



2 0 1 4

UNIFIED BUDGET

ADOPTED 12/11/2013



METROPOLITAN COUNCIL MEMBERS

Susan Haigh – Chair

Katie Rodriguez – District 1

Lona Schreiber – District 2

Jennifer Munt – District 3

Gary Van Eyll – District 4

Steven Elkins – District 5

James Brimeyer – District 6

Gary Cunningham – District 7

Adam Duininck – District 8

Edward Reynoso – District 9

Marie McCarthy – District 10

Sandra Rummel – District 11

Harry Melander – District 12

Richard Kramer – District 13

Jon Commers – District 14

Steven Chavez – District 15

Wendy Wulff – District 16

Metropolitan Council

390 North Robert Street
St Paul, MN 55101-1805

Phone (651) 602.1000

Public Info (651) 602.1140

Fax (651) 605.1464

TTY (651) 291.0904

Public Comment Line: 651-602-1500

Email: public.info@metc.state.mn.us

metro council.org | metrotransit.org

On request, this publication will be made available in alternative formats to people with disabilities.
Call the Metropolitan Council Data Center at 651-602-1140 or TTY 651-291-0904.

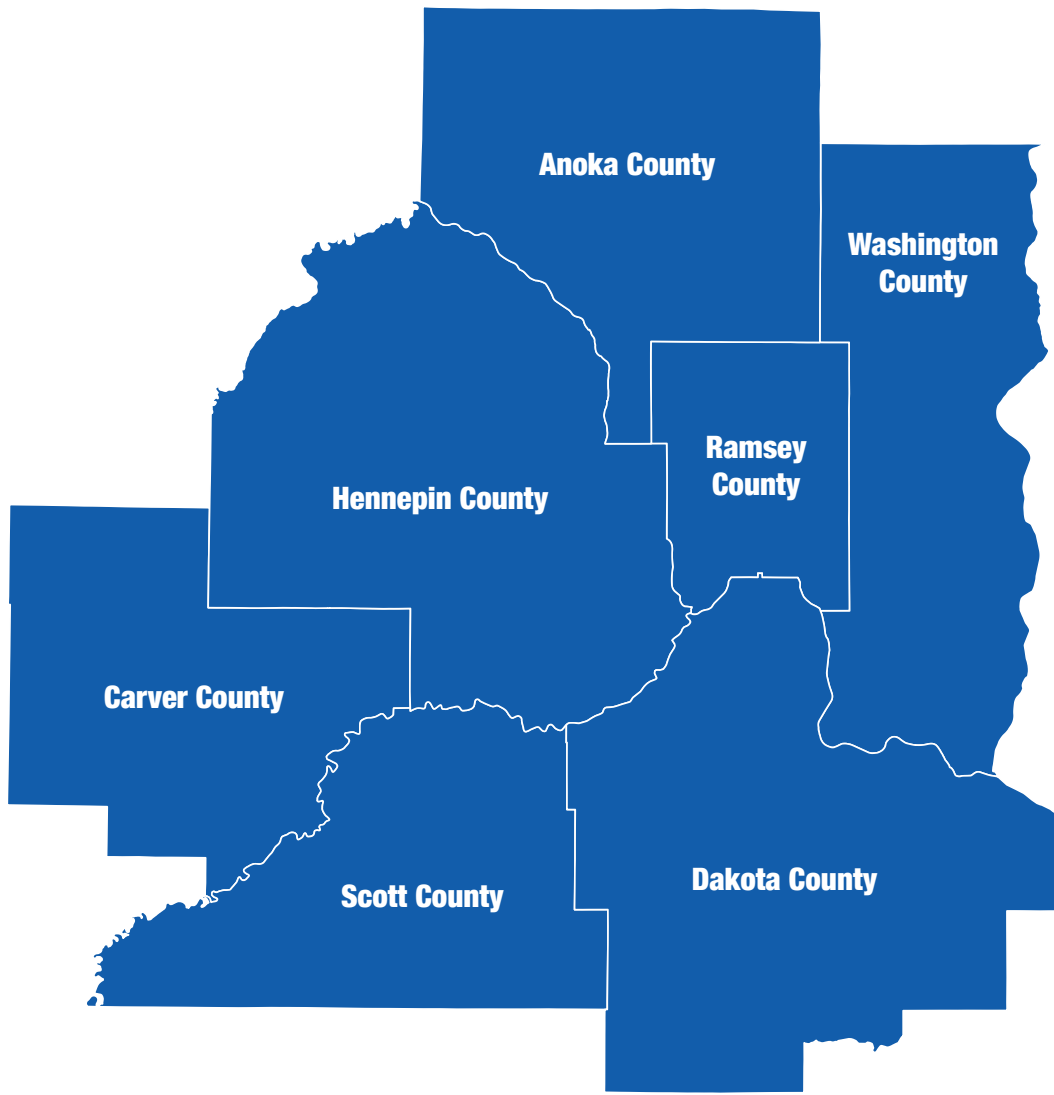
BUDGET INTRODUCTION

| | |
|---|----|
| 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 |





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 than 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.

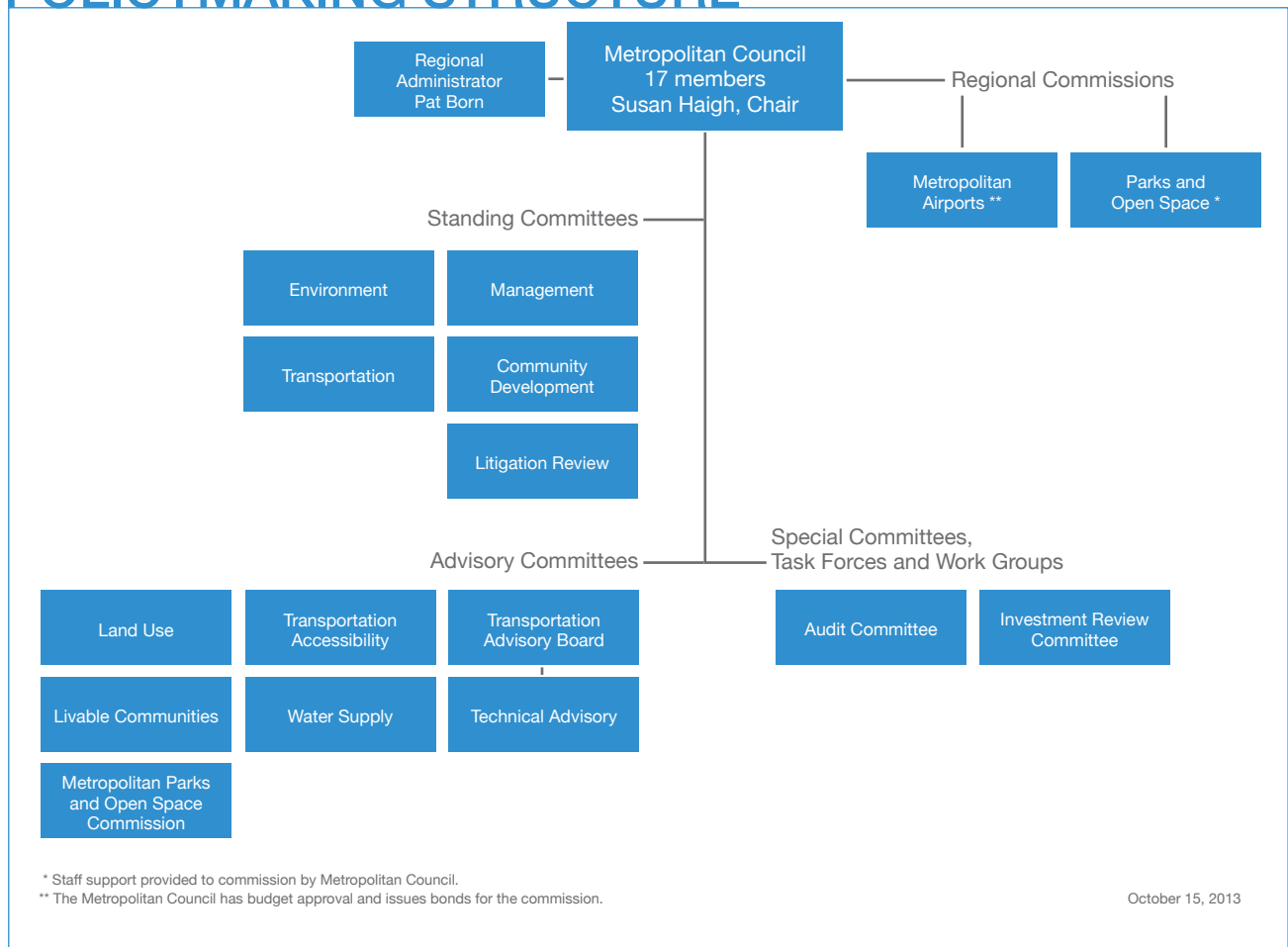
To be included in the official record, comments were to be received by close of business on December 10, 2013.

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

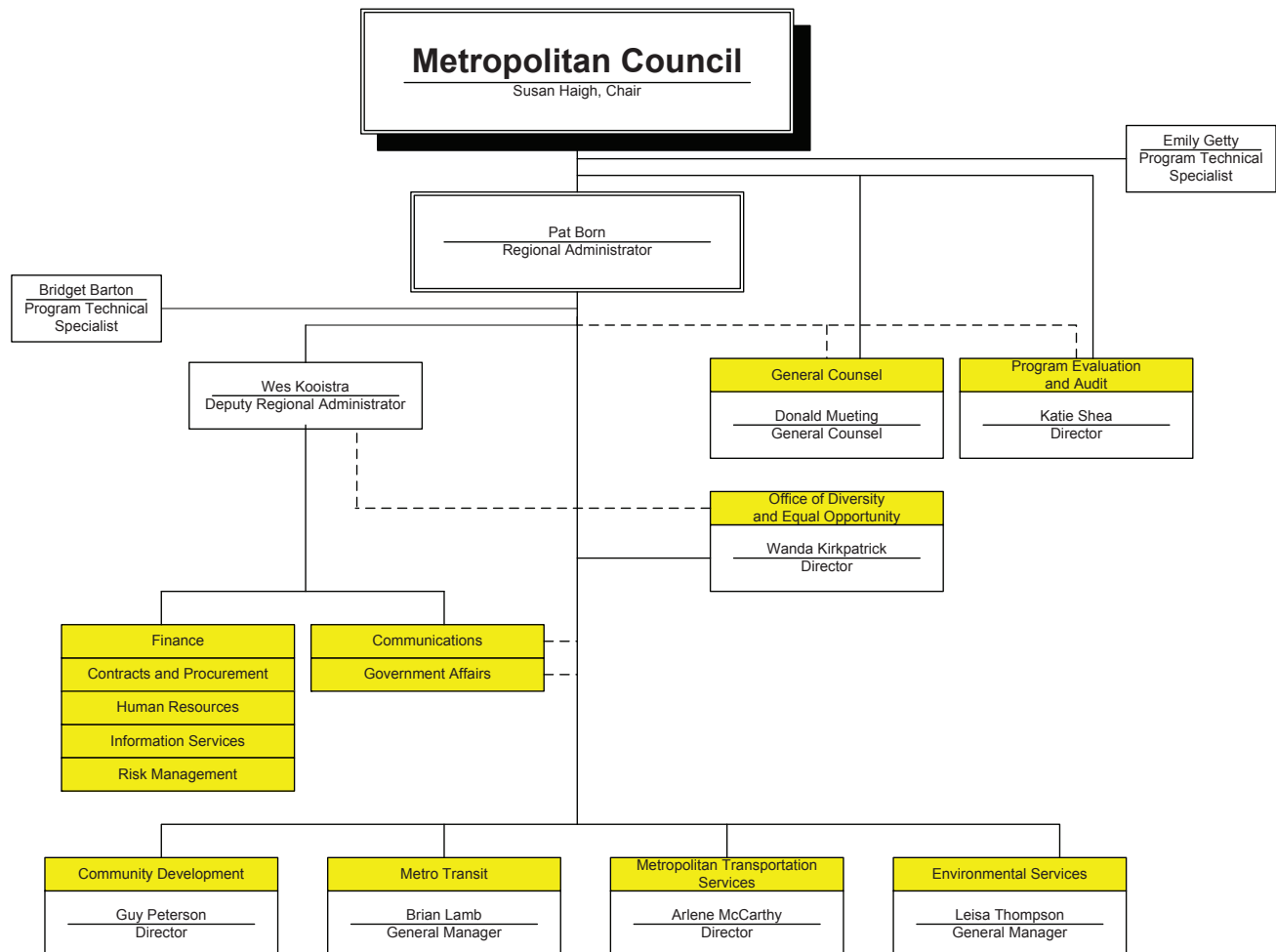
redevelopment that connects various land uses to transportation.

- 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

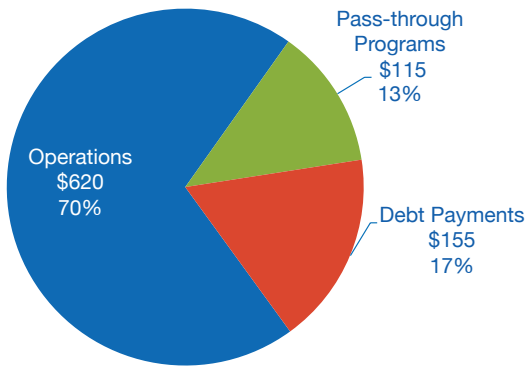
The 2014 budget continues to focus on Council priorities to:

- 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

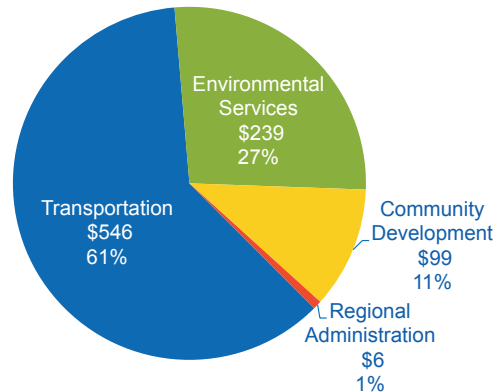
The resources of the Council are organized by division and fund. A fund is a group of related accounts that is used to maintain control over resources that have been separated for specific activities or objectives.

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

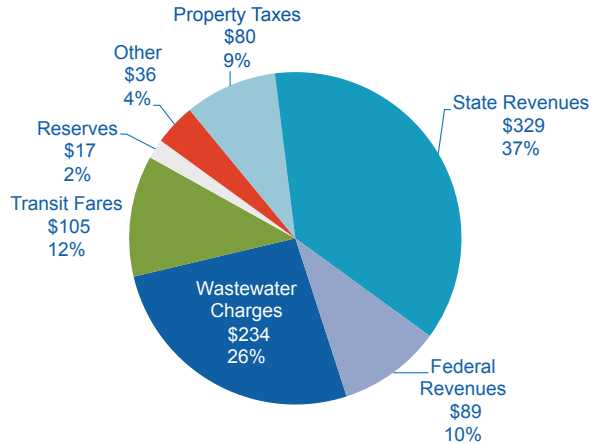
staff complement in full time equivalents can be found in Appendix E.

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.

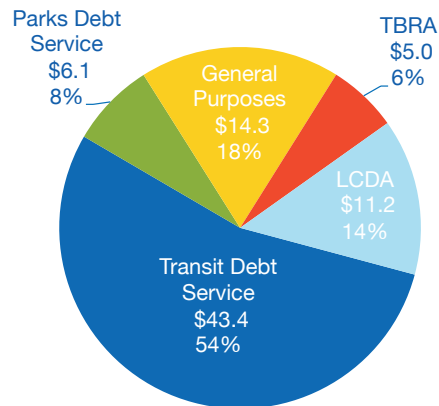
The operating budget includes \$17 million in planned use of operating reserves. The use of reserves is primarily the result of the Council's procedure for allocating regional transit revenues, which draws and replenishes operating reserves to target balances established in policy. Applying the procedure 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

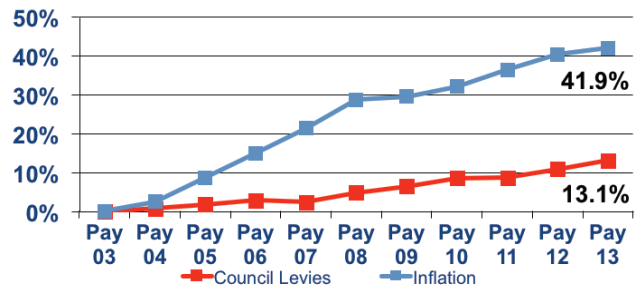


Source: MN Department of Revenue, Certified Payable 2013 Property Tax Levies

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 |
|---|--------------|----------------|---------------------------|----------------|
| <u>Revenues</u> | | | | |
| 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 |
| <u>Other Sources</u> | | | | |
| SAC Transfers | - | - | 35,662 | 35,662 |
| Total Revenues and Other Sources | 6,190 | 43,176 | 102,967 | 152,333 |
| <u>Expenses</u> | | | | |
| 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

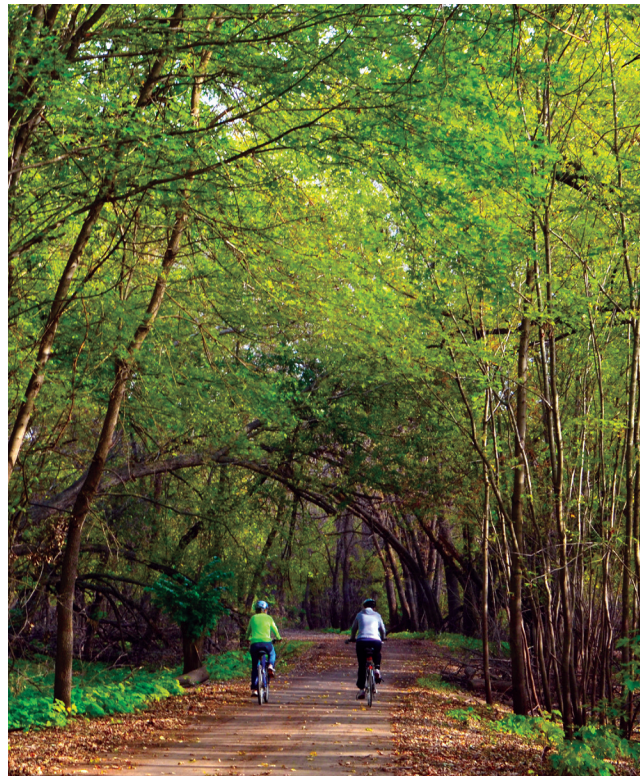
(\$ IN 000S)

| | <u>Certified Levies</u> | | | | <u>2013-14 Change</u> | |
|---|-------------------------|---------------|---------------|---------------|-----------------------|----------------|
| | 2011 | 2012 | 2013 | 2014 | Amount | Percent |
| <u>Non Debt Levies</u> | | | | | | |
| <u>General</u> | | | | | | |
| 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% |
| <u>Livable Communities</u> | | | | | | |
| 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% |
| <u>Debt Service Levies</u> | | | | | | |
| 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% |
| <u>Total by Transit and Other Levies</u> | | | | | | |
| 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% |
| <u>Statutory Levy Limits</u> | | | | | | |
| 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.

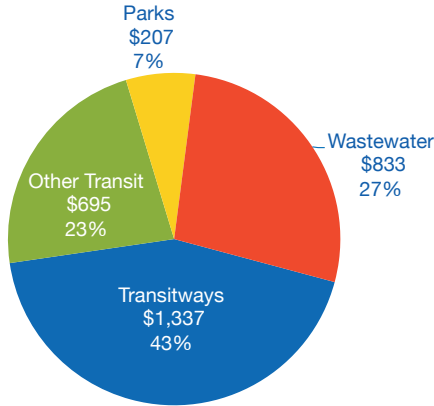
| Status | < '14 | '14 | '15-'19 | > '19 | Total |
|------------|-------|-----|---------|-------|-------|
| Authorized | 3,099 | 383 | 450 | 63 | 3,995 |
| Future | - | 154 | 2,086 | - | 2,239 |
| Total | 3,099 | 536 | 2,536 | 63 | 6,234 |

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.

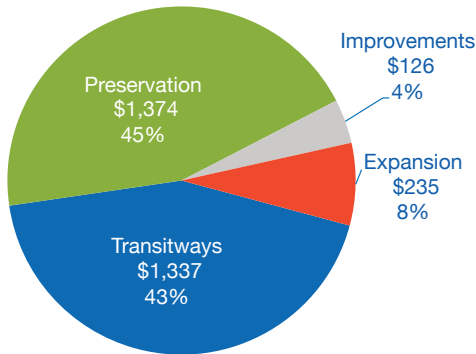
2014-2019 Capital Improvement Program (CIP)
Use of Funds by Function: \$3.1 Billion



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



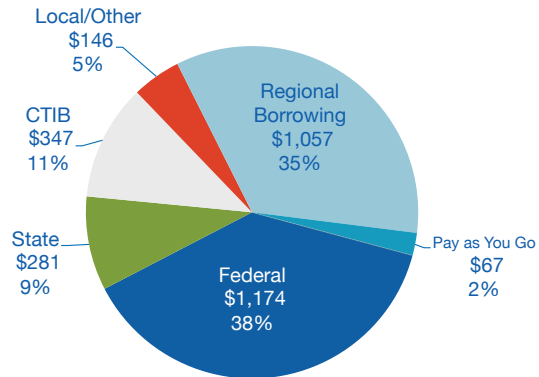
Transitway projects include authorized and future spending for light rail and bus rapid transit (BRT) projects.

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

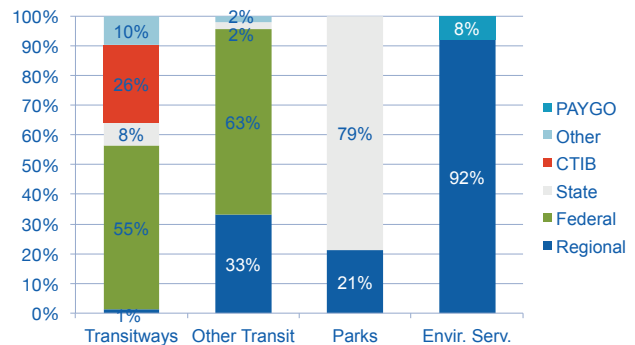
Financing for the Capital Improvement Plan comes from federal, state and local capital grants, regional borrowing and other sources. Regional borrowing includes the issuance of long-term general obligation bonds and loans from the state Public Facilities Authority. This long term debt becomes an obligation 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

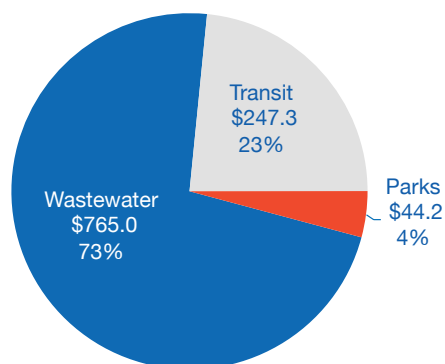


PROPOSED REGIONAL BORROWING

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 | | | | | CIP Total | Post 2019 & Contingency | Project Total |
|-----------|--------------|------|-----|------------------|---------------------------------------|----------------|----------------|----------------|------------------|-----------|-------------------------|------------------|
| | | | | | 2014 | 2015 | 2016 | 2017-2019 | | | | |
| | 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 | | | | | Post 2019 & Contingency | Project Total |
|-----------------------------|---|------|-----|----------|---------------------------------------|---------|--------|-----------|-----------|-------------------------|---------------|
| | | | | | 2014 | 2015 | 2016 | 2017-2019 | CIP 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 - Replacem | 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 | | | | | Post 2019 & Contingency | Project Total |
|-----------------------------------|--|------|-----|----------------|---------------------------------------|---------------|--------------|---------------|---------------|-------------------------|----------------|
| | | | | | 2014 | 2015 | 2016 | 2017-2019 | CIP 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 - NTD | 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 (Vadnais) | 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 | Riverview 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 Facilities 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 | | | | | CIP Total | Post 2019 & Contingency | Project Total |
|------------------------|---|------|-----|----------|---------------------------------------|-------|-------|-----------|-------|-----------|-------------------------|---------------|
| | | | | | 2014 | 2015 | 2016 | 2017-2019 | | | | |
| 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 | CCLR Bus Facil. & Como Park Facility Imp | 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-NTD | 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. (NTD) | A | P | 20 | - | - | - | - | - | - | 20 | |
| 35918 | SWT-Chanhassen & East Creek Stations (NTD) | 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 (NTD) | A | P | 775 | - | - | - | - | - | - | 775 | |
| 35922 | Prior Lake/Shakopee - Southbridge Facil. Imp | 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 - LGS | F | P | - | 35 | 100 | 35 | 35 | 205 | - | 205 | |
| New | Plymouth - The Reserve Park-and-Ride - NTD | 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 St | F | P | - | - | - | - | 60 | 60 | - | 60 | |
| New | Maple Grove - Maple Grove Transit St. Rej | 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 - NTD | 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 | | | | | CIP Total | Post 2019 & | Project |
|--------------------------------|---|------|-----|----------|---------------------------------------|-------|--------|-----------|-------------|-----------|-------------|---------|
| | | | | | 2014 | 2015 | 2016 | 2017-2019 | Contingency | | 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 Technology | 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 | | | | | Post 2019 & Contingency | Project Total |
|--|---|------|-----|---------------|---------------------------------------|--------------|--------------|---------------|---------------|-------------------------|---------------|
| | | | | | 2014 | 2015 | 2016 | 2017-2019 | CIP 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 | Evaluation 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. & Furnishings 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 | | | | | Post 2019 & Contingency | Project Total |
|--|--|------|-----|---------------|---------------------------------------|--------------|--------------|---------------|---------------|-------------------------|---------------|
| | | | | | 2014 | 2015 | 2016 | 2017-2019 | CIP 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 | | | | | CIP Total | Post 2019 & Contingency | Project Total |
|---|---|------|-----|-----------|---------------------------------------|---------|---------|-----------|-----------|-----------|-------------------------|---------------|
| | | | | | 2014 | 2015 | 2016 | 2017-2019 | | | | |
| 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 (Snelling 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 Cc | 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 Techni | 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 | | | | | Post 2019 & Contingency | Project Total |
|------------------------------------|---|----------------|---------------------------------------|----------------|----------------|----------------|----------------|-------------------------|------------------|
| | | | 2014 | 2015 | 2016 | 2017-2019 | CIP 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 | 2014-2019 Capital Improvement Program | | | | | | Post-2019 & Contingency | Project Total |
|----------------------|---|--|------|-----|---------------------------------------|---------------|---------------|---------------|---------------|----------------|-------------------------|----------------|
| | | | | | Pre-2014 | 2014 | 2015 | 2016 | 2017-2019 | CIP 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 Future | 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 & Tr | 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 | D | 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 Lakes PR | 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 | 2014-2019 Capital Improvement Program | | | | | Post-2019 & Contingency | Project Total | |
|-------------------------------------|--|--|------|-----|----------|---------------------------------------|--------------|--------------|--------------|---------------|-------------------------|---------------|---------------|
| | | | | | | 2014 | 2015 | 2016 | 2017-2019 | CIP Total | | | |
| | 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 Greenway | 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 Cent | 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 | Meeke 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 | | | | | Post-2019 & Contingency | Project Total | |
|--|--------------------------------------|---|------|-----|----------|---------------------------------------|--------------|--------------|--------------|---------------|-------------------------|---------------|---------------|
| | | | | | | 2014 | 2015 | 2016 | 2017-2019 | CIP Total | | | |
| Scott County | | | | | | | | | | | | | |
| 10500 | MN River Bluffs RT | 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 Bluffs 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 acquisition | 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 acquisition, 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.

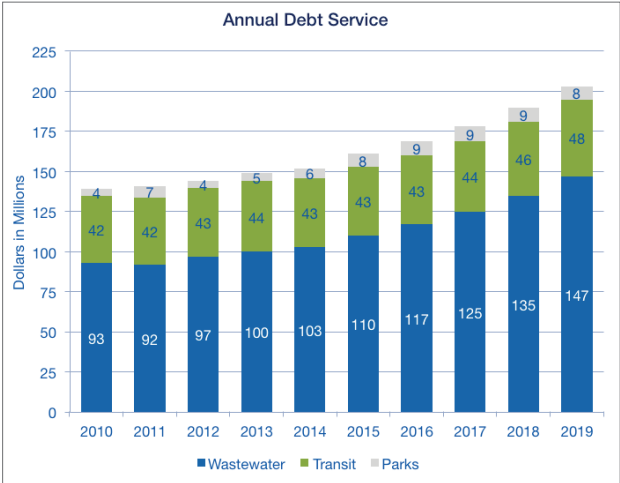
Changes in the Council's annual debt service, property taxes and user fees need to be considered in the context of inflation and regional growth in households, income and market values. The projected average annual percent change for the six-year period of the capital improvement plan are compared to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

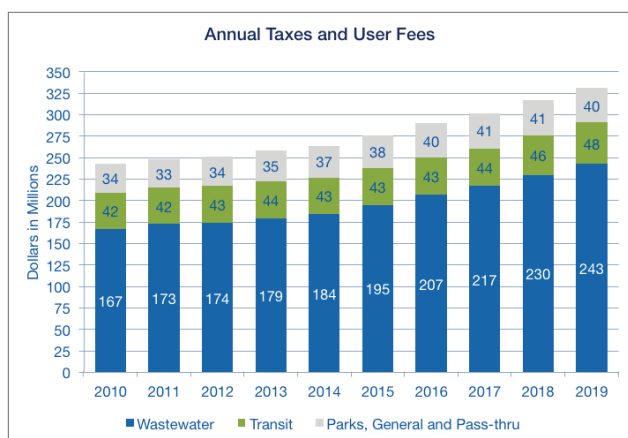
The figure to the right shows the impact of the 2014-2019 capital improvement plan on annual debt service payments, as reflected by debt service property tax levies and sewer service fees.



ANNUAL TAXES AND USER FEES FOR OPERATIONS AND DEBT SERVICE

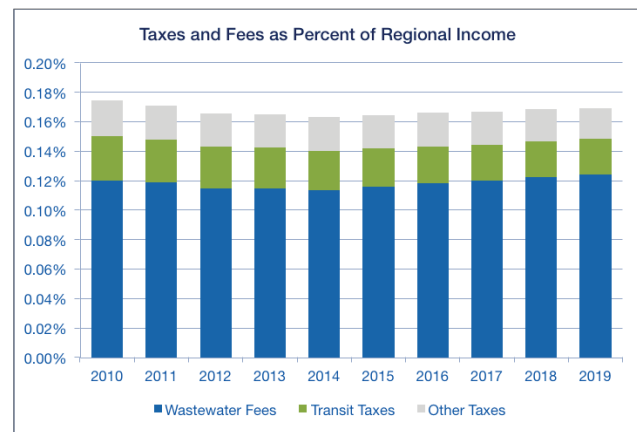
The figure below shows the impact of the 2014-2019 capital improvement plan and operating and pass-through activities on Council property taxes and sewer service charges. These are the Council taxes and fees that impact the typical household in the region. To get a complete picture of trends in property 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.



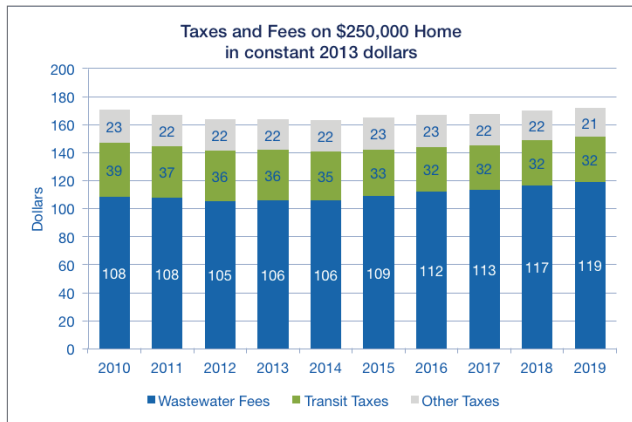
IMPACT ON THE REGION'S ABILITY TO PAY

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.



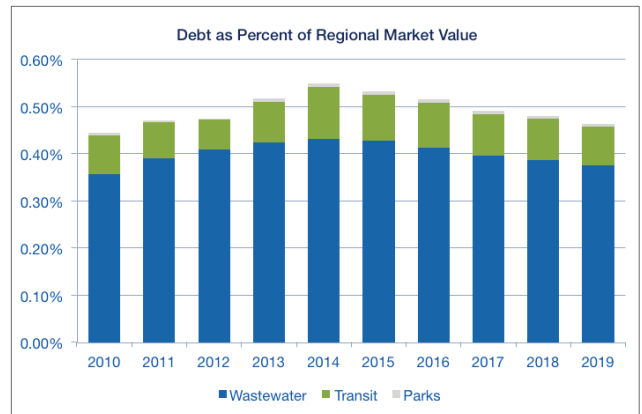
The second indicator estimates the impact of the Council's taxes and wastewater service charges on a hypothetical household in constant 2013 dollars. A hypothetical household is assumed to own a house valued at \$250,000 in 2013. The house is assumed to be located in the transit taxing district and connected 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.

| 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.

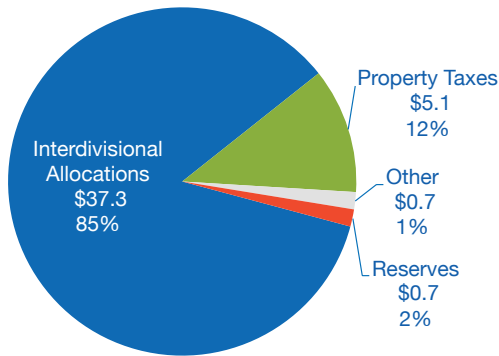
Financing essential regional services while keeping property taxes, wastewater service charges and passenger fares at reasonable, competitive levels is a continuing challenge. The Finance department works with operating divisions to minimize property tax increases and maintain competitive user charges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

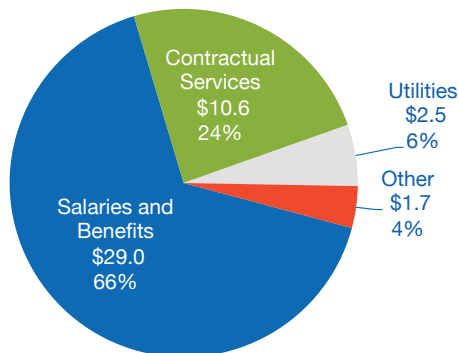
2014 Regional Administration Division
Operating Budget - Sources of Funds: \$43.8 Million



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:

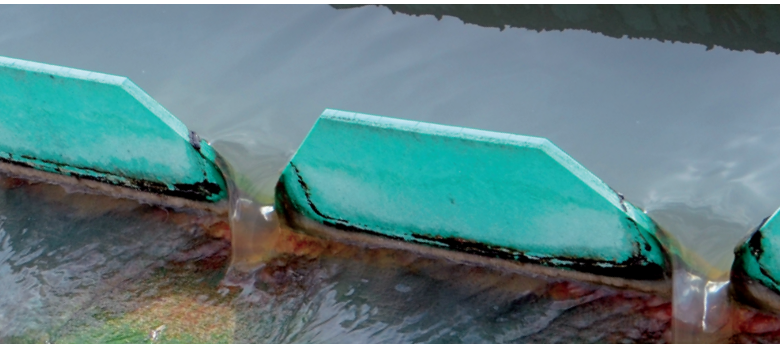
- Supporting the Council mission, priorities and policies
- Providing high-quality support services cost-effectively
- Providing strong customer service to operating divisions
- Providing strong financial management for the organization
- Attracting and maintaining a skilled workforce
- Providing technology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



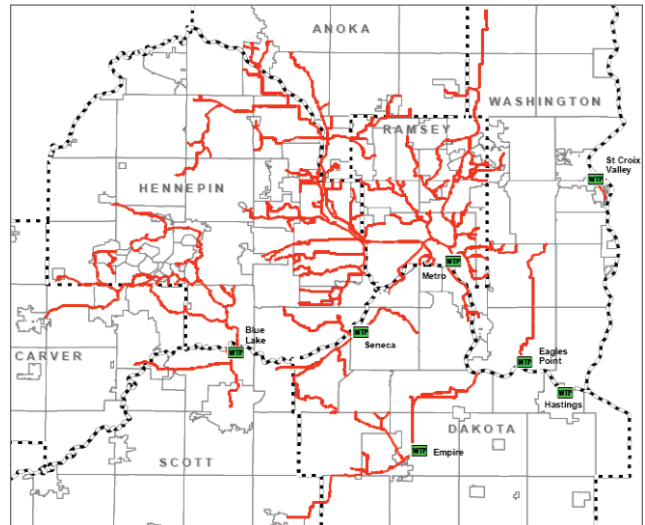
(\$ IN 000S)

| | 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 Maintained 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.

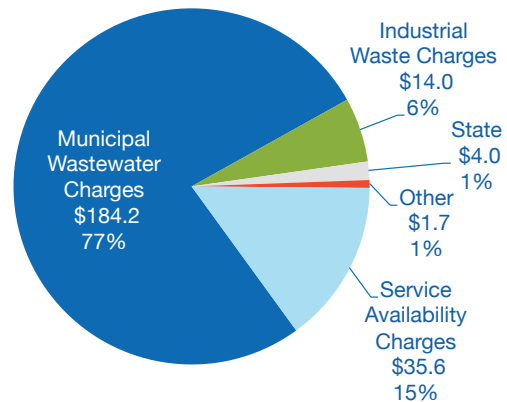
Besides producing energy from processing bio-solids, MCES continues to carry out energy conservation in selecting wastewater treatment processes and optimizing performance, installing higher-efficiency equipment and lighting, and reducing building-energy use. MCES is also pursuing the purchase of power 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

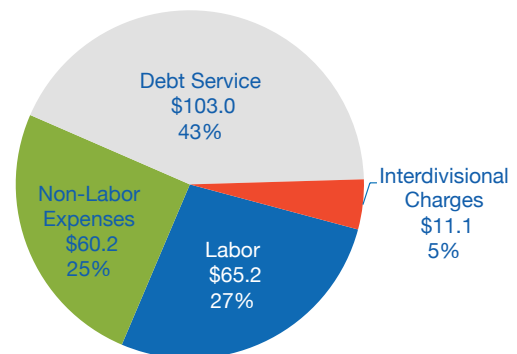
The industrial strength charge provides three-quarters of total industry-specific revenues. It covers the higher costs of

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-through 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.

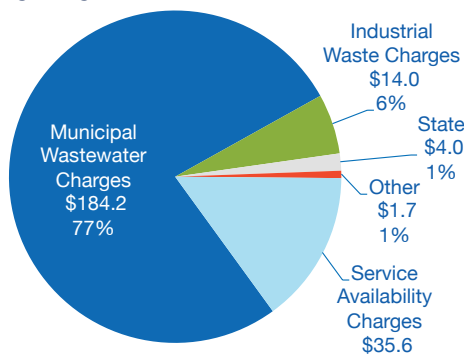
Debt Service. Debt service includes principal and interest on Council wastewater bonds and loans through the state’s Public Facilities Authority. The overall average interest cost on outstanding debt at year-end 2012 was at an all-time low of 2.28%. In 2014, debt service costs account for 43% of the 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

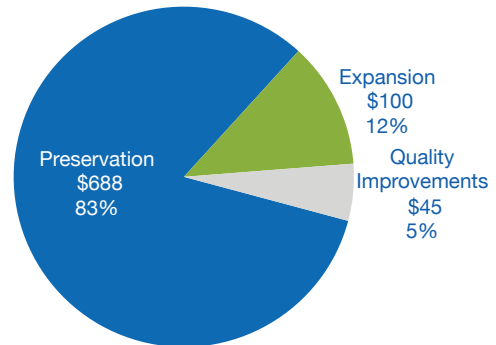


USES OF FUNDS

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

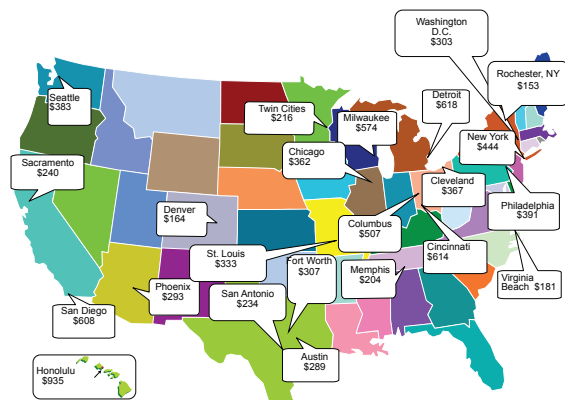
MCES services protect public health and the environment while supporting regional growth. Objectives include:

- 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 metro council.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.

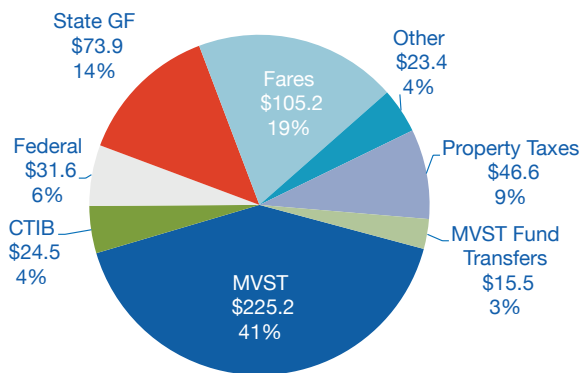
MTS manages the contracted transit service programs in the Twin Cities metropolitan area. These programs include the following:

- 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 vehicles.
- 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.

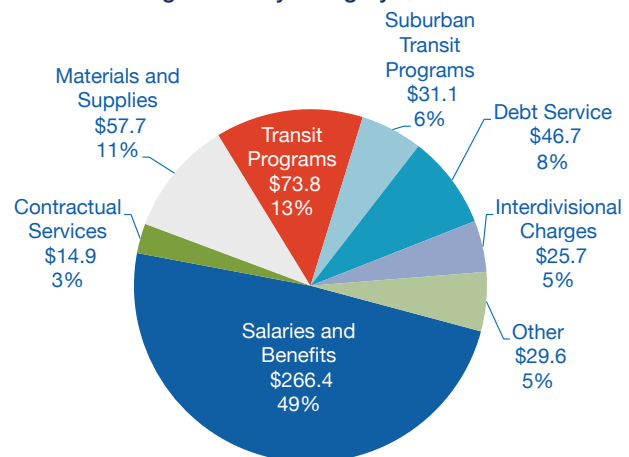
The Council also serves as the federally designated Metropolitan Planning Organization and manages the allocation of federal transportation funds. In this role, the Transportation Division provides regional transportation planning for aviation, highway, transit, and bike/pedestrian systems. Every four 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 Transportation (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 Transportation 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).

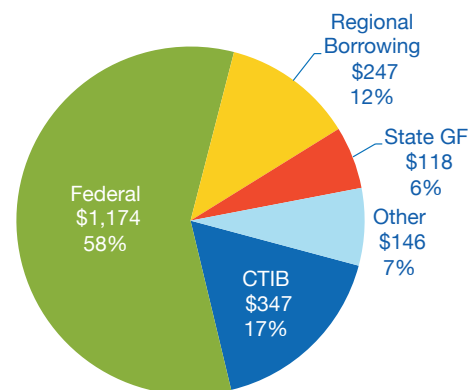
THE 2014 CAPITAL BUDGET WILL SUPPORT:

- 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:

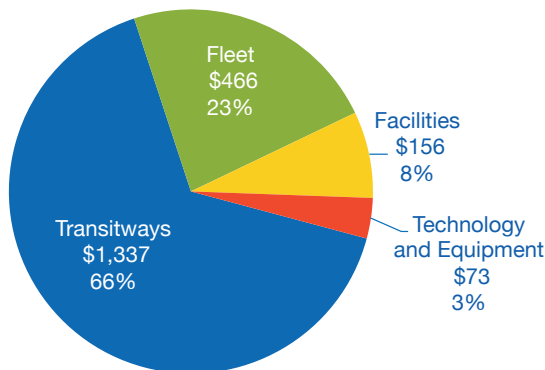
- MAP-21 legislation (5307 Formula Funds, 5337 State of Good Repair, and 5339 Bus and Bus Facilities)
- Congestion Mitigation Air Quality (CMAQ) funds allocated competitively through the process overseen by the regional Transportation Advisory Board
- New Starts funding allocated at the discretion of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

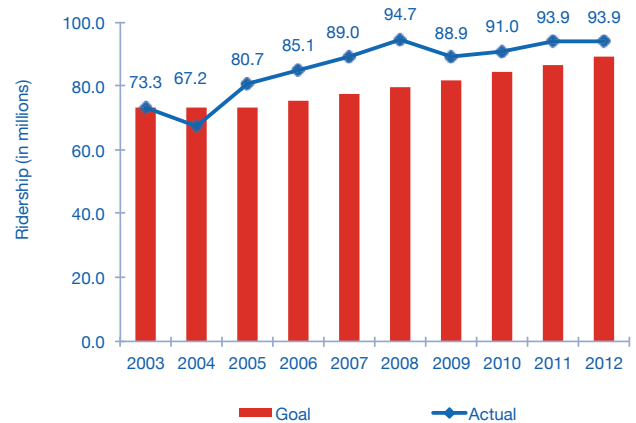
Key performance measures for the Transportation Division include measurements of operating and budget efficiencies by type of operation. Performance is measured by comparison with prior year performance and with comparison to similar peer agencies. Key Performance Measures for the Transportation Division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



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.

(\$ 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 |

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

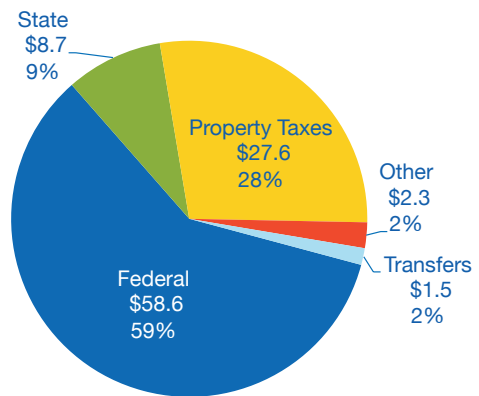
Council’s Housing and Redevelopment Authority is unpredictable. Consequently, it presents great challenges for the region in meeting the affordable housing needs of some of the region’s most vulnerable and lowest income residents. Reduced and unstable funding will continue to force difficult policy decisions 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.

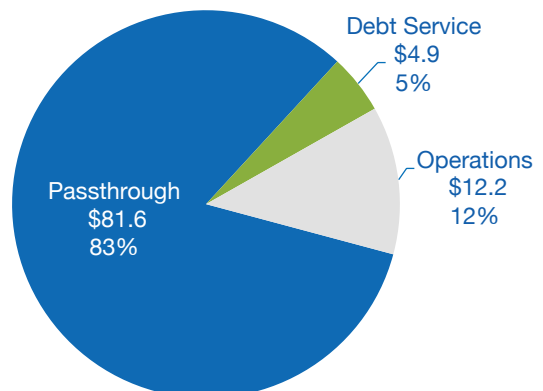
2014 Community Development Division
Operating Budget - Sources of Funds: \$98.7 Million



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.

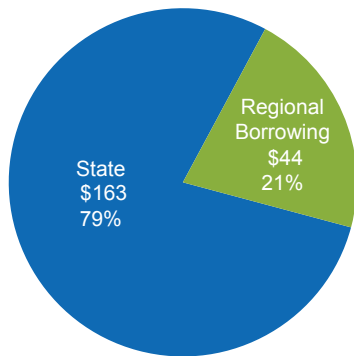
2014 Community Development Division
Operating Budget Uses by Category: \$98.7 Million



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

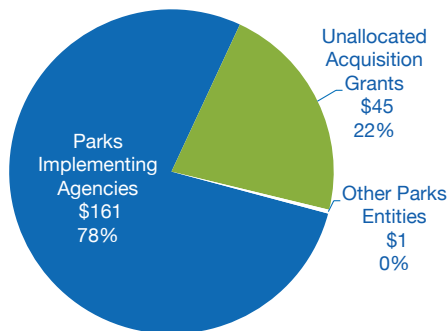


Regional borrowing is used as a local match to state appropriations.

USES OF FUNDS

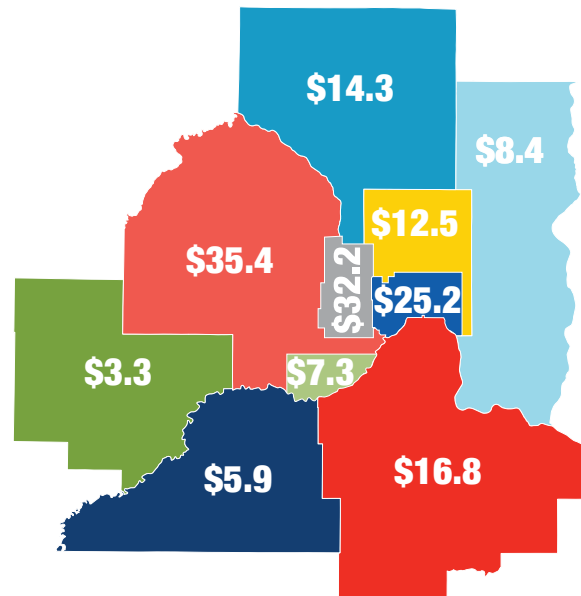
The capital program provides grants to ten regional park implementing agencies. The regional park implementing agencies use the grants to acquire land for regional parks and trails, develop park facilities and rehabilitate and replace existing park facilities.

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:

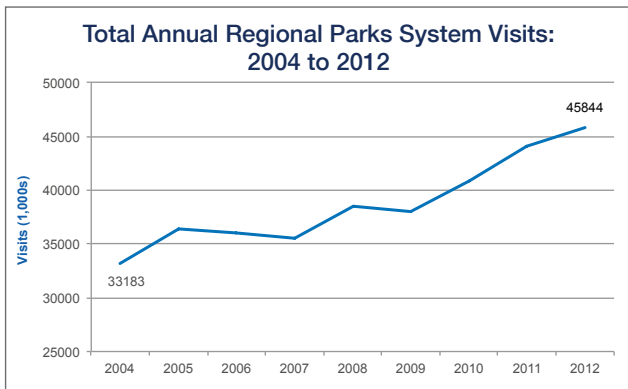
- Maximizing the number of households served with rental assistance while ensuring full use of allotted funding
- Selecting projects to receive LCA grant support that provide the greatest outcomes for jobs produced, increased net tax base capacity, acres cleaned, affordable housing units created or preserved,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



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.



METROPOLITAN COUNCIL STAFF COMPLEMENT IN FTE'S

| | <u>Actual 2010</u> | <u>Actual 2011</u> | <u>Actual 2012</u> | <u>* Actual 2013</u> | <u>Proposed 2014</u> |
|------------------------------------|------------------------|------------------------|------------------------|--------------------------|--------------------------|
| 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 | <u>220</u> | <u>233</u> | <u>241</u> | <u>253</u> | <u>279</u> |
| 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 | <u>66</u> | <u>69</u> | <u>72</u> | <u>72</u> | <u>75</u> |
| 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 | <u>651</u> | <u>644</u> | <u>631</u> | <u>646</u> | <u>671</u> |

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 | <u>2,390</u> | <u>2,379</u> | <u>2,400</u> | <u>2,458</u> | <u>2,554</u> |
| Central Corridor | | | | | |
| CCLRT Administration | 47 | 66 | 76 | 102 | 59 |
| CCLRT Operations | - | - | - | - | 176 |
| Total Central Corridor | <u>47</u> | <u>66</u> | <u>76</u> | <u>102</u> | <u>235</u> |
| 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 | <u>172</u> | <u>171</u> | <u>175</u> | <u>168</u> | <u>198</u> |
| 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 | <u>37</u> | <u>36</u> | <u>35</u> | <u>34</u> | <u>49</u> |
| Southwest Corridor | | | | | |
| Southwest Corridor | - | 2 | 19 | 34 | 45 |
| Total Southwest Corridor | <u>-</u> | <u>2</u> | <u>19</u> | <u>34</u> | <u>45</u> |
| Subtotal Metro Transit | 2,646 | 2,654 | 2,705 | 2,796 | 3,081 |
| Metro Transit Vacancy Factor | - | - | - | - | (55) |
| Total Metro Transit after Vacancy Factor | <u>2,646</u> | <u>2,654</u> | <u>2,705</u> | <u>2,796</u> | <u>3,026</u> |
| 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 | <u>39</u> | <u>37</u> | <u>38</u> | <u>39</u> | <u>45</u> |
| Total Transportation | <u>2,685</u> | <u>2,691</u> | <u>2,743</u> | <u>2,835</u> | <u>3,071</u> |
| Total MC FTE's | <u><u>3,622</u></u> | <u><u>3,637</u></u> | <u><u>3,687</u></u> | <u><u>3,806</u></u> | <u><u>4,096</u></u> |



2 0 1 4

UNIFIED BUDGET

ADOPTED 12/11/2013

390 North Robert Street
St Paul, MN 55101-1805

Phone (651) 602.1000
Public Info (651) 602.1140
Fax (651) 605.1464
TTY (651) 291.0904

Public Comment Line: 651-602-1500

Email: public.info@metc.state.mn.us

metro council.org