply and prevention of pollution from nonpoint sources, such as urban and agricultural stormwater runoff.

PERFORMANCE MEASURES

MCES continues exceptional compliance with both federal and state clean water standards and data requirements, with six plants maintaining award winning 100% compliance for more than five years, two of them for more than 20 years. MCES meets these standards while maintaining wastewater service rates that are consistently below the national average for similarly sized utilities. Information from the most recent financial survey of the National Association of Clean Water Agencies shows retail sewer rates in the Twin Cities compare favorably to other publicly owned treatment systems around the country. Among peer agencies (those that treat more than 100 MGD) in 23 major cities, the Twin Cities area has the fifth lowest retail sewer rate.

2010 Comparative Rate Information

(Source: National Association of Clean Water Agencies)



In addition, MCES works with approximately 800 industrial clients to substantially reduce the amount of pollution entering the wastewater collection system, and partners with a variety of communities and organizations to monitor and analyze water resources in the region. It also provides water supply analysis and planning for the region, and ensures sufficient sewer capacity exists to serve planned future development.

Bio-Solid Waste. The wastewater system plan continues to support the use of wastewater treatment bio-solids for energy generation for in-plant uses. The Metropolitan Plant uses thermal processing that reduces the bio-solids to a small volume of inert ash, while recovering energy that is converted to electricity and steam for plant heating. The beneficial use of ash for its value as a phosphorus fertilizer is also being pursued. The Blue Lake and Empire Plants use anaerobic digestion to reduce bio-solids volume prior to its agricultural use and to produce biogas (methane) for in-plant uses.

For a more comprehensive look at performance measures, please see the annual Metropolitan Council Performance Evaluation Report. The current report is available online at metrocouncil.org.

TRANSPORTATION DIVISION

TABLE C-1

	Metro Mobility	Transit Link	Fixed Route	Transportation Planning	Total Metropolitan Transportation Services	Bus	Light Rail
Revenues:							
MVST/MN Vehicle Sales Tax	-	4,848	13,259	1,433	19,540	168,647	-
State Appropriations	47,365	-	-	-	47,365	8,319	18,246
Other State Revenues	670	-	-	-	670	-	-
Total State Revenues	48,035	4,848	13,259	1,433	67,575	176,966	18,246
Other Revenues:							
Net Property Taxes	-	-	-	-	-	3,563	-
Federal Revenues	-	609	1,620	4,888	7,117	12,066	12,379
Local Revenues	-	-	1,954	116	2,070	-	15,400
Fares - Base	7,144	479	1,922	-	9,545	78,430	14,804
Contract & Special Event Revenues	-	-	-	-	-	1,438	450
Investment Earnings	-	25	100	-	125	500	25
Other Revenues	-	-	-	-	-	888	37
Total Other Revenues	7,144	1,113	5,596	5,004	18,857	96,885	43,095
Total Revenues	55,179	5,961	18,855	6,437	86,432	273,851	61,341
Expenses:							
Salaries and Benefits	1,067	163	582	2,598	4,410	226,103	32,560
Consultant and Contractual Services	300	-	40	764	1,104	5,399	1,180
Materials and Supplies	8,461	191	456	19	9,127	28,656	15,635
Rent and Utilities	143	20	-	149	312	4,708	5,814
Printing	44	-	25	31	100	356	-
Travel	5	5	8	41	59	440	70
Insurance	-	-	-	-	-	2,444	642
Transit Programs	49,587	5,692	18,475	-	73,754	-	-
Operating Capital	31	-	-	33	64	-	-
Other Operating Expenses	57	10	40	64	171	6,344	311
Passthrough Grants and Loans	-	-	-	963	963	3,841	-
Debt Service	-	-	-	-	-	-	-
Total Expenses	59,695	6,081	19,626	4,662	90,064	278,291	56,212
Other Sources and (Uses):							
Transfer From Other Funds	21	-	-	-	21	15,471	-
Interdivisional Cost Allocation	-	-	-	-	-	(20,371)	(2,285)
A-87 Cost Allocation	(680)	(76)	(340)	(1,546)	(2,642)	-	-
Net Other Sources and (Uses)	(659)	(76)	(340)	(1,546)	(2,621)	(4,900)	(2,285)
Change in Fund Balance	(5,175)	(196)	(1,111)	229	(6,253)	(9,340)	2,844

($ IN 000S)

NorthStar	Total Metro Transit	Total Operating	Debt Service	Suburban Transit Providers Pass-Through	Highway Right of Way Pass-Through	Memo Total	Unallocated MVST
5,848	174,495	194,035	-	31,129	-	225,164	11,850
-	26,565	73,930	-	-	-	73,930	-
-	-	670	-	-	-	670	-
5,848	201,060	268,635	-	31,129	-	299,764	11,850
-	3,563	3,563	42,996	-	-	46,559	-
-	24,445	31,562	-	-	-	31,562	-
7,816	23,216	25,286	-	-	-	25,286	-
2,449	95,683	105,228	-	-	-	105,228	-
-	1,888	1,888	-	-	-	1,888	-
100	625	750	180	-	65	995	-
1,258	2,183	2,183	-	-	-	2,183	-
11,623	151,603	170,460	43,176	-	65	213,701	-
17,471	352,663	439,095	43,176	31,129	65	513,465	11,850
3,336	261,999	266,409	-	-	-	266,409	-
7,235	13,814	14,918	-	-	-	14,918	-
4,228	48,519	57,646	-	-	-	57,646	-
695	11,217	11,529	-	-	-	11,529	-
-	356	456	-	-	-	456	-
13	523	582	-	-	-	582	-
2,195	5,281	5,281	-	-	-	5,281	-
-	-	73,754	-	-	-	73,754	-
-	-	64	-	-	-	64	-
94	6,749	6,920	-	-	-	6,920	-
-	3,841	4,804	-	31,129	-	35,933	-
-	-	-	46,689	-	-	46,689	-
17,796	352,299	442,363	46,689	31,129	-	520,181	-
-	15,471	15,492	-	-	-	15,492	(15,471)
(385)	(23,041)	(23,041)	-	-	-	(23,041)	-
-	-	(2,642)	-	-	-	(2,642)	-
(385)	(7,570)	(10,191)	-	-	-	(10,191)	(15,471)
(710)	(7,206)	(13,459)	(3,513)	-	65	(16,907)	(3,621)

SERVICES

The Metropolitan Council's Transportation Division operates, administers and coordinates public transit services within the Twin Cities metropolitan area. The transit programs are carried out through the two units of the Council's Transportation Division. Metro Transit is the largest direct operator of regular-route transit service in the Twin Cities region, including bus, light rail and commuter rail. Metropolitan Transportation Services (MTS) provides and coordinates transit services within the region through contracts with private providers. It provides Metro Mobility services, the region's primary service for people with disabilities, Transit Link, general public dial-a-ride, and Metro Vanpool. It is also responsible for regional transportation planning.

Metro Transit accounts for about 80% of the total operating expenses for the Council's Transportation Division; MTS contracted services make up the balance of expenditures.

Metro Transit directly operates a network of 128 fixed routes with a fleet of 887 buses serving those routes. Metro Transit completed

construction and began operation of the 12-mile Blue Line in June 2004. It operates Northstar Commuter Rail and will operate the Green Line (Central Corridor light rail) and Green Line Extension (Southwest light rail) when those lines are completed.

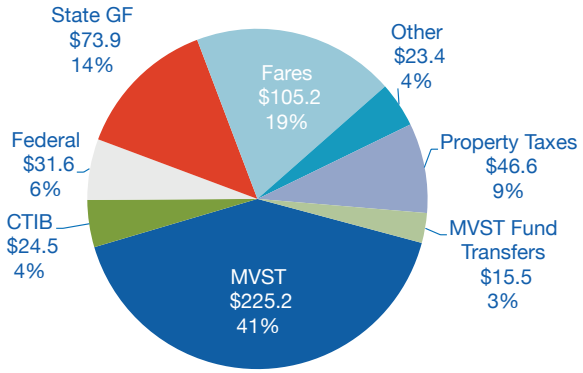
MTS manages the contracted transit service programs in the Twin Cities metropolitan area. These programs include the following:

- Metro Mobility provides on-demand transit service for certified riders whose disabilities prevent them from using the regular-route transit system. Metro Mobility provides service in the region to complement regular-route service, as required by the Americans with Disabilities Act. Metro Mobility has a fleet of 413 vehicles, operated by five contractors.
- Contracted Regular-Route Service provides regular-route service by nine separate contracts with private, governmental, and nonprofit organizations. Contracted Regular-Route services has a fleet of 119 vehciles.
- Transit Link provides dial-a-ride transit service through five contracts with private, nonprofit and governmental agencies. These programs primarily serve transit customers in the region where regular-route service is not available. Transit Link has a fleet of 75 vehicles.
- Metro Vanpool is a program that provides vanpools through contracts with a private company. Typically these vanpools are formed either in areas without regular-route transit service or are for people who work shifts that are outside of normal commuting times. The Metro Vanpool is budgeted for a fleet of 75 leased vehicles.
- Suburban Transit Providers (STP) consist of 12 communities that have chosen to provide their own transit service as separate transit authorities. STPs provide both regular-route and dial-a-ride programs. STPs receive funding from the State Motor Vehicle Sales Tax (MVST) and regionally allocated MVST revenue. Suburban Transit Providers operate a fleet of 279 vehicles owned by the Council.

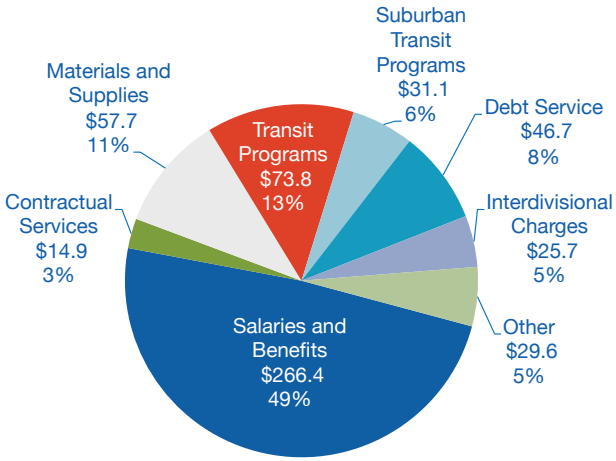
The Council also serves as the federally designated Metropolitan Planning Organization and manages the allocation of federal transportation funds. In this role, the Transportation Division provides regional transportation planning for aviation, highway, transit, and bike/pedestrian systems. Every four years the Council develops and updates the 20-year regional transportation plan and annually produces the federally required four-year Transportation Improvement Program (TIP) for the metropolitan area.

OPERATIONS

2014 Transportation Division Operating Budget Sources of Funds: $545.9 Million



2014 Transportation Division Operating Budget Uses by Category: $545.9 Million



The Transportation Division's 2014 Operating Budget of $546 million includes the startup of the new Green Line light-rail transit service between Minneapolis and St. Paul, full-year operations of Red Line bus rapid transit (Cedar Avenue), and the demand for expected ridership growth in the transit system.

Funding for operations comes from the Motor Vehicle Sales Tax, state appropriations, federal and local funding, investment earnings, passenger fares and other revenues, including advertising. The Counties Transit Improvement Board, Sherburne County and the Minnesota Department of Transporation (MnDOT) also provide operating funds for light-rail and commuter rail services.

The Transportation Division operating budget is developed around a group of key financial objectives:

- Support the Council's regional development plan and regional Transportation Policy Plan (TPP)
- Double 2003 transit ridership by the year 2030
- Construct a transit budget that balances revenues and expenses over four years
- Mitigate structural financial gaps over time
- Minimize impact on Council property tax levies, and
- Maintain reserves at policy levels

The Transportation Division operating budget for 2014 includes a planned use of reserves and includes a number of assumptions.

- Maintain 2013 service levels and include Green Line construction detours and service changes along University Avenue
- Meet a projected 10% ridership growth in the Metro Mobility ADA program
- Attain a Metro Transit ridership of 86.0 million, including 4.3 million for the Green Line
- Pay an average diesel fuel cost of $3.40 per gallon and $3.75 per gallon for gasoline
- Receive sufficient operating funding from the Counties Transit Improvement Board for Blue Line, Northstar, Green Line, I-35W South BRT Express, Cedar Avenue Express, and Red Line BRT
- Complete Project Development and seek entry into the next Federal Phase (Engineering) for the Green Line Extension
- Include full-year station-to-station service for Metro Red Line, and
- Do not increase regional fares and continue review of the regional fare policy

METRO TRANSIT BUS SERVICE

Metro Transit is the largest operator of bus service in the Twin Cities region and is a key part of the Council's commitment to operating quality transit service in an inclusive, customer-focused and efficient manner. Metro Transit is one of the country's largest transit systems, providing more than 90 percent of the fixed-route public transportation in the Minneapolis-St. Paul metro area.

The Metro Transit budget for bus operations reflects expenses of $298.7 million, with a planned use of reserves of $9.3 million.

Major sources of revenues include passenger fares, Motor Vehicle Sales Tax revenue and the state General Fund. Property taxes of $3.6 million are included as the source of funding to reflect the transfer of Community Development's transit-oriented development unit to Metro Transit.

Major sources of expenses include salaries and benefits, fuel, allocations from Regional Administration, and materials and supplies. Expense increases in 2014 are attributed to additional employee costs for planned service increases for Minneapolis Public Schools and service re-routes due to construction, diesel fuel, and increases in Council support services for computer systems and maintenance support.

METRO TRANSIT BLUE LINE LIGHT RAIL

The Blue Line operates between downtown Minneapolis, MSP Airport and the Mall of America. Metro Transit's operating budget for the Blue Line reflects expenses of $29.6 million, with a planned use of reserves of $0.1 million.

Major sources of revenue include passenger fares, the state General Fund, and a 50% net subsidy contribution from the Counties Transit Improvement Board.

Major sources of expenses include salaries and benefits, electricity expenses for light-rail vehicle propulsion, modal allocations for shared Metro Transit administrative services, materials and supplies, and allocations from Regional Administration.

METRO TRANSIT NORTHSTAR COMMUTER RAIL

Northstar Commuter Rail Operations opened in late 2009 with five stations and added the sixth station in 2012 Service includes weekday service of five trains serving Minneapolis and one train serving the reverse commute. The Council adopted a permanent fare reduction for weekday commuters at most stations increased ridership by 15.11% as of September 2013 year to date over 2012 levels.

The Metro Transit Commuter Rail operating budget reflects expenses of $18.2 million, with a planned use of reserves of $0.7 million.

Major sources of revenue include passenger fares, Motor Vehicle Sales Tax revenue, and contributions from the Counties Transit Improvement Board, Sherburne County and Greater Minnesota MnDOT.

Major sources of expenses include salaries and benefits, diesel fuel, materials and supplies, and a professional services contract with Burlington Northern Santa Fe (BNSF) to operate the commuter rail. Operations of the commuter rail are performed under contract by BNSF with maintenance performed by Metro Transit.

METRO TRANSIT GREEN LINE LIGHT RAIL

The Green Line (Central Corridor Light Rail) consists of 11 miles of exclusive right-of-way between downtown St. Paul and downtown Minneapolis via University Avenue and the University of Minnesota. The corridor also travels through the State Capital Complex and the Midway area. The Green Line will finish construction in 2014 and is planned to begin revenue service mid-year 2014.

The Metro Transit Green Line operating budget includes revenues of $30.7 million, expenses of $28.9 million, and a $1.8 million contribution to establish an operating fund balance. The operating budget includes pre-revenue expenses of $11.0 million for the period of Jan. 1 to June 30, 2014, which will pay for final testing of the Green Line before planned revenue operations begin mid-year 2014. These pre-revenue expenses will be funded by the federal Full Funding Grant Agreement for the Green Line and transfers from other funds.

Major revenue sources will include passenger fares, the state General Fund and a 50% net subsidy contribution from the Counties Transit Improvement Board.

Major sources of operating expenses include salaries and benefits, electricity expenses for light rail vehicle propulsion, modal allocations for shared Metro Transit administrative services, materials and supplies, and allocations from Regional Administration.

CONTRACTED REGULAR ROUTE / FIXED ROUTE

Metropolitan Transportation Services (MTS), the other main unit of the Transporation Division, provides regional transit service through its Contracted Regular-Route (Fixed-Route) program. MTS contracts with private vendors to operate regularly schedule service throughout the metropolitan area.

The 2014 program budget for the contracted regular-route program is $20 million, a $2.1 million increase over the 2013 budget. The increase is driven by the Council's restructuring of the service. The restructuring is expected to better meet the needs of riders along the Green Line. These cost increases are being offset in the Metro Transit bus service budget.

TRANSIT LINK

Metropolitan Transportation Services' Transit Link program provides unscheduled, demand-responsive transit service in portions of the metropolitan area. MTS contracts with private service providers to operate Transit Link service.

The 2014 program budget for Transit Link is $6.2 million, providing the same service levels and about the same budget total as in 2013. A minimal budget increase is due to inflation.

METRO MOBILITY

Metropolitan Transportation Services provides Metro Mobility transit service within the Metro Mobility service area. The service provides dial-a-ride service to persons certified under the Americans with Disabilities Act. (ADA). Service is provided by private vendors who contract with MTS.

For 2014, the program budget for Metro Mobility is $60 million, an increase of 13% over the 2013 adopted budget. Increased expenses are due to providing additional Metro Mobility service to meet demand.

CAPITAL

The Transportation Division capital budget reflects the primary priorities of (1) maintaining the current system by replacing vehicles according to fleet management plans and maintaining/repairing existing facilities, and (2) building transitways and expanding the bus system to meet future ridership and service demands.

IN ADDITION, THE 2014-2019 CAPITAL IMPROVEMENT PLAN REFLECTS THE FOLLOWING ASSUMPTIONS:

- Federal funding under the MAP-21 legislation will increase 0% to 1.5% per year.
- Regional Transit capital expenditures increase at 1% per year.
- Inflation affecting construction and bus operations increase at 2.5% to 3.5% per year.
- There will be additional rail maintenance needs with operations of the Green Line and Green Line Extension.
- Expanding the bus fleet will required additional vehicle storage capacity.
- The budget amount to meet growing unmet needs will grow from $546 million to $1.75 billion, including an unfunded 1% fleet expansion, support and customer facilities, transitways for bus rapid transit (arterial and highway), expansion of regional park-and-ride facilities, and extension of Blue Line light rail (Bottineau).

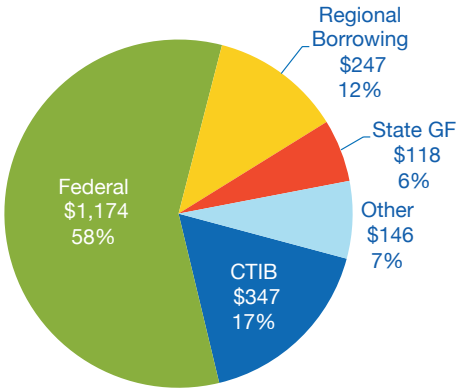
THE 2014 CAPITAL BUDGET WILL SUPPORT:

- Completion of the Green Line construction with revenue service mid-year 2014
- Completion of a new Transit Police Facility
- Completion of Target Field Station
- Bus replacement, facility energy enhancements, improvements to accessibility for people with disabilities, signage enhancements, technology upgrades, Apple Valley layover facility, and Eagan Bus garage expansion
- Programs for overhauling light rail and commuter rail vehicles
- Partial funding for two bus rapid transit: Snelling Avenue and West Seventh Street in St. Paul
- Begin “Heywood II” garage design
- Enhancements to Downtown East area
- Completion of Woodbury East Creek park-and-ride, Marschall Road Transit Station, automatic vehicle location technology for Minnesota Valley Transit Authority

SOURCES OF FUNDS

Major sources of revenues in the 2014-2019 Transportation capital budget include federal sources, regional bonding, the state General Fund, the Counties Transit Improvement Board and other local funding.

2014-2019 Transportation Division CIP Sources of Funds: $2.0 Billion



FEDERAL FUNDING IS THE LARGEST SOURCE AND INCLUDES THE FOLLOWING:

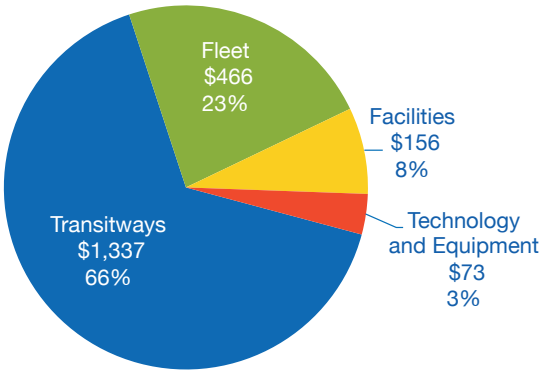
- MAP-21 legislation (5307 Formula Funds, 5337 State of Good Repair, and 5339 Bus and Bus Facilities)
- Congestion Mitigation Air Quality (CMAQ) funds allocated competitively through the process overseen by the regional Transportation Advisory Board
- New Starts funding allocated at the discretion of Congress for the Green Line light rail and Green Line Extension light rail

The remaining sources of capital funding include:

- The state General Fund, state general obligation bonds, and State Trunk Highway funds. These funds have been approved and authorized for specific capital projects.
- Regional Transit Capital (RTC), which is used primarily for fleet and for matching of federal funds.
- Transitway Funding from the Counties Transit Improvement Board and other Local Funds provided by Counties and railroad authorities.

USES OF FUNDS

2014-2019 Transportation Division CIP Use of Funds by Function: $2.0 Billion



Major expenditures in the 2014-2019 Transportation Division capital improvement program include:

- Uses of funds by department consist of transitways 66%, fleet 23%, facilities 8% and technology and equipment at 3%. The transitways category is the predominant user by department due to the construction of the Green Line and Green Line Extension.
- Uses of funds by category include transitways 66%, preservation 30%, and expansion at 4%. If the 2014-2019 capital improvement program excluded transitways, the remaining capital budget would focus on transit system preservation by nearly 80%.
- The Transportation Division 2014-2019 capital budget of $2 billion includes both the completion of the Green Line and the Green Line Extension. Aside from the Green Line and Green Line Extension, the capital budget provides $748.8 million essentially for preservation of assets and services.

Capital funding includes federal, state, and local funding. Within its statutory bonding authority, the Council issues long-term debt to finance transit projects.

CHALLENGES AND OPPORTUNITIES

The Transportation Division faces considerable budget challenges in supporting its operations and capital needs.

- Increases in congestion are having a significant impact on citizens and businesses.
- Transit operating funding is lower than peer regions, which limits the amount of transit service that can be made available.
- Existing bus facility capacity is nearing its limit to meet ridership demand with service and buses.
- Continued transit growth depends on having adequate storage and maintenance for additional buses to meet the ridership demand.
- Regional transportation needs reliable dedicated funding to support continued base-line service and future service growth needs and expansion.

STAFFING

Staffing for the Transportation Division includes bus operators, mechanics, professional staff and police, transportation planning, Metro Mobility, fixed route transit, regional dial-a-ride, and for the capital projects including Green Line and Green Line extension.

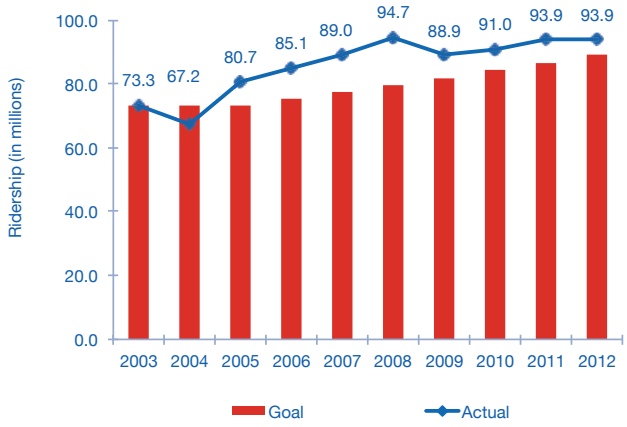
PERFORMANCE MEASURES

Key performance measures for the Transportation Division include measurements of operating and budget efficiencies by type of operation. Performance is measured by comparison with prior year performance and with comparison to similar peer agencies. Key Performance Measures for the Transportation Division include:

- Ridership by type of transit service
- Fleet size and peak bus level
- Revenue miles and revenue hours operated
- Cost per passenger trip
- Operating expense per revenue mile
- Operating expense per revenue hour
- Operating expense per passenger mile
- Fare box recovery ratio
- Average revenue per passenger trip
- Boardings per revenue hour
- Subsidy per passenger trip

In addition to these performance measures, comparisons of actual operating results versus budget are monitored during the year and are reported on a quarterly basis. This allows the Council and operations management to closely monitor operations performance and make adjustments as necessary in a timely manner. The Council's goal of doubling ridership is based on growing ridership from 73.3 Million rides in 2003 to 146.6 Million in 2030. The annual growth rate needs to average a 2.6% increase in ridership each year to meet this goal.

Toward 2030 Ridership Goal



For a more comprehensive look at performance measures, please see the annual Metropolitan Council Performance Evaluation Report. The current report is available online at metrocouncil.org.

COMMUNITY DEVELOPMENT DIVISION

TABLE D-1

	Division Management	Reg Policy & Research	Local Planning Assistance	Reg Parks & Natural Resources	Livable Communities	Subtotal General Fund Operating	HRA Administration	Total Operating
Revenues:								
Net Property Taxes	5,466	-	-	-	-	5,466	-	5,466
Federal Revenues	-	-	-	-	-	-	3,757	3,757
State Revenues	-	-	-	-	-	-	126	126
Investment Earnings	86	-	-	-	-	86	70	156
Other Revenues	-	-	-	-	-	-	2,015	2,015
Total Revenues	5,552	-	-	-	-	5,552	5,968	11,520
Expenses:								
Salaries & Benefits	576	1,001	964	619	584	3,744	3,076	6,820
Consultant & Contractual Services	50	392	10	-	-	452	1,277	1,729
Materials & Supplies	2	4	3	2	2	13	35	48
Rent & Utilities	170	-	-	-	-	170	202	372
Printing	5	14	9	5	5	38	60	98
Travel	7	18	13	7	7	52	60	112
Insurance	-	-	-	-	-	-	100	100
Operating Capital	17	-	-	-	-	17	19	36
Other Operating Expenses	9	23	16	9	9	66	633	699
Pass-Through Grants & Loans	-	-	-	-	-	-	-	-
Debt Service	-	-	-	-	-	-	-	-
Total Expenses	836	1,452	1,015	642	607	4,552	5,462	10,014
Other Sources and (Uses):								
Transfer From Other Funds	-	-	-	-	-	-	-	-
A-87 Allocation - HRA	-	-	-	-	-	-	(601)	(601)
Transfers to Other Funds	(1,000)	-	-	-	-	(1,000)	-	(1,000)
Net Other Sources and (Uses)	(1,000)	-	-	-	-	(1,000)	(601)	(1,601)
Change in Fund Balance	3,716	(1,452)	(1,015)	(642)	(607)	-	(95)	(95)

($ IN 000S)

	Parks Debt Service	Passthrough Programs			Memo Total
		Parks	HRA	Livable Communities	
	6,094	-	-	16,082	27,642
	-	-	54,895	-	58,652
	-	8,540	-	-	8,666
	96	-	-	1,195	1,447
	-	-	-	-	2,015
	6,190	8,540	54,895	17,277	98,422
	-	-	-	-	6,820
	-	-	-	-	1,729
	-	-	-	-	48
	-	-	-	-	372
	-	-	-	-	98
	-	-	-	-	112
	-	-	-	-	100
	-	-	-	-	36
	-	-	-	-	699
	-	8,540	54,895	18,242	81,677
	4,941	-	-	-	4,941
	4,941	8,540	54,895	18,242	96,632
	-	-	-	1,500	1,500
	-	-	-	-	(601)
	-	-	-	(500)	(1,500)
	-	-	-	1,000	(601)
	1,249	-	-	35	1,189

SERVICES

Services provided by the Community Development Division include:

- Delivery of federal and state funded rent assistance programs that provide affordable housing opportunities for very low income residents of the region
- Granting of Livable Communities Act funding to communities to support development projects exemplifying efficient, connected land uses, producing affordable housing opportunities, and cleaning up polluted sites to support local economic revitalization
- Conducting long-range planning for the regional park system including oversight of the acquisition and development of regional parks, and
- Shaping the region's efficient and economical growth by providing coordinated planning, population, household and employment forecasts, policy development, identification and analysis of regional issues and the convening and facilitation of collaboration with regional partners to proactively address issues of regional importance.

CHALLENGES AND OPPORTUNITIES

- Thrive MSP 2040, the Council's new development plan creating the vision for the seven county region for the next 30 years, is the foundation for the work of the Community Development Division. The working principles identified in Thrive drive the Division's work, and the regional outcomes articulated in Thrive describe the desired and planned conditions that guide the policies and services of the Division. The framing and direction of Thrive MSP 2040 provides many opportunities and challenges for the division to formulate detailed policy implementation strategies to address regional priorities.
- Federal funding levels to support the largest rent assistance program administered by the

Council's Housing and Redevelopment Authority is unpredictable. Consequently, it presents great challenges for the region in meeting the affordable housing needs of some of the region's most vulnerable and lowest income residents. Reduced and unstable funding will continue to force difficult policy decisions to meet the goal of assisting as many households as possible with shrinking funding for both rental subsidies and program administration.

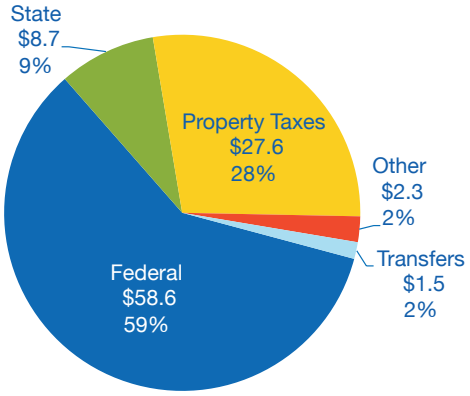
- As the 21st century transit system builds out, supporting development activities of communities as they respond provides both opportunities and challenges for the division.
- Addressing economic and racial disparities is essential to the economic competitiveness and sustainability of the region. One of the most complex challenges and opportunities the Council and the division will encounter in 2014 and beyond is to convene all regional partners to address the issues affecting these disparities.
- The demand for land acquisition funding is increasing as the recession ends, and land prices are rising. As a result, the demand for grant funds to support park and trail acquisition is forecasted to exceed the supply in 2014 and 2015. A promising way to meet this challenge that the division will pursue in 2014 is to collaborate with nonprofit land-acquisition entities that can buy and hold land and then sell it to the regional park agencies when grant funds are available.
- Maintaining a constant level of funding from one year to another when State bonding appropriations are not dedicated to Regional Parks presents a challenge. To meet this challenge, each regional park agency will be allocated a share of the state bond-financed capital improvement program based on a Council formula. Within each agency share, the highest priority project of that agency is assured some level of funding.

OPERATIONS

SOURCES OF FUNDS

Federal revenues, state revenues and property tax revenues comprise the majority of the funding for the Community Development operating budget. Division planning and administrative activities are funded with property tax revenues and, for the Metropolitan Housing and Redevelopment Authority (Metro HRA), federal and state administrative fees. Federal revenues are the primary source of funding for housing assistance payments made by the Metro HRA.

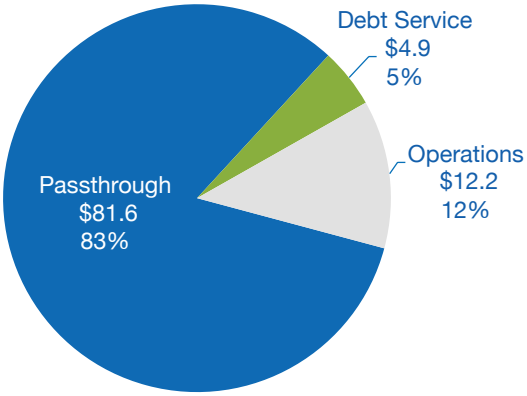
2014 Community Development Division Operating Budget - Sources of Funds: $98.7 Million



USES OF FUNDS

Pass-through programs that provide housing assistance payments, parks operating grants and Livable Communities grants are the largest component of the Community Development operating budget.

2014 Community Development Division Operating Budget Uses by Category: $98.7 Million

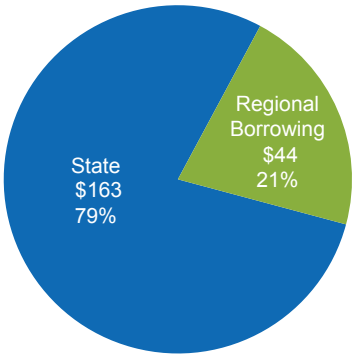


CAPITAL

SOURCES OF FUNDS

The capital program for the Community Development Division provides funding for regional parks and trails in the metropolitan area. Sources of funds include state appropriations and regional bonds.

2014-2019 Community Development Division CIP - Source of Funds: $207 Million

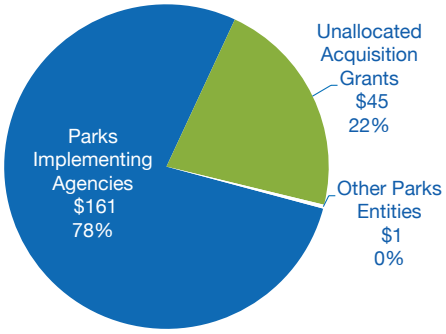


Regional borrowing is used as a local match to state appropriations.

USES OF FUNDS

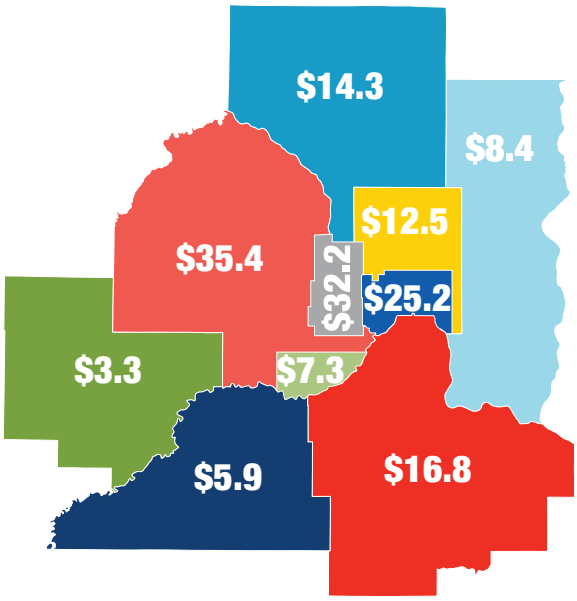
The capital program provides grants to ten regional park implementing agencies. The regional park implementing agencies use the grants to acquire land for regional parks and trails, develop park facilities and rehabilitate and replace existing park facilities.

2014-2019 Community Development Division CIP Uses by Function: $207 Million



Parks Implementing Agency funding is allocated between the 10 agencies as required in State Law and Council policy. Some of the factors considered include the population of the park agencies jurisdiction, the size of parks, the number of park visitors and local financial commitments.

Allocation of $161 million by Parks Implementing Agency



STAFFING

The Community Development Division is organized and staffed to meet the ongoing goals of the Division through two departments made up of 5 work units totaling 75 full time equivalents (FTEs). This reflects a 5 position reduction from the 80 authorized in 2013 stemming from the conclusion of the 3 year HUD Sustainable Communities Regional Planning Grant (2011-2013) which focused on corridor planning leading to the Council adoption of a Transit Oriented Development (TOD) policy and initiation of an Office of TOD to reside within Metro Transit. The 4 positions transferred to the Metro Transit Office of TOD will be reflected in their staffing complement.

PRIORITIES, GOALS AND OBJECTIVES

The goals of the Community Development Division include:

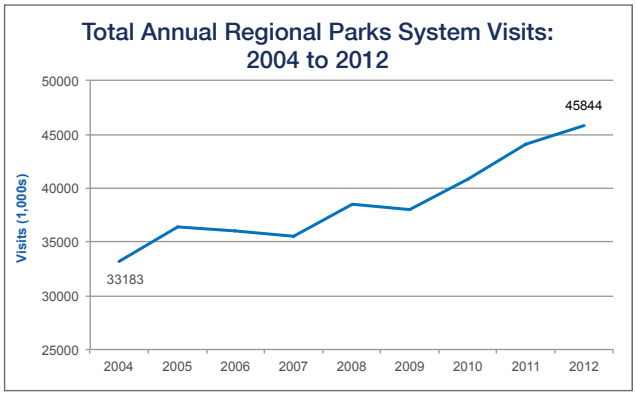
- Maximizing the number of households served with rental assistance while ensuring full use of allotted funding
- Selecting projects to receive LCA grant support that provide the greatest outcomes for jobs produced, increased net tax base capacity, acres cleaned, affordable housing units created or preserved, public and private dollars leveraged, and compact efficient land use and walkable neighborhoods.

- Ensuring the most effective use of state funding for the planning and financing of the capital, operation and maintenance needs of the Regional Parks system
- Informing and assisting local government as they plan their development patterns to accommodate the region's forecasted growth
- Providing policy makers, local government and public with information and data analysis

PERFORMANCE MEASURES

Measurable outcomes of the Community Development Division services are:

- Number of annual visits to Regional Parks
- Number of acres cleaned of pollution with assistance from Tax Base Revitalization grant funds
- Increase in the net capacity of land cleaned of pollution with the assistance of Tax Base Revitalization grant funds
- Number of jobs created or retained with the assistance of Livable Communities Act grant funds
- Amount of public and private funds leveraged with Livable Communities Act grant funds
- Number of affordable housing units created or preserved with the assistance of Livable Communities Act funding
- Percent of awarded federal rental assistance funding used to assist low income households with affordable housing.



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METROPOLITAN COUNCIL
STAFF COMPLEMENT IN FTE'S

	Actual 2010	Actual 2011	Actual 2012	* Actual 2013	Proposed 2014
Regional Administration					
Chair & Council	2	2	2	2	1
Regional Administrator	3	3	3	4	4
Diversity	8	7	11	12	12
Internal Audit	6	6	7	7	6
Intergovernmental Relations	3	3	3	3	4
Communications	14	13	14	14	15
Procurement & Contracts	13	22	22	23	28
Risk Management	13	13	11	11	12
Budget & Evaluation	3	4	4	4	4
Fiscal Services	33	34	33	33	38
Central Services & Doc Mgmt	5	4	8	8	9
Information Systems	68	70	72	77	86
Information Systems - GIS	7	9	9	10	10
Legal	9	10	10	11	13
Human Resources	33	33	32	34	42
Vacancy Factor	-	-	-	-	(5)
Total Regional Administration	220	233	241	253	279
Community Development					
Division Administration	6	7	6	5	5
Regional Policy & Research	7	9	8	8	13
Local Planning Assistance	13	13	11	10	9
Livable Communities	5	4	6	6	5
Regional Parks & Natural Resources	2	2	2	1	5
Transit Oriented Development	-	-	2	4	-
Housing & Redevelopment	33	34	37	38	38
Total Community Development	66	69	72	72	75
Environmental Services					
General Manager's Office	20	20	22	24	24
Treatment Services	384	386	378	385	400
Interceptor Services	79	77	73	61	66
Technical Services	65	63	63	76	93
Environmental Quality Assurance	103	98	95	100	103
ES Wide Labor Pool	-	-	-	-	-
Vacancy Factor	-	-	-	-	(15)
Total Environmental Services	651	644	631	646	671

METROPOLITAN COUNCIL
STAFF COMPLEMENT IN FTE'S

	Actual 2010	Actual 2011	Actual 2012	* Actual 2013	Proposed 2014
Metro Transit Bus					
MT Training	26	19	28	34	16
MT Administration	27	27	28	32	34
MT Marketing	25	24	25	28	28
MT Service Development	30	29	29	27	31
MT Finance	138	130	130	128	142
MT Police	90	87	91	100	106
MT Operations	1,489	1,502	1,512	1,543	1,602
MT Maintenance	435	429	422	422	457
MT Facilities	87	90	89	97	97
MT Transit Information Center	43	42	46	47	41
Total Metro Transit Bus	2,390	2,379	2,400	2,458	2,554
Central Corridor					
CCLRT Administration	47	66	76	102	59
CCLRT Operations	-	-	-	-	176
Total Central Corridor	47	66	76	102	235
Hiawatha LRT					
HLRT Administration	20	20	20	18	29
HLRT Operations	57	56	58	62	66
HLRT Maintenance	80	81	80	73	87
HLRT Facilities	10	10	12	10	11
HLRT Finance	5	4	5	5	5
Total Hiawatha LRT	172	171	175	168	198
Northstar					
NS Administration	4	3	2	2	12
NS Maintenance	27	28	28	27	31
NS Facilities	4	3	3	3	4
NS Finance	2	2	2	2	2
Total Northstar	37	36	35	34	49
Southwest Corridor					
Southwest Corridor	-	2	19	34	45
Total Southwest Corridor	-	2	19	34	45
Subtotal Metro Transit	2,646	2,654	2,705	2,796	3,081
Metro Transit Vacancy Factor	-	-	-	-	(55)
Total Metro Transit after Vacancy Factor	2,646	2,654	2,705	2,796	3,026
Metropolitan Transportation Services					
Transportation Planning	21	20	20	21	26
Regular Route	8	8	8	7	6
Rural Small Urban	-	-	-	1	2
Metro Mobility	10	9	10	10	11
Total MTS	39	37	38	39	45
Total Transportation	2,685	2,691	2,743	2,835	3,071
Total MC FTE's	3,622	3,637	3,687	3,806	4,096

METROPOLITAN COUNCIL

2014

UNIFIED BUDGET

ADOPTED 12/11/2013

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