

2022 UNIFIED BUDGET

Public Comment - October 27, 2021



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COUNCIL

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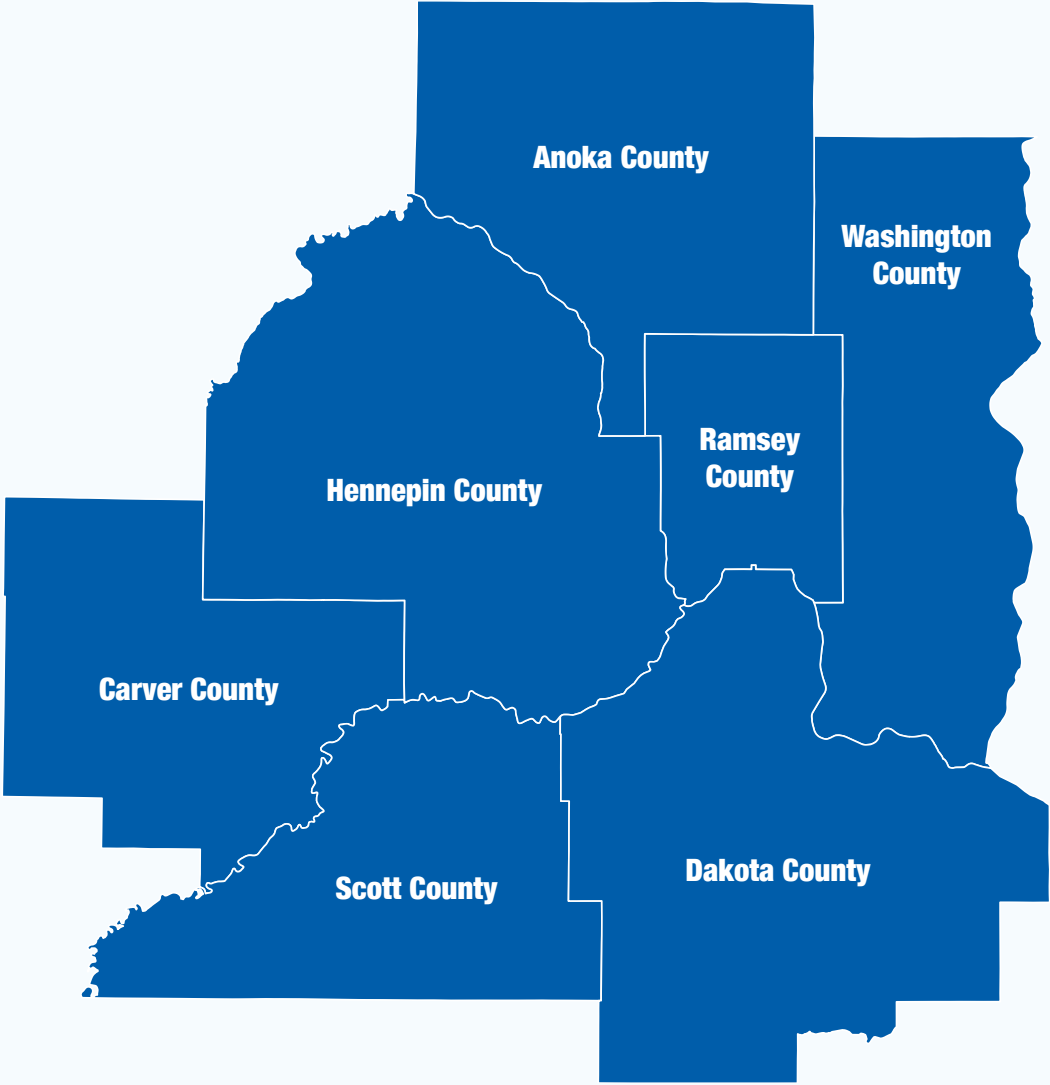
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Anoka County

**Washington
County**

Hennepin County

**Ramsey
County**

Carver County

Scott County

Dakota County

METROPOLITAN COUNCIL'S AUTHORITY AND MISSION

For more than 50 years, the Metropolitan Council has helped coordinate regional growth and planning in the Twin Cities metropolitan area. We provide essential services such as transit and wastewater treatment and convene partners to accomplish ambitious goals that may be unrealistic for a single community but possible as a region.

In 1967, the Minnesota Legislature charged the Met Council with fostering efficient and economic growth for a prosperous region and coordinating the delivery of services that couldn't be provided by any one city or county. Between 1967 and 1974, additional legislation created the Metropolitan Transit Commission (now Metro Transit), a regional sewer system, a unique tax-base sharing system, the regional park system, and the Metropolitan Housing and Redevelopment Authority (Metro HRA).

Our governing body has 17 members who are appointed by and serve at the pleasure of the governor. Sixteen members represent geographic districts of roughly equal population across the region. The Metropolitan Council chair, the 17th member, serves at large.

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

Today, the Twin Cities metropolitan area is a region of more than 3.6 million people (2019 estimates) living in 180 communities across the seven counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington. The Met Council carries out its mission of fostering a prosperous region in partnership with these communities.

The region has emerged as a world-class metropolitan area – a great place to live, work, and do business. The metro area is home to 16 Fortune 500 companies and several of the largest private companies in United States. More than 60% of the population lives within 30 minutes of their job.

STRATEGIC VISION

Under state law, we prepare a long-range plan for the Twin Cities region every 10 years. *Thrive MSP 2040* is the region's 30-year vision and plan. It sets the policy foundation for regional systems and policy plans the Met Council is responsible for developing.

COVID-19 PANDEMIC

The 2022 budget will reflect the significant impacts of the COVID-19 pandemic, including the material impact and uncertainty of revenues and expenditures and assumptions built into the projections within the budget.

2040 PROJECTIONS

The Twin Cities region is changing. Met Council forecasts show that compared to 2010, the region will have nearly 900,000 additional residents by 2040 and 500,000 more jobs. Our population is also aging and growing more diverse. More than one in five residents will be age 65 and older in 2040, compared with one in nine in 2010. By 2040, 40% of the population will be people of color, compared with 24% in 2010.

To address the changing needs of our communities, our regional development framework, *Thrive MSP 2040*, identifies five key outcomes to guide the vision for the region.

STEWARDSHIP

Responsibly managing the region's finite resources, including natural and financial resources, and its existing investments in infrastructure.

PROSPERITY

Investing in infrastructure and amenities that create regional economic competitiveness.

EQUITY

Connecting all residents to opportunity and creating viable housing, transportation, and recreation options for all races, ethnicities, incomes, and abilities. The 2022 Public Comment Budget sets aside \$3.2 million to invest in the Council's Thrive initiatives. Additional funding for equity related work is embedded throughout division budgets.

LIVABILITY

Focusing on enhancing the quality of residents' lives and experiences in the region.

SUSTAINABILITY

Protecting our regional vitality for generations to come.

PRINCIPLES FOR REGIONAL PLANNING

Thrive MSP 2040 also identifies three principles to guide how the Met Council implements its policies:

- Integration: Leveraging multiple policy tools cooperatively to address complex regional challenges.
- Collaboration: Combining efforts of multiple actors to effectively achieve shared outcomes.
- Accountability: Evaluating the effectiveness of our policies and programs and being willing to adjust course.

These five outcomes and three principles guide our 2022 Unified Operating Budget and Property Tax Levy.



SERVICES WE PROVIDE

Our planning and services provide a foundation for regional economic vitality.

- We operate Metro Transit, light rail, commuter rail, Metro Mobility, and contracted transit services, which provided nearly 38.4 million rides in 2020, significantly down from 2019 levels of 82.5 million due to the pandemic. This is more than 94% of the total regional ridership of 41 million rides.
- Our transportation planners collaborate with local communities to create our vision for roads and transit to ensure effective and cost-efficient transportation investments.
- Our strategic investments in a growing network of bus and rail transitways increase transportation choices for Twin Cities residents. They encourage transit-oriented development that creates residential and business opportunities.
- Transit infrastructure and services create access to jobs, education, housing, and businesses, via regular-route bus, light rail, and bus rapid transit.
- Our additions and improvements to transit shelters, facilities, and transit information enhances accessibility, safety, and comfort for transit customers.
- We collect and treat wastewater for 90% of the region's population at rates 40% lower than peer regions and earn state and national awards for environmental achievements.
- We partner with 10 regional parks implementing agencies to plan, acquire land, and develop facilities for regional parks and trails that draw more than 63 million visitors annually, preserving natural resources, and providing recreational opportunities.

SUSTAINING OUR REGIONAL RESOURCES

Clean water and a clean environment are essential for a healthy region, and the Met Council is committed to both.

The Met Council, in partnership with researchers at Princeton, the University of Texas, and the University of Minnesota – will finalize the regional greenhouse gas inventory and release a scenario planning tool. This tool will enable all communities in the Twin Cities region to measure their greenhouse gas emissions across multiple sectors and identify the effects of a variety of greenhouse gas mitigation strategies.

Metro Climate Stats will provide high-quality data and analytics to help in mitigating climate change. This information can inform and support local and regional

planning efforts. The study is a unique and innovative approach to providing technical assistance to communities by a metropolitan agency.

The Met Council is nationally renowned for its superior work treating wastewater, monitoring water quality, and partnering in the region to ensure a long-range water supply to meet future demand.

We are dedicated to fostering economic development, protecting the environment, and protecting public health.

In 2022, Environmental Services plans to undertake \$227 million in capital investment to preserve existing wastewater treatment and collection facilities, improve efficiency, and provide needed capacity for growth.

In addition to projects at our facilities, we've worked with communities and awarded grants for projects providing benefits for storm water management, water supply, and stormwater reuse projects. And we continue to engage local communities to build a collaborative regional Water Supply Plan.

PROMOTING COLLABORATION AND EQUITY

The public comment budget sets aside \$3.2 million for investing in the Council's Thrive initiatives.

The Met Council's regional parks bonds provides financial support to regional park implementing agencies, which undertake capital projects that strengthen equitable use of regional parks and trails by all our region's residents – across age, race, ethnicity, income, national origin, and ability.

The Metro Transit Police Homeless Action Team provides their expertise to meet the difficult challenge of connecting people experiencing homelessness who are sheltering on transit with housing and support services.

The City of Edina and Met Council are collaborating to identify and purchase homes for the Met Council's Family Affordable Housing Program. Homes will be leased to eligible families with low incomes. The City of Edina has committed \$2 million for this initiative.

Our Housing Choice Voucher program provides stable, safe, and affordable housing opportunities all, across the region, allowing residents more choice in where they live.

Our Underutilized Business program is expanding to create a sheltered-market program, increase the pool of eligible firms, and increase access to resources to expand business opportunities with the Met Council for firms owned by women, people of color and indigenous people, and people living with disabilities.

We continue to advance the outcomes of Thrive MSP 2040 with our 2022 budget. Every Met Council division uses a “lens” based on Thrive MSP 2040 to assess existing services and to determine what new services and capital investments the region may need.

ORGANIZATION OVERVIEW

The Metropolitan Council organization consists of three operating divisions and supporting central administrative units within Regional Administration. The operating divisions report to the Regional Administrator, who reports to the 17-member Metropolitan Council. The Regional Administrator is responsible for ensuring priorities and policy decisions of the Met Council are carried out.

Each year the Met Council prepares a Unified Budget that includes an operating budget and capital budget. The operating budget shows expenditures to support the Met Council's operations, such as employee salaries, debt service (payments on borrowed money), and funds that the Met 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 and make improvements for regional parks.

Both budgets indicate the funding sources to pay for the expenses, and together, they make up the Metropolitan Council's 2022 Unified Budget. The Met Council's 2022 Unified Budget fulfills the Council's commitment to good stewardship of public resources.

REGIONAL ADMINISTRATION

Regional Administration includes Met Council leadership and centralized administrative services that support the operating divisions. These include Information Services, Human Resources, General Counsel, Government Affairs, Communications, Risk Management, Program Evaluation and Audit, Procurement, Office of Equal Opportunity, Community Relations, Real Estate, and Finance and Budget. Most of the Regional Administration budget is allocated to the operating divisions.

ENVIRONMENTAL SERVICES

The Met Council's Environmental Services Division provides high-quality, cost-efficient service that fosters economic development and protects public health and

the environment. Our wastewater treatment services consistently receive near-perfect compliance with federal and state water standards, while holding rates well below the national average for similar-sized systems.

The capital program for Environmental Services includes funding to preserve wastewater facilities by rehabilitating or replacing existing treatment plant and sewer facilities and equipment. A majority of the capital program is focused on preservation activities.

TRANSPORTATION

Transportation planning and regional transit play an essential role in the regional economy. Transit provides a sustainable, efficient, and effective option to mitigate increasing roadway congestion, improve air quality, and provide mobility options for those who can't or choose not to drive.

The Met Council's 2022 budget for the Transportation Division programs bus service levels at 95%, Light Rail and Metro Mobility at 100%, and Northstar Commuter Rail at 55% of pre-pandemic levels (four trips daily and no weekend service). The 2022 budget maintains social distancing, continues maintenance and cleaning of vehicles, stations and facilities, and meets demands for Metro Mobility service. The 8.5-mile METRO C Line began service in June 2019 with the region's first electric buses, providing faster and more frequent service between Brooklyn Center and downtown Minneapolis. The 17-mile METRO Orange Line is planned to begin service in December 2021 between Minneapolis and Burnsville.

Capital investments include the preservation of the region's vehicle fleet, customer facilities, support facilities, technological improvements, and rail projects. The capital plan also supports transitway development through completion of the METRO Green Line Extension light rail (Southwest Corridor) and future bus rapid transit lines.

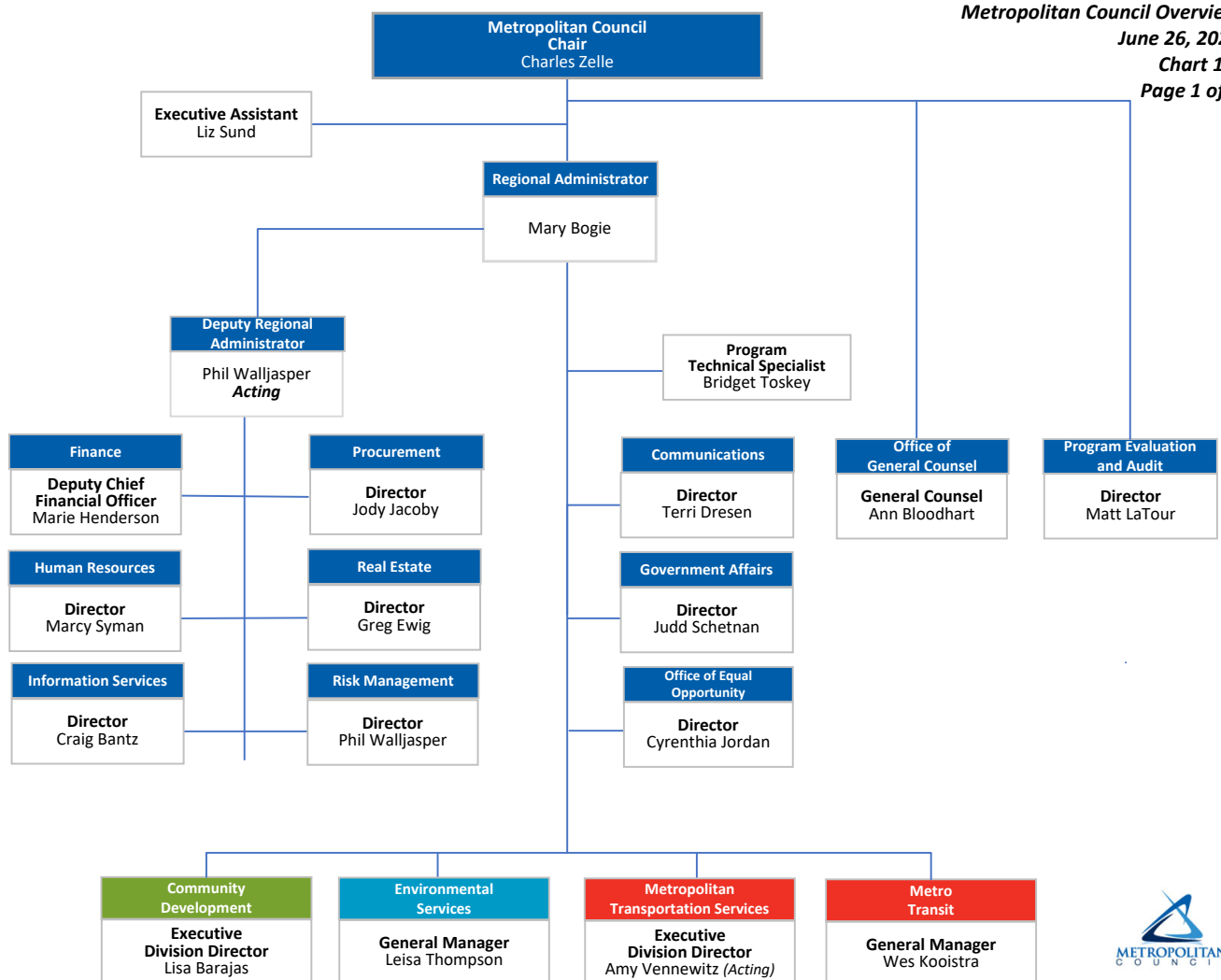
COMMUNITY DEVELOPMENT

The Community Development Division leads the regional planning process to develop the region's 30-year plan. The Community Development operating budget also includes funding for the following programs:

- The Local Planning Assistance unit leads the review and authorization of community comprehensive plans for impacts on the region's transportation, sewer and parks systems, as well as consistency with Met Council policies.
- The Metro HRA serves over 7,200 low-and moderate-income households monthly through rental assistance and provides other housing services to additional clients.
- The Livable Communities program provides funding for communities to invest in local economic revitalization, affordable housing initiatives, and development or redevelopment that creates interconnected, walkable communities.

- The Regional Parks unit plans for and supports a regional system of parks and trails through grants to 10 regional park implementing agencies. Grants support the acquisition of land, park improvements, and rehabilitation. The Met Council also passes through state funds to the regional park implementing agencies to support operations and maintenance of the regional parks system.
- The Research unit collects data and analyzes trends in regional demographics, building and development patterns, the economy and workforce, climate change, housing, income and poverty, land use, parks, and regional disparities. The team is also responsible for developing long-range regional and local forecasts of population and employment.

METROPOLITAN COUNCIL ORGANIZATION - How the Metropolitan Council is organized



BUDGET PROCESS

DEVELOPING AND REVIEWING

The 2022 budget will continue to reflect the tremendous impact of the COVID-19 pandemic, including the significant impact on revenues and expenditures and assumptions built into the projections within the budget.

January - June

The Regional Administrator has responsibility to prepare and submit an annual budget that reflects policy guidance from the Met Council.

July - August

The Met Council's standing committees review and refine the divisions' budget proposals, priorities, and funding options. Refined division budget proposals are presented to the full Met Council in August.

The Met Council must adopt a preliminary operating budget and property tax levy by September 1 each year.

August - November

The Met Council's standing committees also review proposed changes to the capital program. The capital program includes active and authorized projects, as well as a six-year plan for future capital investment.

The Met Council approves the Unified Budget draft for public comment in late October. The public comment budget captures what we know now and areas where changes may have an impact on the final budget. In 2022, we anticipate changes between the public comment budget proposed in October and the final budget adopted in December, as we continue to respond to the changing circumstances created by the pandemic.

Metro area counties mail "Truth in Taxation" notices to property owners showing the proposed amount of property tax they will be required to pay during the coming year from all taxing jurisdictions. These notices also indicate the date when the Met Council will hold its public meeting to consider and adopt its final budget and levies.

RECEIVING PUBLIC COMMENT

November - December

The Met Council receives public comments on its proposed budget until final adoption in December.

ADOPTING THE BUDGET

At its meeting on December 8, 2021, the Met Council will adopt a final budget that reflects any changes made to the draft budget for public comment. The property tax levy adopted with the preliminary operating budget in August has not changed.

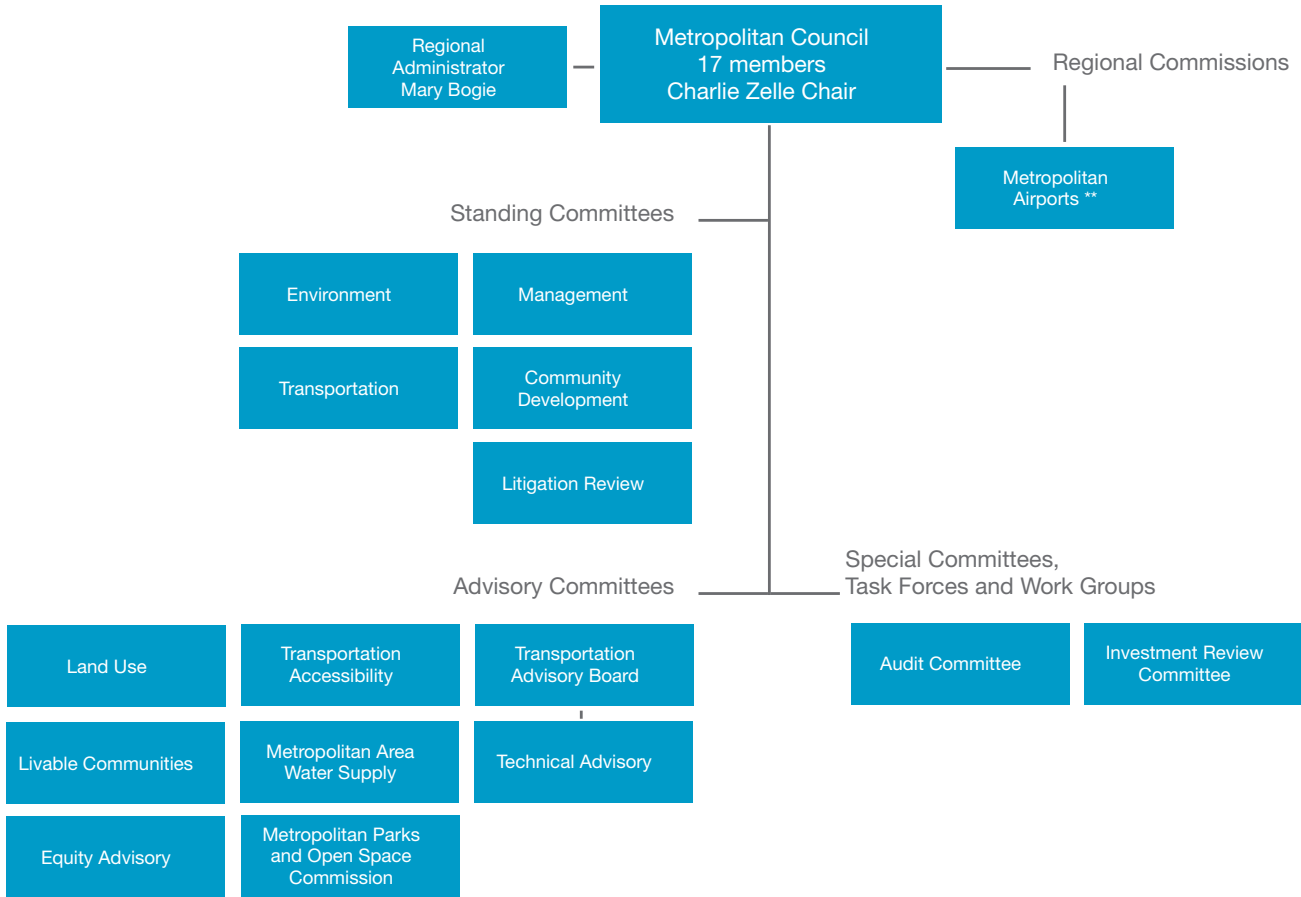
HOW TO COMMENT ON THE BUDGET

- Write to Metropolitan Council Public Information at 390 Robert St. N., Saint Paul, Minnesota 55101.
- Email Metropolitan Council Public Information at public.info@metc.state.mn.us.
- Record a comment on the Public Comment Line at 651.602.1500 (TTY 651.291.0904).

The Met Council will transcribe all comments left on the Public Comment Line and compile those comments with all other written comments. A summary of the comments will be made available to Met Council members and the public.

The public will also be able to comment on the budget at the Met Council's December 8, 2021, meeting at 6:00 p.m. Because of the COVID-19 pandemic, that may be done electronically. The Met Council's website at <https://metro council.org/About-Us/Who-We-Are/Budget.aspx> will contain instructions for how to comment during that meeting.

Policymaking Structure - Metropolitan Council Policymaking Structure



** The Metropolitan Council reviews the capital budget and approves certain projects.

October 2021

2022 OPERATING BUDGET

The Metropolitan Council budget for operations, pass-through programs, and debt service (loan repayments) is \$1.224 billion.

HOW THE MET COUNCIL IS FUNDED (SEE CHART 1 & 2)

CHARGES FOR SERVICES

More than one-third of our funding comes from services that customers pay for. Our primary “paying” customers are transit riders and local municipalities served by Met Council wastewater services.

Transit Fares

COVID-19 has had a striking impact on ridership and fare revenue. Met Council ridership is projected to be more than 42 million rides, down from pre-pandemic ridership of 82.5 million. Ridership on most of our services is forecast to remain lower due to the pandemic. Ridership on express and local bus, light rail, and dial-a-ride is projected at 55% of pre-pandemic levels. However, ridership is forecasted to return to pre-pandemic levels on Metro Mobility. Federal relief funds will replace lost transit fare revenues in the 2022 budget.

Wastewater Charges

The 2022 budget includes an adopted increase in the wastewater charge of 4.0%. With this increase, the the average metro household will pay approximately \$29 retail sewer charges. Approximately 55% of that payment is charged by the local municipality. For the ninth year in a row, the one-time sewer availability charge imposed on development remains \$2,485 per residential equivalent unit.

On a typical day, Environmental Services collects and treats an average of 250 million gallons of wastewater from more than 2 million residents in 111 communities across the region.

STATE REVENUES

The Met Council receives revenue from the State of Minnesota, primarily from motor vehicle sales.

Thirty-six percent of state Motor Vehicle Sales Tax (MVST) revenues are constitutionally dedicated to metropolitan area transit. The budget includes pass-through funds of \$40 million in MVST revenues to Suburban Transit Providers.

FEDERAL REVENUES

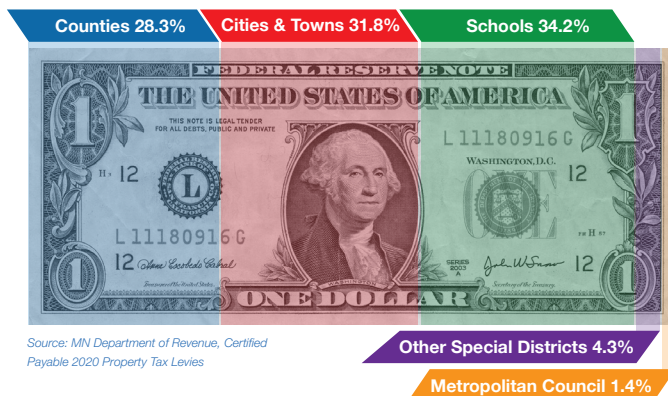
The 2022 operating budget includes \$221 million in federal revenue. Federal revenues budgeted in the Metro HRA are \$84 million. A total of \$78 million is passed through as rental assistance payments directly to landlords. Transportation receives \$33 million to support operations

and \$102 million in federal pandemic relief funds and \$2.7 million in passthrough for Suburban Transit Providers.

PROPERTY TAXES

Revenue from metro area property taxes is split among several different governmental entities. Counties, cities, and school receive the largest share. The Met Council typically receives about 1.4% of the revenue from property taxes paid by metro area residents.

Where your property tax dollar goes



PROPERTY TAX LEVY

Property taxes are primarily used to pay debt service on bonds issued to support the transit and parks capital programs and to provide pass-through grants to local communities under the Livable Communities Act.

LEVY

The payable 2022 levy represents a 2% increase over the amount payable in 2021. Under the levy, a metro area home with an estimated value of \$250,000 will pay a Met Council-related property tax of approximately \$47.89 within the transit taxing communities and \$17.12 outside the transit taxing communities. (SEE CHART 3)

The Met Council’s statutory limit for general purposes and other non-debt service levies is \$39.1 million for taxes payable in 2022, compared to the levy of \$34.6 million (about 11% below the levy cap).

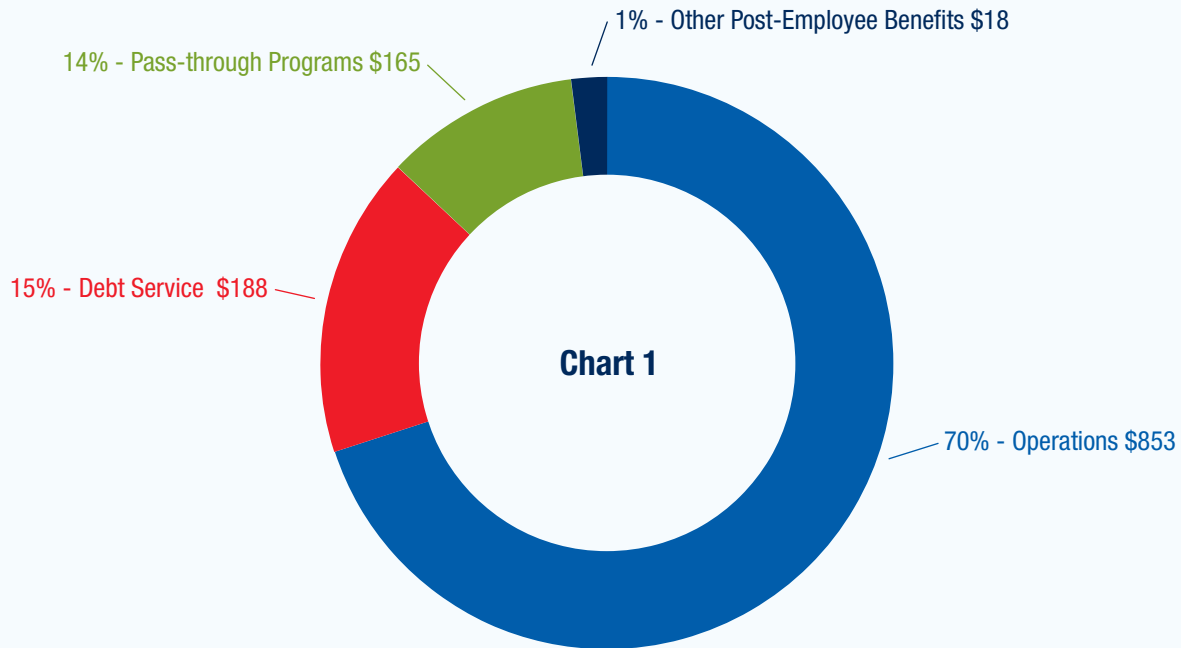
Levies for debt service are not directly limited, but the levies for parks and transit are, in effect, restricted to the Met Council’s bonding authority (the dollar amount of bonds we can issue) as defined in statute.

DEBT SERVICE AND BONDS

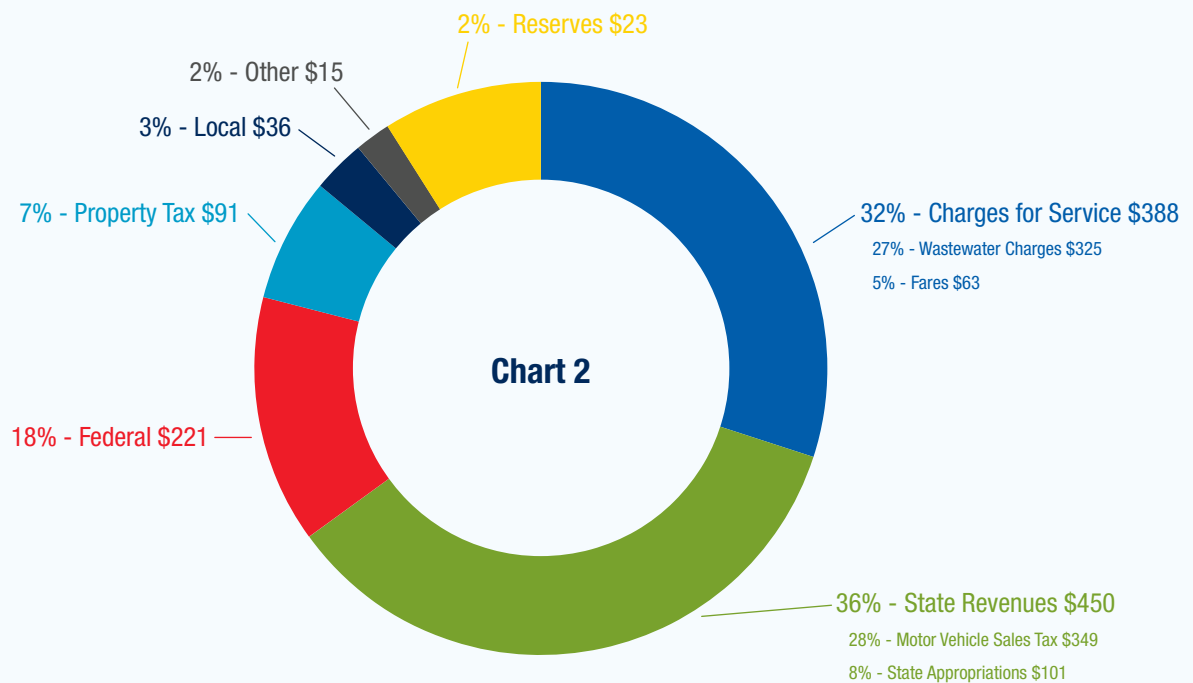
Nearly 62% of the revenue from the Met Council’s total property tax levy is dedicated to paying debt service on bonds the Met Council issued to support preserving and investing in capital assets for transit and parks.

2022 NUMBERS

2022 Metropolitan Council Operating Budget – by function: \$1.224 billion



2022 Metropolitan Council Preliminary Budget – by sources of funds: \$1.224 billion



The Met Council's total general obligation debt outstanding as of December 31, 2020, was \$1.69 billion. General obligation debt is backed by the full faith and taxing authority of the Metropolitan Council. Approximately 78% of this debt is for wastewater assets and is paid for by fees collected from wastewater services.

Our bonds receive the highest possible ratings from Moody's and Standard and Poor's credit ratings agencies. The Met Council's top ratings reflect the sound financial management of the Met Council and allow us to borrow money at the lowest market interest rates.

LIVABLE COMMUNITIES FUND

This fund consists of three active accounts: The Livable Communities Demonstration Account (LCDA), the Tax Base Revitalization Account (TBRA), and the Local Housing Incentives Account (LHIA). Together, they support community investments that revitalize economies, create affordable housing, and connect land uses and transportation. State statutes authorize property tax levies to fund the LCDA and TBRA. Statutes also direct \$1 million from the general purpose levy and \$500,000 from the LCDA levy be transferred to the LHIA.

RIGHT OF WAY ACQUISITION LOAN FUND

The levy does not include an amount for the Right-of-Way Acquisition Loan Fund (RALF), which has sufficient funds available to meet program needs for 2022. The RALF program provides zero-interest loans to local governments to acquire right-of-way along highway corridors. In 2016 the Met Council modified its loan policy to include properties that may be considered on a case-by-case basis, in addition to requests for right-of-way threatened by development or to hardship acquisitions of homestead properties.

SPENDING BY DIVISION

MET COUNCIL FUND ACCOUNTING

Revenue collected by the Met Council is directed into separate funds. These funds allow the Met Council to manage spending by directing the revenue to accounts dedicated to related activities or objectives to a group of related accounts.

By maintaining separate funds, the Met Council is able to comply with laws that require funds to be spent for a specific purpose. For example, the Met Council may not raise transit fares to pay for wastewater services.

About 98% of the Met Council's revenue and other funding sources is dedicated for a specific use and is directed to a corresponding fund.

The General Fund is used for administration functions of the Met Council's Regional Administration and Community Development divisions. The Met Council has the most discretion in the use of General Fund dollars. The General Fund comprises about 7% of the Met Council budget and is primarily funded by the general purpose property tax levy and interdivisional allocations. [\(SEE CHART 4\)](#)

STEWARDSHIP AND ACCOUNTABILITY

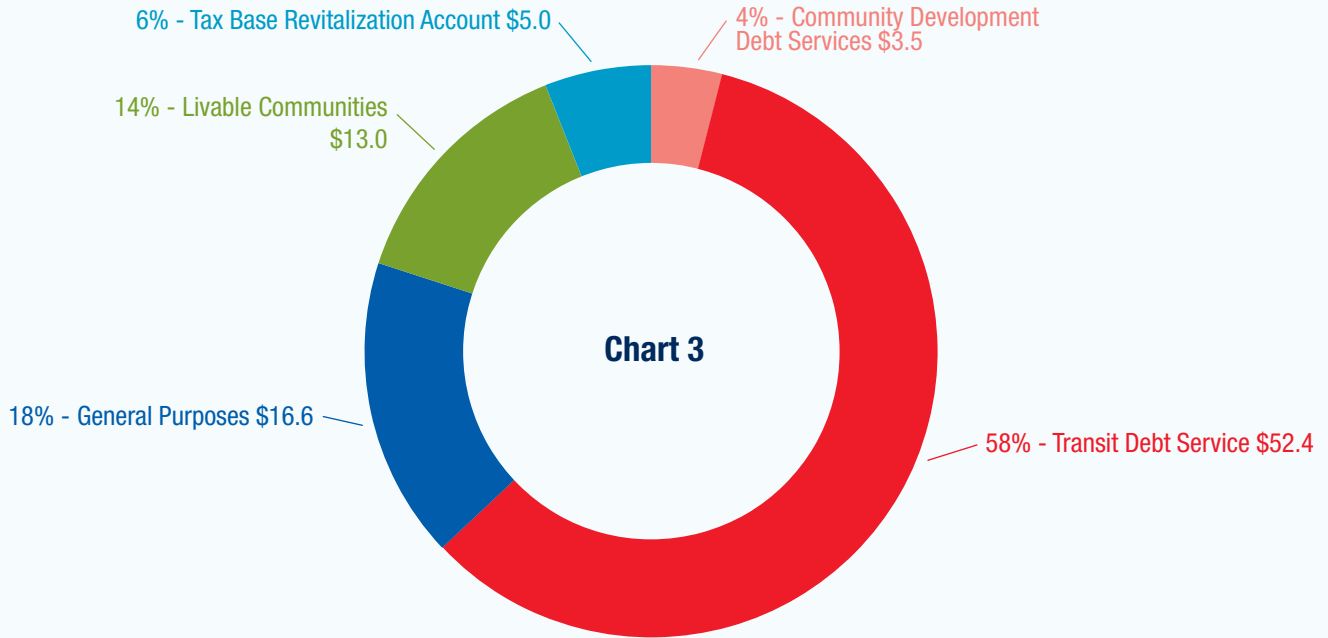
Other Post-Employment Benefits. OPEB is a health care plan for eligible retirees and their dependents. This is a closed plan. The Met Council has set aside enough money to pay all future benefits.

Self Insurance. To help control rising medical and dental premiums, the Met Council self-insures its plans for employees and retirees.

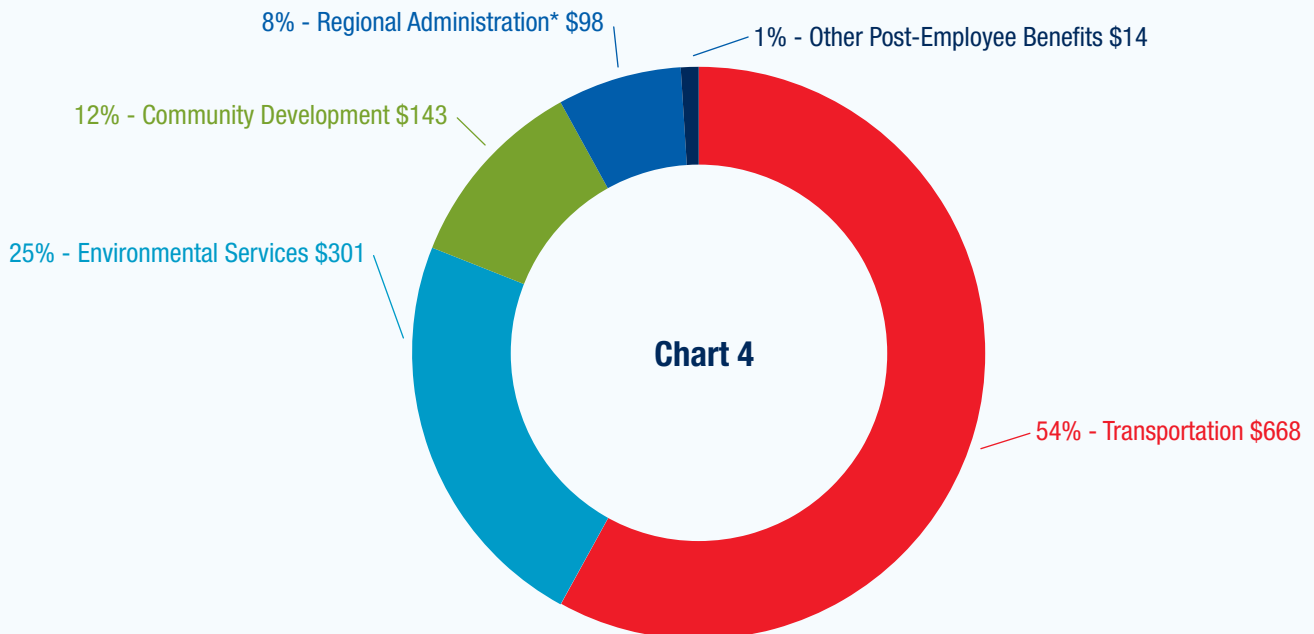
For additional information about OPEB and Self Insurance, see Appendix F.

2022 NUMBERS

2022 Metropolitan Council Property Tax Levies – \$90.5 million



2022 Metropolitan Council Operating Budget – uses by division: \$1.224 billion



* Regional Administration budget is \$86.8 million prior to interdivisional allocation



OPERATING BUDGET TABLES

TABLE 1

Unified Operating Budget: Provides a comparison of revenues, expenses and other sources and uses from 2020, 2021, and 2022.

TABLE 2

Summary Budget: Operations, Pass-Through, Debt Service and OPEB – Expands the budget into the four 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.

	2020 Actual	2021 Adopted	2022 Proposed	Change
Revenues				
Net Property Tax	88,587	88,739	90,514	2.0%
Federal Revenues	288,820	182,502	221,169	21.2%
State Revenues	403,135	417,690	423,127	1.3%
Local Revenues	35,357	32,872	36,150	10.0%
Municipal Wastewater Charges	235,629	240,342	249,955	4.0%
Industrial Wastewater Charges	15,252	15,506	15,301	-1.3%
Passenger Fares, Contract & Special Events	49,302	46,668	63,414	35.9%
Investment Earnings	25,018	2,146	1,419	-33.9%
OPEB Investment Earnings	5,452	17,984	5,500	-69.4%
Other Revenues	7,864	7,851	8,471	7.9%
Total Revenues	1,154,416	1,052,300	1,115,020	6.0%
Other Sources				
MVST Transfers In	21,330	19,351	26,845	38.7%
SAC Transfers In	48,247	57,841	59,620	3.1%
Total Other Sources	69,577	77,192	86,465	12.0%
Total Revenues and Other Sources	1,223,993	1,129,492	1,201,485	6.4%
Expenses				
Salaries & Benefits	429,323	475,736	513,288	7.9%
OPEB Benefit Payments	24,983	13,663	13,875	1.6%
Consulting & Contractual Services	55,890	68,285	75,940	11.2%
Materials & Supplies	25,516	39,540	40,152	1.5%
Fuel	34,676	23,459	25,233	7.6%
Chemicals	8,707	9,756	10,481	7.4%
Rent & Utilities	33,343	34,955	36,929	5.6%
Printing	295	790	705	-10.8%
Travel	891	2,149	2,199	2.3%
Insurance	4,536	7,085	8,808	24.3%
Transit Programs	95,838	101,244	102,939	1.7%
Operating Capital	4,301	2,192	2,318	5.7%
Governmental Grants	2,044	3,636	2,308	-36.5%
Other Expenses	10,851	7,850	19,241	145.1%
Passthrough Grants & Loans	134,930	156,912	166,258	6.0%
Debt Service Obligations	201,366	205,354	192,448	-6.3%
Total Expenses	1,067,490	1,152,606	1,213,122	5.3%
Other Sources and (Uses)				
Total Other Sources and (Uses)	(6,284)	(10,895)	(11,000)	1.0%
Total Expenses and Other Sources and (Uses)	1,073,774	1,163,501	1,224,122	5.2%
Change in Fund Balance	150,219	(34,009)	(22,637)	

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

**TABLE 2
(\$ IN 000S)**

	Council Operations	Pass-through Grants & Loans	Debt Service Funds	Other Post Employment Benefits (OPEB)	Total
<u>Revenues</u>					
Property Tax	16,580	18,014	55,920	-	90,514
Federal Revenues	140,637	80,532	-	-	221,169
State Revenues	372,497	50,630	-	-	423,127
Local Revenues	36,150	-	-	-	36,150
Municipal Wastewater Charges	147,742	-	102,213	-	249,955
Industrial Wastewater Charges	14,634	-	667	-	15,301
Passenger Fares, Contract & Special Events	63,414	-	-	-	63,414
Investment Earnings	1,209	-	210	5,500	6,919
Other Revenues	8,471	-	-	-	8,471
Total Revenues	801,334	149,176	159,010	5,500	1,115,020
<u>Other Sources</u>					
MVST Transfers In	26,845	-	-	-	26,845
SAC Transfers In	9,500	-	50,120	-	59,620
Total Other Sources	36,345	-	50,120	-	86,465
Total Revenues and Other Sources	837,679	149,176	209,130	5,500	1,201,485
<u>Expenses</u>					
Salaries & Benefits	513,288	-	-	-	513,288
OPEB Benefit Payments	-	-	-	13,875	13,875
Consulting & Contractual Services	75,940	-	-	-	75,940
Materials & Supplies	40,152	-	-	-	40,152
Fuel	25,233	-	-	-	25,233
Chemicals	10,481	-	-	-	10,481
Rent & Utilities	36,929	-	-	-	36,929
Printing	705	-	-	-	705
Travel	2,199	-	-	-	2,199
Insurance	8,808	-	-	-	8,808
Transit Programs	102,939	-	-	-	102,939
Operating Capital	2,318	-	-	-	2,318
Governmental Grants	2,308	-	-	-	2,308
Other Expenses	19,241	-	-	-	19,241
Passthrough Grants & Loans	-	166,258	-	-	166,258
Debt Service Obligations	-	-	192,448	-	192,448
Total Expenses	840,541	166,258	192,448	13,875	1,213,122
<u>Other Sources and (Uses)</u>					
Net Interbudget Transfers	(1,105)	1,105	4,000	(4,000)	-
Transfer to Capital	(11,000)	-	-	-	(11,000)
Total Other Sources and (Uses)	(12,105)	1,105	4,000	(4,000)	(11,000)
Total Expenses and Other Sources and (Uses)	852,646	165,153	188,448	17,875	1,224,122
Change in Fund Balance	(14,967)	(15,977)	20,682	(12,375)	(22,637)

METROPOLITAN COUNCIL
SUMMARY BUDGET, OPERATIONS BY FUND

	General Fund			HRA & FAHP	Environmental Services
	Regional Administration	Community Development	General Fund Total		
Revenues:					
Property Tax	3,233	12,269	15,502	1,078	-
Federal Revenues	-	-	-	6,119	-
State Revenues	-	-	-	20	919
Local Revenues	-	-	-	-	-
Municipal Wastewater Charges	-	-	-	-	147,742
Industrial Wastewater Charges	-	-	-	-	14,634
Passenger Fares	-	-	-	-	-
Contract & Special Event Revenues	-	-	-	-	-
Investment Earnings	609	-	609	-	500
Other Revenues	100	105	205	2,910	846
Total Revenues	3,942	12,374	16,316	10,127	164,641
Expenses:					
Salaries & Benefits	48,344	6,296	54,640	5,948	77,008
Consulting & Contractual Services	28,285	2,654	30,939	1,911	17,901
Materials & Supplies	1,860	26	1,886	47	9,652
Fuel	-	-	-	-	271
Chemicals	-	-	-	-	10,480
Rent & Utilities	6,230	175	6,405	154	20,134
Printing	36	20	56	5	25
Travel	753	151	904	67	688
Insurance	48	-	48	100	2,330
Transit Programs	-	-	-	-	-
Operating Capital	471	67	538	42	1,557
Governmental Grants	-	-	-	-	69
Other Expenses	759	278	1,037	761	3,486
Total Expenses	86,786	9,667	96,453	9,035	143,601
Other Sources and (Uses):					
Interdivisional Cost Allocation	86,177	(2,072)	84,105	(1,431)	(21,746)
Modal Allocation	-	-	-	-	-
A-87 Allocation	-	-	-	-	-
MVST Transfers In	-	-	-	-	-
Transfer from SAC	-	-	-	-	9,500
Transfers To Passthrough	-	(1,000)	(1,000)	-	-
Transfers To Capital	-	-	-	-	(11,000)
Net Operating Transfers	(250)	-	(250)	150	250
Net Other Sources and (Uses)	85,927	(3,072)	82,855	(1,281)	(22,996)
Change in Fund Balance	3,083	(365)	2,718	(189)	(1,956)

TABLE 3
(\$ IN 000S)

Transportation

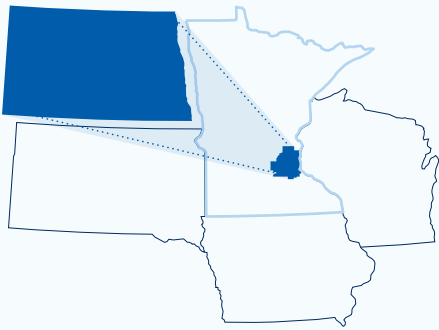
Metropolitan Transportation Services				Metro Transit				Transportation Total	Memo Total
Metro Mobility	Contracted Services	Transportation Planning	MTS Total	Bus	Light Rail	Commuter Rail	Metro Transit Total		
-	-	-	-	-	-	-	-	-	16,580
31,000	13,165	5,540	49,705	65,092	17,393	2,328	84,813	134,518	140,637
56,196	13,570	4,500	74,266	263,565	27,060	6,667	297,292	371,558	372,497
-	-	132	132	-	29,181	6,837	36,018	36,150	36,150
-	-	-	-	-	-	-	-	-	147,742
-	-	-	-	-	-	-	-	-	14,634
8,487	1,236	-	9,723	35,802	15,849	455	52,106	61,829	61,829
-	-	-	-	1,131	454	-	1,585	1,585	1,585
-	-	-	-	50	50	-	100	100	1,209
-	-	-	-	3,345	1,165	-	4,510	4,510	8,471
95,683	27,971	10,172	133,826	368,985	91,152	16,287	476,424	610,250	801,334
2,714	934	3,633	7,281	313,308	49,225	5,878	368,411	375,692	513,288
2,046	557	4,725	7,328	10,897	4,102	2,862	17,861	25,189	75,940
485	140	25	650	21,955	5,271	691	27,917	28,567	40,152
12,000	-	-	12,000	12,068	49	845	12,962	24,962	25,233
-	-	-	-	1	-	-	1	1	10,481
143	114	163	420	3,436	5,957	423	9,816	10,236	36,929
35	5	7	47	571	-	1	572	619	705
30	12	65	107	396	30	7	433	540	2,199
-	-	-	-	3,945	(324)	2,709	6,330	6,330	8,808
76,998	25,941	-	102,939	-	-	-	-	102,939	102,939
100	27	54	181	-	-	-	-	181	2,318
-	-	-	-	2,239	-	-	2,239	2,239	2,308
87	66	107	260	12,478	969	250	13,697	13,957	19,241
94,638	27,796	8,779	131,213	381,294	65,279	13,666	460,239	591,452	840,541
(2,995)	(880)	(2,120)	(5,995)	(48,388)	(5,943)	(602)	(54,933)	(60,928)	-
-	-	-	-	19,761	(18,008)	(1,753)	-	-	-
-	-	-	-	6,557	(6,123)	(434)	-	-	-
-	-	-	-	26,740	-	-	26,740	26,740	26,740
-	-	-	-	-	-	-	-	-	9,500
-	-	-	-	-	-	-	-	-	(1,000)
-	-	-	-	-	-	-	-	-	(11,000)
-	-	-	-	(150)	-	-	(150)	(150)	-
(2,995)	(880)	(2,120)	(5,995)	4,520	(30,074)	(2,789)	(28,343)	(34,338)	24,240
(1,950)	(705)	(727)	(3,382)	(7,789)	(4,201)	(168)	(12,158)	(15,540)	(14,967)

	Metro HRA	Parks O & M	Planning Assistance	Livable Communities	Suburban Transit Providers	Memo Total
Revenues:						
Property Tax	-	-	-	18,014	-	18,014
Federal Revenues	77,882	-	-	-	2,650	80,532
State Revenues	300	9,990	-	-	40,340	50,630
Total Revenues	78,182	9,990	-	18,014	42,990	149,176
Expenses:						
Passthrough Grants & Loans	79,182	9,990	250	33,741	43,095	166,258
Total Expenses	79,182	9,990	250	33,741	43,095	166,258
Other Sources and (Uses):						
Transfers From Operations	-	-	-	1,000	105	1,105
Net Other Sources and (Uses)	-	-	-	1,000	105	1,105
Change in Fund Balance	(1,000)	-	(250)	(14,727)	-	(15,977)

	Parks	Transit	Environmental Services	Memo Total
<u>Revenues</u>				
Property Tax	3,477	52,443	-	55,920
Municipal Wastewater Charges	-	-	102,213	102,213
Industrial Wastewater Charges	-	-	667	667
Investment Earnings	30	180	-	210
Total Revenues	3,507	52,623	102,880	159,010
<u>Other Sources</u>				
SAC Transfers In	-	-	50,120	50,120
Total Revenues and Other Sources	3,507	52,623	153,000	209,130
<u>Expenses</u>				
Debt Service Obligations	1,731	33,717	157,000	192,448
Total Expenses	1,731	33,717	157,000	192,448
<u>Other Sources and (Uses)</u>				
Transfer In from OPEB	-	-	4,000	4,000
Total Other Sources and (Uses)	-	-	4,000	4,000
Total Expenses and Other Sources and (Uses)	1,731	33,717	153,000	188,448
Change in Fund Balance	1,776	18,906	-	20,682

	2019	Certified Levies		2022	2021-22 Change	
		2020	2021		Amount	Percent
<u>Non-Debt Levies</u>						
<u>General Purposes</u>						
General Purposes	14,329	14,672	15,139	15,580	441	2.9%
Transfer to Livable Communities	1,000	1,000	1,000	1,000	-	0.0%
Total General Purposes	15,329	15,672	16,139	16,580	441	2.7%
Highway Right-of-Way	-	-	-	-	-	0.0%
<u>Livable Communities</u>						
Tax Base Revitalization-Fiscal Disparities	5,000	5,000	5,000	5,000	-	0.0%
Demonstration Account	12,032	12,301	12,668	13,014	346	2.7%
Total Livable Communities	17,032	17,301	17,668	18,014	346	2.0%
Total Non-Debt Levies	32,361	32,973	33,807	34,594	787	2.3%
<u>Debt Service Levies</u>						
Parks Debt Service	1,323	-	1,800	3,477	1,677	93.2%
Transit Debt Service	53,315	55,766	53,132	52,443	(689)	-1.3%
Total Debt Service Levies	54,638	55,766	54,932	55,920	988	1.8%
Total Certified Property Tax Levies	86,999	88,739	88,739	90,514	1,775	2.0%
<u>Total Transit and Other Levies</u>						
Transit Levies	53,315	55,766	53,132	52,443	(689)	-1.3%
Other Levies	33,684	32,973	35,607	38,071	2,464	6.9%
<u>Statutory Levy Limits</u>						
General Operations	15,329	15,672	16,139	16,580	441	2.7%
Highway ROW	4,120	4,213	4,338	4,457	125	2.9%
Livable Comm. Fiscal Disparity	5,000	5,000	5,000	5,000	-	-
Livable Comm. Demonstration Acct	12,032	12,301	12,668	13,014	367	2.9%

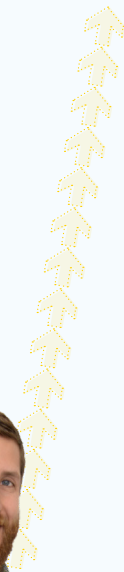
A growing region in the next 18 years



The Twin Cities region will add over **762,000** people. That's the entire population of **North Dakota**



500,000 new jobs
will be created



1 in 5 residents will
be age **65** and older



2022 CAPITAL PROGRAM

The Capital Program is a multi-year plan for the preservation, expansion, and improvement of the regional transit, wastewater, and Community Development. The Met Council adopts a program-level budget for each division (Tables 9, 10 and 11).

Projects are grouped into “programs” based on their similarities (for example, bus replacement, wastewater treatment facility, or Community Development implementing agency). Individual projects within a program can be found in Appendices G-1, G-2, and G-3. Projects carry forward from year to year and are added, removed and changed through the Met Council’s amendment process.

Transportation (transitways and other transit) is the largest portion of the capital program. Authorized and planned projects totals \$6.9 billion of the capital program. Appendix I includes important Transit Projects that are not included in the 2022-2027 Capital Improvement Program but are identified if future funding becomes available.

Preserving regional capital investments is the highest priority of the capital program. Excluding transitway projects, preserving assets makes up over 70% of

the capital program. Expansion projects include land acquisition, increased capacity in wastewater collection and treatment, and new transit service. Improvement projects include improving water quality or increasing energy efficiency at wastewater treatment plants.

(SEE CHART 6)

The 2022 Capital Program totals \$8.96 billion and includes authorized (active) and planned (future) projects.

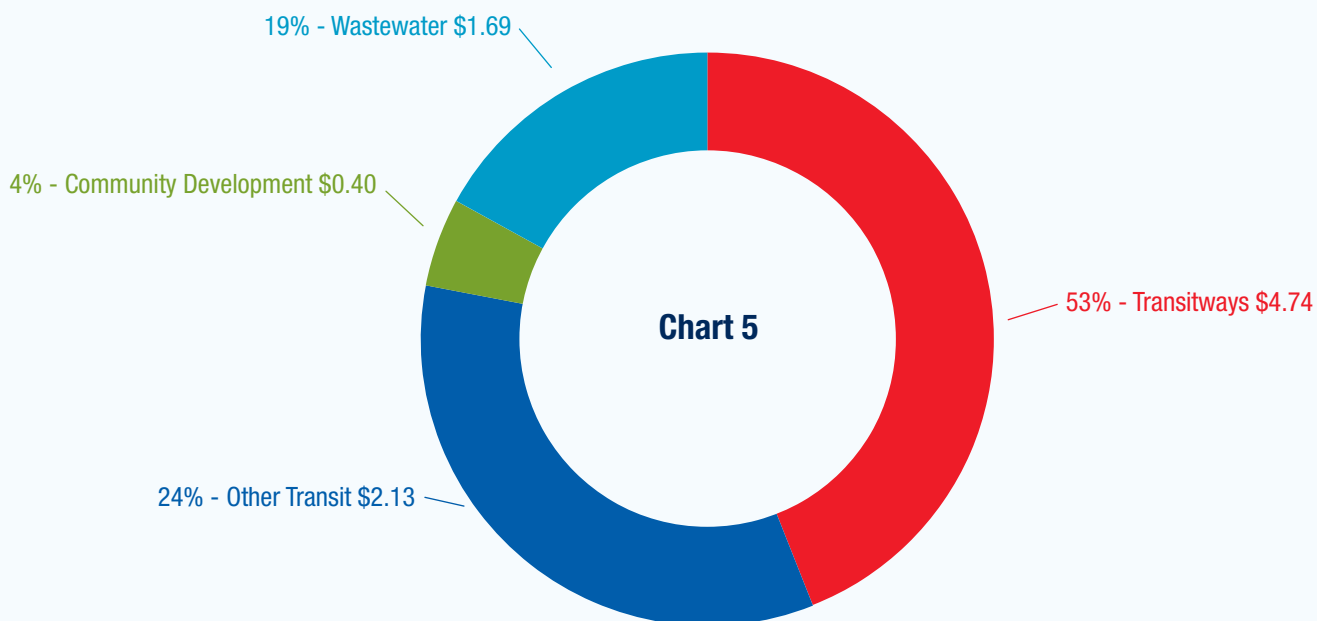
(SEE CHART 5)

THREE COMPONENTS OF THE CAPITAL PROGRAM

AUTHORIZED CAPITAL PROGRAM (ACP)

The ACP provides multi-year authorization to spend on project costs where funding has been secured and the Met Council has given final approval to proceed. It is the total amount of all past and present approvals from the Met Council for all active projects and phases of projects. The ACP total will change during 2022 as capital projects are completed and removed from the ACP and as capital projects in the Capital Improvement Plan (CIP) secure funding and are moved into the ACP. **(SEE CHART 7 & 8)**

2022 Capital Program – by function: \$8.96 Billion



Because capital projects remain in the program until completed and closed, the ACP does not cover a particular period of time.

CAPITAL BUDGET

The Capital Budget represents the amount from the ACP that is expected to be spent in 2022. As capital projects in the Capital Improvement Plan (CIP) secure funding and receive final approval from the Met Council, the Capital Budget will be amended throughout the year. (SEE CHART 9)

CAPITAL IMPROVEMENT PLAN (CIP)

The CIP is a six-year capital investment plan. Projects in the CIP have funding sources identified but not yet secured and the Met Council has not given final approval. Amounts shown in the capital tables beginning on page 28 represent the year it is anticipated that the Met Council will be asked to move the project to the ACP. (SEE CHART 10)

HOW THE CAPITAL PROGRAM IS FUNDED

Financing for the Capital Program comes from federal, state, and local capital grants; regional borrowing; and other sources.

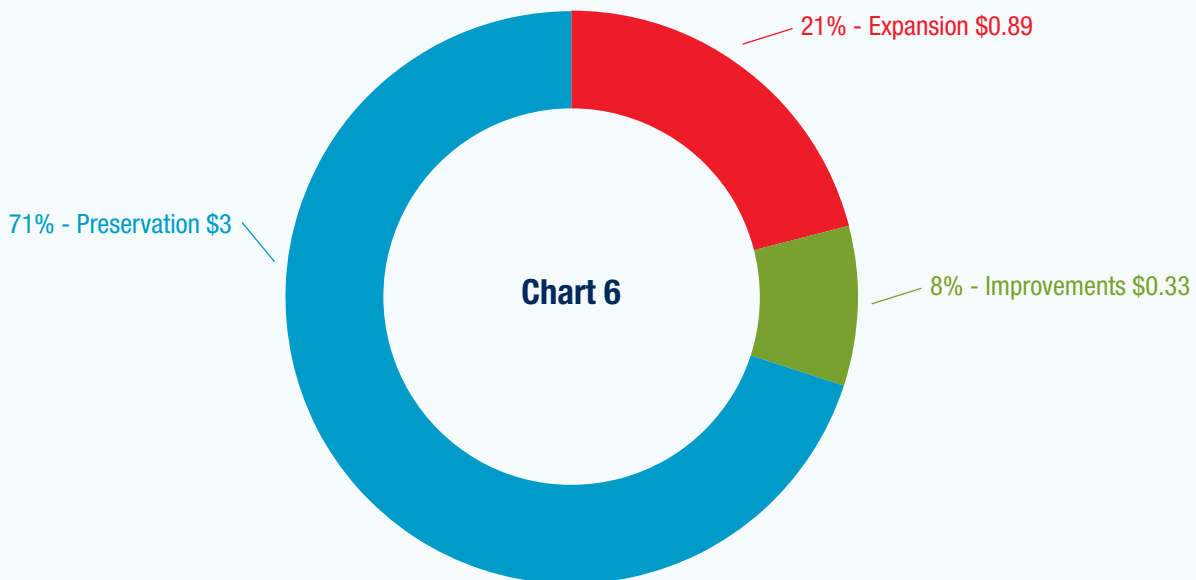
Each division has its own funding sources (see Table 8), which may not be intermingled.

The Community Development capital program includes significant state funding and approximately 15% from regional borrowing.

The Transportation Division capital program has a mix of funding sources, including significant grants from federal, state, local authorities, and counties with approximately 10% funded through regional borrowing.

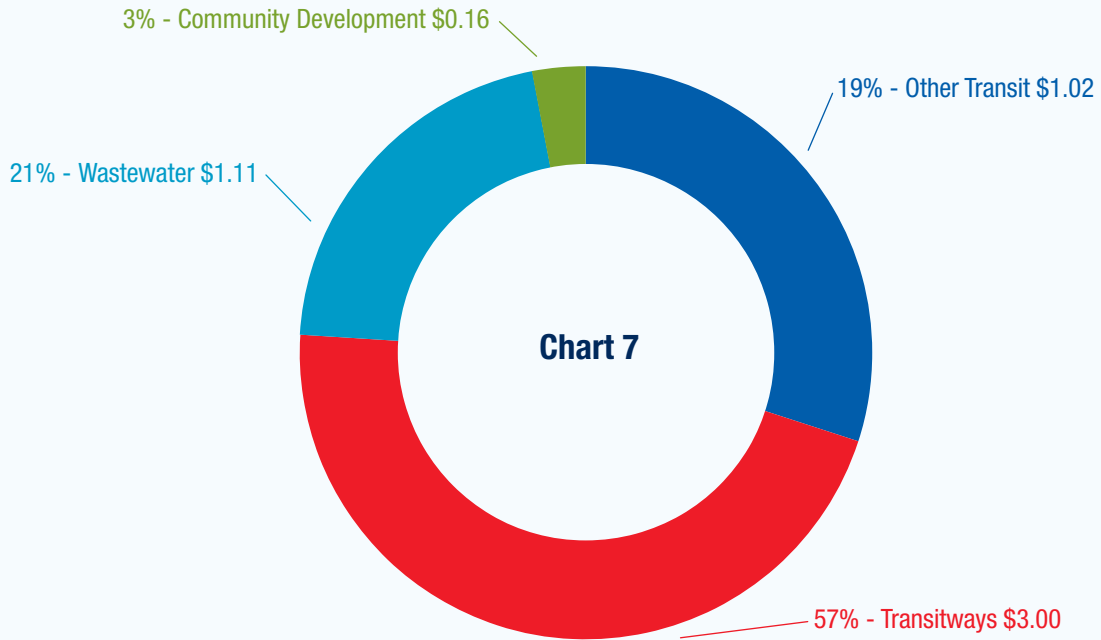
The Environmental Services Division capital program is financed almost entirely (89%) through regional borrowing. More information on regional borrowing can be found in the “Fiscal Impacts” section. (SEE CHART 11)

2022 Capital Program without New Starts – by Category: \$4.22 Billion

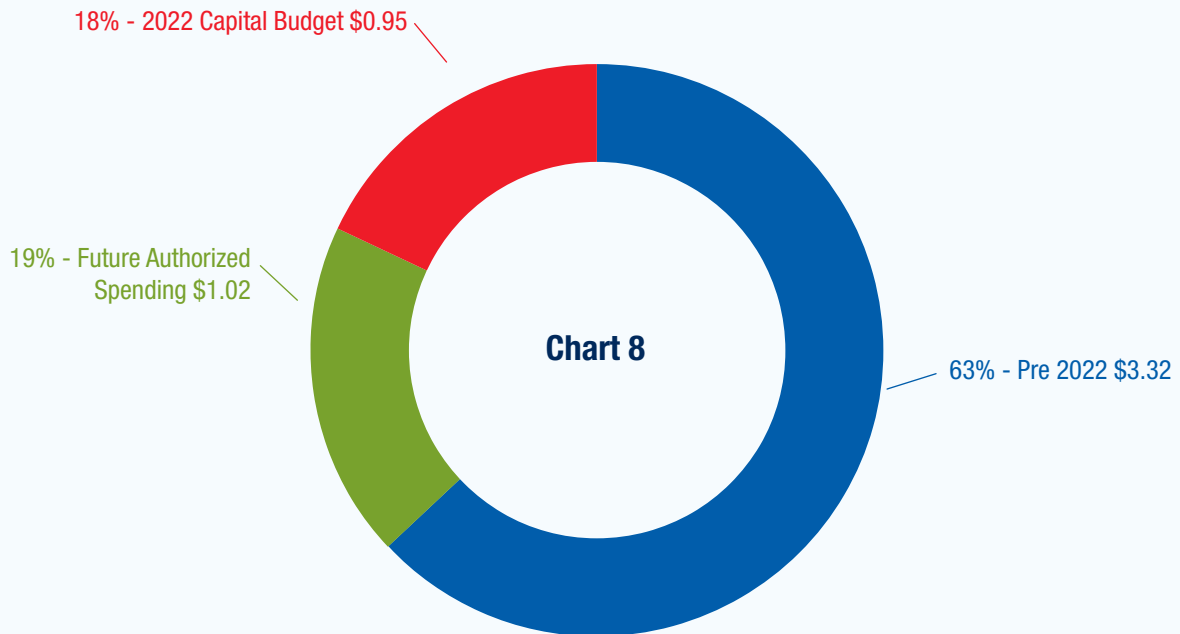


2022 NUMBERS

2022 Authorized Capital Program – by Function: \$5.29 Billion

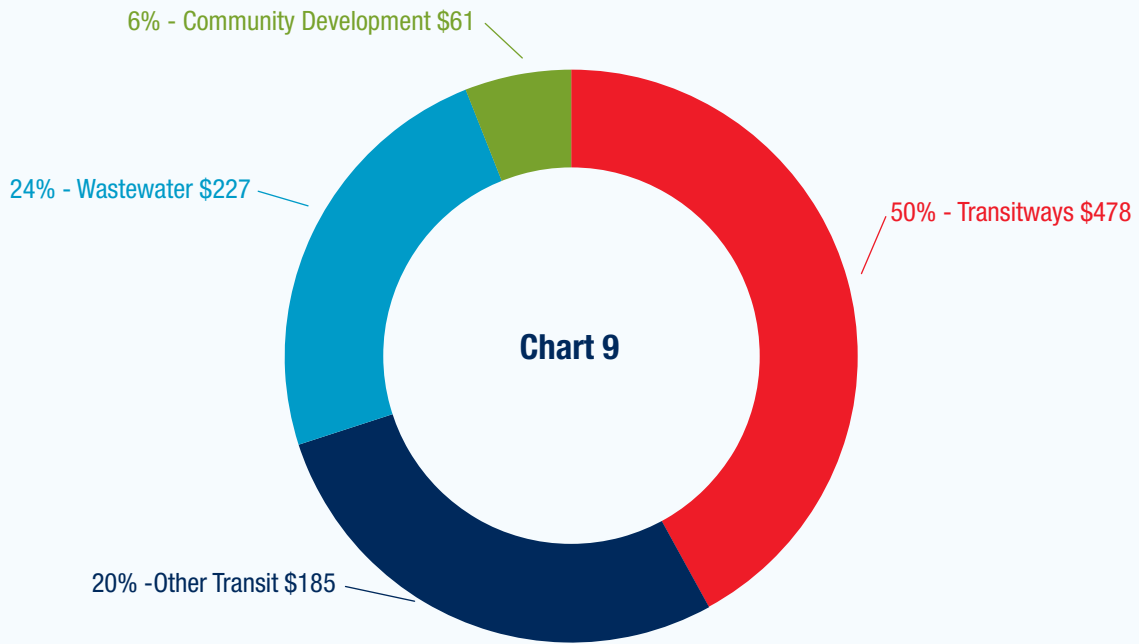


2022 Authorized Capital Program – by Spending Period: \$5.29 Billion

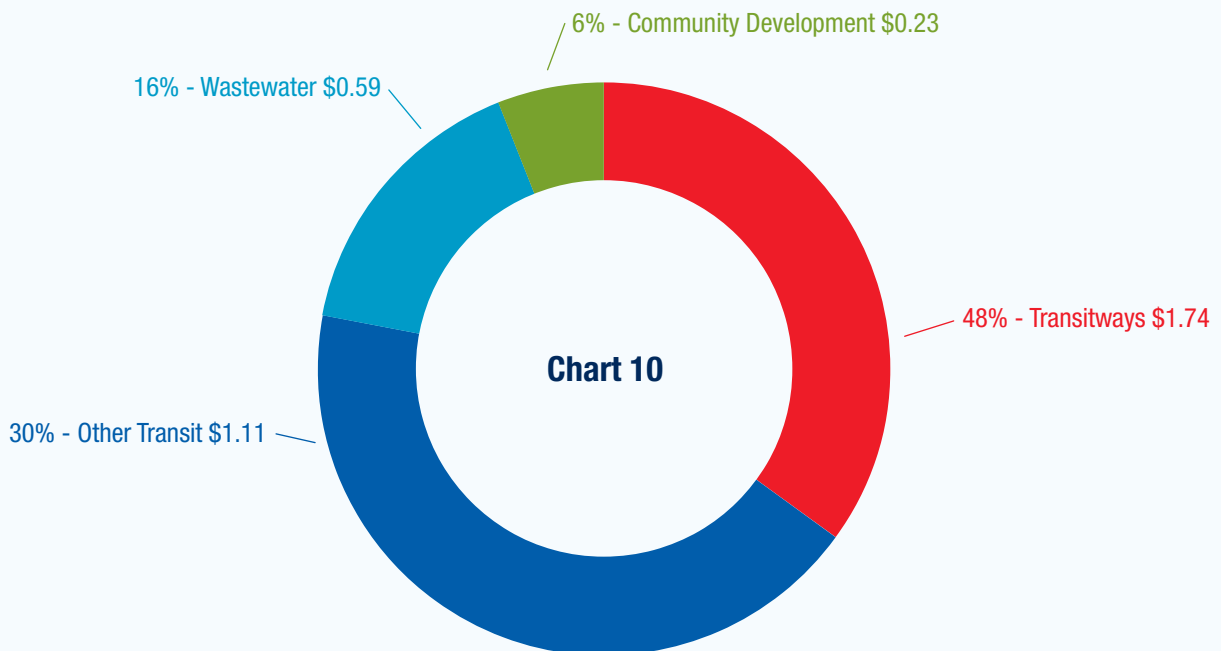


2022 NUMBERS

2022 Capital Budget – by Function: \$951 Million

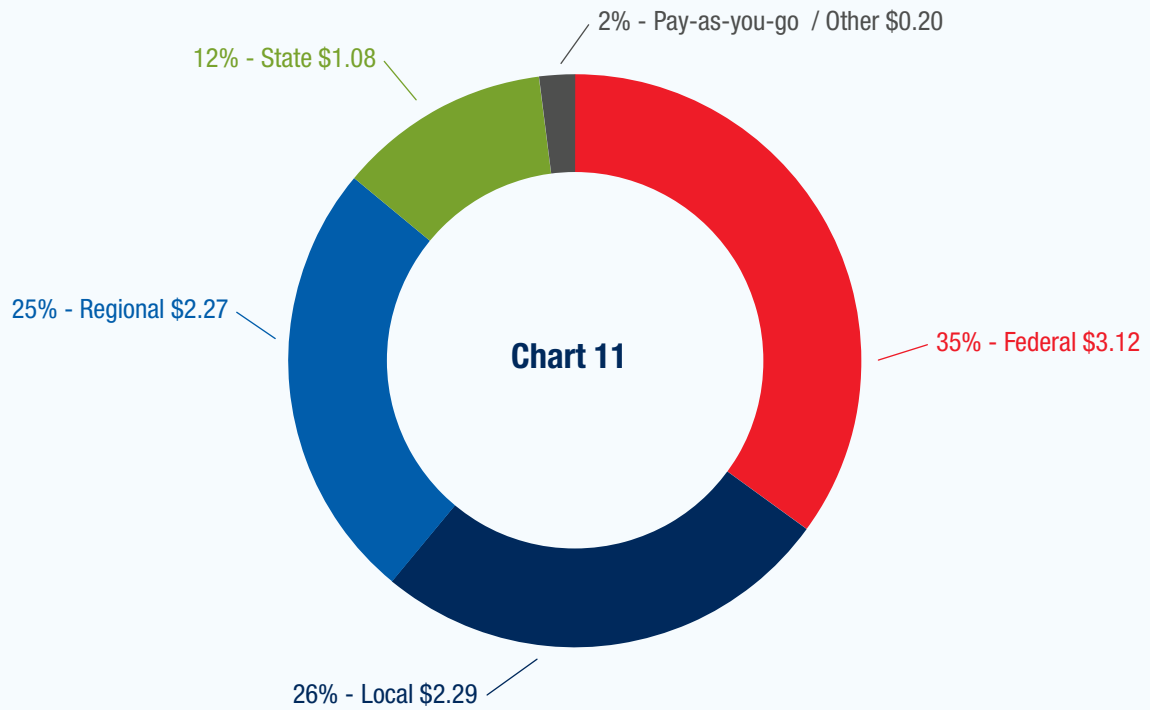


2022 Capital Improvement Plan – by Function: \$3.67 Billion



2022 NUMBERS

2022 Capital Program – by Funding Source: \$8.96 Billion



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

Capital Program: Sources and Uses of Funds – Summarizes the sources and uses by division and category.

TABLE 9

Capital Program: Transportation – Lists the programs in the Transportation Capital Program.

TABLE 10

Capital Program: Environmental Services – Lists the programs in the Environmental Services Capital Program.

TABLE 11

Capital Program: Community Development, Parks and Open Space – Lists the programs in the Parks and Open Space Capital Program.

	Authorized Capital Program (ACP)				2022-2027 Capital Improvement Plan (CIP)	ACP + CIP Combined
	Total Authorized	Spending Prior to 2022	2022 Capital Budget	Future Authorized Spending		
Community Development						
Family Affordable Housing Program	500	-	380	120	600	1,100
Housing and Redevelopment Authority	500	-	380	120	600	1,100
Equity Grant Funds	2,364	916	1,232	215	2,498	4,862
Land Acquisition Funds	13,174	4,068	6,580	2,527	30,786	43,960
Other Governmental Units	54,236	21,912	16,099	16,225	-	54,236
Other Parks Programs	69,774	26,896	23,911	18,967	33,285	103,059
Anoka County Parks	8,354	6,338	1,494	523	18,970	27,325
City of Bloomington Parks	2,200	706	593	902	4,176	6,376
Carver County Parks	1,962	1,093	748	121	4,977	6,939
Dakota County Parks	5,677	1,967	2,934	776	17,776	23,453
Minneapolis Parks and Recreation Board	21,783	3,930	11,724	6,129	46,438	68,221
Ramsey County Parks	9,416	5,265	2,825	1,326	17,597	27,012
Scott County	2,485	789	788	908	7,370	9,856
City of St Paul Parks and Recreation	14,022	7,977	5,134	911	25,190	39,212
Three Rivers Park District	23,325	7,842	8,634	6,848	46,790	70,115
Washington County Parks	3,080	484	2,072	524	11,463	14,543
Regional Park Implementing Agencies	92,304	36,391	36,946	18,968	200,747	293,051
Total Community Development	162,578	63,287	61,236	38,055	234,632	397,210
Environmental Services						
Interceptor Projects	483,833	159,481	111,339	213,013	251,080	734,913
Treatment Plant Projects	620,719	155,617	116,052	349,050	338,310	959,029
Total Environmental Services	1,104,553	315,099	227,391	562,063	589,390	1,693,943
Transit						
Transitways						
Metro Blue Line (Hiawatha Corridor)	1,105	1,069	-	36	952	2,057
Metro Blue Line (Bottineau Boulevard)	196,113	128,339	30,503	37,271	1,275,028	1,471,141
Metro Green Line (Central Corridor)	41,900	41,900	-	-	-	41,900
Metro Green Line (Southwest Corridor)	2,203,221	1,612,277	368,073	222,871	-	2,203,221
Transitways - Non New Starts	555,441	366,212	78,990	110,239	465,513	1,020,953
Transitways	2,997,780	2,149,798	477,566	370,416	1,741,493	4,739,273
Bus and Rail						
Customer Facilities	135,674	113,736	16,347	5,592	49,003	184,677
Fleet Modernization	400,215	297,608	82,040	20,567	840,557	1,240,773
Other Capital Equipment	71,282	60,667	10,042	573	39,935	111,217
Other Regional Providers - Non Fleet	17,970	6,449	4,920	6,601	25,963	43,934
Support Facilities	322,104	262,659	48,776	10,669	74,817	396,921
Technology Improvements	74,262	45,604	22,509	6,149	80,852	155,114
Bus and Rail	1,021,508	786,723	184,635	50,151	1,111,127	2,132,635
Total Transit	4,019,288	2,936,521	662,201	420,567	2,852,620	6,871,908
Grand Total	5,286,419	3,314,906	950,828	1,020,685	3,676,641	8,963,060

**METROPOLITAN COUNCIL
CAPITAL PROGRAM, SOURCES AND USES OF FUNDS**

**TABLE 8
(\$ IN 000S)**

	ACP Current Authorizations	Capital Improvement Plan (CIP) by Year of Authorization						Total	ACP + CIP Combined
		2022	2023	2024	2025	2026	2027		
COMMUNITY DEVELOPMENT									
Sources of Funds									
Other Revenues	500	100	100	100	100	100	100	600	1,100
Regional Bond Proceeds	14,046	11,977	2,664	12,036	2,900	12,098	3,138	44,813	58,859
State Revenues	148,032	37,899	23,342	38,794	24,255	39,725	25,204	189,219	337,251
Total Sources of Funds	162,578	49,976	26,106	50,930	27,254	51,923	28,442	234,632	397,210
Uses of Funds									
Expansion	10,768	27,596	15,116	28,146	15,677	28,717	16,259	131,511	142,279
Improvement	78,734	5,270	2,990	5,362	3,258	5,458	3,531	25,869	104,603
Preservation	73,076	17,109	8,000	17,422	8,320	17,748	8,652	77,251	150,327
Total Uses of Funds	162,578	49,976	26,106	50,930	27,254	51,923	28,442	234,632	397,210
ENVIRONMENTAL SERVICES									
Sources of Funds									
IPIP	21,700	-	-	100	100	5,000	-	5,200	26,900
PFA	373,053	-	3,000	18,000	32,780	34,600	58,000	146,380	519,433
Pay-As-You-Go	90,138	-	-	-	15,060	28,000	29,500	72,560	162,698
Regional Bond Proceeds	619,662	-	500	17,000	91,450	134,000	122,300	365,250	984,912
Total Sources of Funds	1,104,553	-	3,500	35,100	139,390	201,600	209,800	589,390	1,693,943
Uses of Funds									
Expansion	135,156	-	1,500	5,000	22,025	31,050	40,000	99,575	234,731
Improvement	173,603	-	-	2,100	13,325	24,000	15,000	54,425	228,028
Preservation	795,793	-	2,000	28,000	104,040	146,550	154,800	435,390	1,231,183
Total Uses of Funds	1,104,553	-	3,500	35,100	139,390	201,600	209,800	589,390	1,693,943
TRANSIT									
Sources of Funds									
CTIB	335,105	-	-	-	-	-	-	-	335,105
Federal Revenues	1,716,304	690,692	161,003	137,338	176,472	124,977	111,694	1,402,177	3,118,481
Local Revenues	1,228,273	728,766	-	-	-	-	-	728,766	1,957,039
Other Revenues	11,158	-	-	-	-	-	-	-	11,158
Regional Bond Proceeds	382,407	43,910	56,195	61,933	61,671	57,400	41,435	322,544	704,951
State Revenues	346,041	399,133	-	-	-	-	-	399,133	745,174
Total Sources of Funds	4,019,288	1,862,501	217,198	199,271	238,143	182,377	153,129	2,852,620	6,871,908
Uses of Funds									
Expansion	3,217,514	1,703,218	9,180	22,090	100,857	18,886	18,583	1,872,814	5,090,328
Preservation	801,774	159,283	208,018	177,181	137,286	163,491	134,546	979,805	1,781,579
Total Uses of Funds	4,019,288	1,862,501	217,198	199,271	238,143	182,377	153,129	2,852,620	6,871,908
COMBINED									
Sources of Funds									
Other Revenues	11,658	100	100	100	100	100	100	600	12,258
Regional Bond Proceeds	1,016,116	55,887	59,359	90,969	156,021	203,498	166,873	732,607	1,748,722
State Revenues	494,073	437,032	23,342	38,794	24,255	39,725	25,204	588,352	1,082,425
IPIP	21,700	-	-	100	100	5,000	-	5,200	26,900
PFA	373,053	-	3,000	18,000	32,780	34,600	58,000	146,380	519,433
Pay-As-You-Go	90,138	-	-	-	15,060	28,000	29,500	72,560	162,698
CTIB	335,105	-	-	-	-	-	-	-	335,105
Federal Revenues	1,716,304	690,692	161,003	137,338	176,472	124,977	111,694	1,402,177	3,118,481
Local Revenues	1,228,273	728,766	-	-	-	-	-	728,766	1,957,039
Total Sources of Funds	5,286,419	1,912,477	246,804	285,301	404,788	435,901	391,371	3,676,641	8,963,060
Uses of Funds									
Expansion	3,363,438	1,730,815	25,796	55,236	138,559	78,653	74,842	2,103,901	5,467,339
Improvement	252,338	5,270	2,990	7,462	16,583	29,458	18,531	80,294	332,632
Preservation	1,670,644	176,392	218,018	222,603	249,646	327,789	297,998	1,492,446	3,163,090
Total Uses of Funds	5,286,419	1,912,477	246,804	285,301	404,788	435,901	391,371	3,676,641	8,963,060

**METROPOLITAN COUNCIL
CAPITAL PROGRAM, TRANSPORTATION**

**TABLE 9
(\$ IN 000S)**

	Authorized Capital Program (ACP)			Capital Improvement Plan (CIP)							ACP + CIP Combined
	2021 Amended	Changes	2022 Proposed	2022	2023	2024	2025	2026	2027	Total	
METRO TRANSIT											
Fleet Modernization											
Big Buses	218,437	-	218,437	68,386	133,295	91,527	98,016	62,589	58,232	512,044	730,480
Bus Tire Leasing	24,239	-	24,239	2,849	3,299	3,453	3,578	3,753	3,457	20,389	44,628
Commuter Rail Projects	2,250	-	2,250	-	1,800	1,800	1,800	1,250	1,300	7,950	10,200
Light Rail Vehicles	35,684	-	35,684	3,305	500	750	750	750	750	6,805	42,489
Non-Revenue Vehicles	130	-	130	956	-	-	-	-	-	956	1,086
TOTAL Fleet Modernization	280,739	-	280,739	75,496	138,894	97,530	104,144	68,342	63,739	548,144	828,884
Support Facilities											
Bus System Customer Facility	-	-	-	-	-	750	-	-	-	750	750
Commuter Rail Projects	2,700	-	2,700	250	300	-	-	-	-	550	3,250
Heywood Garage	151,498	-	151,498	-	-	-	-	-	-	-	151,498
Light Rail Projects	3,650	-	3,650	-	-	-	-	-	-	-	3,650
Metro Green Line (Central Corridor)	-	-	-	-	500	-	-	-	-	500	500
Police Facility	27,500	-	27,500	-	-	-	-	-	-	-	27,500
Repairs, Equipment and Technology	12,503	-	12,503	2,309	1,802	-	-	-	-	4,111	16,614
Support Facility	120,754	-	120,754	12,712	6,920	19,215	16,515	4,875	5,168	65,405	186,159
TOTAL Support Facilities	318,604	-	318,604	15,271	9,522	19,965	16,515	4,875	5,168	71,317	389,921
Customer Facilities											
Bus System Customer Facility	64,274	-	64,274	1,025	1,875	3,175	2,925	3,075	2,925	15,000	79,274
Customer Facilities Rail	7,050	-	7,050	998	75	75	75	50	50	1,323	8,373
Transitways	64,350	-	64,350	-	6,680	250	25,250	250	250	32,680	97,030
TOTAL Customer Facilities	135,674	-	135,674	2,023	8,630	3,500	28,250	3,375	3,225	49,003	184,677
Technology Improvements											
Light Rail Vehicles	1,400	-	1,400	-	-	-	-	-	-	-	1,400
Metro Blue Line (Hiawatha Corridor)	909	-	909	-	300	150	150	150	384	1,134	2,044
Technology Investments	53,850	-	53,850	2,955	6,795	6,787	6,487	6,457	4,806	34,288	88,138
TOTAL Technology Improvements	56,160	-	56,160	2,955	7,095	6,937	6,637	6,607	5,191	35,422	91,582
Other Capital Equipment											
Light Rail Projects	50	-	50	-	-	-	-	-	-	-	50
Light Rail Vehicles	2,921	-	2,921	-	-	-	-	-	-	-	2,921
Non-Revenue Vehicles	4,237	-	4,237	217	58	27	-	-	-	302	4,539
Northstar Commuter Rail	350	-	350	-	-	-	-	-	-	-	350
Other Capital Equipment	59,235	-	59,235	11,464	3,151	3,390	3,329	2,532	7,148	31,013	90,248
Repairs, Equipment and Technology	390	-	390	-	-	-	-	-	-	-	390
Support Facility	4,100	-	4,100	4,290	2,015	2,015	100	100	100	8,620	12,720
TOTAL Other Capital Equipment	71,282	-	71,282	15,971	5,224	5,431	3,429	2,632	7,248	39,935	111,217
Transitways - Non New Starts											
Arterial Bus Rapid Transit (ABRT)	112,673	-	112,673	8,240	100	-	410	420	430	9,600	122,273
Commuter Rail Projects	2,714	-	2,714	-	-	500	500	500	750	2,250	4,964
Highway Bus Rapid Transit (HBRT)	248,121	-	248,121	405,442	-	-	-	-	-	405,442	653,563
Light Rail Projects	100,005	-	100,005	4,905	6,725	8,974	782	841	901	23,128	123,133
Metro Blue Line (Hiawatha Corridor)	81,120	-	81,120	15,450	250	1,300	3,500	2,225	1,100	23,825	104,945
Metro Green Line (Central Corridor)	4,450	-	4,450	-	-	467	-	-	-	467	4,917
Other Capital Equipment	217	-	217	-	-	200	200	200	200	800	1,017
TOTAL Transitways - Non New Starts	549,300	-	549,300	434,037	7,075	11,441	5,392	4,186	3,381	465,513	1,014,813
Federal New Starts Rail Projects											
Metro Blue Line (Bottineau Boulevard)	196,113	-	196,113	1,275,028	-	-	-	-	-	1,275,028	1,471,141
Metro Blue Line (Hiawatha Corridor)	1,105	-	1,105	140	147	154	162	170	179	952	2,057
Metro Green Line (Central Corridor)	41,900	-	41,900	-	-	-	-	-	-	-	41,900
Metro Green Line (Southwest Corridor)	2,203,221	-	2,203,221	-	-	-	-	-	-	-	2,203,221
TOTAL Federal New Starts Rail Projects	2,442,339	-	2,442,339	1,275,168	147	154	162	170	179	1,275,980	3,718,319
Total METRO TRANSIT Capital Program	3,854,099	-	3,854,099	1,820,921	176,586	144,959	164,529	90,187	88,131	2,485,313	6,339,413

**METROPOLITAN COUNCIL
CAPITAL PROGRAM, TRANSPORTATION**

**TABLE 9
(\$ IN 000S)**

METROPOLITAN TRANSPORTATION SERVICES

Fleet Modernization											
Big Buses	51,764	-	51,764	21,774	10,481	18,470	39,546	35,859	28,781	154,911	206,675
Non-Revenue Vehicles	136	-	136	113	81	129	167	185	53	728	864
Repairs, Equipment and Technology	6,091	-	6,091	3,000	3,000	3,000	3,000	3,000	3,000	18,000	24,091
Small Buses	61,485	-	61,485	359	14,284	24,905	17,709	35,502	26,016	118,774	180,259
TOTAL Fleet Modernization	119,476	-	119,476	25,246	27,846	46,504	60,422	74,546	57,850	292,413	411,889
Support Facilities											
Support Facility	3,500	-	3,500	3,500	-	-	-	-	-	3,500	7,000
TOTAL Support Facilities	3,500	-	3,500	3,500	-	-	-	-	-	3,500	7,000
Technology Improvements											
Repairs, Equipment and Technology	-	-	-	440	924	971	1,020	1,071	1,125	5,550	5,550
Technology Investments	18,102	-	18,102	6,130	8,071	2,984	8,236	12,549	1,910	39,879	57,982
TOTAL Technology Improvements	18,102	-	18,102	6,570	8,995	3,955	9,255	13,620	3,035	45,430	63,532
Other Regional Providers - Non Fleet											
Maple Grove Transit	2,287	-	2,287	344	351	359	367	375	383	2,180	4,467
Minnesota Valley Transit Authority	8,079	-	8,079	1,728	1,766	1,805	1,845	1,885	1,927	10,957	19,036
Plymouth Transit	5,082	-	5,082	368	376	384	393	401	410	2,332	7,415
SouthWest Transit	1,671	-	1,671	735	751	768	785	802	820	4,660	6,331
University of Minnesota Transit	850	-	850	3,089	525	537	549	561	573	5,834	6,684
TOTAL Other Regional Providers - Non Fleet	17,970	-	17,970	6,264	3,770	3,853	3,938	4,025	4,113	25,963	43,934
Transitways - Non New Starts											
Transitways	6,141	-	6,141	-	-	-	-	-	-	-	6,141
TOTAL Transitways - Non New Starts	6,141	-	6,141	-	-	-	-	-	-	-	6,141
Total MTS Capital Program	165,189	-	165,189	41,580	40,611	54,312	73,615	92,190	64,998	367,306	532,495
COMBINED											
Fleet Modernization	400,215	-	400,215	100,742	166,740	144,034	164,566	142,888	121,589	840,557	1,240,773
Support Facilities	322,104	-	322,104	18,771	9,522	19,965	16,515	4,875	5,168	74,817	396,921
Customer Facilities	135,674	-	135,674	2,023	8,630	3,500	28,250	3,375	3,225	49,003	184,677
Technology Improvements	74,262	-	74,262	9,525	16,090	10,892	15,892	20,227	8,226	80,852	155,114
Other Regional Providers - Non Fleet	17,970	-	17,970	6,264	3,770	3,853	3,938	4,025	4,113	25,963	43,934
Other Capital Equipment	71,282	-	71,282	15,971	5,224	5,431	3,429	2,632	7,248	39,935	111,217
Transitways - Non New Starts	555,441	-	555,441	434,037	7,075	11,441	5,392	4,186	3,381	465,513	1,020,953
Federal New Starts Rail Projects	2,442,339	-	2,442,339	1,275,168	147	154	162	170	179	1,275,980	3,718,319
TOTAL TRANSPORTATION	4,019,288	-	4,019,288	1,862,501	217,198	199,271	238,143	182,377	153,129	2,852,620	6,871,908

**METROPOLITAN COUNCIL
CAPITAL PROGRAM, ENVIRONMENTAL SERVICES**

**TABLE 10
(\$ IN 000S)**

	Authorized Capital Program (ACP)			Capital Improvement Plan (CIP)							ACP + CIP Combined
	2021 Amended	Changes	2022 Proposed	2022	2023	2024	2025	2026	2027	Total	
Treatment Plant Projects											
8059 - Metro Rehabilitation & Facilities Improve	110,417	5,449	115,866	-	-	-	-	-	-	-	115,866
8062 - Metro Solids Improvements	168,746	5,082	173,828	-	-	-	10,000	10,000	10,000	30,000	203,828
8074 - Empire Plant Solids Improvements	56,642	-2,683	53,959	-	-	-	-	-	-	-	53,959
8075 - Seneca Solids Processing Improvements	28,960	-28,960	-	-	-	-	-	-	-	-	-
8078 - Regional Plant Improvements	46,203	473	46,676	-	500	7,000	8,500	9,100	9,100	34,200	80,876
8089 - MWWTP Asset Renewal	122,141	54,116	176,257	-	-	-	15,060	28,000	29,500	72,560	248,817
8091 - Wastewater Reclamation Facilities	6,775	359	7,133	-	-	-	1,250	20,000	20,000	41,250	48,383
8097 - Blue Lake Solids Processing	1,948	751	2,700	-	3,000	4,000	10,000	20,100	50,000	87,100	89,800
8098 - Hastings WWTP	2,000	20,600	22,600	-	-	10,000	38,000	20,000	-	68,000	90,600
8100 - Industrial Pretreatment Incentive Program	12,957	8,743	21,700	-	-	100	100	5,000	-	5,200	26,900
TOTAL Treatment Plant Projects	556,788	63,931	620,719	-	3,500	21,100	82,910	112,200	118,600	338,310	959,029
Interceptor Projects											
8028 - Blue Lake System Improvements	58,919	-15,828	43,090	-	-	-	6,780	300	-	7,080	50,170
8041 - Hopkins System Improvements	10,207	5	10,213	-	-	-	-	-	-	-	10,213
8055 - Lift Station Improvements	32,497	28,437	60,934	-	-	-	10,200	30,200	30,200	70,600	131,534
8056 - Meter Improvements	19,826	4,187	24,014	-	-	-	10,000	10,000	10,000	30,000	54,014
8063 - SWC Interceptor - Lake Elmo Connections	13,444	6,119	19,563	-	-	-	-	-	-	-	19,563
8076 - Mpls. Interceptor System Rehabilitation	82,949	-1,188	81,761	-	-	-	-	-	-	-	81,761
8077 - Northeast Area Interceptor Imp	450	-450	-	-	-	-	-	-	-	-	-
8080 - Seneca Interceptor System Rehabilitation	237	-237	-	-	-	-	-	-	-	-	-
8081 - Maple Plain LS/FM Rehabilitation	5,000	-5,000	-	-	-	-	-	-	-	-	-
8082 - St Bonifacius LS/FM Rehabilitation	32,161	143	32,304	-	-	-	-	-	-	-	32,304
8083 - Waconia LS/FM Rehabilitation	12,586	-7,287	5,298	-	-	-	-	-	-	-	5,298
8084 - Bloomington System Improvements	17,035	70	17,105	-	-	-	-	-	-	-	17,105
8085 - Elm Creek - Corcoran/Rogers Connections	2,960	-2,960	-	-	-	-	-	-	-	-	-
8086 - North Area Interceptor Rehabilitation	16,096	5,912	22,008	-	-	-	300	-	-	300	22,308
8088 - St Paul Interceptor System Rehabilitation	46,792	-18,823	27,969	-	-	-	500	-	-	500	28,469
8090 - Interceptor Rehabilitation - Program	59,422	20,876	80,298	-	-	-	-	26,000	43,000	69,000	149,298
8092 - Mpls. Interceptor 1-MN-340 Rehabilitation	17,550	8,206	25,757	-	-	-	2,000	200	-	2,200	27,957
8093 - Brooklyn Park-Champlin Inter	30,251	-14,644	15,607	-	-	-	-	-	-	-	15,607
8094 - Brooklyn Park L32	15,509	-2,748	12,761	-	-	14,000	14,000	14,000	8,000	50,000	62,761
8095 - Coon Rapids-Fridley Area Inter	450	3,450	3,900	-	-	-	200	200	-	400	4,300
8096 - Northwest Area Interceptor Imp	1,540	-289	1,251	-	-	-	12,500	8,500	-	21,000	22,251
TOTAL Interceptor Projects	475,882	7,951	483,833	-	-	14,000	56,480	89,400	91,200	251,080	734,913
Total ES Capital Program	1,032,671	71,882	1,104,553	-	3,500	35,100	139,390	201,600	209,800	589,390	1,693,943

**METROPOLITAN COUNCIL
CAPITAL PROGRAM, COMMUNITY DEVELOPMENT - PARKS AND OPEN SPACE**

**TABLE 11
(\$ IN 000S)**

	Authorized Capital Program (ACP)			Capital Improvement Plan (CIP)							ACP + CIP Combined
	2021 Amended	Changes	2022 Proposed	2022	2023	2024	2025	2026	2027	Total	
Housing and Redevelopment Authority											
Family Affordable Housing Program	500	-	500	100	100	100	100	100	100	600	1,100
Total Housing and Redevelopment Authority	500	-	500	100	100	100	100	100	100	600	1,100
Other Parks Programs											
Equity Grant Funds	2,364	-	2,364	-	658	-	833	-	1,007	2,498	4,862
Land Acquisition Funds	13,174	-	13,174	4,942	5,015	5,091	5,167	5,246	5,326	30,786	43,960
Other Governmental Units	54,236	-	54,236	-	-	-	-	-	-	-	54,236
Total Other Parks Programs	69,774	-	69,774	4,942	5,674	5,091	6,000	5,246	6,333	33,285	103,059
Regional Park Implementing Agencies											
Anoka County Parks	8,354	-	8,354	4,304	1,868	4,378	1,944	4,455	2,022	18,970	27,325
Carver County Parks	1,962	-	1,962	1,175	448	1,193	466	1,211	485	4,977	6,939
City of Bloomington Parks	2,200	-	2,200	1,003	360	1,017	374	1,032	390	4,176	6,376
City of St Paul Parks and Recreation	14,022	-	14,022	5,571	2,613	5,675	2,719	5,783	2,829	25,190	39,212
Dakota County Parks	5,677	-	5,677	4,157	1,636	4,222	1,702	4,289	1,770	17,776	23,453
Minneapolis Parks and Recreation Board	21,783	-	21,783	10,236	4,850	10,428	5,046	10,628	5,250	46,438	68,221
Ramsey County Parks	9,416	-	9,416	3,955	1,767	4,025	1,838	4,098	1,913	17,597	27,012
Scott County	2,485	-	2,485	1,627	768	1,657	799	1,689	831	7,370	9,856
Three Rivers Park District	23,325	-	23,325	10,247	4,948	10,443	5,148	10,647	5,356	46,790	70,115
Washington County Parks	3,080	-	3,080	2,659	1,075	2,702	1,118	2,746	1,163	11,463	14,543
Total Regional Park Implementing Agencies	92,304	-	92,304	44,934	20,333	45,739	21,154	46,577	22,009	200,747	293,051
Total COMMUNITY DEVELOPMENT	162,578	-	162,578	49,976	26,106	50,930	27,254	51,923	28,442	234,632	397,210

FISCAL IMPACTS

This section provides a look at how the Met Council impacts the residents of the region through fees for services and property tax levies.

FEES AND FARES FOR SERVICES

The Met Council's Operating Budget includes \$388 million in fees charged directly to those using our services.

WASTEWATER FEES

The Environmental Services Division collects \$265 million in municipal and industry-specific wastewater charges paid by the homes and businesses that are connected to the regional sewer system. These revenues are used for operations, debt service, and capital project costs.

In addition, the Environmental Services budget includes the use of \$60 million of sewer availability charges (SAC) that was collected from developers when they applied for building permits for new or expanded capacity projects. SAC may only be used to pay for debt service and its own administrative costs.

TRANSPORTATION FARES

Passenger fares, contracts, and special-event revenues, paid by transit riders, provide \$63 million to the Transportation Division's operating budget. There are several fare programs and discounts available based on individual circumstances. Fares were increased by the Met Council on October 1, 2017. Standard fares for adults are shown in the following table.

Transportation Fares

	Non-Rush	Rush Hour
Bus & Light Rail	2.00	2.50
Express Bus	2.50	3.25
Downtown Zone	0.50	0.50
Metro Mobility	3.50	4.50
NorthStar fares are \$3.25-6.25 based on distance		

Downtown Zone fares are for short rides that begin and end in either the Minneapolis or Saint Paul zones. Additional information about transit fares can be found at <https://www.metrotransit.org/fares>

PROPERTY TAX LEVIES

The Met Council's Operating Budget includes \$90.5 million in regional property tax levies, a 2% increase from 2021. An explanation of the individual levies that make up the \$90.5 million can be found in the "2022 Operating Budget" section. (SEE CHART 12)

For 2022, the general purpose, Livable Communities Demonstration Account and parks debt service levies total \$33.1 million. Each piece of property in the metropolitan area pays a part of the levy based on how much the property is worth. The metropolitan area is defined in state law as the seven metro counties except for the cities of Northfield, Cannon Falls, Hanover, Rockford, and New Prague. (Minnesota Statutes, Section 473.121).

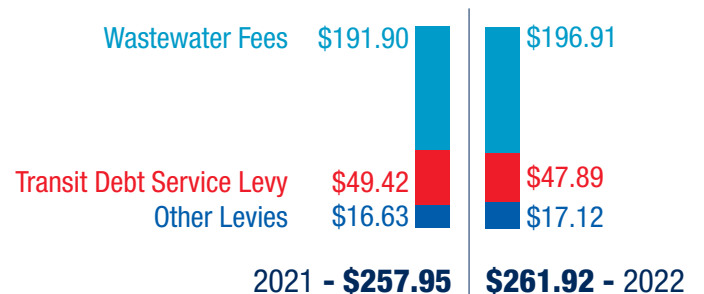
The \$52.4 million transit debt service levy is paid by a slightly smaller area called the Transit Taxing Communities. It includes all of the cities in the Transit Taxing District as defined in state law, plus any cities that voluntarily join. (Minn. Stat., Sec. 473.446). To date, the cities of Columbus, Forest Lake, Lakeville, Maple Plain and Ramsey have joined.

The remaining levy – Tax Base Revitalization-Fiscal Disparities – is \$5 million, received from the Fiscal Disparities Program. The Fiscal Disparities Program is a tax-base sharing program within the metropolitan area and is funded by commercial and industrial property.

IMPACT PER HOUSEHOLD

The estimated total cost of Metropolitan Council services for a homeowner who owns a \$250,000 home in a city within the metropolitan area and Transit Taxing District is \$261.92 for 2022. This represents a 1.5% increase from 2021.

Cost Impact per Household, 2021 and 2022



REGIONAL BORROWING

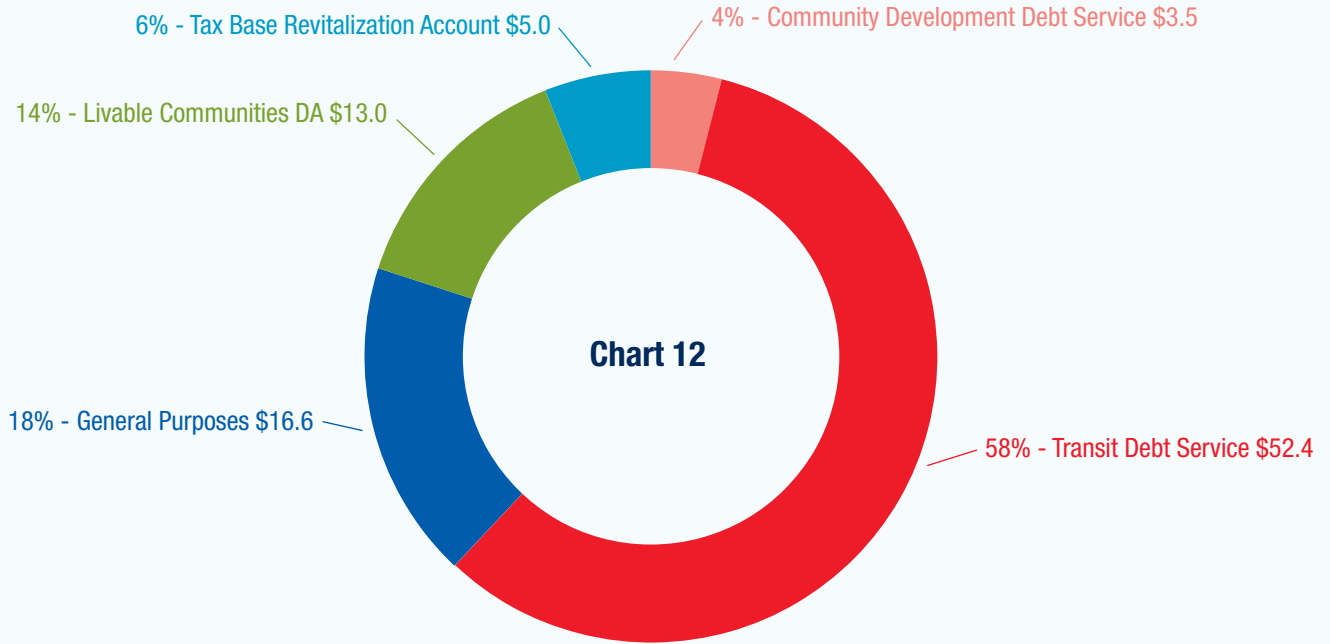
Regional borrowing includes the issuance of long-term general obligation bonds and loans from the state Public Facilities Authority (PFA). This long-term debt becomes an obligation of the Met Council and is repaid in the operating budget (Table 1) through wastewater charges and property tax levies.

WASTEWATER

The Environmental Services capital program is financed almost entirely through regional borrowing. The Met Council has the authority to issue wastewater debt as

2022 NUMBERS

2022 Property Tax Levies – \$90.5 Million



necessary to support the capital program. It issues general obligation revenue bonds and utilizes general obligation-backed revenue loans from the state PFA.

PFA loans are secured to the maximum extent possible to take advantage of the below-market interest rates of the PFA program.

TRANSIT

Bonds issued for the transportation capital program leverage other funding sources by providing required matching funds. Transit bonding authority must be requested from the Legislature and lapses when the bonds are issued. Transit has also utilized loans from the state PFA when available. Transit debt is repaid with the transit debt service levy.

COMMUNITY DEVELOPMENT

Bonds are issued for parks 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 \$40 million outstanding at any time, and can be reused as existing bonds are retired. This debt is repaid with the park’s debt service levy.

Current and Available Debt Authority for Community Development, Transit, and Wastewater Services

	Current Authority	Available 12/31/21
Parks	40.0 M	33.9 M
Transit	212.2 M	212.2 M
Wastewater	Unlimited	Unlimited

FUTURE BORROWING

The Met Council anticipates borrowing \$879 million over the next six years to fund the projects that are anticipated to be authorized in the capital improvement plan.

(SEE CHART 13)

OUTSTANDING DEBT

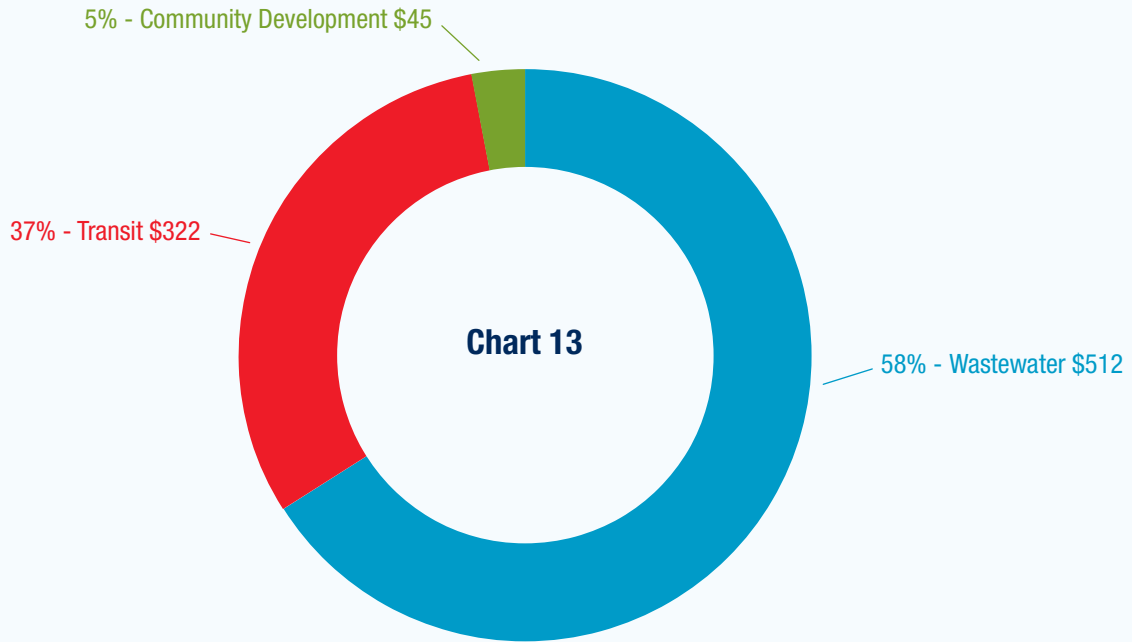
Outstanding debt for 2022 is projected to be approximately \$1.93 billion. (SEE CHART 14)

For additional information about OPEB and Self Insurance, see Appendix F.

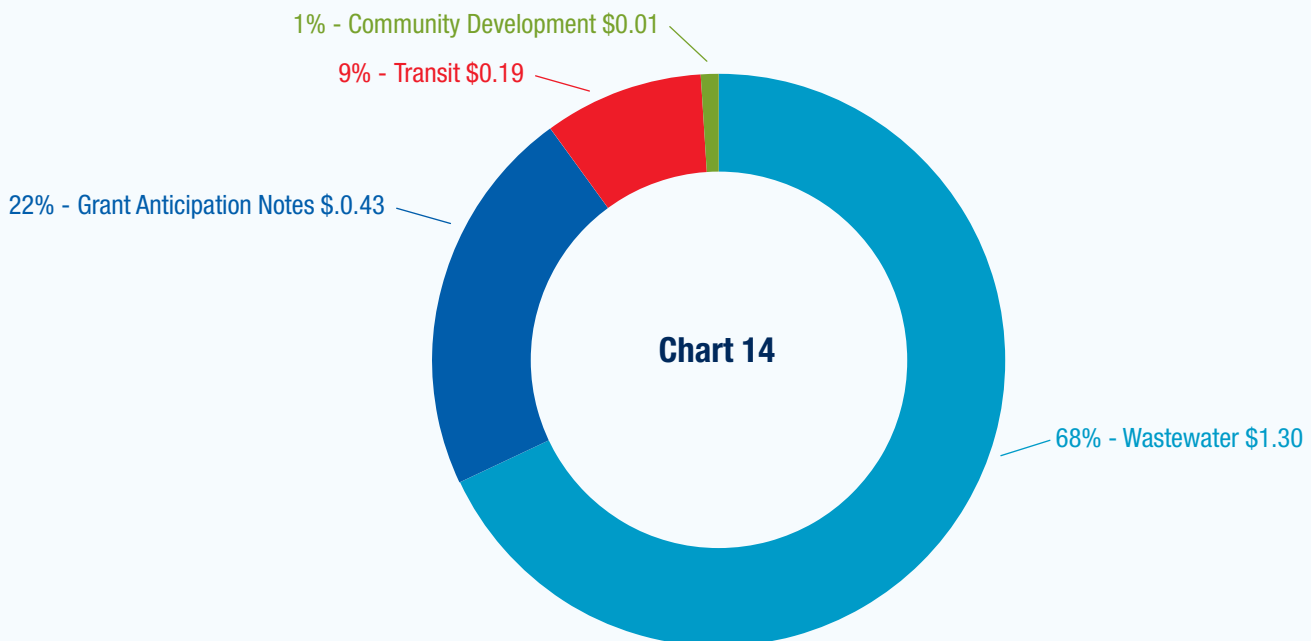


2022 NUMBERS

Metropolitan Council Borrowing – 2022 to 2027: \$879 Billion



2022 Metropolitan Council Outstanding Debt – by Function: \$1.93 Billion





APPENDIX

REGIONAL ADMINISTRATION

SERVICES

Regional Administration, which includes the offices of the Chair and Regional Administrator, provides leadership and support services for the entire Met Council. The division is divided into three service areas.

Administrative Services includes the Regional Administrator and Chair's offices and, to ensure objectivity, reports directly to the Met Council or Regional Administrator.

- The Office of General Counsel provides advice and preventative legal services to the organization to assist in compliance with all appropriate federal and state requirements.
- Governmental Affairs coordinates Met Council-related public policy issues with state and local government policymakers.
- The Office of Equal Opportunity is responsible for small-business development programs that include the Disadvantaged Business Enterprise, Women and Minority Business Enterprise, and Small Business in Rural Areas programs. This unit also administers the Met Council's Affirmative Action Plan and Equal Opportunity policies and programs, and it investigates discrimination complaints.

- Communications is responsible for Met Council-wide communications, including media relations, social media, internal communications, and communication strategy. The unit is also responsible for public engagement. The unit manages the public-facing website, and provides photography, writing, editing, design, and videography services to Met Council divisions.
- Evaluation and Audit conducts audits, program evaluations, and internal controls.

Business Services reports to the Deputy Regional Administrator to provide a consistent and integrated approach to shared services in a cost-effective manner.

- The Human Resources unit is responsible for collective bargaining, grievance and arbitration, recruitment and selection, compensation administration, and group benefit programs for the Met Council's employees and retirees. The unit also coordinates learning and organizational development activities and provides training and development services.
- Information Services provides the Met Council's core computer expertise and information management, including the organization's entire network of computer resources, Geographic Information System, and the Metro GIS consortium.

2022 Budget Highlights



See Table A-1 for full breakdown of numbers on pages 45 and 46.

- Real Estate provides the services and expertise necessary to meet the Met Council's real estate needs involving development, acquisitions, dispositions, leases and licenses.
- Contracts and Procurement assists all divisions in procuring goods and services and performs and documents procurements in compliance with Met Council policies and procedures, as well as federal, state and local laws, and grant-funding requirements.
- Risk Management identifies, evaluates, and manages the Met Council's exposure to loss through risk-control and risk-financing methods.

- 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 Met Council's operations.

Financial Services reports to the Deputy Chief Financial Officer and provides financial strategy and direction, stewardship, and accountability.

- Finance and Budget is responsible for payroll and budget functions, financial analysis, capital finance strategy, treasury, purchasing cards, cash and debt management, and accounts receivable/payable, and provides central services for the Robert Street and Jackson Street locations.

PRIORITIES, GOALS AND OBJECTIVES

Goals and objectives for Regional Administration include:

- Supporting the Met Council mission, priorities, and policies.

CHALLENGES AND OPPORTUNITIES

The 2022 Public Comment Budget provides significant additional investment in Information Services, Procurement, and Human Resources. These investments will help address much-needed support in business services, data security, procurement efforts on transit projects, and staff recruitment.

The Met Council's operating divisions increasingly rely on information technology to perform their functions efficiently, quickly, and accurately. The Information Services department works closely with the operating divisions to develop and carry out technology solutions to achieve that goal. The challenge is to maintain the Met Council's complex information systems and respond appropriately to new technology.



The Information Services Department has faced the major challenge of enabling some employees to work remotely during the COVID-19 pandemic, providing hundreds of units of hardware to support employees working remotely.

The challenge of the pandemic has included enabling and supporting Met Council executives and Met Council members as they have transitioned their public meetings from in-person to virtual meetings. We hope to transition back to in-person meetings in 2022.

The pandemic and subsequent stay-at-home order continues to have an outsized impact on compliance with the Minnesota Government Data Practices Act. In its state-mandated data-compliance role, the Met Council has experienced increased data requests related to the Met Council's pandemic response, as well as questions from employees regarding release of data in accordance with state data-practices guidelines.

The department has supported the shift of employee work toward telework after the start of the pandemic and assists with implementing procedures as employees return from telework. We have established procedures to track, test, and communicate the Council's vaccine policies to our employees as the Council navigates the lasting impact of the pandemic.

Attracting and retaining skilled employees are critical to providing efficient and cost-effective regional services. Like other organizations today, the Met Council has many employees approaching retirement age, and the Met Council needs to carry out strong recruiting and training programs to maintain its high-quality, diverse workforce. The pandemic has also caused the Met Council to look for ways to recruit talent and maintain training programs while following socially distancing guidelines.

The Finance department works with operating divisions to minimize property tax increases and maintain competitive user charges in Environmental Services and Transportation divisions. Finance and Budget operations strive to ensure the Met Council maintains its strong financial management, including adequate financial reserves and AAA bond rating, which enables capital financing at the lowest possible interest cost.

OPERATIONS

SOURCES OF FUNDS

The Met Council's operating divisions fund 99% of the Regional Administration budget by paying for the services they receive directly or benefit from. The divisions are billed each month and pay with the revenue sources of those

divisions. The Met Council's general-purpose property tax levy, investment earnings, and other miscellaneous revenues fund the remainder of the Regional Administration budget. **(SEE CHART 15)**

USES OF FUNDS

Approximately 89% of the Regional Administration budget is for salaries and benefits, and for consultant and contractual services.

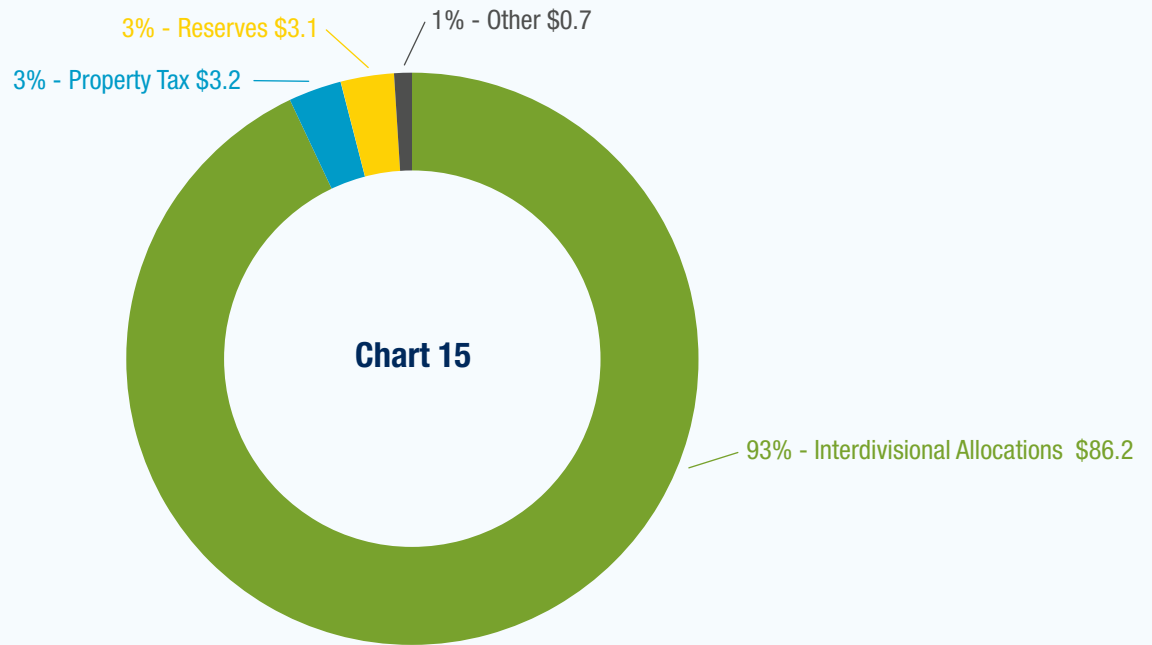
Hardware and software maintenance and license fees budgeted in Information Services represent about 83% of contracted services and benefit the entire organization.

STAFFING

The 2022 budget for Regional Administration includes a total full-time equivalent of 369 Regional Administration staff to support the growing needs of the Met Council's divisions and meet the increasing compliance requirements and expanding transparency through technology.

2022 NUMBERS

2022 Regional Administration Division Operating Budget – Sources of Funds: \$93.2 Million



2022 Regional Administration Division Operating Budget - Uses by Category: \$87.0 Million

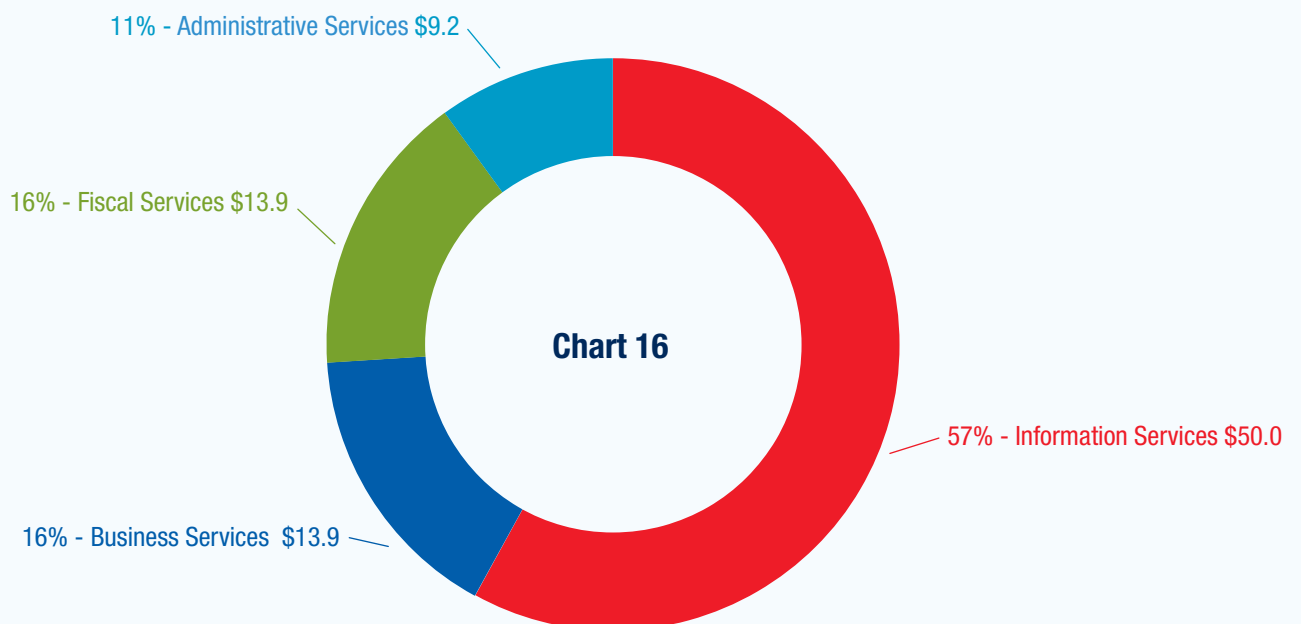


TABLE A-1

	Reg Admin & Chair's Office	General Counsel	Government Affairs	Equal Opportunity	Program Evaluation & Audit
Revenues:					
Property Tax	-	-	-	-	-
Investment Earnings	-	-	-	-	-
Other Revenues	-	-	-	-	-
Total Revenues	-	-	-	-	-
Expenses:					
Salaries & Benefits	1,365	1,676	341	2,342	1,232
Consulting & Contractual Services	70	625	285	240	126
Materials & Supplies	-	5	-	7	7
Rent & Utilities	63	95	33	39	53
Printing	-	-	-	2	-
Travel	48	4	20	14	24
Insurance	-	-	-	-	-
Operating Capital	36	14	6	23	10
Other Expenses	33	65	-	75	7
Total Expenses	1,615	2,484	685	2,742	1,459
Other Sources and (Uses):					
Interdivisional Cost Allocation MCES	452	470	192	610	218
Interdivisional Cost Allocation MT	824	1,801	349	2,022	1,168
Interdivisional Cost Allocation MTS	129	59	55	50	53
Interdivisional Cost Allocation CD	113	96	48	40	10
Interdivisional Cost Allocation HRA	97	58	41	20	10
Transfers To ES Operations	-	-	-	-	-
Net Other Sources and (Uses)	1,615	2,484	685	2,742	1,459
Change in Fund Balance	-	-	-	-	-

Communications	Human Resources	Information Services	Finance & Budget	Contracts & Procurements	Risk Management	RA Org Wide	Memo Total
-	-	-	-	-	-	3,233	3,233
-	-	-	609	-	-	-	609
-	-	-	-	-	-	100	100
-	-	-	609	-	-	3,333	3,942
2,627	7,595	19,307	6,784	3,694	1,931	(550)	48,344
90	2,343	23,574	920	-	12	-	28,285
-	152	1,569	94	24	2	-	1,860
141	156	5,183	313	102	52	-	6,230
17	13	-	4	-	-	-	36
14	243	207	134	35	10	-	753
-	-	-	-	-	48	-	48
27	64	186	62	27	16	-	471
73	298	8	185	-	15	-	759
2,989	10,864	50,034	8,496	3,882	2,086	(550)	86,786
840	1,568	12,599	3,078	1,481	378	(140)	21,746
1,334	8,968	31,452	3,493	2,249	1,626	(353)	54,933
336	114	4,482	581	126	41	(31)	5,995
328	129	915	367	21	21	(16)	2,072
151	85	586	368	5	20	(10)	1,431
-	-	-	-	-	-	(250)	(250)
2,989	10,864	50,034	7,887	3,882	2,086	(800)	85,927
-	-	-	-	-	-	3,083	3,083

ENVIRONMENTAL SERVICES

SERVICES

Environmental Services treats approximately 250 million gallons of wastewater daily at nine regional treatment plants.

In addition, it operates approximately 600 miles of regional sewers that collect flow from more than 5,000 miles of sewers owned by 111 communities. Environmental Services serves about 90% of the population in the seven-county metropolitan area.

Environmental Services continues near-perfect compliance with both federal and state clean water standards and data requirements, with six plants receiving the National Association of Clean Water Agencies (NACWA) Platinum Peak Performance award for eight years, including one for more than 30 years.

The division meets these standards while holding wastewater service rates about 40% below the national average for large utilities. The most recent financial survey by NACWA shows that the Twin Cities region has one of the lowest average retail sewer costs per household annually among reporting peer agencies (\$347 versus the peer average of \$555 for 2020).

In addition, Environmental Services:

- Works with more than 900 industrial clients to substantially reduce the amount of pollution entering our wastewater collection system.
- Partners with a variety of communities and organizations to monitor and analyze water resources in the region.
- Analyzes and partners with local municipalities to plan for water supply in the region.
- Ensures sufficient sewer capacity exists to serve planned future development.

CHALLENGES AND OPPORTUNITIES

The challenges facing the Environmental Services include:

- Meeting regulatory requirements that continue to get more stringent.
- Maintaining competitive wastewater rates and charges.
- Meeting customer expectations for high-quality wastewater services and engagement in division decisions.

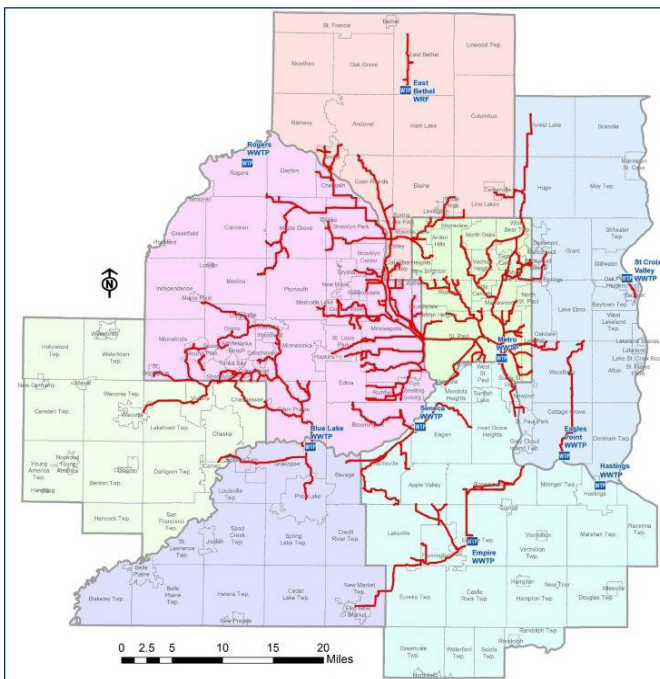
2022 Budget Highlights



See Table B-1 for full breakdown of numbers on pages 53 and 54.

- Supporting proactive programs to prevent inflow and infiltration of clear water into the regional sewer system.
- Maintaining and rehabilitating aging wastewater facilities and equipment.
- Financing necessary capital projects while minimizing borrowing costs.
- Collaboratively researching and planning for regional water sustainability with our partners.
- Providing a productive and safe workplace for employees.
- Pursuing environmentally friendly and cost-effective energy solutions.

Wastewater System Operated and Maintained by Environmental Services



OPERATIONS

SOURCES OF FUNDS

The wastewater function of Environmental Services, which is run as a governmental enterprise, is entirely funded by user fees. The Met Council's rate-setting philosophy is that users should pay the regional cost of service.

Revenues include the metropolitan wastewater charge (MWC) allocated to customer municipalities based on flow volume, industry-specific retail charges based on service provided, sewer availability charges to municipalities (SAC) based on capacity demand, and miscellaneous revenues. (SEE CHART 17)

Metropolitan Wastewater Charge (MWC).

Communities pay Environmental Services for the flow entering the regional wastewater system from within their

own boundaries. Each community is allocated a portion of the total region-wide charge based on their portion of total regional wastewater flow.

Next year, 2022, will represent the fifth year of the division's promise to our customers to keep charge increases at or below 4%. Charges to individual communities will depend on community and regional flow. Total system flow and community flow vary from year to year, depending on inflow/infiltration (wet weather), water conservation, and growth in population and development.

Industry-Specific Charges. Industries pay Environmental Services directly for a variety of charges that are targeted to specific customer services. These include:

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

The industrial-strength charge provides roughly three-quarters of the Met Council's total industry-specific revenues from sewer service. It covers the higher treatment costs of industrial waste that has greater strength than domestic waste. Industry-specific charges are directly tied to the increase in municipal wastewater charges, so an increase in those charges will also mean an increase in industry-specific charges.

Metropolitan Sewer Availability Charges (SAC).

Communities pay the Met Council for additional capacity required by new development or increased industrial or commercial use.

Communities typically collect these upfront SAC fees from property owners at the time they issue a building permit. 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 the metropolitan rate for SAC, but communities can add local fees and thus charge higher rates to the end user. The metropolitan SAC rate will not increase for 2022 and remains at \$2,485 per residence or equivalent unit.

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

Other Revenue. The remaining 2022 budgeted revenue includes:

- Interest earnings

- Revenue expected from state contracts for environmental monitoring
- State Clean Water Funds for water supply research and planning projects
- Miscellaneous revenues

USES OF FUNDS

Environmental Services expenses are categorized in one of four areas: labor expenses, non-labor expenses, debt service, and interdivisional charges. (SEE CHART 18)

Labor. Full-time-equivalent employees are budgeted at 678 for 2022, continuing the effort to manage labor costs while addressing the needs of the wastewater collection infrastructure and making significant process improvements. The expense is around a 6% increase from 2021, driven by increased salaries and medical benefits, new staffing in our workforce and equity initiative and to help with operations staff planning.

Labor expenses account for 24% of the total annual budget.

Non-Labor expenses. This category includes primarily operational expenses, such as contracted maintenance and other services, utilities, materials, chemicals, and capital outlays. In addition, this category includes “pay-as-you-go” capital project expenses, which are not financed through bonds or loans. In total, the 2022 budget for these expenses represents 21% of the total annual budget.

Debt service. Debt service includes the cost of paying principal and interest on Met Council wastewater bonds and Minnesota Public Facilities Authority loans. Funded entirely by wastewater revenues, debt service costs account for 49% of the annual budget.

Interdivisional expenses. Interdivisional charges are the cost of administrative and support services provided by Regional Administration to the Met Council’s divisions. Examples of units making these charges include Human Resources, Information Services, Risk Management, and Procurement. These expenses represent 7% of the annual budget.

CAPITAL

SOURCES OF FUNDS

Capital improvements to the regional wastewater system are paid for with general obligation sewer bonds, Minnesota Public Facilities Authority loans, and directly from wastewater fees (pay-as-you-go). (SEE CHART 19)

USES OF FUNDS

Each year the Met Council adopts a capital improvement plan (CIP), a capital program (ACP – multi-year funding authorizations for projects), and a capital budget (annual funding appropriation for projects in aggregate).

The three objectives of the capital improvement plan are (SEE CHART 20):

- Preserve infrastructure investment through rehabilitation and replacements. This represents 74% of the CIP and ACP.
- Expand the system’s capacity through treatment plant and interceptor expansions and interceptor extensions. This represents 17% of the CIP and ACP.
- Improve the quality of service by responding to more stringent regulations (as currently known only), reusing wastewater, increasing system reliability, and conserving and generating energy. This represents 9% of the CIP and ACP.

The costs of the regional wastewater system capital program are paid using sewer fees directly or are financed by Metropolitan Council wastewater bonds and/or Minnesota Public Facilities Authority loans.

Water quality has improved substantially due to the reduced pollutant discharges from wastewater treatment plants. However, long-term water quality goals and standards established by the Minnesota Pollution Control Agency may require an additional, substantial reduction of pollution.

Federal law focuses compliance and enforcement authority on point sources of pollutant discharges; that is, wastewater treatment plants and urban storm water systems. As a result, the Minnesota Pollution Control Agency may impose more stringent discharge limits on the Met Council and its customer communities.

Achieving compliance with more stringent limits (not required now) could require significant increased operating and capital costs arising from increased chemical addition, pumping, filtration, and solids processing facilities. or other major capital improvements.

SUSTAINABILITY

Sustainability efforts of Environmental Services include: (1) water sustainability; (2) energy conservation and generation, and (3) solid waste reuse and reduction and (4) COVID-19 testing.

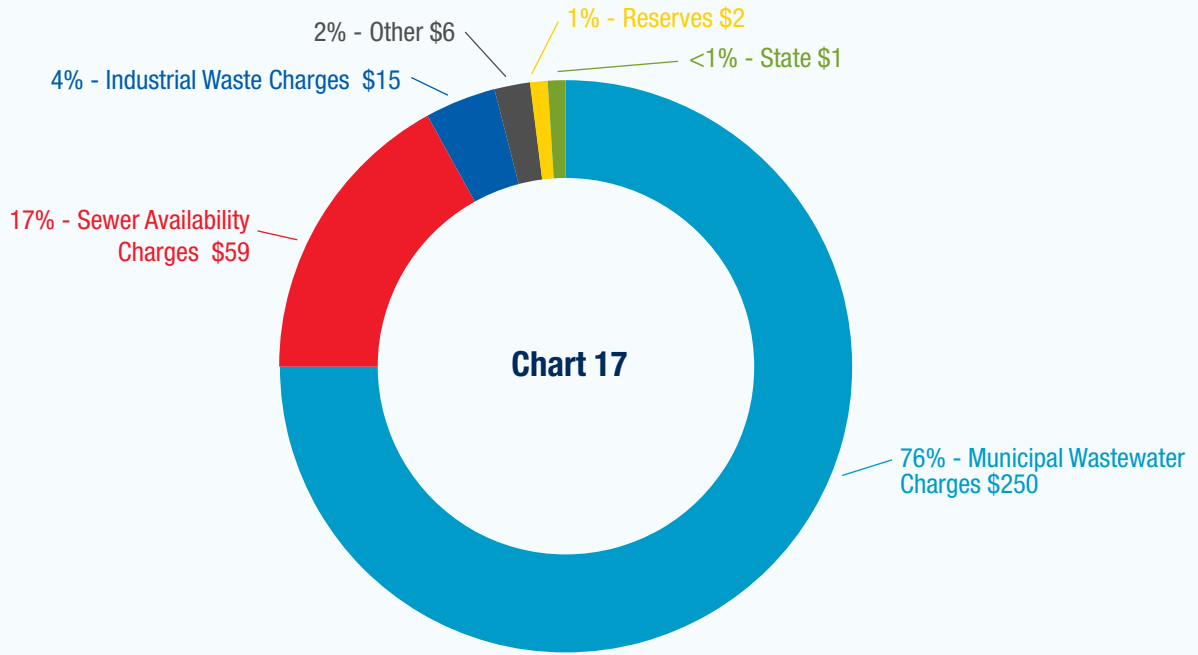
Water. Two interrelated objectives are:

(1) sustaining the region’s water resources by providing wastewater treatment capacity and achieving performance 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 are considered parts of an integrated system that is optimized to meet these regional objectives.

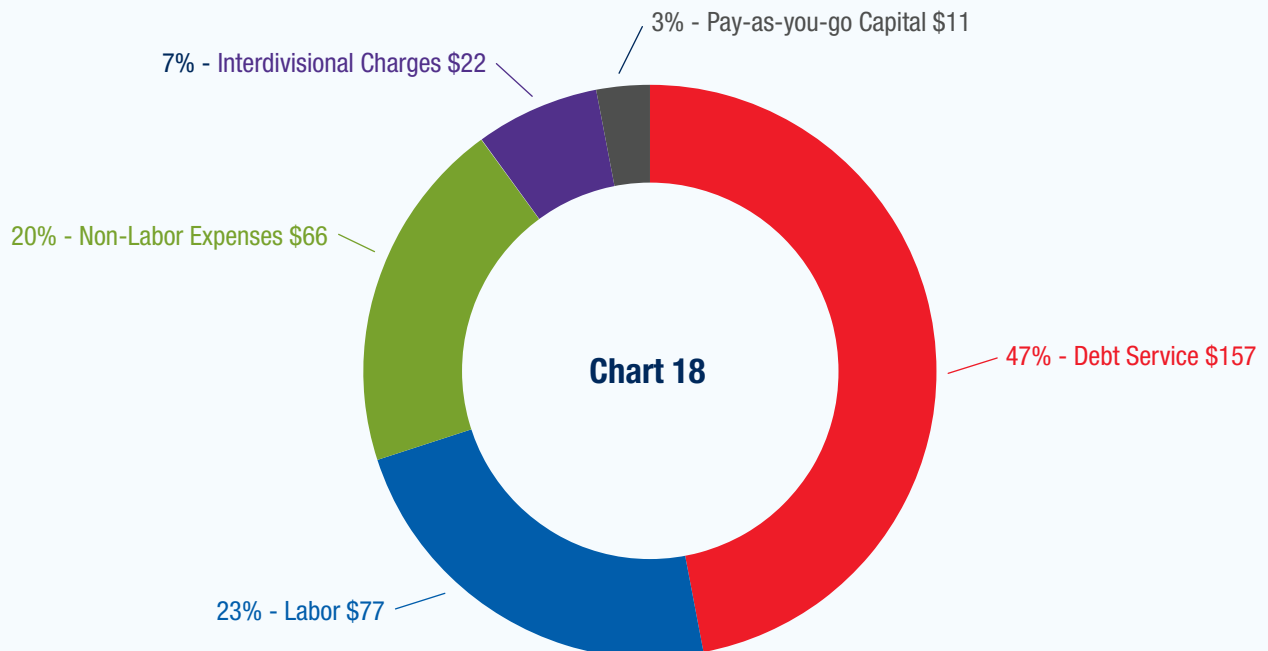
Environmental Services is pursuing several projects to reuse wastewater at its plants in order to reduce water demand and aquifer use.

2022 NUMBERS

2022 Environmental Services Division Operating Budget – Sources of Funds: \$333 Million



2022 Environmental Services Division Operating Budget, – Uses by Category: \$333 Million



In addition, the Environmental Services inflow and infiltration (I/I) initiatives may be viewed as contributing to water sustainability by limiting the amount of clear water that enters the sanitary sewer (and then lost to the region) and minimizing the risks of water pollution from spills and outflow from cracks. Funding to prevent I/I into regional pipes is part of the rehabilitation work in the CIP.

Funding for I/I prevention in the local community sewer pipes is a municipal responsibility, although the division provides a grant program when funds are appropriated by the Legislature for that purpose. Property owners are responsible for preventing I/I originating from their property, although Environmental Services and cities have provided small grant programs.

Energy and emissions. Since 2006, Environmental Services reduced its purchase of energy by nearly 25%. To date, these energy savings result in avoided energy purchases of \$4 million per year. In addition, Environmental Services is furthering renewable energy in the region by participating in solar projects that provide the division with approximately 12 megawatts of energy.

Environmental Services continues to implement energy conservation by selecting the appropriate type of wastewater treatment and process, optimizing performance, installing higher- efficiency equipment (motors, pumps) and lighting, transitioning its fleet to electric vehicles, and reducing building-energy use.

The division is also purchasing energy from solar-power generation facilities. Energy conservation and renewable-energy generation by Environmental Services contribute to reducing its purchased energy as well as lowering greenhouse and other air emissions. The Met Council has tracked and reported annual emissions using the Climate Registry protocols since 2007.

Waste. The wastewater system plan continues to support the use of wastewater treatment biosolids for energy generation for in-plant uses. 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 usage.

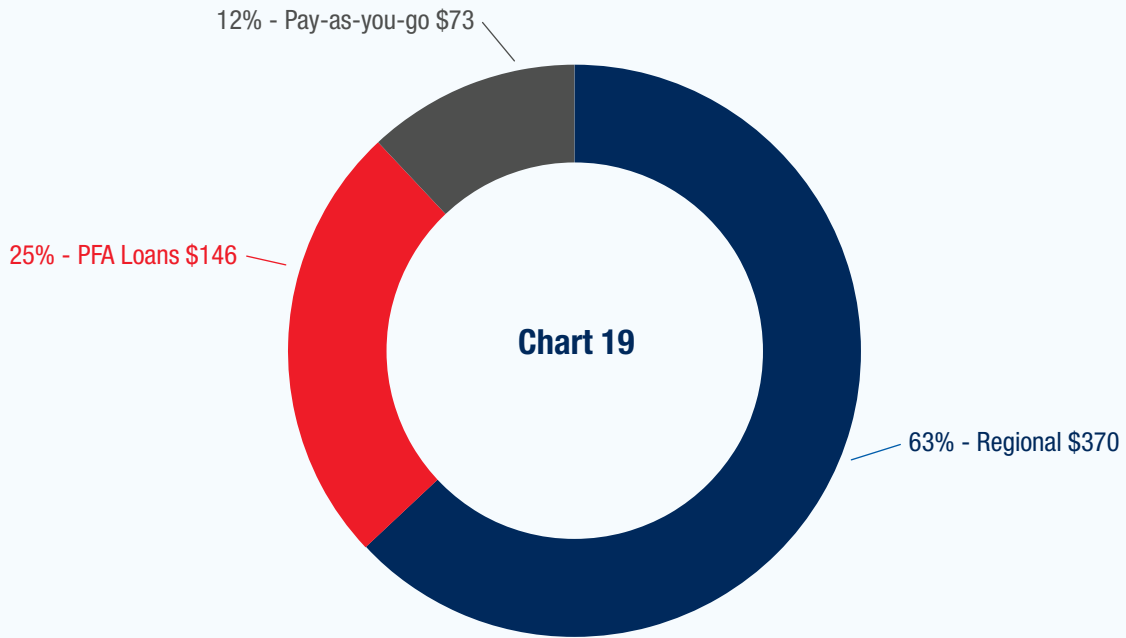
Moreover, the Met Council is studying the beneficial use of ash for its value as a phosphorus fertilizer. The Blue Lake and Empire plants use anaerobic digestion to reduce biosolids volume prior to its agricultural use and to produce biogas (methane) for in-plant uses.

COVID-19 testing. Environmental Services has developed capabilities to monitor the level of SARS-CoV-2 viral RNA and variant prevalence in Metro Plant influent wastewater. The results closely track the clinical data for the Metro Plant service area. Environmental Services communicates its results to and coordinates details of its test methods with the Minnesota Department of Health. Wastewater data is another valuable indicator of the SARS-CoV-2 conditions within our region.



2022 NUMBERS

2022-2027 Environmental Services Division CIP – Sources of Funds: \$589 Million



2022-2027 Environmental Services Division CIP – Uses by Objective: \$589 Million

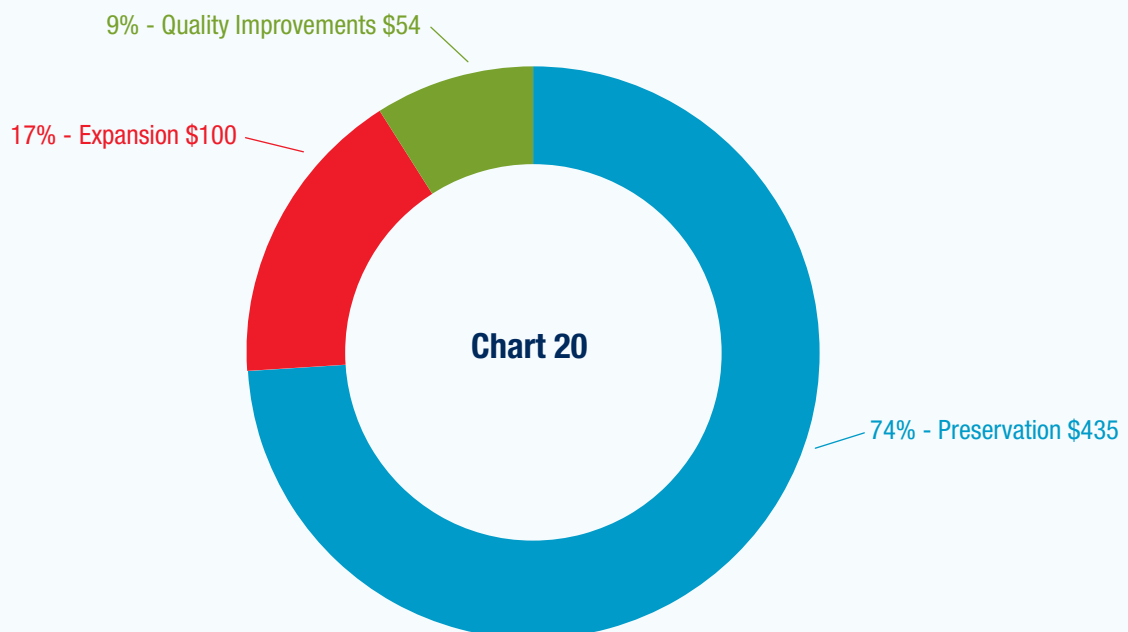


TABLE B-1

	Treatment Services	Interceptors	Support Services	Maintenance Services	PLNG & CAP Delivery
Revenues:					
State Revenues	-	-	-	-	-
Municipal Wastewater Charges	-	-	-	-	-
Industrial Wastewater Charges	-	-	-	-	-
Sewer Availability Charges	-	-	-	-	-
Investment Earnings	-	-	-	-	-
Other Revenues	11	-	25	275	-
Total Revenues	11	-	25	275	-
Expenses:					
Salaries & Benefits	37,367	7,947	7,092	7,458	4,694
Consulting & Contractual Services	8,635	981	2,474	1,477	236
Materials & Supplies	6,203	629	806	964	91
Fuel	134	70	34	5	10
Chemicals	6,516	3,964	-	-	-
Utilities	16,911	2,340	147	-	1
Printing	1	1	-	1	4
Travel	31	33	41	72	113
Insurance	-	-	-	-	30
Operating Capital	442	-	550	197	-
Governmental Grants	-	-	-	-	-
Other Expenses	181	21	27	26	65
Debt Service Obligations	-	-	-	-	-
Total Expenses	76,421	15,986	11,171	10,200	5,244
Other Sources and (Uses):					
Interdivisional Cost Allocation	-	-	-	-	-
SAC Transfers In	-	-	-	-	-
OPEB Transfers In	-	-	-	-	-
Transfers From RA Operations	-	-	-	-	-
Transfers To Other Funds	-	-	-	-	-
Net Other Sources and (Uses)	-	-	-	-	-
Change in Fund Balance	(76,410)	(15,986)	(11,146)	(9,925)	(5,244)

Water Resources Planning	Utility Mgmt. Systems	GM Offices	ES Wide	Total Operating	Debt Service	Memo Total	SAC Reserves
-	919	-	-	919	-	919	-
-	-	-	147,742	147,742	102,213	249,955	-
-	-	-	14,634	14,634	667	15,301	-
-	-	-	-	-	-	-	50,120
-	-	-	500	500	-	500	-
100	334	101	-	846	-	846	-
100	1,253	101	162,876	164,641	102,880	267,521	50,120
2,181	6,807	5,131	(1,669)	77,008	-	77,008	-
219	2,444	491	944	17,901	-	17,901	-
101	277	81	500	9,652	-	9,652	-
7	1	10	-	271	-	271	-
-	-	-	-	10,480	-	10,480	-
16	-	288	431	20,134	-	20,134	-
10	7	1	-	25	-	25	-
48	250	100	-	688	-	688	-
-	-	-	2,300	2,330	-	2,330	-
-	-	5	363	1,557	-	1,557	-
69	-	-	-	69	-	69	-
2	524	338	2,302	3,486	-	3,486	-
-	-	-	-	-	157,000	157,000	-
2,653	10,310	6,445	5,171	143,601	157,000	300,601	-
-	-	-	(21,746)	(21,746)	-	(21,746)	-
-	-	-	9,500	9,500	50,120	59,620	(59,620)
-	-	-	-	-	4,000	4,000	-
-	250	-	-	250	-	250	-
-	-	-	(11,000)	(11,000)	-	(11,000)	-
-	250	-	(23,246)	(22,996)	54,120	31,124	(59,620)
(2,553)	(8,807)	(6,344)	134,459	(1,956)	-	(1,956)	(9,500)

TRANSPORTATION

SERVICES

The Metropolitan Council's Transportation Division operates, administers, and coordinates public transit services in the Twin Cities metropolitan area. Two units of the Met Council's Transportation Division – Metro Transit and Metropolitan Transportation Services – carry out these transit programs.

The Met 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 the aviation, highway, transit, and bike/pedestrian systems.

Every five years, the Met Council develops and updates the 20-year regional Transportation Policy Plan and annually produces the federally required four-year Transportation Improvement Program (TIP) for the metropolitan area.

Metro Transit is the largest direct operator of regular-route transit service in the Twin Cities region, including regular-route bus, light rail, and commuter rail. It accounts for about 78% of the total operating expenses for the Met Council's Transportation Division.

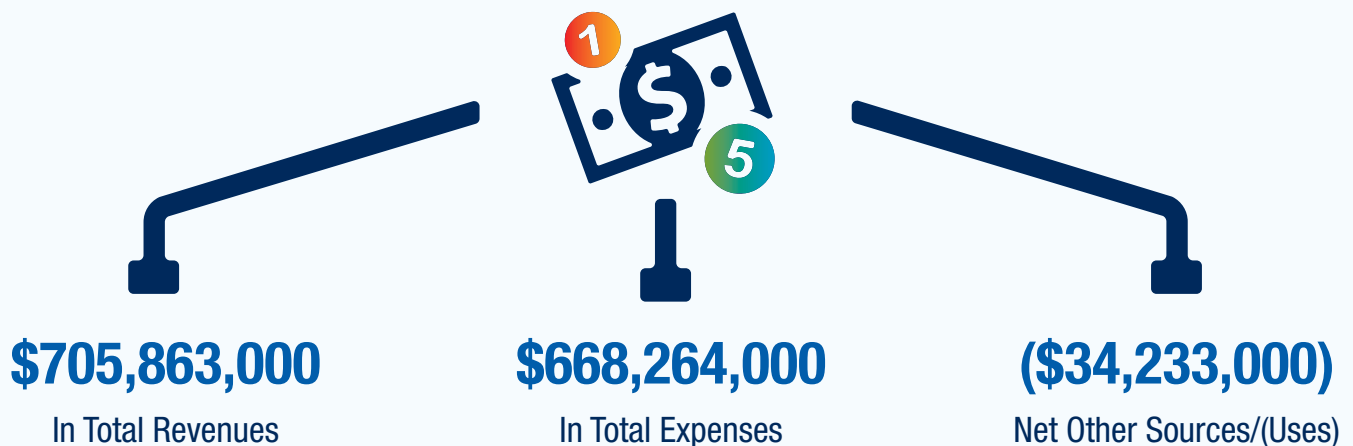
Metro Transit directly operates a network of regular routes served by a fleet of 885 buses. Metro Transit operates the METRO Blue Line, METRO Green Line, METRO Red Line and Northstar Commuter Rail. Metro Transit will operate the METRO Green Line Extension (Southwest Light Rail), METRO Blue Line Extension (Bottineau Boulevard) and METRO Orange Line BRT when those lines are completed.

Metropolitan Transportation Services is responsible for regional transportation planning, and it provides and coordinates transit services within the region through contracts with private providers.

Services managed by Metropolitan Transportation Services 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.
- Contracted regular-route service provides service through contracts with private and governmental organizations.

2022 Budget Highlights



See Table C-1 for full breakdown of numbers on pages 63 and 64.

- Transit Link provides dial-a-ride transit service through contracts with private and governmental agencies. These programs primarily serve transit customers in the region where regular-route service is not available.
- 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 serve people who work shifts that are outside of normal commuting times.
- Suburban Transit Providers consist of 12 communities that have chosen to provide their own transit service as separate transit authorities. Suburban Transit Providers provide regular-route and dial-a-ride programs. Suburban Transit Providers receive funding from the state Motor Vehicle Sales Tax (MVST) and regionally allocated funding in accordance with the state transit funding allocation policy.

CHALLENGES AND OPPORTUNITIES

COVID-19

We are in unprecedented times and this budget carries the risk of these times. With the pandemic continuing, we face significant challenges and many unanswered questions about transit services in the near and long term.

We have faced the sudden loss of between 60% and 70% of our ridership while initiating an extensive maintenance cleaning program for all vehicles, customer facilities, and support facilities. Ridership on most of our services is forecast to remain lower due to the pandemic. Ridership on express and local bus, light rail, and dial-a-ride is projected at 55% of pre-pandemic levels. However, ridership is forecasted to return to pre-pandemic levels on Metro Mobility.

The Metropolitan Council continues to monitor and evaluate ridership impacts from the pandemic on a daily and weekly basis to evaluate service and need for service adjustments to support social distancing. The 2022 budget includes additional forecasted service hours to maintain social distancing on more heavily traveled routes.

Due to the pandemic, operations in 2020 and 2021 have included many significant operational changes. These changes continue and are reflected in the 2022 Operating Budget and include:

- Daily cleaning and disinfecting of buses and rail cars and facilities.
- Moving larger buses to our busiest routes and adding unscheduled trips to keep down the number of riders per vehicle.
- Requiring face coverings for riders.
- Installing barriers to separate riders and operators as we return to front-door boarding.
- Providing protective equipment to our operators.

The 2022 budget is balanced through the availability of programmed federal relief funding and use of reserves. Absent federal relief funding, we would be telling a very different story.

However, federal relief funding – along with a large use of one-time transit reserves, and a reduction of bus services to 95% and administrative adjustments – allows us to present a balanced 2022 budget.

We forecast our ridership to return to 55% of pre-pandemic levels, with ridership forecasted to return to pre-pandemic levels on Metro Mobility.

The forecasted MVST changes and volatility shine a light on why regional transportation requires reliable, dedicated funding to support current and future service-growth needs to meet future customer needs.

OPPORTUNITIES

Minnesota has received a Full Funding Grant Agreement for the METRO Green Line Extension that provides nearly \$1 billion in federal funds as a match to more than \$1 billion of local funding and clears the way for the completion of Minnesota's largest ever public works project.

In addition, the 2022 budget includes the addition of 50 community service officers as a new civilian presence that is welcoming and helpful to our transit customers while deterring crime and code-of-conduct violations. This program is based on much of what has been learned from similar programs at other large transit providers.

The 2021 omnibus transportation legislation provided forecasted funding for Metro Mobility as part of the state budget beginning in state fiscal year 2026.

The 8.5 mile METRO C Line bus rapid transit began service in June 2019 with the region's first electric buses, providing faster and more frequent service between Brooklyn Center and Minneapolis. The 17-mile METRO Orange Line bus rapid transit construction continues. When it opens in late 2021, the METRO Orange Line will provide frequent, all-day service between Minneapolis, Richfield, Bloomington, and Burnsville along I-35W in both directions.

THRIVE MSP 2040

Thrive MSP 2040 identifies five desired outcomes that define a 30-year vision for the region. The transit division work plays a part in advancing each of these five outcomes.

Accomplishing the division's responsibilities toward the five outcomes includes both challenges and opportunities:

STEWARDSHIP

- Focus on regional asset management.

PROSPERITY

- METRO Green Line expansion and arterial BRT line development focuses on future service growth needs and expansion to meet future customer needs.
- The Metro Transit Technician Training Program puts job seekers on a path to a good-paying job with a paid internship, job and skills training, and support for an educational degree.

EQUITY

- Providing transit contributes to regional equity, and the amount of service funded by the 2022 budget and how and where that service is configured are significant in understanding the equity implications of our budget.
- Continuing investment in the Better Bus Stops effort and transit assistance programs.
- Continuing travel behavior study analysis to better understand racial disparities in the metro area more fully.
- Continuing the partnership between the Metro Transit Police Homeless Action Team and Metropolitan Housing and Redevelopment Authority (Metro HRA). The two departments combine their expertise to meet the difficult challenge of connecting people experiencing homelessness who are sheltering on transit with housing and support services.
- Partnering with communities so decisions are made with people, not for people.
- Continuing use and growth of Disadvantaged Business Enterprises and Metropolitan Council Underutilized Businesses.
- Incorporating expectations for advancing equity in our everyday work.

LIVABILITY

- Providing the essential mobility service to people who rely on transit to get to work and to address their most basic needs.
- Keeping our riders and operators as safe as possible in a manner that adheres to public health guidelines through enhanced cleaning of our public spaces and changing service to achieving social distancing.
- When the Orange Line opens in late 2021, it will feature innovations such as a new bus-only access ramp into and out of downtown Minneapolis at 12th Street, a median station at Lake Street, and the Knox Avenue transitway under I-494 that will include a multi-use trail for bicyclists and pedestrians.

SUSTAINABILITY

- Plans to move to electric fleet with continued review and testing of our first eight electric buses.
- Construction of the new Minneapolis Bus Garage, which will incorporate many features with environmental benefits.

OPERATIONS

SOURCES OF FUNDS

The Transportation Division's 2022 operating budget is \$733 million. **(SEE CHART 21)**

The 2022 operating budget is built on bus service levels at 95% of pre-pandemic level, light rail and Metro Mobility at 100%, and Northstar at 55% (or four trips daily with no weekend service).

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

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

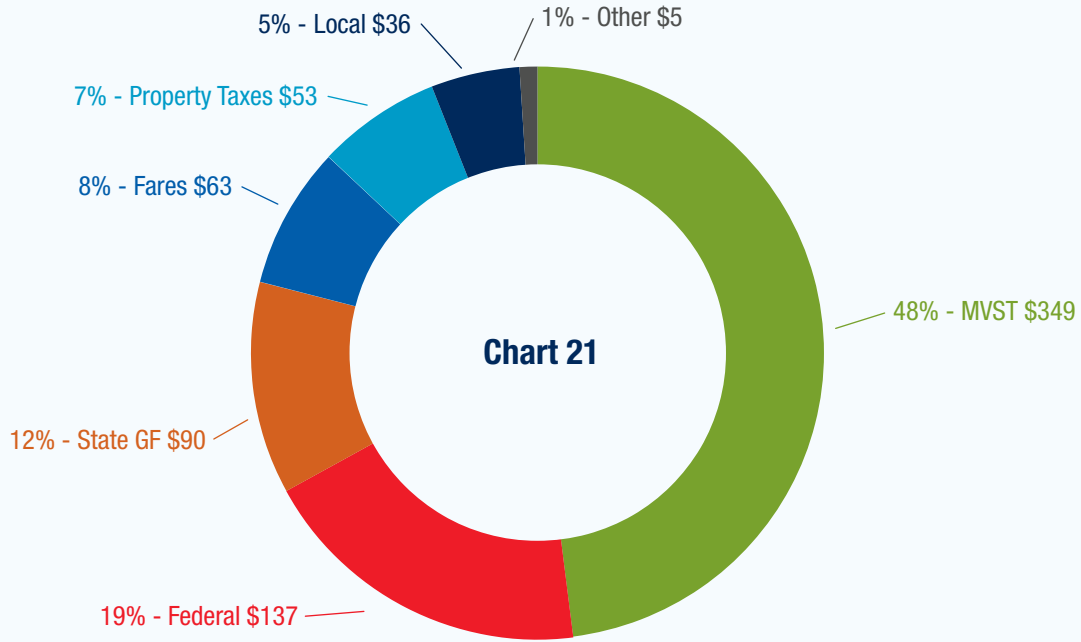
- Support the Met Council's regional development plan, Thrive MSP 2040, and regional Transportation Policy Plan
- Grow transit ridership
- Construct a transit budget that balances revenues and expenses over four years
- Mitigate gaps in the transit financial structure over time
- Minimize impact on Met Council property tax levies
- Maintain reserves at policy levels

The Transportation Division operating budget for 2022 includes a planned use of reserves and includes several assumptions:

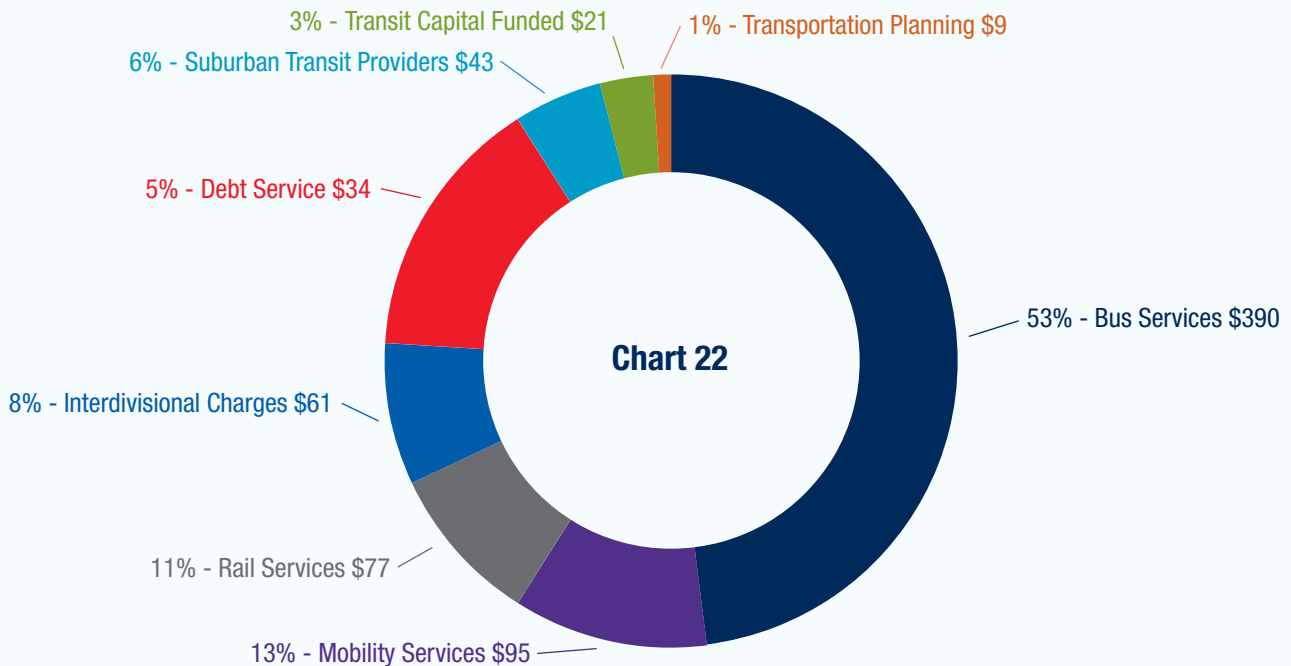
- Significant one-time use of reserves and federal relief funds. The Metropolitan Council received three federal relief funding plans for transportation in years 2020 and 2021, totaling \$725.8 million. These funds will be used to support transit operations and balance our budget. The federal funds are expected to be used, along with one-time use of operating reserves, to balance the budget of the Metropolitan Council transportation operations to about mid-year 2025.

2022 NUMBERS

2022 Transportation Division Operating Budget – Sources of Funds: \$733 Million



2022 Transportation Division Operating Budget – Uses by Category: \$733 Million



Use of reserves during this period brings transit operating reserves to minimum reserve levels.

- Average diesel fuel cost paid at \$1.73 per gallon
- Operating funding received from Hennepin County and Ramsey County for METRO Blue Line and METRO Green Line, Hennepin County and Dakota County for METRO Orange Line, and funding from Hennepin County, Anoka County, Sherburne County and MnDOT for Northstar.
- Full-year operations for METRO Orange Line which begin operations later in 2021.
- Continued review of the regional fare policy.

Metro Transit Bus Service. Metro Transit is the largest operator of regular-route bus service in the Twin Cities region and is a key part of the Met Council's commitment to operating high-quality transit service in an inclusive, customer-focused, and efficient manner. Metro Transit is one of the country's largest transit systems, providing over 90% of the regular-route public transportation rides in the Minneapolis-Saint Paul metro area.

Major sources of revenues include passenger fares, Motor Vehicle Sales Tax revenue, state general fund appropriations, and federal relief funds.

Major sources of expenses include salaries and benefits, fuel, allocations from Regional Administration, as well as materials, supplies, and additional expenses for continued COVID-related cleaning of vehicles, stations, and facilities.

METRO Blue Line Light Rail. The METRO Blue Line operates between downtown Minneapolis, Minneapolis-Saint Paul International Airport, and the Mall of America.

Major sources of revenue include passenger fares, the state general fund, federal relief funds, and a net subsidy contribution from Hennepin County.

Major sources of expenses include salaries and benefits; electricity expenses for light rail vehicle propulsion; allocations for shared Metro Transit administrative services, materials and supplies; allocations from Regional Administration; and additional expenses for COVID-related cleaning of vehicles, stations, and facilities.

METRO Transit Northstar Commuter Rail. Northstar Commuter Rail operates between Big Lake and Target Field in downtown Minneapolis, with six stations along the route. Weekday service in 2022 will consist of four weekday trains serving Minneapolis with no weekend service.

Major sources of revenue include passenger fares, state general fund appropriations, federal relief funds, and net subsidy contributions from Anoka County, Hennepin County, 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, and additional expenses for COVID-related cleaning of vehicles, stations, and facilities. Operations of the commuter rail are performed under contract by BNSF with maintenance performed by Metro Transit.

METRO Green Line Light Rail. The METRO Green Line began operations in June 2014 with service between downtown Saint Paul and downtown Minneapolis via University Avenue and the University of Minnesota. The corridor also travels through the State Capital complex and Saint Paul's midway area.

Major revenue sources will include passenger fares, the state general fund, federal relief funds, and net subsidy contributions from Hennepin County and Ramsey County.

Major sources of operating expenses include salaries and benefits; electricity expenses for light rail vehicle propulsion; allocations for shared Metro Transit administrative services, materials and supplies; allocations from Regional Administration; and additional expenses for COVID-related cleaning of vehicles, stations, and facilities.

METRO Orange Line BRT. The 17-mile METRO Orange Line bus rapid transit is planned to begin revenue service in December 2021. The METRO Orange Line will provide frequent, all-day service between Minneapolis, Richfield, Bloomington, and Burnsville along I-35W in both directions. Major sources of revenue include passenger fares, the state general fund, federal relief funds, and a net subsidy contribution from Hennepin County and Dakota County. Major sources of expenses include salaries and benefits, fuel, allocations from Regional Administration, as well as materials, supplies, and additional expenses for continued COVID-related cleaning of vehicles, stations and facilities.

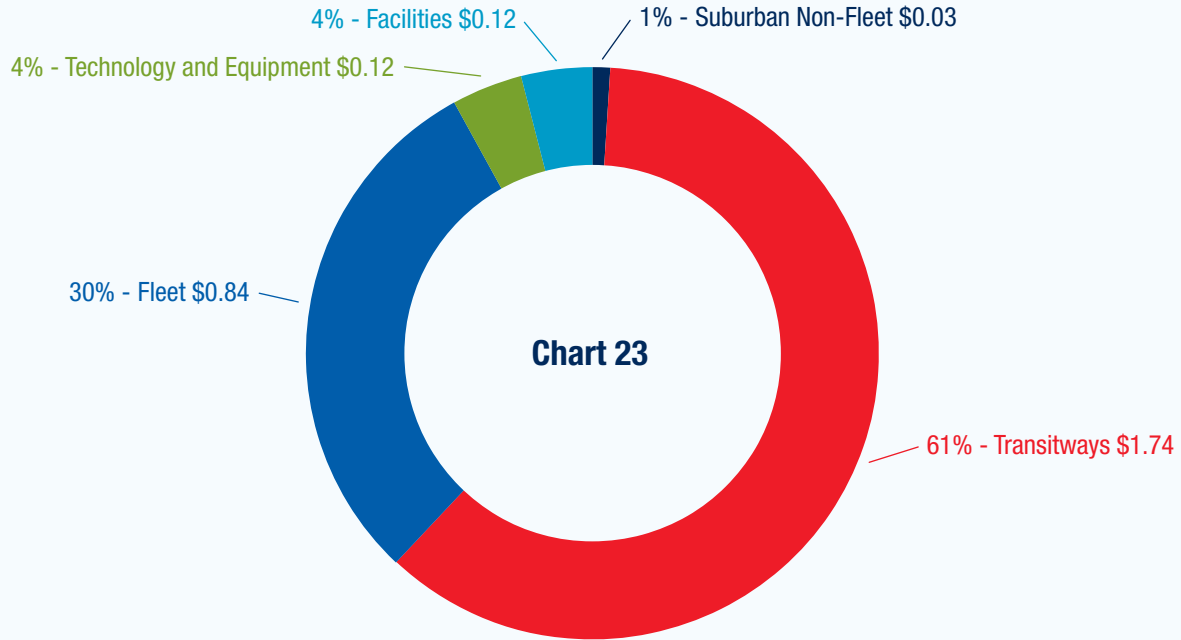
Contracted Regular Routes. Metropolitan Transportation Services provides regional transit service through its contracted regular-route program. Metropolitan Transportation Services contracts with private vendors and governmental organizations to operate regularly scheduled service throughout the metropolitan area.

Transit Link. The Transit Link program provides demand-responsive transit service in portions of the metropolitan area. The Metropolitan Transportation Services division contracts with private vendors and governmental organizations to operate Transit Link service.

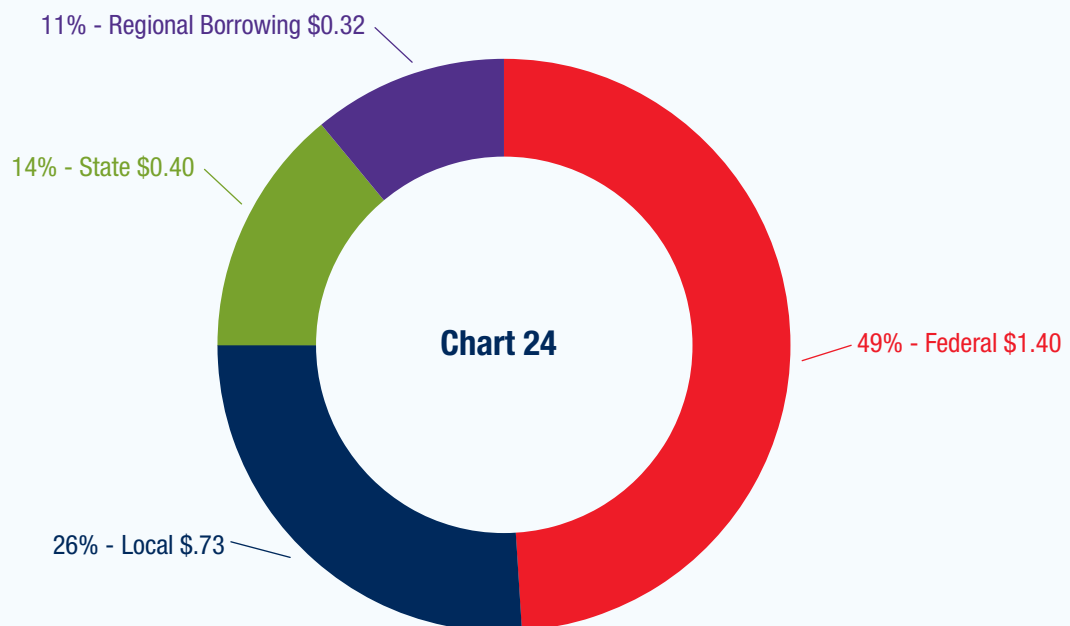
Metro Mobility. Metropolitan Transportation Services provides Metro Mobility transit service for certified riders who are unable to use regular fixed-route buses due to a disability or health condition. The service offers dial-a-ride service to people certified under the Americans with Disabilities Act. Service is provided by private vendors under contract.

2022 NUMBERS

2022-2027 Transportation Division CIP – Funds by Functions: \$2.85 Billion



2022-2027 Transportation Division CIP – Sources of Funds: \$2.85 Billion



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.

The 2022 capital program reflects the following assumptions:

- Federal funding under the federal MAP-21 legislation will increase 2.2% per year.
- Regional transit capital expenditures will increase at 3.3% per year.
- Inflation affecting construction and bus operations will increase at 2.5% to 3.5% per year.
- Rail maintenance needs will continue with operations of the METRO Green Line, METRO Blue Line, Northstar Commuter Rail and METRO Orange Line.
- Bus purchases have been reviewed and adjusted for COVID-19 impacts on service. Expanding the bus fleet will require the completion of the Minneapolis Bus Garage for additional vehicle storage.
- Metro Transit developed a Transit Asset Management Plan as required by the Federal Transit Administration, with updates annually.
- New Starts federal funding will be available for the METRO Blue and Green Line Extensions.

The 2022 capital program will support:

- Construction of the METRO Green Line Extension and METRO Blue Line Extension
- Completion of a new Minneapolis Bus Garage.
- Bus replacement, facility energy enhancements, improvements to accessibility for people with disabilities, signage enhancements, and technology upgrades.
- Programs for overhauling light rail and commuter rail vehicles.
- Partial funding for additional bus rapid transit lines in Saint Paul and Minneapolis.
- The 2022-2027 Transportation Capital Improvement Program includes the Zero-Emission Fleet Plan. The Zero Emission Transportation System is an important strategy to make progress on mitigating climate changes. The 2022-2027 Transportation Capital Improvement Program begins a shift to zero emission buses in the Metro Transit fleet with 100 electric vehicles funded in the CIP. The Zero Emissions Fleet Plan will guide the investment plan and transition

timeframe while meeting reliability and range requirements.

- Customer experience equity priorities.
- Heywood Campus administration expansion.
- Planning for future bus rapid transit lines.

SOURCES OF FUNDS

Major sources of revenues in the 2022-2027 transportation capital improvement plan include federal funds, regional bonding, the state general fund, state general obligation bonds, the counties, and other local funding. (SEE CHART 24)

Within its statutory bonding authority, the Met Council issues long-term debt to finance transit projects.

Federal funding is the largest funding source and includes the following:

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

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 and other local funds provided by counties and railroad authorities.

USES OF FUNDS

Major expenditures in the 2022-2027 Transportation Division capital improvement plan include the following:

Uses of funds by department consist of transitways, fleet, facilities, other providers (non-fleet) and technology and equipment. The transitways category is the predominant use due to the construction of the METRO Green Line and Blue Line extension projects and bus rapid transit.

(SEE CHART 23)

The 2022-2027 Transportation Capital Improvement Program includes Appendix I which details important Transit Projects that are unfunded in the capital improvement plan but are identified if future funding becomes available.

STAFFING

Staffing for the Transportation Division includes bus operators, mechanics, police, and administrative staff. The 2022 division budget includes bus-operations service levels at 95%.

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 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 Met Council and operations management to closely monitor operations performance and make adjustments, as necessary in a timely manner.

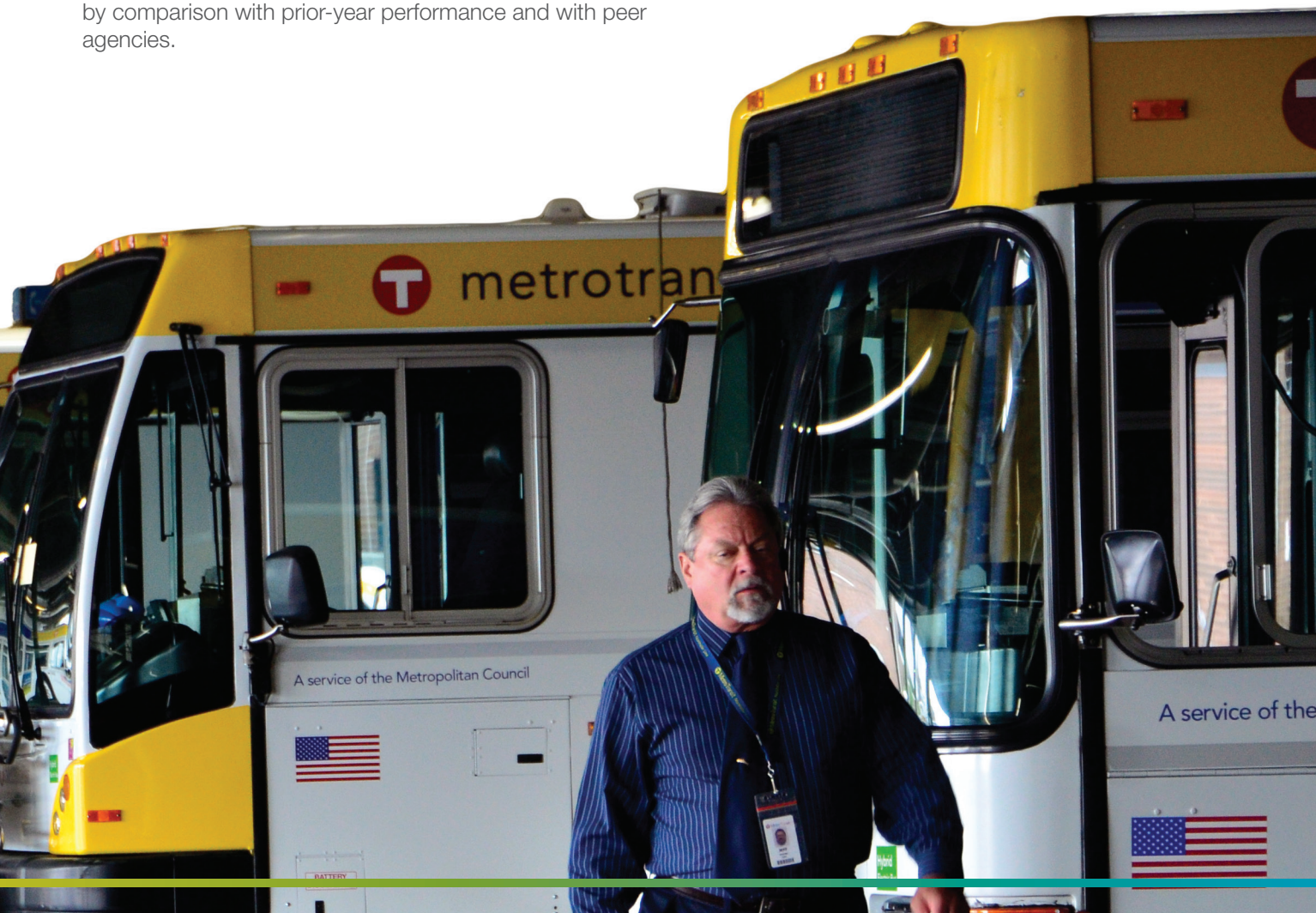


TABLE C-1

	Metro Mobility	Transit Link	Fixed Route	Transportation Planning	Total Metropolitan Transportation Services	Bus	Light Rail	Comm
Revenues:								
Motor Vehicle Sales Tax	-	5,156	8,414	4,500	18,070	263,565	-	-
State Appropriations	56,196	-	-	-	56,196	-	27,060	-
Other State Revenues	-	-	-	-	-	-	-	-
Total State Revenues	56,196	5,156	8,414	4,500	74,266	263,565	27,060	-
Net Property Tax	-	-	-	-	-	-	-	-
Federal Revenues	31,000	4,075	9,090	5,540	49,705	42,874	17,393	-
Local Revenues	-	-	-	132	132	-	28,332	-
Passenger Fares	8,487	452	784	-	9,723	35,802	15,849	-
Contract & Special Event Revenues	-	-	-	-	-	1,131	454	-
Investment Earnings	-	-	-	-	-	50	50	-
Other Revenues	-	-	-	-	-	3,345	1,165	-
Total Other Revenues	39,487	4,527	9,874	5,672	59,560	83,202	63,243	-
Total Revenues	95,683	9,683	18,288	10,172	133,826	346,767	90,303	-
Expenses:								
Salaries & Benefits	2,714	261	673	3,633	7,281	294,424	48,781	-
Consulting & Contractual Services	2,046	220	337	4,725	7,328	10,897	2,926	-
Materials & Supplies	485	85	55	25	650	21,955	5,271	-
Fuel	12,000	-	-	-	12,000	12,068	49	-
Chemicals	-	-	-	-	-	1	-	-
Rent & Utilities	143	35	79	163	420	3,436	5,957	-
Printing	35	5	-	7	47	571	-	-
Travel	30	5	7	65	107	396	30	-
Insurance	-	-	-	-	-	3,945	(324)	-
Transit Programs	76,998	8,917	17,024	-	102,939	-	-	-
Operating Capital	100	-	27	54	181	-	-	-
Governmental Grants	-	-	-	-	-	2,239	-	-
Other Expenses	87	10	56	107	260	12,478	969	-
Passthrough Grants	-	-	-	-	-	-	-	-
Debt Service Obligations	-	-	-	-	-	-	-	-
Total Expenses	94,638	9,538	18,258	8,779	131,213	362,410	63,659	-
Other Sources and (Uses):								
Interdivisional Cost Allocation	(2,995)	(302)	(578)	(2,120)	(5,995)	(48,388)	(5,943)	-
Modal Allocation	-	-	-	-	-	19,761	(18,008)	-
A-87 Cost Allocation	-	-	-	-	-	9,892	(6,045)	-
MVST Transfers In	-	-	-	-	-	26,740	-	-
Transfers To Other Funds	-	-	-	-	-	(150)	-	-
Transfers To Operating Capital	-	-	-	-	-	-	-	-
Net Other Sources and (Uses)	(2,995)	(302)	(578)	(2,120)	(5,995)	7,855	(29,996)	-
Change in Fund Balance	(1,950)	(157)	(548)	(727)	(3,382)	(7,788)	(3,352)	-

Commuter Rail	Transit Capital Funded	Total Metro Transit	Total Operating	Debt Service	Suburban Transit Providers Pass-Through	Highway Right of Way Pass-Through	Memo Total	MVST Reserves
-	-	263,565	281,635	-	40,340	-	321,975	14,823
5,594	-	32,654	88,850	-	-	-	88,850	-
1,073	-	1,073	1,073	-	-	-	1,073	-
6,667	-	297,292	371,558	-	40,340	-	411,898	14,823
-	-	-	-	52,443	-	-	52,443	-
2,328	22,218	84,813	134,518	-	2,650	-	137,168	-
6,667	1,019	36,018	36,150	-	-	-	36,150	-
455	-	52,106	61,829	-	-	-	61,829	-
-	-	1,585	1,585	-	-	-	1,585	-
-	-	100	100	180	-	-	280	-
-	-	4,510	4,510	-	-	-	4,510	-
9,450	23,237	179,132	238,692	52,623	2,650	-	293,965	-
16,117	23,237	476,424	610,250	52,623	42,990	-	705,863	14,823
5,657	19,549	368,411	375,692	-	-	-	375,692	-
2,782	1,256	17,861	25,189	-	-	-	25,189	-
691	-	27,917	28,567	-	-	-	28,567	-
845	-	12,962	24,962	-	-	-	24,962	-
-	-	1	1	-	-	-	1	-
423	-	9,816	10,236	-	-	-	10,236	-
1	-	572	619	-	-	-	619	-
7	-	433	540	-	-	-	540	-
2,709	-	6,330	6,330	-	-	-	6,330	-
-	-	-	102,939	-	-	-	102,939	-
-	-	-	181	-	-	-	181	-
-	-	2,239	2,239	-	-	-	2,239	-
250	-	13,697	13,957	-	-	-	13,957	-
-	-	-	-	-	43,095	-	43,095	-
-	-	-	-	33,717	-	-	33,717	-
13,365	20,805	460,239	591,452	33,717	43,095	-	668,264	-
(602)	-	(54,933)	(60,928)	-	-	-	(60,928)	-
(1,753)	-	-	-	-	-	-	-	-
(396)	(3,451)	-	-	-	-	-	-	-
-	-	26,740	26,740	-	105	-	26,845	(26,845)
-	-	(150)	(150)	-	-	-	(150)	-
-	-	-	-	-	-	-	-	-
(2,751)	(3,451)	(28,343)	(34,338)	-	105	-	(34,233)	(26,845)
1	(1,019)	(12,158)	(15,540)	18,906	-	-	3,366	(12,022)

COMMUNITY DEVELOPMENT

SERVICES

The Community Development Division:

- Provides rent payments to landlords that help very low-income residents pay their rent.
- Makes grants to communities for projects that use land efficiently, create affordable housing, and clean up polluted sites.
- Plans for the regional park system and provides funding for the purchase of land and improvements for those parks.
- Develops a 30-year plan that helps guide the future growth of the region (Thrive MSP 2040).
- Helps communities plan for their growth by supplying information, best practices, and analysis of regional issues.
- Reviews community plans for impacts on the region's transportation, sewer, and parks systems.
- Initiating planning and support efforts related to the 2050 Regional Development Guide.
- Advance a better Twin Cities region for all by delivering trusted and useful information. Data and analysis confront truths about systems of oppression and racism and their enduring effects.
- Working to leverage multiple policy tools across all Met Council systems and policy plans to address regional challenges and opportunities.
- Providing information, best practices, and investments to expand the use of regional parks by all residents across race, ethnicity, income, and ability.
- Operate a program in the Metro HRA to provide housing mobility and post-move counseling assistance to those who hold Housing Choice Voucher to ensure success in neighborhoods of choice.
- Distributing grants to communities to support equitable development.

PRIORITIES, GOALS, AND OBJECTIVES

The 2022 priority goals and objectives of the Community Development Division include:

2022 Budget Highlights



See Table D-1 for full breakdown of numbers on pages 71 and 72.

- Collaborating with regional partners to develop tools and identify best practices to plan for climate impacts to regional systems and to assist local governments to plan for impacts to local infrastructure and their communities.

CHALLENGES AND OPPORTUNITIES

COVID-19

Federal COVID-19 relief has helped mitigate pandemic impacts on families and landlords through higher reimbursement and housing voucher payments. This funding has been critical as federal rules prohibit local fund investment to pay for housing vouchers. The Metropolitan Council's Housing and Redevelopment Authority also received an additional 218 emergency vouchers under the American Rescue Plan of 2021. The vouchers will help connect people experiencing homelessness to housing and housing stability. More vouchers will help expand partnerships with the Metro Transit Police Department's Homeless Action Team (HAT) and county continuums of care.

COVID-19 continues to impact operations, including home inspections and increasing administrative work related to income changes.

Mobility Demonstration Program

The U.S. Department of Housing and Urban Development (HUD) has awarded the Minneapolis Public Housing Authority (MPHA) and the Metropolitan Council's Housing and Redevelopment Authority (Metro HRA) \$5.2 million and 74 new vouchers to promote increased housing choices and opportunities among low-income families.

The two agencies partnered to apply for and participate in the federal Housing Choice Voucher Mobility Demonstration Program. Both agencies allocate housing choice vouchers, providing federal rent assistance to low-income families to help them find housing stability and all the benefits of having a safe home environment.

The Housing Choice Voucher Mobility Demonstration Program supports selected housing authorities, including MPHA and Metro HRA, to offer services that help families with children move to areas in the city and suburban areas that can provide more opportunities.

New Housing Partnership with City of Edina

The City of Edina and Met Council are collaborating to identify and purchase homes for the Met Council's Family Affordable Housing Program. Homes will be leased to eligible families with low incomes. The City of Edina has committed \$2 million for this initiative.

THRIVE MSP 2040

Thrive MSP 2040 identifies five desired outcomes that define a 30-year vision for the region. The work of the Community Development Division plays a part in advancing each of these five outcomes.

Accomplishing the division's responsibilities toward the five outcomes includes both challenges and opportunities:

STEWARDSHIP

- Funding the purchase of priority natural resources to include in the Regional Park System.
- Encouraging communities to locate and design development that preserves the natural environment, supports the transit system, provides a mix of housing costs, and uses land efficiently.
- Providing information and best practices to manage stormwater and protect natural resources.

PROSPERITY

- Helping communities protect land around airports, railroads, and industrial areas for compatible employment-supportive land uses.
- Encouraging communities to preserve farmland and reduce development pressures on this limited resource.
- Supporting communities in planning for water sustainability in their comprehensive plans.
- Providing information and assistance so all communities benefit from a regional strategy for economic competitiveness.

EQUITY

- Improving regional parks use by all residents of the region across race, ethnicity, income, and ability. The parks visitor study will provide information on demographics of visitors to the regional parks system. This will help identify if there are inequities in visitation across demographic groups and will help agencies better tailor plans and programming to meet the needs of diverse visitors.
- Using grants to help create mixed-income neighborhoods and affordable housing choices across the region.
- Developing information and services that help renters with vouchers to choose the community and neighborhood that best meets their needs.
- Partnering with communities so decisions are made with people, not for people.
- Incorporating expectations for advancing equity, inclusion, and diversity into job postings, hiring processes, on-boarding, and annual performance reviews.

LIVABILITY

- The parks visitor study will be finalized in 2022. The study will collect key data used in funding allocations for the regional park implementing agencies and provides an overall understanding of visitation to the regional parks system. This includes collecting data on demographics, travel patterns, activities pursued in the park, and other key data to inform planning.
- Increasing access to nature and outdoor recreation through regional parks and trails.
- Providing housing choices for everyone.
- Using resources to support walkable neighborhoods with access to transit service.
- Promoting healthy communities and active living through land use, planning, and investments.

SUSTAINABILITY

- Promoting and funding compact, well-connected, pedestrian-friendly development.
- Encouraging communities to protect farmland for local food production.
- Leading the development of the Met Council's Climate Action and Resilience Plan to limit the Met Council's contributions to climate change and to mitigate impacts to the Met Council's investments in regional infrastructure and assets.

OPERATIONS

SOURCES OF FUNDS

Funding from federal, state, and local property taxes make up the majority of the revenue for the Community Development Division. Planning work and administrative expenses are funded by local property taxes. The Metro HRA earns fees for program administration, paid by federal and state governments. The rent subsidy payments to landlords are passed through the Metro HRA from federal and state government. [\(SEE CHART 25\)](#)

USES OF FUNDS

The largest part of the Community Development Division budget consists of funds that pass through the Met Council to pay for rent payments to landlords, Livable Communities Act grants to communities, and grants to parks implementing agencies for park operations. [\(SEE CHART 26\)](#)

CAPITAL

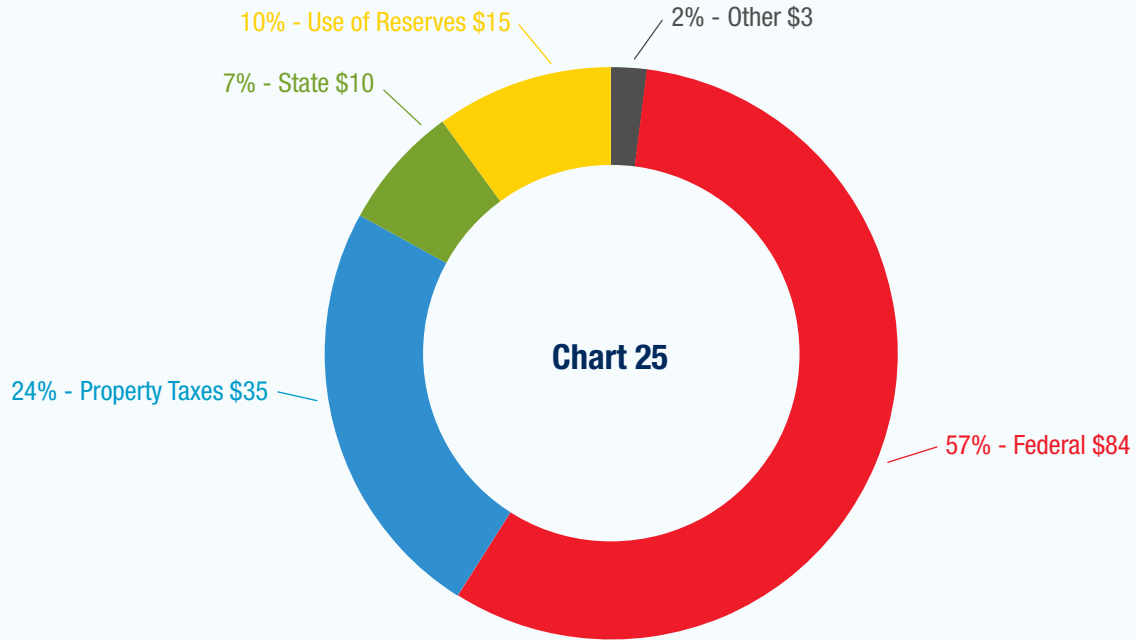
SOURCES OF FUNDS

The capital program for the Community Development Division provides funding for regional parks and trails and Met Council-owned homes. The sources of funds include state appropriations, General Purpose Levy dollars, rental income, and regional bonds. The regional borrowing is used as a local match to the state appropriations, and to fund the Regional Parks System Equity Grant Program. [\(SEE CHART 27\)](#)

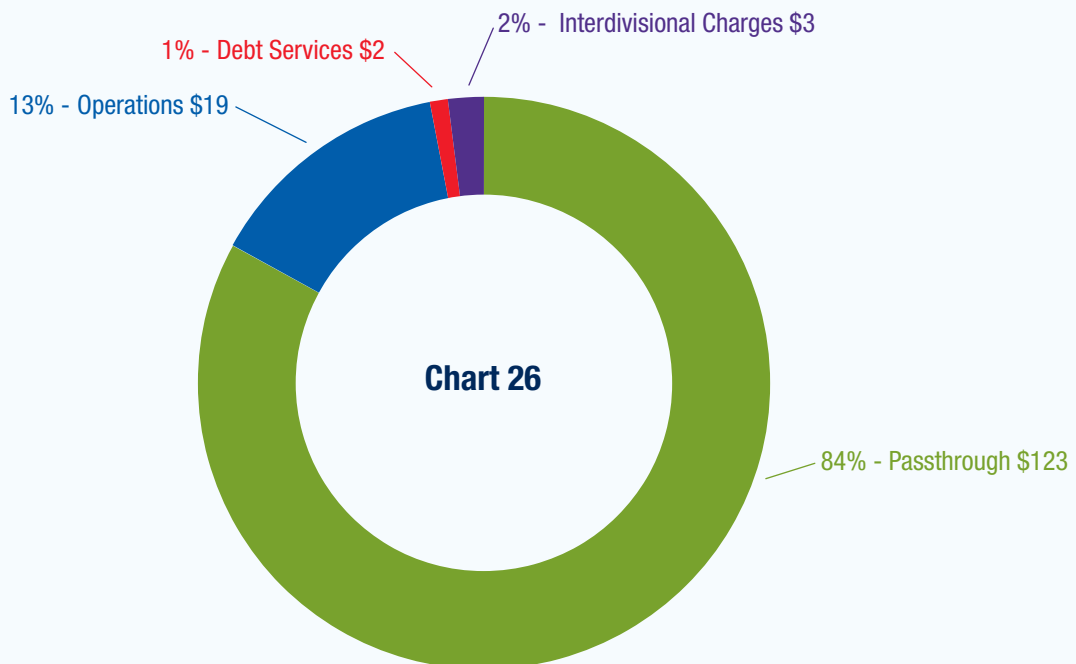


2022 NUMBERS

2022 Community Development Division Operating Budget – Sources of Funds: \$147 Million



2022 Community Development Division Operating Budget – Uses by Category: \$147 Million



USES OF FUNDS

The capital program provides grants to ten regional park implementing agencies. The regional park implementing agencies use the grants to purchase land, develop new park facilities, and rehabilitate existing ones. The capital program also supports home purchases and major asset preservation projects. (SEE CHART 28)

STAFFING

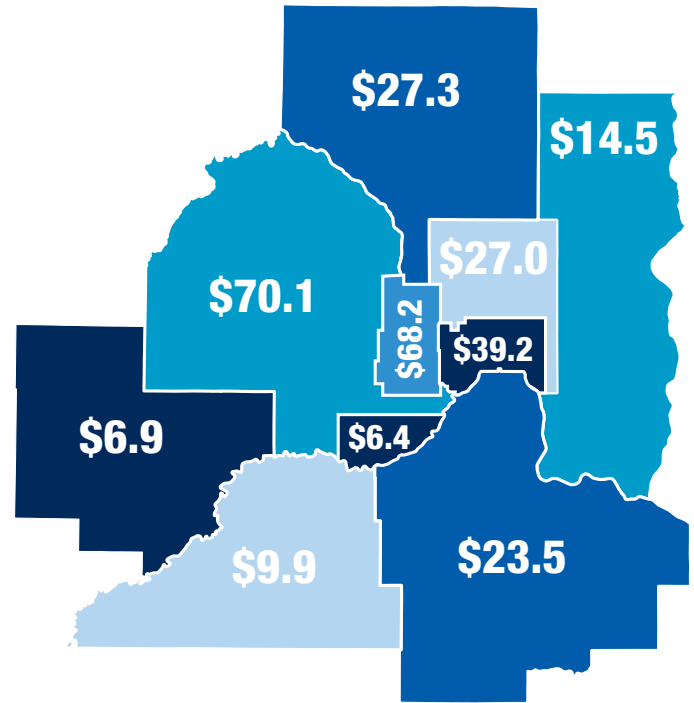
Staffing for the Community Development Division includes housing, planning, research, and administrative staff. The 2022 division budget includes 102 full-time equivalent employees.

PERFORMANCE MEASURES

Measurable outcomes of the Community Development Division services are:

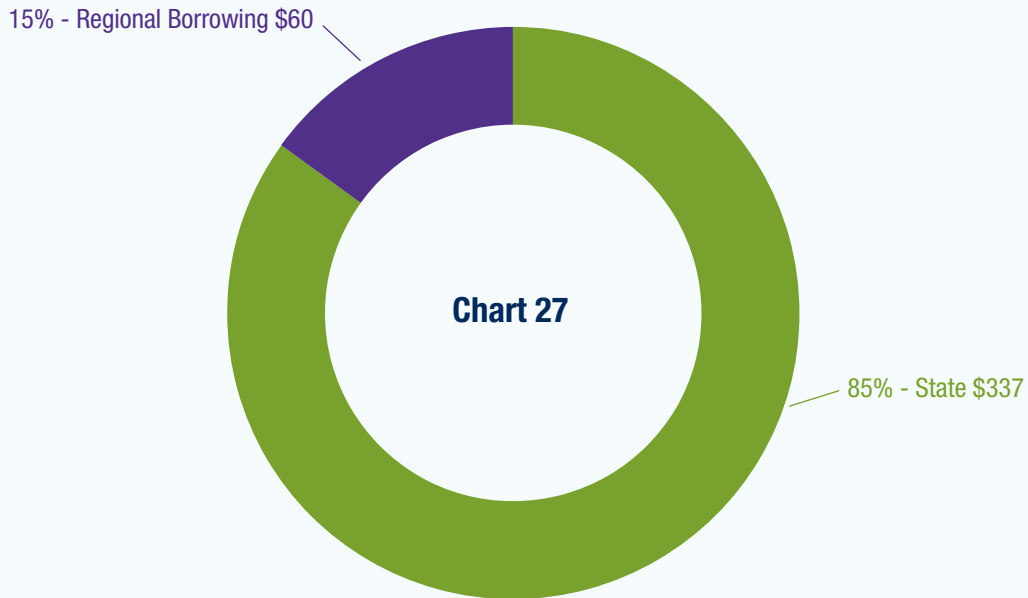
- Number of annual visits to regional parks.
- Number of acres cleaned of pollution with assistance from Tax Base Revitalization grant funds.
- Increase in the net tax capacity of land cleaned of pollution with the assistance of Tax Base Revitalization grant funds.
- Number of jobs created or retained with the assistance of Livable Communities Act grant funds.
- Dollar 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.

Allocation of \$293.0 million in State Legacy Funds Authorized and Planned Grants by Park Implementing Agency



2022 NUMBERS

2022-2027 CD Division Capital Program – Sources of Funds: \$397 Million



2022-2027 CD Division Capital Program – Uses by Function: \$397 Million

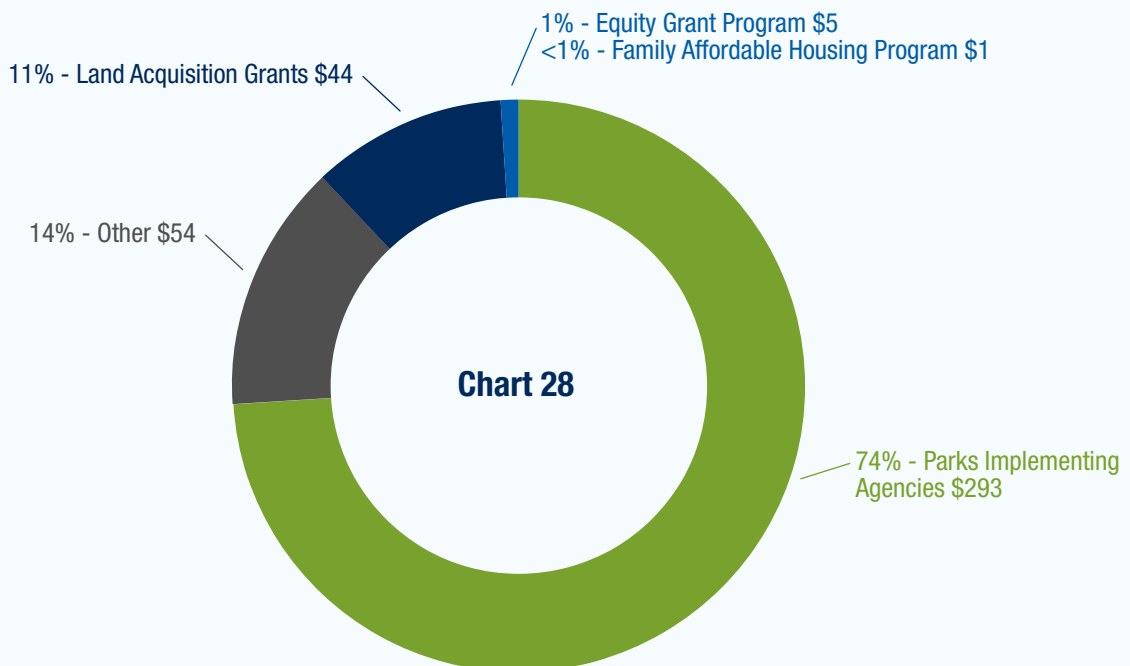


TABLE D-1

	Division Management	Reg Policy & Research	Local Planning Assistance	Reg Parks & Natural Resources	Livable Communities	Subtotal General Fund Operating	HRA Administration	Total Operating
Revenues:								
Property Tax	12,269	-	-	-	-	12,269	1,078	13,347
Federal Revenues	-	-	-	-	-	-	6,119	6,119
State Revenues	-	-	-	-	-	-	20	20
Investment Earnings	-	-	-	-	-	-	-	-
Other Revenues	-	105	-	-	-	105	2,910	3,015
Total Revenues	12,269	105	-	-	-	12,374	10,127	22,501
Expenses:								
Salaries & Benefits	869	1,980	1,523	995	929	6,296	5,948	12,244
Consulting & Contractual Services	1,271	597	207	579	-	2,654	1,911	4,565
Materials & Supplies	26	-	-	-	-	26	47	73
Rent & Utilities	175	-	-	-	-	175	154	329
Printing	10	-	-	10	-	20	5	25
Travel	49	40	26	21	15	151	67	218
Insurance	-	-	-	-	-	-	100	100
Operating Capital	67	-	-	-	-	67	42	109
Other Expenses	113	43	108	5	9	278	761	1,039
Passthrough Grants	-	-	-	-	-	-	-	-
Debt Service Obligations	-	-	-	-	-	-	-	-
Total Expenses	2,580	2,660	1,864	1,610	953	9,667	9,035	18,702
Other Sources and (Uses):								
Interdivisional Cost Allocation	(2,072)	-	-	-	-	(2,072)	(1,431)	(3,503)
Intradivisional Transfers	(1,000)	-	-	-	-	(1,000)	150	(850)
Net Other Sources and (Uses)	(3,072)	-	-	-	-	(3,072)	(1,281)	(4,353)
Change in Fund Balance	6,617	(2,555)	(1,864)	(1,610)	(953)	(365)	(189)	(554)

Parks Debt Service	Parks Pass-Through	HRA Pass-Through	Planning Assistance Pass-Through	TBRA	DEMO	LHIA	Total Livable Communities Pass-Through	Memo Total
3,477	-	-	-	5,000	13,014	-	18,014	34,838
-	-	77,882	-	-	-	-	-	84,001
-	9,990	300	-	-	-	-	-	10,310
30	-	-	-	-	-	-	-	30
-	-	-	-	-	-	-	-	3,015
3,507	9,990	78,182	-	5,000	13,014	-	18,014	132,194
-	-	-	-	-	-	-	-	12,244
-	-	-	-	-	-	-	-	4,565
-	-	-	-	-	-	-	-	73
-	-	-	-	-	-	-	-	329
-	-	-	-	-	-	-	-	25
-	-	-	-	-	-	-	-	218
-	-	-	-	-	-	-	-	100
-	-	-	-	-	-	-	-	109
-	-	-	-	-	-	-	-	1,039
-	9,990	79,182	250	5,581	23,301	4,859	33,741	123,163
1,731	-	-	-	-	-	-	-	1,731
1,731	9,990	79,182	250	5,581	23,301	4,859	33,741	143,596
-	-	-	-	-	-	-	-	(3,503)
-	-	-	-	-	(500)	1,500	1,000	150
-	-	-	-	-	(500)	1,500	1,000	(3,353)
1,776	-	(1,000)	(250)	(581)	(10,787)	(3,359)	(14,727)	(14,755)

	Capital Outlay	Rent	Total
SOURCES OF FUNDS			
Environmental Services	284	363	647
Metro Transit Bus (Metro Transit Capital Budget)	558	-	558
Blue Line (Metro Transit Capital Budget)	38	-	38
Green Line (Metro Transit Capital Budget)	56	-	56
Northstar Commuter Rail (Metro Transit Capital Budget)	10	-	10
Metropolitan Transportation Services	181	293	474
Housing & Redevelopment Authority	42	139	181
Community Development	67	161	228
Regional Administration	471	1,489	1,960
TOTAL SOURCES OF FUNDS	1,707	2,445	4,152
USES OF FUNDS			
REGIONAL ADMINISTRATION			
Desktop Replacement	24	-	24
Laptop Replacement	160	-	160
Printer Replacement	2	-	2
Monitor Refresh	46	-	46
Copier Refresh	25	-	-
Phones and tablet	16	-	16
Small standard hardware/software (RA/CD/MTS)	133	-	133
Subtotal Regional Administration	406	-	381
ENTERPRISE CAPITAL PROJECTS			
Server Refresh	272	-	272
Server - New	50	-	-
Storage - Refresh (includes video & backup storage)	70	-	70
Storage -New	-	-	-
Network - Refresh	135	-	135
Network- Fiber backbone refresh	127	-	127
Telephone Video Conf - Refresh	50	-	50
Telephone Video Conf - New	20	-	20
Security Improvements	77	-	77
Enterprise Projects	300	-	300
Web Technology	25	-	25
Emergin Technologies	75	-	75
Citrix, Netscalers, AppXtender	100	-	100
Subtotal Enterprise Capital Projects	1,301	-	1,076
ROBERT STREET BUILDING FUND			
Consulting & Contractual Services	-	573	573
Materials & Supplies	-	196	196
Rent & Utilities	-	645	645
Other Expenses	-	1,031	1,031
Subtotal Robert St. Building Fund	-	2,445	2,445
TOTAL USES OF FUNDS	1,707	2,445	3,902
CHANGE IN FUND BALANCE	-	-	250
TOTAL CAPITAL OUTLAY	1,707		3,902
LESS: DIRECTLY CHARGED TO CAPITAL PROGRAM	(662)		(662)
NET OPERATING BUDGET EXPENDITURES	1,045		3,240

OTHER POST-EMPLOYMENT BENEFITS (OPEB) , SELF-INSURED BENEFIT PLANS

OTHER POSTEMPLOYMENT BENEFITS

The Council's Other Postemployment Benefit Plan (OPEB) is a single-employer defined benefit health care plan for eligible retirees, their spouses, and dependents.

Benefit provisions are established through respective bargaining agreements with unions representing our employees. Only employees hired prior to benefit sunset dates, and meeting criteria for length of service and retirement age, are entitled to receive these employer paid benefits.

The Council has invested assets, with a fair market value of \$315,371,000 as of December 31, 2020, to pay OPEB obligations for retirees. The 2022 budget anticipates benefit payments of \$13,875,000 from the OPEB fund.

More information regarding the Council's OPEB obligations and assets can be found in the Council's Comprehensive Annual Financial Report.

METROPOLITAN COUNCIL
OTHER POSTEMPLOYMENT BENEFITS
2022 BUDGET

(\$ in 000s)	Metro Transit	Environmental Services	Regional Administration	Total
Revenues:				
Investment Earnings	11,981	5,844	455	18,280
Expenses:				
Medical Insurance Premiums	9,519	4,119	237	13,875
Transfers:				
Net Inter Budget Transfers	-	(4,000)	-	(4,000)
Change in Fund Balance	2,462	(2,275)	218	405

SELF-INSURED BENEFIT PLANS

The Council self-insures its medical and dental plan benefits for employees and eligible retirees. Plan activity is recorded in an internal service fund. The internal service fund receives monthly premium revenues from operating division budgets and the OPEB fund and directly pays claims and administration costs of the plan.

Total premiums are intended to cover overall plan costs and maintain a sufficient reserve balance to minimize cash flow risk and protect the fund against unforeseen claims or plan expenses that may exceed annual premium revenues in a given year. This risk further limited by insuring the plan for 125% aggregate and \$500,000 individual stop loss coverage.

Plan reserves totaled \$48,231,395 on December 31, 2020.

METROPOLITAN COUNCIL
SELF-INSURED BENEFITS INTERNAL SERVICE FUND
2022 BUDGET

(\$ in 000s)	Medical	Dental	Total
Revenues:			
Insurance Premiums	80,029	5,324	85,353
Expenses:			
Claims and Admin Costs	80,035	5,166	85,201
Change in Fund Balance	(6)	158	152

	Authorized Capital Program (ACP)		
	2021 Amended	Changes	2022 Proposed
METRO TRANSIT			
Fleet Modernization			
Big Buses			
61103 Bus Repair-Assc Cp Mnt - MVST	1,000	-	1,000
61624 Bus Repair-Assoc Cap Maint	21,316	-	21,316
65003 Red Line	3,120	-	3,120
65107 BRT Bus Mid Life	1,578	-	1,578
65320 Bus Replacement	134,663	-	134,663
65400 Arterial BRT Bus Procurement	-	-	-
65401 Expansion Buses	48,719	-	48,719
65402 I94 & Manning P&R 4 Artics	3,171	-	3,171
65800 C-Line Lo-No Grant	2,975	-	2,975
65900 Operator Protective Barriers	1,766	-	1,766
68908 Training Modules	129	-	129
M16090 Fleet Contingency Funding	-	-	-
M22001 Bus Display Monitors	-	-	-
M22002 Electric Buses	-	-	-
Total Big Buses	218,437	-	218,437
Bus Tire Leasing			
61315 Tire Lease - 2013 Contract	24,239	-	24,239
Total Bus Tire Leasing	24,239	-	24,239
Commuter Rail Projects			
65706 Northstar Locomotive Overhaul	2,250	-	2,250
M14009 N Star Passenger Car Overhaul	-	-	-
Total Commuter Rail Projects	2,250	-	2,250
Light Rail Vehicles			
61900 LRV Type 1 Pantograph Rehab	100	-	100
61901 LRV Type 2 Pantograph Replace	500	-	500
64401 BLLRT-LRV Overhaul Type 1 OVH2	11,043	-	11,043
65001 LRT LRV Overhaul Type 2 OVH 1	2,500	-	2,500
65002 LRT Capital Projects	2,130	-	2,130
65703 LRT-LRV Overhaul Type 2, OVH 1	14,180	-	14,180
65704 LRT-Blue T1 LRV Corrosion Mit	3,306	-	3,306
65901 LRV Type 1 Roof Conduit Mod	925	-	925
68903 LRV Type 1 CPCU Rehab	1,000	-	1,000
M19009 LRT LRV Corrosion Mitigation	-	-	-
Total Light Rail Vehicles	35,684	-	35,684
Non-Revenue Vehicles			
66900 MTPD Fleet Replacement	130	-	130
M22003 2022-2027 Non-Rev Veh & Equip	-	-	-
M22040 Fleet Preservation MTPD	-	-	-
Total Non-Revenue Vehicles	130	-	130

**METROPOLITAN COUNCIL
CAPITAL PROGRAM, TRANSPORTATION**

**TABLE G-1
(\$ IN 000S)**

Capital Improvement Plan (CIP)							ACP + CIP Combined
2022	2023	2024	2025	2026	2027	Total	
-	-	-	-	-	-	-	1,000
-	-	193	133	1,287	-	1,613	22,930
-	-	-	-	-	-	-	3,120
-	140	1,155	4,715	-	-	6,009	7,587
62,967	108,257	90,099	46,888	61,222	58,152	427,585	562,247
-	24,818	-	-	-	-	24,818	24,818
-	-	-	-	-	-	-	48,719
-	-	-	-	-	-	-	3,171
-	-	-	-	-	-	-	2,975
-	-	-	-	-	-	-	1,766
-	-	-	-	-	-	-	129
80	80	80	80	80	80	480	480
100	-	-	-	-	-	100	100
5,239	-	-	46,200	-	-	51,439	51,439
68,386	133,295	91,527	98,016	62,589	58,232	512,044	730,480
2,849	3,299	3,453	3,578	3,753	3,457	20,389	44,628
2,849	3,299	3,453	3,578	3,753	3,457	20,389	44,628
-	1,800	1,800	1,800	-	-	5,400	7,650
-	-	-	-	1,250	1,300	2,550	2,550
-	1,800	1,800	1,800	1,250	1,300	7,950	10,200
-	-	-	-	-	-	-	100
250	-	-	-	-	-	250	750
-	-	-	-	-	-	-	11,043
-	-	-	-	-	-	-	2,500
-	-	-	-	-	-	-	2,130
1,805	-	-	-	-	-	1,805	15,985
-	-	-	-	-	-	-	3,306
-	-	-	-	-	-	-	925
750	-	-	-	-	-	750	1,750
500	500	750	750	750	750	4,000	4,000
3,305	500	750	750	750	750	6,805	42,489
-	-	-	-	-	-	-	130
476	-	-	-	-	-	476	476
480	-	-	-	-	-	480	480
956	-	-	-	-	-	956	1,086

	Authorized Capital Program (ACP)		
	2021 Amended	Changes	2022 Proposed
Total Fleet Modernization	280,739	-	280,739
Support Facilities			
Bus System Customer Facility			
M21009 E Metro Boiler Burner Replace	-	-	-
Total Bus System Customer Facility	-	-	-
Commuter Rail Projects			
61003 Northstar Target Field Track	700	-	700
64001 Northstar Equipment Storage B	2,000	-	2,000
M21015 Nstar Big Lake East BNSF Conn	-	-	-
Total Commuter Rail Projects	2,700	-	2,700
Heywood Garage			
62312 New MPLS Bus Garage (NMBG)	151,498	-	151,498
Total Heywood Garage	151,498	-	151,498
Light Rail Projects			
63000 LRT Op Cntrl Cntr Remodeling	650	-	650
64102 LRT O&M Roof Replacement	3,000	-	3,000
Total Light Rail Projects	3,650	-	3,650
Metro Green Line (Central Corridor)			
M21014 G-Line OMF Shop Improve	-	-	-
Total Metro Green Line (Central Corridor)	-	-	-
Police Facility			
63219 New Police Facility	27,500	-	27,500
Total Police Facility	27,500	-	27,500
Repairs, Equipment and Technology			
64101 Sprt FCLTs HVAC Rbld Nic, sth	7,550	-	7,550
64104 Scaffolding Towers	150	-	150
65102 LRT Wheel Measuring System	300	-	300
65103 LRV Type 2 Brake Overhaul	2,250	-	2,250
65104 LRV Type 1 Brake Overhaul	1,100	-	1,100
65105 LRV Type 2 Door Overhaul	320	-	320
65106 LRT BLUE Type 1 Cor MGation FD	833	-	833
Total Repairs, Equipment and Technology	12,503	-	12,503
Support Facility			
62111 FTH Bldg and Energy Enhancmnt	16,861	-	16,861
62315 Generator Capacity	3,459	-	3,459
62323 Hoist Replacement	8,000	-	8,000
62790 Major Improvements-Support Fac	26,392	-	26,392
63001 Robert Rimstad	150	-	150

**METROPOLITAN COUNCIL
CAPITAL PROGRAM, TRANSPORTATION**

**TABLE G-1
(\$ IN 000S)**

Capital Improvement Plan (CIP)							ACP + CIP Combined
2022	2023	2024	2025	2026	2027	Total	
75,496	138,894	97,530	104,144	68,342	63,739	548,144	828,884
-	-	750	-	-	-	750	750
-	-	750	-	-	-	750	750
-	-	-	-	-	-	-	700
250	-	-	-	-	-	250	2,250
-	300	-	-	-	-	300	300
250	300	-	-	-	-	550	3,250
-	-	-	-	-	-	-	151,498
-	-	-	-	-	-	-	151,498
-	-	-	-	-	-	-	650
-	-	-	-	-	-	-	3,000
-	-	-	-	-	-	-	3,650
-	500	-	-	-	-	500	500
-	500	-	-	-	-	500	500
-	-	-	-	-	-	-	27,500
-	-	-	-	-	-	-	27,500
-	-	-	-	-	-	-	7,550
-	-	-	-	-	-	-	150
-	-	-	-	-	-	-	300
1,552	1,552	-	-	-	-	3,105	5,355
631	-	-	-	-	-	631	1,731
125	250	-	-	-	-	375	695
-	-	-	-	-	-	-	833
2,309	1,802	-	-	-	-	4,111	16,614
800	1,320	1,340	869	913	959	6,200	23,061
200	-	-	-	-	-	200	3,659
1,000	1,000	2,000	2,000	-	-	6,000	14,000
-	600	600	600	600	600	3,000	29,392
-	-	-	-	-	-	-	150

	Authorized Capital Program (ACP)		
	2021		2022
	Amended	Changes	Proposed
63500 Heywood Garage Modernization	13,500	-	13,500
63800 Heywood Campus Admin Expansion	2,265	-	2,265
64004 NIC Grge Shop Mdrniztion & BR	2,400	-	2,400
64100 Spprt Fclts elctrcl swtch rpl	3,005	-	3,005
64103 ADA Imprvmnts to Spprt Fcilit	600	-	600
64105 Support Facilities Door Rplc	100	-	100
64107 MOW Building Phase 2 Construct	200	-	200
64108 Garage Wash Rack Rplcmnts RTC	500	-	500
64109 Elevator Replacement	500	-	500
64111 NMBG Electric Bus Lo-No Grant	8,000	-	8,000
64112 LRTGrn St Paul OMF Imprv LR OH	250	-	250
64113 Blue Line O&M OH Area Mod	125	-	125
64114 Grn LN OMF LRV Strge Bldg EXPN	150	-	150
64213 Enhanced Inspection Process	2,000	-	2,000
64216 Public Facilities Maint Bldg	5,850	-	5,850
64313 Operator Break Room Facilities	400	-	400
64400 Support Facility Doors	543	-	543
64706 BLRT O&M Prep Bay Ventilation	990	-	990
64800 Support Fac Engineering Cap	5,425	-	5,425
64906 NIC Garage Shop Modernization	200	-	200
65101 LRT Typ 2 Rmte Vwng OPRT DSPLY	1,000	-	1,000
65903 Bus and Rail Maintenance Impro	10,000	-	10,000
69110 Transit Facility Land Acq	5,388	-	5,388
69216 Renewable Energy Initiatives	2,250	-	2,250
69702 NS Non Revenue Storage Additio	250	-	250
M15021 Bus Infrastructure	-	-	-
M15022 Rail Infrastructure	-	-	-
M19021 N Star Overhaul Track	-	-	-
M22004 MTPD Range	-	-	-
M22005 South Garage Dispatch Area Ren	-	-	-
M22006 South Garage Women Locker Rm R	-	-	-
M22007 NS & LRT Rail Lift SOGR	-	-	-
M22008 OHB Brakeshop Locker Rm/Supp S	-	-	-
M22009 Transit Technology Space	-	-	-
M22010 TCC Console Expansion	-	-	-
M22011 Bus Mobile Column Lift Replace	-	-	-
M22039 Electric Bus Infrastructure	-	-	-
M22041 Fluid Mgmt Sys Replace	-	-	-
Total Support Facility	120,754	-	120,754
Total Support Facilities	318,604	-	318,604
Customer Facilities			
Bus System Customer Facility			
62100 ADA Imprvmnts to Cstmr FCLTS	1,250	-	1,250
62102 Bus Stop Facilities RTC	100	-	100
62214 DT St Paul Passenger Fac	3,253	-	3,253

**METROPOLITAN COUNCIL
CAPITAL PROGRAM, TRANSPORTATION**

**TABLE G-1
(\$ IN 000S)**

Capital Improvement Plan (CIP)							ACP + CIP Combined
2022	2023	2024	2025	2026	2027	Total	
-	-	-	-	-	-	-	13,500
-	-	11,000	-	-	-	11,000	13,265
-	-	-	-	-	-	-	2,400
-	-	-	-	-	-	-	3,005
-	-	-	-	-	-	-	600
1,500	1,500	1,500	1,500	1,000	1,000	8,000	8,100
-	350	350	-	-	-	700	900
-	-	-	-	-	-	-	500
250	-	500	-	-	-	750	1,250
-	-	-	-	-	-	-	8,000
550	-	-	-	-	-	550	800
500	-	-	-	-	-	500	625
2,000	-	-	-	-	-	2,000	2,150
-	-	-	-	-	-	-	2,000
-	-	-	-	-	-	-	5,850
-	200	-	200	-	200	600	1,000
-	-	-	-	-	-	-	543
-	-	-	-	-	-	-	990
262	-	575	846	866	910	3,460	8,884
-	-	-	-	-	-	-	200
-	-	-	-	-	-	-	1,000
-	-	-	-	-	-	-	10,000
-	-	-	-	-	-	-	5,388
-	-	-	-	-	-	-	2,250
-	-	-	-	-	-	-	250
-	-	-	-	245	500	745	745
-	-	-	-	250	500	750	750
2,800	-	-	-	-	-	2,800	2,800
50	-	-	-	-	-	50	50
500	-	-	-	-	-	500	500
100	600	-	-	-	-	700	700
500	500	500	500	500	-	2,500	2,500
700	-	-	-	-	-	700	700
250	-	-	-	-	-	250	250
250	-	-	-	-	-	250	250
500	500	500	500	500	500	3,000	3,000
-	-	-	9,500	-	-	9,500	9,500
-	350	350	-	-	-	700	700
12,712	6,920	19,215	16,515	4,875	5,168	65,405	186,159
15,271	9,522	19,965	16,515	4,875	5,168	71,317	389,921

-	-	250	250	250	250	1,000	2,250
-	-	-	-	-	-	-	100
-	-	-	-	-	-	-	3,253

	Authorized Capital Program (ACP)		
	2021 Amended	Changes	2022 Proposed
62222 I-94 & Manning P&R	7,647	-	7,647
62320 Signs-1%TE	300	-	300
62408 Bus Stop Fac & Equity Enhance	4,075	-	4,075
62700 Pavement Improvement Project	2,300	-	2,300
62801 DT Mpls Henn Ave Customer Fac	3,500	-	3,500
62803 ADA Bus Stops	300	-	300
62804 Shelter Projects	616	-	616
62805 Public Facilities Cap Improve	4,625	-	4,625
62901 DT St Paul Cust Fac Imprv	600	-	600
62903 Beltline BLVD Station P&R	6,453	-	6,453
62904 Rosedale Transit Center	1,750	-	1,750
63216 Public Facilities Initiatives	7,083	-	7,083
63350 Public Fac Refurbishment	16,804	-	16,804
63611 Dwntrwn Mpls Transit Advantages	2,938	-	2,938
67903 Ticket Booths Allianz Stadium	30	-	30
69704 Bus Shelters-2017	650	-	650
Total Bus System Customer Facility	64,274	-	64,274
Customer Facilities Rail			
62101 LRT Blue Lake St Station Reno	250	-	250
62403 LRTConn Bus Fac&Como P Fac Imp	800	-	800
62702 DT Hopkins LRT Station Parking	6,000	-	6,000
M22012 LRV Mtce Service Trucks	-	-	-
M22013 SOGR AC Units at Technology Fa	-	-	-
Total Customer Facilities Rail	7,050	-	7,050
Transitways			
61004 E-Line	45,300	-	45,300
61108 F Line BRT	17,800	-	17,800
62902 LRT & Nstar ADA Safety Improve	1,250	-	1,250
Total Transitways	64,350	-	64,350
Total Customer Facilities	135,674	-	135,674
Technology Improvements			
Light Rail Vehicles			
68906 LRT LRV Type 1 PA Comm Upgrade	1,400	-	1,400
Total Light Rail Vehicles	1,400	-	1,400
Metro Blue Line (Hiawatha Corridor)			
68904 BLRT Sub Breaker Control Rplc	909	-	909
Total Metro Blue Line (Hiawatha Corridor)	909	-	909
Technology Investments			
62407 Bus Stop ID Program	2,162	-	2,162
67900 Fast Fare Farebox Replacements	5,500	-	5,500
68003 Tech Sys Enhance & Preserv FTA	457	-	457

**METROPOLITAN COUNCIL
CAPITAL PROGRAM, TRANSPORTATION**

**TABLE G-1
(\$ IN 000S)**

Capital Improvement Plan (CIP)							ACP + CIP Combined
2022	2023	2024	2025	2026	2027	Total	
-	-	-	-	-	-	-	7,647
-	-	-	-	-	-	-	300
-	-	800	900	900	800	3,400	7,475
-	-	200	200	200	200	800	3,100
-	-	-	-	-	-	-	3,500
-	100	150	-	150	100	500	800
-	50	200	200	200	200	850	1,466
250	750	750	750	750	750	4,000	8,625
-	200	200	-	-	-	400	1,000
-	-	-	-	-	-	-	6,453
-	-	-	-	-	-	-	1,750
175	175	175	175	175	175	1,050	8,133
600	600	450	450	450	450	3,000	19,804
-	-	-	-	-	-	-	2,938
-	-	-	-	-	-	-	30
-	-	-	-	-	-	-	650
1,025	1,875	3,175	2,925	3,075	2,925	15,000	79,274
750	-	-	-	-	-	750	1,000
-	-	-	-	-	-	-	800
-	-	-	-	-	-	-	6,000
148	-	-	-	-	-	148	148
100	75	75	75	50	50	425	425
998	75	75	75	50	50	1,323	8,373
-	6,680	-	-	-	-	6,680	51,980
-	-	-	25,000	-	-	25,000	42,800
-	-	250	250	250	250	1,000	2,250
-	6,680	250	25,250	250	250	32,680	97,030
2,023	8,630	3,500	28,250	3,375	3,225	49,003	184,677
-	-	-	-	-	-	-	1,400
-	-	-	-	-	-	-	1,400
-	300	150	150	150	384	1,134	2,044
-	300	150	150	150	384	1,134	2,044
-	-	-	-	-	-	-	2,162
1,280	1,640	2,275	4,344	2,700	2,100	14,339	19,839
-	-	-	-	-	-	-	457

	Authorized Capital Program (ACP)		
	2021	Changes	2022
	Amended		Proposed
68004 Camera Trailer	-	-	-
68005 Northstar Station Variable Me	1,000	-	1,000
68006 LRT Blue Com Eqpmnt Updte RTC	40	-	40
68007 LRT Tech System Enhancement	103	-	103
68008 Special Event Equipment	50	-	50
68009 Schdling Sftwre Upgrd - Hastus	1,705	-	1,705
68010 Pblc Fclty Video SV Sys RTC	100	-	100
68100 Scrity and Sfty Cam Prsvtion	245	-	245
68101 RT Sign & Annunciator Rplc & Eq	500	-	500
68102 RTS Transit Technology System	1,710	-	1,710
68103 Campus camera system rplcmnt	440	-	440
68104 Transit Yard Mngmnt Systm Upgd	1,300	-	1,300
68105 Building Security System	37	-	37
68106 LRT Grn-St. Paul Yd Pwr Swtch	400	-	400
68107 Video Performance Enhancements	50	-	50
68210 MT Fuel Mgmt System	1,375	-	1,375
68303 800 MHZ-CAD/AVL Future Maint	2,375	-	2,375
68307 Shop Laptops	147	-	147
68312 Motorola Consl HW/SW Upgrd Add	3,134	-	3,134
68313 Stop ID Program	116	-	116
68404 LRV Diagnostic & Monitor System	2,220	-	2,220
68503 Replace IVR Platform	830	-	830
68506 LRT Comm Equip Upgrade	350	-	350
68512 LRT-Arinc SCADA Sftwr Upgrades	1,400	-	1,400
68514 Nstar St PA/Arinc SCADA Sys Up	500	-	500
68602 Transit NG 911	1,200	-	1,200
68605 TSP Intersection & Maintenance	775	-	775
68700 IS Cap Upgrades & Enhancements	14,352	-	14,352
68706 Tech Sys Enhance & Preserve	563	-	563
68709 RF Scanner Gun Replacement	160	-	160
68710 Video Retrofit Starter Kit	350	-	350
68713 Integrated Cooridor Mgmt 80/20	900	-	900
68714 Garage System Sec Upgrades	150	-	150
68717 BLRT Rplc Stat Var Messg Signs	1,900	-	1,900
68719 LRT Traffic Signal Improvemts	541	-	541
68720 Public Facility Security	500	-	500
68800 TransitMaster Mobile HW Replac	1,490	-	1,490
68801 Addco Sign Migration - Marquet	525	-	525
68803 NexTrip RTS Presence Detection	93	-	93
68804 Metro Transit IT	152	-	152
68900 TSP Corridor Transit Tech Sys	750	-	750
68902 TSP Cooridor Trans Tech System	250	-	250
68905 BLRT Rplc Station VarMssg Sign	750	-	750
68907 BLRT Signal System BackupPower	50	-	50
69007 Training Simulator	155	-	155
M18034 Pedestrian Detection/ Bus On-b	-	-	-
M22014 Replacement of Scanner Guns	-	-	-

Capital Improvement Plan (CIP)							ACP + CIP Combined
2022	2023	2024	2025	2026	2027	Total	
180	180	-	100	-	100	560	560
-	-	-	-	-	-	-	1,000
-	25	-	25	-	-	50	90
-	-	-	-	-	-	-	103
10	-	10	-	10	-	30	80
-	-	-	-	-	-	-	1,705
-	-	-	-	-	-	-	100
150	-	-	-	-	-	150	395
-	-	-	-	-	-	-	500
-	-	-	-	-	-	-	1,710
-	-	-	-	-	-	-	440
-	-	-	-	-	-	-	1,300
25	25	-	-	-	-	50	87
-	-	-	-	-	-	-	400
-	-	-	-	-	-	-	50
-	-	-	-	-	-	-	1,375
-	-	-	-	-	-	-	2,375
-	-	-	-	-	-	-	147
-	-	148	148	148	160	604	3,738
-	-	-	-	-	-	-	116
-	-	-	-	-	-	-	2,220
-	-	-	-	-	-	-	830
-	-	-	-	-	-	-	350
-	-	-	-	-	-	-	1,400
-	-	-	-	-	-	-	500
-	-	-	-	-	-	-	1,200
-	-	-	-	-	-	-	775
-	3,850	3,854	1,370	3,149	1,996	14,219	28,571
150	-	-	-	-	-	150	713
-	-	-	-	-	-	-	160
-	-	-	-	-	-	-	350
-	-	-	-	-	-	-	900
-	-	-	-	-	-	-	150
-	-	-	-	-	-	-	1,900
25	25	150	150	150	150	650	1,191
-	-	-	-	-	-	-	500
-	-	-	-	-	-	-	1,490
-	-	-	-	-	-	-	525
-	-	-	-	-	-	-	93
-	-	-	-	-	-	-	152
-	-	-	-	-	-	-	750
-	-	-	-	-	-	-	250
-	-	-	-	-	-	-	750
-	-	-	-	-	-	-	50
-	-	-	-	-	-	-	155
300	-	-	-	-	-	300	300
-	-	50	50	-	-	100	100

	Authorized Capital Program (ACP)		
	2021 Amended	Changes	2022 Proposed
M22015 Fiber Security Upgrades Park a	-	-	-
M22016 Transit CCTV Upgrades	-	-	-
M22017 LRT Reconstruction Equipment	-	-	-
M22042 TCC Wall Display	-	-	-
M22043 Camera Trailer Refurb	-	-	-
Total Technology Investments	53,850	-	53,850
Total Technology Improvements	56,160	-	56,160
Other Capital Equipment			
Light Rail Projects			
69101 LRT Collision Recon Equipt	50	-	50
Total Light Rail Projects	50	-	50
Light Rail Vehicles			
65902 LRV Fleet Strobe Lights	721	-	721
69009 LRT Blue Replace Wheel Truing	2,200	-	2,200
Total Light Rail Vehicles	2,921	-	2,921
Non-Revenue Vehicles			
66100 Vehicles and Equipment-Expans	1,388	-	1,388
66201 Vehicle & Equipment Replacemen	2,849	-	2,849
Total Non-Revenue Vehicles	4,237	-	4,237
Northstar Commuter Rail			
64801 NS Rail Maint Initiatives	250	-	250
64905 NStar Rail Maintenance Init	100	-	100
Total Northstar Commuter Rail	350	-	350
Other Capital Equipment			
61500 BLRT Tunnel Boiler Heat System	200	-	200
64002 LRT Blue O&M Wash & Sand Bay	3,200	-	3,200
64003 Fuel Island Trolley System FT	390	-	390
64601 N Star Rail Maintenance & Misc	300	-	300
64707 Electric Bus Infrastructure	4,775	-	4,775
64802 Garage Wash Rack Replacement	1,665	-	1,665
65321 HLRT Rail Assoc Cap Maint	7,320	-	7,320
65504 Rail Maint-Spec Equip Tooling	409	-	409
65790 Capital Equipment	23,232	-	23,232
66700 LRT Street Sweeper	250	-	250
67210 Nextfare Fare Collect Upgrade	11,297	-	11,297
67211 Nextfare Fare Collect Equip	2,261	-	2,261
67501 Update Fare Counting Equip	-	-	-
67902 Nextfare Fare Collect Upgrade.	2,000	-	2,000
68216 TCC Console Replacement	1,000	-	1,000
68507 P&R CCTV Security Tech Enhance	135	-	135
69102 Sanitation Program	500	-	500

**METROPOLITAN COUNCIL
CAPITAL PROGRAM, TRANSPORTATION**

**TABLE G-1
(\$ IN 000S)**

Capital Improvement Plan (CIP)							ACP + CIP Combined
2022	2023	2024	2025	2026	2027	Total	
250	250	-	-	-	-	500	500
300	300	300	300	300	300	1,800	1,800
235	-	-	-	-	-	235	235
-	450	-	-	-	-	450	450
50	50	-	-	-	-	100	100
2,955	6,795	6,787	6,487	6,457	4,806	34,288	88,138
2,955	7,095	6,937	6,637	6,607	5,191	35,422	91,582
-	-	-	-	-	-	-	50
-	-	-	-	-	-	-	50
-	-	-	-	-	-	-	721
-	-	-	-	-	-	-	2,200
-	-	-	-	-	-	-	2,921
217	58	27	-	-	-	302	1,690
-	-	-	-	-	-	-	2,849
217	58	27	-	-	-	302	4,539
-	-	-	-	-	-	-	250
-	-	-	-	-	-	-	100
-	-	-	-	-	-	-	350
-	-	-	-	-	-	-	200
-	-	-	-	-	-	-	3,200
-	-	-	-	-	-	-	390
-	-	-	-	-	-	-	300
-	-	-	-	-	-	-	4,775
500	500	-	-	-	-	1,000	2,665
-	-	500	500	500	500	2,000	9,320
-	-	-	-	-	-	-	409
2,649	2,361	2,255	2,174	1,382	1,140	11,960	35,192
-	-	-	-	-	-	-	250
150	150	500	500	500	5,333	7,133	18,430
-	-	-	-	-	-	-	2,261
25	10	-	15	-	15	65	65
7,500	-	-	-	-	-	7,500	9,500
-	-	-	-	-	-	-	1,000
-	-	-	-	-	-	-	135
-	-	-	-	-	-	-	500

	Authorized Capital Program (ACP)		
	2021 Amended	Changes	2022 Proposed
69703 NStar Rail Maint & Misc	250	-	250
69705 Sustainability Initiatives	50	-	50
M16125 Additional Non-Rev Vehicles	-	-	-
M22018 Equip & Misc Mechanic Intern T	-	-	-
M22019 Real-Time Sign IS Support Vehi	-	-	-
M22020 Delivery Truck for Light Rail	-	-	-
M22021 Forklift for Light Rail Wareho	-	-	-
M22022 Delivery Van	-	-	-
M22023 Bus Tech Sys Support Tools & E	-	-	-
Total Other Capital Equipment	59,235	-	59,235
Repairs, Equipment and Technology			
64901 Fuel Island Trolley System	390	-	390
Total Repairs, Equipment and Technology	390	-	390
Support Facility			
64106 Support Facility Fall Projecti	100	-	100
65100 LRT Blue Type 1 LRV Ovrhaul 3	4,000	-	4,000
Total Support Facility	4,100	-	4,100
Total Other Capital Equipment	71,282	-	71,282
Transitways - Non New Starts			
Arterial Bus Rapid Transit (ABRT)			
61404 C Line (Penn Ave) ABRT	16,194	-	16,194
62800 D Line BRT	63,080	-	63,080
62802 B Line Lake/Marshall Rapid Bus	33,049	-	33,049
69400 Arterial BRT Investment	350	-	350
M15077 G Line BRT (Non-Fleet)	-	-	-
M17037 H Line BRT (Non-Fleet)	-	-	-
M17038 J Line BRT (Non-Fleet)	-	-	-
M18038 C Line Phase II - Glenwood Ave	-	-	-
M19029 Purple Line BRT	-	-	-
M21026 BRT-ready bus stop improvement	-	-	-
M21027 K Line BRT - NonFleet (Future)	-	-	-
M21028 L Line BRT - NonFleet (Future)	-	-	-
Total Arterial Bus Rapid Transit (ABRT)	112,673	-	112,673
Commuter Rail Projects			
61317 Northstar Facility Improvement	1,300	-	1,300
64902 NstarFac Infrastructure Improv	1,214	-	1,214
68410 Northstar RCC Sftware Sys Upgr	200	-	200
Total Commuter Rail Projects	2,714	-	2,714
Highway Bus Rapid Transit (HBRT)			
61402 Gateway Corridor	97,420	-	97,420
62405 35W BRT Orange Line	150,701	-	150,701

**METROPOLITAN COUNCIL
CAPITAL PROGRAM, TRANSPORTATION**

**TABLE G-1
(\$ IN 000S)**

Capital Improvement Plan (CIP)							ACP + CIP Combined
2022	2023	2024	2025	2026	2027	Total	
125	130	135	140	150	160	840	1,090
-	-	-	-	-	-	-	50
100	-	-	-	-	-	100	100
100	-	-	-	-	-	100	100
40	-	-	-	-	-	40	40
125	-	-	-	-	-	125	125
65	-	-	-	-	-	65	65
35	-	-	-	-	-	35	35
50	-	-	-	-	-	50	50
11,464	3,151	3,390	3,329	2,532	7,148	31,013	90,248
-	-	-	-	-	-	-	390
-	-	-	-	-	-	-	390
150	100	100	100	100	100	650	750
4,140	1,915	1,915	-	-	-	7,970	11,970
4,290	2,015	2,015	100	100	100	8,620	12,720
15,971	5,224	5,431	3,429	2,632	7,248	39,935	111,217
-	-	-	-	-	-	-	16,194
-	-	-	-	-	-	-	63,080
7,840	-	-	-	-	-	7,840	40,889
-	-	-	-	-	-	-	350
100	-	-	-	-	-	100	100
-	100	-	-	-	-	100	100
-	-	-	410	-	-	410	410
100	-	-	-	-	-	100	100
100	-	-	-	-	-	100	100
100	-	-	-	-	-	100	100
-	-	-	-	420	-	420	420
-	-	-	-	-	430	430	430
8,240	100	-	410	420	430	9,600	122,273
-	-	-	-	-	-	-	1,300
-	-	500	500	500	750	2,250	3,464
-	-	-	-	-	-	-	200
-	-	500	500	500	750	2,250	4,964
405,442	-	-	-	-	-	405,442	502,863
-	-	-	-	-	-	-	150,701

	Authorized Capital Program (ACP)		
	2021 Amended	Changes	2022 Proposed
Total Highway Bus Rapid Transit (HBRT)	248,121	-	248,121
Light Rail Projects			
61023 3-Car LRT Substations	4,350	-	4,350
61100 Special Trackwork Replacement	10,250	-	10,250
61106 4th & Chicago Rail Replacement	700	-	700
61107 Bdrge Mntnnc Prgrm - Federal	100	-	100
61700 LRT Blue Pow Swtch Motor Rehab	137	-	137
62316 HLRT Rail Station Modification	400	-	400
63114 Northwest Corridor	22,855	-	22,855
64502 Green Line OMF & ROW Improv	2,650	-	2,650
64700 Blue Line Fac Improvemts	3,350	-	3,350
64903 Green Line OMF & ROW Improve	300	-	300
65111 3-Car Train Program-LRV	33,578	-	33,578
65508 Metro Blue Line Option LRV	20,241	-	20,241
68213 Pos Train Cntrl Wayside Imprv	450	-	450
69302 Traction Power Study	500	-	500
69502 BLRT Intrclckng Backup Pwr Supp	145	-	145
M15082 LRT Blue OCS Contact Wire	-	-	-
M20028 LRT Blue Enhance Proj PHASE 3	-	-	-
Total Light Rail Projects	100,005	-	100,005
Metro Blue Line (Hiawatha Corridor)			
61002 LRT BL Enh Phase 2 MOA T1	27,000	-	27,000
61104 LRT Blue State of Gd Rpr Phs3	53,420	-	53,420
61800 Bridge Maintenance Program	700	-	700
Total Metro Blue Line (Hiawatha Corridor)	81,120	-	81,120
Metro Green Line (Central Corridor)			
61102 Grn Line- Floating Slab Track	1,800	-	1,800
61105 Grn Line- Axel Cntr Replac	2,650	-	2,650
M21035 LRT-Grn Susbtation Control PLC	-	-	-
Total Metro Green Line (Central Corridor)	4,450	-	4,450
Other Capital Equipment			
61005 Transit Advantages	217	-	217
Total Other Capital Equipment	217	-	217
Total Transitways - Non New Starts	549,300	-	549,300
Federal New Starts Rail Projects			
Metro Blue Line (Bottineau Boulevard)			
61403 Bottineau LRT-Blue Line Ext	196,113	-	196,113
Total Metro Blue Line (Bottineau Boulevard)	196,113	-	196,113
Metro Blue Line (Hiawatha Corridor)			
61702 BLRT DualBloc RR Tie Rplcmt	265	-	265

**METROPOLITAN COUNCIL
CAPITAL PROGRAM, TRANSPORTATION**

**TABLE G-1
(\$ IN 000S)**

Capital Improvement Plan (CIP)							ACP + CIP Combined
2022	2023	2024	2025	2026	2027	Total	
405,442	-	-	-	-	-	405,442	653,563
-	-	-	-	-	-	-	4,350
-	-	1,500	-	-	-	1,500	11,750
-	-	-	-	-	-	-	700
-	-	-	-	-	-	-	100
-	-	-	-	-	-	-	137
-	-	-	-	-	-	-	400
-	-	-	-	-	-	-	22,855
-	-	500	300	350	400	1,550	4,200
-	225	200	200	200	200	1,025	4,375
-	-	-	-	-	-	-	300
-	-	-	-	-	-	-	33,578
-	-	-	-	-	-	-	20,241
-	-	-	-	-	-	-	450
-	-	-	-	-	-	-	500
-	-	-	-	-	-	-	145
-	-	274	282	291	301	1,148	1,148
4,905	6,500	6,500	-	-	-	17,905	17,905
4,905	6,725	8,974	782	841	901	23,128	123,133
15,250	-	-	-	-	-	15,250	42,250
-	-	-	-	-	-	-	53,420
200	250	1,300	3,500	2,225	1,100	8,575	9,275
15,450	250	1,300	3,500	2,225	1,100	23,825	104,945
-	-	-	-	-	-	-	1,800
-	-	-	-	-	-	-	2,650
-	-	467	-	-	-	467	467
-	-	467	-	-	-	467	4,917
-	-	200	200	200	200	800	1,017
-	-	200	200	200	200	800	1,017
434,037	7,075	11,441	5,392	4,186	3,381	465,513	1,014,813
1,275,028	-	-	-	-	-	1,275,028	1,471,141
1,275,028	-	-	-	-	-	1,275,028	1,471,141
-	-	-	-	-	-	-	265

	Authorized Capital Program (ACP)		
	2021 Amended	Changes	2022 Proposed
61703 LRT Blue Rail Replacement	840	-	840
Total Metro Blue Line (Hiawatha Corridor)	1,105	-	1,105
Metro Green Line (Central Corridor)			
65701 Central Corridor New Start	41,900	-	41,900
Total Metro Green Line (Central Corridor)	41,900	-	41,900
Metro Green Line (Southwest Corridor)			
61001 Southwest LRT	2,203,221	-	2,203,221
Total Metro Green Line (Southwest Corridor)	2,203,221	-	2,203,221
Total Federal New Starts Rail Projects	2,442,339	-	2,442,339
TOTAL METRO TRANSIT	3,854,099	-	3,854,099
METROPOLITAN TRANSPORTATION SERVICES			
Fleet Modernization			
Big Buses			
35001 Big Bus (Undesignated)	5,213	-	5,213
35930 MTS - Bus Procurement CMAQ Exp	6,474	-	6,474
36059 2017-MVTA-BigBus-CMAQ-Expan	1,900	-	1,900
36064 2017-SWT-CoachBuses(9)Replace	5,490	-	5,490
36105 2018-MVTA-Forty Ft Bus(9)Replc	4,945	-	4,945
36140 2019-MVTA-CoachBus(10)Replace	6,351	-	6,351
36169 2020-SWT-CoachBus(4)Replace	2,740	-	2,740
36184 2020-MVTA-FortyFt(11)Replace	6,050	-	6,050
36198 2021-FixedRt-30ftBus(4+6)Repl	4,951	-	4,951
36203 2021-FixedRt-30ftBus(8)Replace	3,961	-	3,961
36211 2021-MVTA-Forty Ft Bus(2)Repl	1,133	-	1,133
36218 2021-MVTA-OrgLnFortyFtBus(2)Ex	1,030	-	1,030
36221 2021-FixedRt323-30'Bus(3)Expan	1,525	-	1,525
S17003 MVTA 40 ft	-	-	-
S17004 MVTA Coach	-	-	-
S17005 Plymouth 40 ft	-	-	-
S17009 SWT Coach	-	-	-
S17031 CMAQ Big Bus	-	-	-
S18001 Maple Grove 45 Ft	-	-	-
S18002 MTS 40 ft	-	-	-
S18003 Bus Infrastructure	-	-	-
S18004 MTS 30ft	-	-	-
S18005 SWT 30ft (1)	-	-	-
S19001 Plymouth Coach	-	-	-
S19002 Maple Grove 40 ft	-	-	-
S19003 MG Artic	-	-	-
Total Big Buses	51,764	-	51,764
Non-Revenue Vehicles			

**METROPOLITAN COUNCIL
CAPITAL PROGRAM, TRANSPORTATION**

**TABLE G-1
(\$ IN 000S)**

Capital Improvement Plan (CIP)							ACP + CIP Combined
2022	2023	2024	2025	2026	2027	Total	
140	147	154	162	170	179	952	1,792
140	147	154	162	170	179	952	2,057
-	-	-	-	-	-	-	41,900
-	-	-	-	-	-	-	41,900
-	-	-	-	-	-	-	2,203,221
-	-	-	-	-	-	-	2,203,221
1,275,168	147	154	162	170	179	1,275,980	3,718,319
1,820,921	176,586	144,959	164,529	90,187	88,131	2,485,313	6,339,413
-	-	-	-	-	-	-	5,213
-	-	-	-	-	-	-	6,474
-	-	-	-	-	-	-	1,900
-	-	-	-	-	-	-	5,490
-	-	-	-	-	-	-	4,945
-	-	-	-	-	-	-	6,351
-	-	-	-	-	-	-	2,740
-	-	-	-	-	-	-	6,050
-	-	-	-	-	-	-	4,951
-	-	-	-	-	-	-	3,961
-	-	-	-	-	-	-	1,133
-	-	-	-	-	-	-	1,030
-	-	-	-	-	-	-	1,525
-	1,114	3,459	-	13,587	-	18,160	18,160
5,528	734	-	786	1,627	2,526	11,201	11,201
6,276	-	1,153	-	-	639	8,069	8,069
4,795	-	3,038	5,502	1,627	3,368	18,331	18,331
-	1,500	1,500	8,750	8,750	8,750	29,250	29,250
-	2,201	3,038	4,716	-	-	9,956	9,956
-	-	-	8,951	-	3,835	12,786	12,786
1,750	1,750	1,750	1,750	1,750	1,750	10,500	10,500
-	3,182	-	9,090	-	7,912	20,184	20,184
-	-	-	-	588	-	588	588
3,425	-	-	-	-	-	3,425	3,425
-	-	1,730	-	-	-	1,730	1,730
-	-	2,803	-	7,929	-	10,732	10,732
21,774	10,481	18,470	39,546	35,859	28,781	154,911	206,675

	Authorized Capital Program (ACP)		
	2021 Amended	Changes	2022 Proposed
36022 MVTA Non Rev Service Vehicles	36	-	36
36189 2020-NonRevVehicleBudget-Replc	48	-	48
36196 2021-SWT-NonRevenue Vehicle	52	-	52
S20009 Non-Revenue Vehicles Infrastru	-	-	-
Total Non-Revenue Vehicles	136	-	136
Repairs, Equipment and Technology			
35004 Repair Equip Tech (Undesig)	800	-	800
35975 Regional - Bus Midlife Rehabil	1,158	-	1,158
35994 MM South Zone Ops Equipment	60	-	60
35995 MM East Zone Ops Equipment	60	-	60
36047 2016 MetMo Bus Eqp&Tech Replac	1,650	-	1,650
36048 2016 MetMo Bus Eqp&Tech Expan	450	-	450
36071 2017-Regional-MidLife Rehabs	518	-	518
36072 2017-Regional-Engine&Transmiss	815	-	815
36144 2019-Regional-Engines&Transmis	280	-	280
36145 2019-Regional-MidLifeRehabs	300	-	300
S17026 Engines Transmissions Rehabs	-	-	-
Total Repairs, Equipment and Technology	6,091	-	6,091
Small Buses			
35002 Small Bus (Undesignated)	898	-	898
36055 2017-MTS-Small Bus(25) Replace	2,250	-	2,250
36069 2017-MetMo-Sedans(24)Replace	750	-	750
36097 2018-TransLink-SmallBus(3)Rplc	185	-	185
36099 2018-MetMo-SmBus(20of21)Expand	1,458	-	1,458
36101 2018-MetMo-SmallBus(77)Replace	5,318	-	5,318
36103 2018-MetMo-SmallBuses(42)Replc	2,978	-	2,978
36124 2019-MetMo-SmallBus(9)-Expand	648	-	648
36126 2019-TLink-ScottCo-SmBus(1)Rpl	150	-	150
36128 2019-MetMo-Sedans(7)Replace	281	-	281
36132 2019-TLink-SmallBus(9)Rpl-MWP	648	-	648
36136 2019-Plymouth-SmallBus(4)Replc	336	-	336
36138 2019-SWT-SmallBus(1)Replace	86	-	86
36142 2019-SWT-SmallBus(2)Replace	192	-	192
36146 2019-MetMo-Small Bus (2) Replc	144	-	144
36148 2019-MplGrv-SmlBusDAR(1)-Repl	72	-	72
36149 2019-FixedRte-SmallBus(1)Repl	86	-	86
36150 2019-MetMo-Small Bus (2) Repl	151	-	151
36152 2019-MetMo-Lkvl SmBus (9) Exp	648	-	648
36158 2019-SWT-BraunBus(5)	256	-	256
36167 2020-SWT-Small Bus (4) Replace	362	-	362
36168 2020-MaplGrv-SmallBus(1)Repl	79	-	79
36173 2020-MaplGrv-Small Van(1)Replc	32	-	32
36177 2020-SWT-BraunBus(1)Replace	56	-	56
36178 2020-MetMo-Small Bus (51) Repl	4,478	-	4,478
36179 2020-MetMo-Small Bus (39) Expn	3,327	-	3,327

**METROPOLITAN COUNCIL
CAPITAL PROGRAM, TRANSPORTATION**

**TABLE G-1
(\$ IN 000S)**

Capital Improvement Plan (CIP)							ACP + CIP Combined
2022	2023	2024	2025	2026	2027	Total	
-	-	-	-	-	-	-	36
-	-	-	-	-	-	-	48
-	-	-	-	-	-	-	52
113	81	129	167	185	53	728	728
113	81	129	167	185	53	728	864
-	-	-	-	-	-	-	800
-	-	-	-	-	-	-	1,158
-	-	-	-	-	-	-	60
-	-	-	-	-	-	-	60
-	-	-	-	-	-	-	1,650
-	-	-	-	-	-	-	450
-	-	-	-	-	-	-	518
-	-	-	-	-	-	-	815
-	-	-	-	-	-	-	280
-	-	-	-	-	-	-	300
3,000	3,000	3,000	3,000	3,000	3,000	18,000	18,000
3,000	3,000	3,000	3,000	3,000	3,000	18,000	24,091
-	-	-	-	-	-	-	898
-	-	-	-	-	-	-	2,250
-	-	-	-	-	-	-	750
-	-	-	-	-	-	-	185
-	-	-	-	-	-	-	1,458
-	-	-	-	-	-	-	5,318
-	-	-	-	-	-	-	2,978
-	-	-	-	-	-	-	648
-	-	-	-	-	-	-	150
-	-	-	-	-	-	-	281
-	-	-	-	-	-	-	648
-	-	-	-	-	-	-	336
-	-	-	-	-	-	-	86
-	-	-	-	-	-	-	192
-	-	-	-	-	-	-	144
-	-	-	-	-	-	-	72
-	-	-	-	-	-	-	86
-	-	-	-	-	-	-	151
-	-	-	-	-	-	-	648
-	-	-	-	-	-	-	256
-	-	-	-	-	-	-	362
-	-	-	-	-	-	-	79
-	-	-	-	-	-	-	32
-	-	-	-	-	-	-	56
-	-	-	-	-	-	-	4,478
-	-	-	-	-	-	-	3,327

		Authorized Capital Program (ACP)		
		2021		2022
		Amended	Changes	Proposed
36180	2020-FixedRte-Small Bus(3)Rplc	287	-	287
36181	2020-FixedRte-30FtBus (8) Rplc	4,176	-	4,176
36182	2020-TLink-SmallBus(39)Replace	3,148	-	3,148
36183	2020-MVTA-7yearSmallBus(2)Repl	334	-	334
36185	2020-SWT-SmallBus(10)CMAQExpan	1,600	-	1,600
36187	2020-MetMo-SmallBus(2)Replace	79	-	79
36188	2020-FixedRte-SmallBus(1)Replc	95	-	95
36192	2020-SWT-CMAQ Vehicle 5310-STP	290	-	290
36199	2021-MM-6yr Ag Sm Bus (4) Repl	369	-	369
36200	2021-MM-5yr DemandSmBus(84)Rpl	7,326	-	7,326
36201	2021-TLink-5yrSmallBus(1)Repl	86	-	86
36202	2021-MetMo-5yrSmallBus(41)Expa	3,339	-	3,339
36213	2021-MetMo-5yrSmBus(131)Repl	11,580	-	11,580
36214	2021-MetMo-5yrSmallBus(20)Expa	1,768	-	1,768
36215	2021-TLink-5yrSmallBus(2)Repl	177	-	177
36216	2021-MVTA-7yrSmallBus(4)Replc	695	-	695
36217	2021-MplGrv-5yrSmallBus(3)Repl	265	-	265
S17006	Met Mo 5 Yr (Agency)	-	-	-
S17007	Met Mo 5 Yr (Demand)	-	-	-
S17018	Maple Grove 5 Yr	-	-	-
S17025	MTS 5 Yr (TL)	-	-	-
S17034	Plymouth 5 Yr	-	-	-
S17035	MetMo Sedan	-	-	-
S17038	MVTA 7 Yr	-	-	-
S17042	SWT 5 Yr (FR)	-	-	-
S18016	Met Mo Demand - 5Yr Expans	-	-	-
S18017	MTS 5 Yr (FR)	-	-	-
S20002	SWT Transit Mobility Hub	-	-	-
S22003	Maple Grove Van (5yr)	-	-	-
S22004	Southwest Transit Van (5yr)	-	-	-
Total Small Buses		61,485	-	61,485
Total Fleet Modernization		119,476	-	119,476
Support Facilities				
Support Facility				
36219	2021-MVTA-BrnsvlGaragReno&Expan	3,500	-	3,500
S22001	MVTA Burnsville Bus Garage	-	-	-
Total Support Facility		3,500	-	3,500
Total Support Facilities		3,500	-	3,500
Technology Improvements				
Repairs, Equipment and Technology				
S18011	Met Mo Demand - 5yr Expan Tech	-	-	-
Total Repairs, Equipment and Technology		-	-	-

**METROPOLITAN COUNCIL
CAPITAL PROGRAM, TRANSPORTATION**

**TABLE G-1
(\$ IN 000S)**

Capital Improvement Plan (CIP)							ACP + CIP Combined
2022	2023	2024	2025	2026	2027	Total	
-	-	-	-	-	-	-	287
-	-	-	-	-	-	-	4,176
-	-	-	-	-	-	-	3,148
-	-	-	-	-	-	-	334
-	-	-	-	-	-	-	1,600
-	-	-	-	-	-	-	79
-	-	-	-	-	-	-	95
-	-	-	-	-	-	-	290
-	-	-	-	-	-	-	369
-	-	-	-	-	-	-	7,326
-	-	-	-	-	-	-	86
-	-	-	-	-	-	-	3,339
-	-	-	-	-	-	-	11,580
-	-	-	-	-	-	-	1,768
-	-	-	-	-	-	-	177
-	-	-	-	-	-	-	695
-	-	-	-	-	-	-	265
-	1,391	8,931	-	-	474	10,796	10,796
-	2,321	9,991	10,947	22,986	19,371	65,616	65,616
-	262	-	95	199	313	869	869
-	2,565	496	1,245	4,337	227	8,870	8,870
204	745	-	-	486	254	1,689	1,689
-	-	1,046	319	-	-	1,365	1,365
-	-	-	-	617	-	617	617
-	213	-	-	1,458	-	1,671	1,671
-	4,166	4,440	4,733	5,045	5,377	23,762	23,762
-	2,621	-	119	374	-	3,114	3,114
155	-	-	-	-	-	155	155
-	-	-	42	-	-	42	42
-	-	-	209	-	-	209	209
359	14,284	24,905	17,709	35,502	26,016	118,774	180,259
25,246	27,846	46,504	60,422	74,546	57,850	292,413	411,889
-	-	-	-	-	-	-	3,500
3,500	-	-	-	-	-	3,500	3,500
3,500	-	-	-	-	-	3,500	7,000
3,500	-	-	-	-	-	3,500	7,000
440	924	971	1,020	1,071	1,125	5,550	5,550
440	924	971	1,020	1,071	1,125	5,550	5,550

	Authorized Capital Program (ACP)		
	2021 Amended	Changes	2022 Proposed
Technology Investments			
35007 Technology (Undesignated)	1,841	-	1,841
36049 2019-MM&TL-RadioUpgradePhs1	70	-	70
36062 2017-MetMo-tech for expanbuses	200	-	200
36074 2017-MetMo-Trapeze Backup Syst	110	-	110
36077 2017-Regional-AVL Sys Replace	625	-	625
36085 2017-FixedRt-RedLnRealTimeSign	71	-	71
36087 2018-MTS-Ubisense Gate Technol	226	-	226
36090 2018-MetMo-AgencyTechHardware	1,600	-	1,600
36104 2018-MetMo-Technology(42)Replc	496	-	496
36106 2018-SWT-Cameras(2)Expand	7	-	7
36121 2019-MTS-3G to 4G Tech Upgrade	1,845	-	1,845
36123 2019-MetMo-Technology(45)Replc	531	-	531
36125 2019-MetMo-Technology(9)Expand	156	-	156
36127 2019-TLink-ScottCo-Tech(1)Rplc	8	-	8
36129 2019-MetMo-CameraTech(7)Replc	60	-	60
36135 2019-MVTA-Technolog(4)SmBusRpl	47	-	47
36137 2019-Plymouth-Tech(4)SmBusRepl	72	-	72
36139 2019-SWT-Technology(1)SmBusRpl	12	-	12
36143 2019-SWT-Technology(2)SmBusRpl	35	-	35
36147 2019-MetMo-CameraTech(2)Repl	16	-	16
36151 2019-Regional-CameraTech(4)Rpl	32	-	32
36153 2019-MetMo-Lkvl Tech (9) Expan	162	-	162
36157 2019-MM&TL-CameraUpgradePhs1	75	-	75
36170 2020-MetMo&TL CameraSysUpgrade	3,600	-	3,600
36171 2020-MetMo&TL-RangerSysUpgrade	2,336	-	2,336
36175 2020-TL TranMstr IVLU/MDT Repl	976	-	976
36176 2020-SWT-Small Bus(4)Technology	134	-	134
36191 2020-MM-SmallBus(39)TechExpan	731	-	731
36212 2021-MetMo-SmBus(41)Tech-Expa	400	-	400
36222 2021-Farebox Replacement	1,629	-	1,629
S17012 Regional Technology	-	-	-
S17015 Network Equip Refresh	-	-	-
S17016 Technology Improvements	-	-	-
S17017 MetMo Equip Upgrade	-	-	-
S17047 MetMo 800MHz Radio Switch Out	-	-	-
S18021 Technology Infrastructure	-	-	-
S18022 Fleet RE&T TransitMaster IVLU	-	-	-
S19004 Cubic Upgrade	-	-	-
S19005 Farebox	-	-	-
S20004 MDC - Ranger units	-	-	-
S20006 MetMo & TransitLink Camera Rep	-	-	-
S20007 MG90 Units	-	-	-
S21003 Small Bus Technology	-	-	-
S22002 SWT East Creek Signal Prioriti	-	-	-
Total Technology Investments	18,102	-	18,102

**METROPOLITAN COUNCIL
CAPITAL PROGRAM, TRANSPORTATION**

**TABLE G-1
(\$ IN 000S)**

Capital Improvement Plan (CIP)							ACP + CIP Combined
2022	2023	2024	2025	2026	2027	Total	
-	-	-	-	-	-	-	1,841
-	-	-	-	-	-	-	70
-	-	-	-	-	-	-	200
-	-	-	-	-	-	-	110
-	-	-	-	-	-	-	625
-	-	-	-	-	-	-	71
-	-	-	-	-	-	-	226
-	-	-	-	-	-	-	1,600
-	-	-	-	-	-	-	496
-	-	-	-	-	-	-	7
-	-	-	-	-	-	-	1,845
-	-	-	-	-	-	-	531
-	-	-	-	-	-	-	156
-	-	-	-	-	-	-	8
-	-	-	-	-	-	-	60
-	-	-	-	-	-	-	47
-	-	-	-	-	-	-	72
-	-	-	-	-	-	-	12
-	-	-	-	-	-	-	35
-	-	-	-	-	-	-	16
-	-	-	-	-	-	-	32
-	-	-	-	-	-	-	162
-	-	-	-	-	-	-	75
-	-	-	-	-	-	-	3,600
-	-	-	-	-	-	-	2,336
-	-	-	-	-	-	-	976
-	-	-	-	-	-	-	134
-	-	-	-	-	-	-	731
-	-	-	-	-	-	-	400
-	-	-	-	-	-	-	1,629
650	650	650	650	650	650	3,900	3,900
30	30	30	30	30	30	180	180
200	200	200	200	200	200	1,200	1,200
200	200	200	200	200	200	1,200	1,200
1,000	1,300	500	-	-	-	2,800	2,800
850	850	850	850	850	830	5,080	5,080
-	-	-	-	2,782	-	2,782	2,782
-	-	-	1,175	-	-	1,175	1,175
3,000	4,841	-	-	-	-	7,841	7,841
-	-	-	3,316	-	-	3,316	3,316
-	-	-	-	7,836	-	7,836	7,836
-	-	-	1,815	-	-	1,815	1,815
200	-	-	-	-	-	200	200
-	-	554	-	-	-	554	554
6,130	8,071	2,984	8,236	12,549	1,910	39,879	57,982

	Authorized Capital Program (ACP)		
	2021 Amended	Changes	2022 Proposed
Total Technology Improvements	18,102	-	18,102
Other Regional Providers - Non Fleet			
Maple Grove Transit			
36002 Maple Grove Undesignated - STP	2,287	-	2,287
Total Maple Grove Transit	2,287	-	2,287
Minnesota Valley Transit Authority			
35969 MVTA - Non-Revenue Vehicles	35	-	35
36005 MVTA Undesignated - STP	2,357	-	2,357
36042 2016 MVTA BlkhwkShltrlImps-STP	49	-	49
36083 2017-MVTA-CAD AVLAVVAS-STP	2,985	-	2,985
36089 2018-MVTA-TechHardw/Softwr-STP	75	-	75
36114 2019-MVTA-SupportFacImps2-STP	245	-	245
36115 2019-MVTA-CustomerFacImps2-STP	260	-	260
36155 2019-MVTA-TechEquip&Softw-STP	35	-	35
36163 2020-MVTA-TrnsprtFacility-STP	650	-	650
36193 2020-MVTA-NonRevenueVeh-STP	60	-	60
36194 2020-MVTA-TechEquipSoft-STP	50	-	50
36205 2021-MVTA-CAD,AVL,AVVAS-STP	75	-	75
36206 2021-MVTA-TranspFacilImpvt-STP	640	-	640
36207 2021-MVTA-EgBusGrgExDbtSvc-STP	527	-	527
36208 2021-MVTA-MobileCameraTrlr-STP	36	-	36
Total Minnesota Valley Transit Authority	8,079	-	8,079
Plymouth Transit			
36003 Plymouth Undesignated - STP	5,082	-	5,082
Total Plymouth Transit	5,082	-	5,082
SouthWest Transit			
36001 SWT Undesignated - STP	1,158	-	1,158
36052 2017 SWT-GrgProbingStatn-STP	10	-	10
36165 2020-SWT-Forklift-STP	33	-	33
36195 2020-SWT-RevOsmoSystem-STP	6	-	6
36204 2021-SWT-SWV CTS RampRpr-STP	290	-	290
36209 2021-SWT-CTStatn Generator-STP	83	-	83
36210 2021-SWT-SWStationRepairs-STP	55	-	55
36220 2021-SWT-EPG Control Sys-STP	35	-	35
Total SouthWest Transit	1,671	-	1,671
University of Minnesota Transit			
36004 University of MN Undesignated	850	-	850
Total University of Minnesota Transit	850	-	850
Total Other Regional Providers - Non Fleet	17,970	-	17,970
Transitways - Non New Starts			

**METROPOLITAN COUNCIL
CAPITAL PROGRAM, TRANSPORTATION**

**TABLE G-1
(\$ IN 000S)**

Capital Improvement Plan (CIP)							ACP + CIP Combined
2022	2023	2024	2025	2026	2027	Total	
6,570	8,995	3,955	9,255	13,620	3,035	45,430	63,532
344	351	359	367	375	383	2,180	4,467
344	351	359	367	375	383	2,180	4,467
-	-	-	-	-	-	-	35
1,728	1,766	1,805	1,845	1,885	1,927	10,957	13,314
-	-	-	-	-	-	-	49
-	-	-	-	-	-	-	2,985
-	-	-	-	-	-	-	75
-	-	-	-	-	-	-	245
-	-	-	-	-	-	-	260
-	-	-	-	-	-	-	35
-	-	-	-	-	-	-	650
-	-	-	-	-	-	-	60
-	-	-	-	-	-	-	50
-	-	-	-	-	-	-	75
-	-	-	-	-	-	-	640
-	-	-	-	-	-	-	527
-	-	-	-	-	-	-	36
1,728	1,766	1,805	1,845	1,885	1,927	10,957	19,036
368	376	384	393	401	410	2,332	7,415
368	376	384	393	401	410	2,332	7,415
735	751	768	785	802	820	4,660	5,818
-	-	-	-	-	-	-	10
-	-	-	-	-	-	-	33
-	-	-	-	-	-	-	6
-	-	-	-	-	-	-	290
-	-	-	-	-	-	-	83
-	-	-	-	-	-	-	55
-	-	-	-	-	-	-	35
735	751	768	785	802	820	4,660	6,331
3,089	525	537	549	561	573	5,834	6,684
3,089	525	537	549	561	573	5,834	6,684
6,264	3,770	3,853	3,938	4,025	4,113	25,963	43,934

	Authorized Capital Program (ACP)		
	2021 Amended	Changes	2022 Proposed
Transitways			
35009 Transitways (Undesignated)	20	-	20
35801 Cedar BRT Buses and Equip	6,090	-	6,090
36088 2018-CedarGrvInline-ElectImprvs	30	-	30
Total Transitways	6,141	-	6,141
Total Transitways - Non New Starts	6,141	-	6,141
TOTAL METROPOLITAN TRANSPORTATION SERVICES	165,189	-	165,189

**METROPOLITAN COUNCIL
CAPITAL PROGRAM, TRANSPORTATION**

**TABLE G-1
(\$ IN 000S)**

Capital Improvement Plan (CIP)							ACP + CIP Combined
2022	2023	2024	2025	2026	2027	Total	
-	-	-	-	-	-	-	20
-	-	-	-	-	-	-	6,090
-	-	-	-	-	-	-	30
-	-	-	-	-	-	-	6,141
-	-	-	-	-	-	-	6,141
41,580	40,611	54,312	73,615	92,190	64,998	367,306	532,495

	Authorized Capital Program (ACP)		
	2021		2022
	Amended	Changes	Proposed
COMBINED			
Fleet Modernization	400,215	-	400,215
Support Facilities	322,104	-	322,104
Customer Facilities	135,674	-	135,674
Technology Improvements	74,262	-	74,262
Other Regional Providers - Non Fleet	17,970	-	17,970
Other Capital Equipment	71,282	-	71,282
Transitways - Non New Starts	555,441	-	555,441
Federal New Starts Rail Projects	2,442,339	-	2,442,339
TOTAL TRANSPORTATION	4,019,288	-	4,019,288

Capital Improvement Plan (CIP)							ACP + CIP Combined
2022	2023	2024	2025	2026	2027	Total	
100,742	166,740	144,034	164,566	142,888	121,589	840,557	1,240,773
18,771	9,522	19,965	16,515	4,875	5,168	74,817	396,921
2,023	8,630	3,500	28,250	3,375	3,225	49,003	184,677
9,525	16,090	10,892	15,892	20,227	8,226	80,852	155,114
6,264	3,770	3,853	3,938	4,025	4,113	25,963	43,934
15,971	5,224	5,431	3,429	2,632	7,248	39,935	111,217
434,037	7,075	11,441	5,392	4,186	3,381	465,513	1,020,953
1,275,168	147	154	162	170	179	1,275,980	3,718,319
1,862,501	217,198	199,271	238,143	182,377	153,129	2,852,620	6,871,908

	Authorized Capital Program (ACP)		
	2021 Amended	Changes	2022 Proposed
Treatment Plant Projects			
8059 - Metro Rehabilitation & Facilities Improve			
805900 MWWTP Rehab & Fac Improve	21,157	10,090	31,247
805932 HVAC Imp Phase 2	2,310	-	2,310
805947 SMB Baghouse & Scrubber Impro	24,309	-	24,309
805948 Metro Plant Solids Renewal & I	2,475	-	2,475
805963 MWWTP Water Sys Renewal & Imp	7,100	-	7,100
805981 Metro Secondary Sludge Collect	3,642	-3,642	-
805987 G7 Troubleshooting and Repair	250	-	250
805990 Metro WWTP Site Preparation an	13,900	-	13,900
805998 MWWTP Service Building	34,274	-	34,274
805999 MWWTP Primary Settling Tank C	1,000	-1,000	-
Total 8059 - Metro Rehabilitation & Facilities Improve	110,417	5,449	115,866
8062 - Metro Solids Improvements			
806200 MWWTP Solids Improve	10,598	5,082	15,680
806210 MWWTP Mgmt Plan	2,498	-	2,498
806220 Beneficial Use of Ash: U of M	700	-	700
806230 Metro Plant Fourth Incinerator	154,950	-	154,950
Total 8062 - Metro Solids Improvements	168,746	5,082	173,828
8074 - Empire Plant Solids Improvements			
807400 Empire WWTP Solids Improve	30,197	4,257	34,454
807401 Empire Solids Improvements Pha	25,950	-6,940	19,010
807415 Empire WWTP High Strength Wast	495	-	495
Total 8074 - Empire Plant Solids Improvements	56,642	-2,683	53,959
8075 - Seneca Solids Processing Improvements			
807500 Seneca WWTP Solids Proc Impro	4,710	-4,710	-
807515 Seneca WWTP Non-PFA Misc Rehab	500	-500	-
807516 Seneca WWTP Liquids Odor Contr	500	-500	-
807520 Seneca WWTP Solids Improvement	23,250	-23,250	-
Total 8075 - Seneca Solids Processing Improvements	28,960	-28,960	-
8078 - Regional Plant Improvements			
807802 Regional Plant Improvements I	7,070	18,446	25,517
807805 EBU East Bethel WWTP	800	-	800
807818 Hastings WWTP Condition Assess	650	-	650
807821 EBU - Eagles Point Diffuser I	3,125	-3,125	-
807825 EBU-Empire WWTP Entrance Road	1,600	-	1,600
807826 EBU - Empire Arc Flash Phase	7,900	-5,480	2,420
807831 Blue Lake WWTP ? Bar Screen Re	3,350	-3,350	-
807845 Regional Plant Wireless Imple	3,625	-3,625	-
807846 ICS/SCADA Check Point Firewall	512	-	512
807849 PFAS Permit Strategy - Regiona	2,500	-	2,500
807850 Regional Plant PAYG Projects	490	-	490
807856 Rosemount WWTP Final Decommiss	1,905	-1,894	11

METROPOLITAN COUNCIL
CAPITAL PROGRAM, ENVIRONMENTAL SERVICES

TABLE G-2
(\$ IN 000S)

Capital Improvement Plan (CIP)							ACP + CIP Combined
2022	2023	2024	2025	2026	2027	Total	
-	-	-	-	-	-	-	31,247
-	-	-	-	-	-	-	2,310
-	-	-	-	-	-	-	24,309
-	-	-	-	-	-	-	2,475
-	-	-	-	-	-	-	7,100
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	250
-	-	-	-	-	-	-	13,900
-	-	-	-	-	-	-	34,274
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	115,866
-	-	-	10,000	10,000	10,000	30,000	45,680
-	-	-	-	-	-	-	2,498
-	-	-	-	-	-	-	700
-	-	-	-	-	-	-	154,950
-	-	-	10,000	10,000	10,000	30,000	203,828
-	-	-	-	-	-	-	34,454
-	-	-	-	-	-	-	19,010
-	-	-	-	-	-	-	495
-	-	-	-	-	-	-	53,959
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	500	7,000	8,500	9,100	9,100	34,200	59,717
-	-	-	-	-	-	-	800
-	-	-	-	-	-	-	650
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	1,600
-	-	-	-	-	-	-	2,420
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	512
-	-	-	-	-	-	-	2,500
-	-	-	-	-	-	-	490
-	-	-	-	-	-	-	11

	Authorized Capital Program (ACP)		
	2021 Amended	Changes	2022 Proposed
807857 Fridley Liquid Waste Receiving	250	-	250
807858 Blue Lake WWTP FSF and Solids	6,200	-	6,200
807861 Rogers WWTP Acquisition	4,000	-	4,000
807865 Treatment Plant PLC Replacemen	1,325	-	1,325
807899 Regional Plant Planning	900	-499	401
Total 8078 - Regional Plant Improvements	46,203	473	46,676
8089 - MWWTP Asset Renewal			
808900 MWWTP Asset-Renewal	8,626	61,266	69,892
808910 MWWTP Electrical Distri - I	7,150	-7,150	-
808915 Electrical Distribution Phase	6,150	-	6,150
808916 Electrical Renewal - Phase 3	40,600	-	40,600
808920 SMB Scum Processing Facilitie	2,840	-	2,840
808921 MWWTP Primary Tanks Sludge Col	3,620	-	3,620
808922 Metro Effluent Pump Station R	1,050	-	1,050
808923 Metro Site Preparation and Imp	8,553	-	8,553
808924 Metro WWTP Mapping and Land U	150	-	150
808926 808926, ICS/SCADA Check Point	292	-	292
808930 MWWTP East Secondary Renewal	40,000	-	40,000
808935 MWWTP Liquid Renewal Project	500	-	500
808940 MWWTP Sustainable Landscapes	110	-	110
808941 PFAS Permit Strategy - Metro P	2,500	-	2,500
Total 8089 - MWWTP Asset Renewal	122,141	54,116	176,257
8091 - Wastewater Reclamation Facilities			
809100 WW Reclamation-Facilities	1,579	1,038	2,617
809110 WWTP Crow River	3,015	-	3,015
809120 SE Metro Water Reclamation Fac	1,180	-679	501
809130 Scott County Wastewater Plant	1,000	-	1,000
Total 8091 - Wastewater Reclamation Facilities	6,775	359	7,133
8097 - Blue Lake Solids Processing			
809700 Blue Lake Solids Processing	1,948	751	2,700
Total 8097 - Blue Lake Solids Processing	1,948	751	2,700
8098 - Hastings WWTP			
809800 Hastings WWTP	1,300	20,600	21,900
809810 Hastings WWTP Interceptor Stu	700	-	700
Total 8098 - Hastings WWTP	2,000	20,600	22,600
8100 - Industrial Pretreatment Incentive Program			
810000 Ind Pretreat Incentive Program	707	9,693	10,400
810010 IPIP-Northern Star	11,300	-	11,300
810020 IPIP-Kemps	950	-950	-
Total 8100 - Industrial Pretreatment Incentive Program	12,957	8,743	21,700
Total Treatment Plant Projects	556,788	63,931	620,719

**METROPOLITAN COUNCIL
CAPITAL PROGRAM, ENVIRONMENTAL SERVICES**

**TABLE G-2
(\$ IN 000S)**

Capital Improvement Plan (CIP)							ACP + CIP Combined
2022	2023	2024	2025	2026	2027	Total	
-	-	-	-	-	-	-	250
-	-	-	-	-	-	-	6,200
-	-	-	-	-	-	-	4,000
-	-	-	-	-	-	-	1,325
-	-	-	-	-	-	-	401
-	500	7,000	8,500	9,100	9,100	34,200	80,876
-	-	-	15,060	28,000	29,500	72,560	142,452
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	6,150
-	-	-	-	-	-	-	40,600
-	-	-	-	-	-	-	2,840
-	-	-	-	-	-	-	3,620
-	-	-	-	-	-	-	1,050
-	-	-	-	-	-	-	8,553
-	-	-	-	-	-	-	150
-	-	-	-	-	-	-	292
-	-	-	-	-	-	-	40,000
-	-	-	-	-	-	-	500
-	-	-	-	-	-	-	110
-	-	-	-	-	-	-	2,500
-	-	-	15,060	28,000	29,500	72,560	248,817
-	-	-	1,250	20,000	20,000	41,250	43,867
-	-	-	-	-	-	-	3,015
-	-	-	-	-	-	-	501
-	-	-	-	-	-	-	1,000
-	-	-	1,250	20,000	20,000	41,250	48,383
-	3,000	4,000	10,000	20,100	50,000	87,100	89,800
-	3,000	4,000	10,000	20,100	50,000	87,100	89,800
-	-	10,000	38,000	20,000	-	68,000	89,900
-	-	-	-	-	-	-	700
-	-	10,000	38,000	20,000	-	68,000	90,600
-	-	100	100	5,000	-	5,200	15,600
-	-	-	-	-	-	-	11,300
-	-	-	-	-	-	-	-
-	-	100	100	5,000	-	5,200	26,900
-	3,500	21,100	82,910	112,200	118,600	338,310	959,029

	Authorized Capital Program (ACP)		
	2021 Amended	Changes	2022 Proposed
Interceptor Projects			
8028 - Blue Lake System Improvements			
802800 INT Lake Minnetonka Area Imp	2,908	16,039	18,947
802829 Mound Area Improvements - Inte	30,212	-30,212	-
802831 Orono Lift Stations L46 and L4	765	-	765
802834 L48 Rehab and FM 6-DH-645 Repl	890	-	890
802854 Excelsior Area LS Improveme-18	503	-503	-
802856 Excelsior Area Lift Station L-	10,001	-	10,001
802857 Shorewood L21 Improvements	50	-50	-
802862 Lake Minnetonka System Plannin	650	-403	247
802863 8567 Forcemain Replacement A	600	-	600
802871 Blue Lake WWTP Syst Improve	500	-	500
802883 Chanhassen Interceptor 8253-3	4,900	-	4,900
802886 Interceptor 7113 Replacement a	1,214	-	1,214
802888 Cooperative Agree - BLSI	3,527	-	3,527
802891 Lake Minnetonka Area Facility	350	-350	-
802897 Orono Interceptor 7113 Relocat	1,500	-	1,500
802899 Lake Minnetonka Area Technical	350	-350	-
Total 8028 - Blue Lake System Improvements	58,919	-15,828	43,090
8041 - Hopkins System Improvements			
804100 INT Hopkins Syst Improve	7,202	5	7,207
804125 HIS - East Isles Improvements	1,005	-	1,005
804136 HSI-Cooperative Agreements	2,000	-	2,000
Total 8041 - Hopkins System Improvements	10,207	5	10,213
8055 - Lift Station Improvements			
805500 INT Lift Station Rehab	14,555	28,538	43,092
805501 Lift Station Property Maintena	1,559	-	1,559
805502 Lift Station Condition Assessm	839	-	839
805503 L13 HVAC Improvements	200	-	200
805560 Coon Rapids L34 Improvements	7,329	-	7,329
805564 L66 Rehabilitation	200	-	200
805565 Lift Station Fuel Upgrades and	1,715	-	1,715
805566 Lift Station Electrical Rehabi	500	-	500
805575 Bloomington L55 Gravity and Fo	4,300	-	4,300
805576 L29 Rehabilitation	1,200	-	1,200
805580 System-wide Lift Station Refur	100	-100	-
Total 8055 - Lift Station Improvements	32,497	28,437	60,934
8056 - Meter Improvements			
805600 INT Meter Improve	9,949	4,187	14,136
805601 Meter Station Property Mainten	161	-	161
805603 2020 Meter Improvements	1,050	-	1,050
805604 Meter M061 Rehabilitation	245	-	245
805605 Meter M106 Modifications	1,295	-	1,295

METROPOLITAN COUNCIL
CAPITAL PROGRAM, ENVIRONMENTAL SERVICES

TABLE G-2
(\$ IN 000S)

Capital Improvement Plan (CIP)							ACP + CIP Combined
2022	2023	2024	2025	2026	2027	Total	
-	-	-	6,780	300	-	7,080	26,027
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	765
-	-	-	-	-	-	-	890
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	10,001
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	247
-	-	-	-	-	-	-	600
-	-	-	-	-	-	-	500
-	-	-	-	-	-	-	4,900
-	-	-	-	-	-	-	1,214
-	-	-	-	-	-	-	3,527
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	1,500
-	-	-	-	-	-	-	-
-	-	-	6,780	300	-	7,080	50,170
-	-	-	-	-	-	-	7,207
-	-	-	-	-	-	-	1,005
-	-	-	-	-	-	-	2,000
-	-	-	-	-	-	-	10,213
-	-	-	10,200	30,200	30,200	70,600	113,692
-	-	-	-	-	-	-	1,559
-	-	-	-	-	-	-	839
-	-	-	-	-	-	-	200
-	-	-	-	-	-	-	7,329
-	-	-	-	-	-	-	200
-	-	-	-	-	-	-	1,715
-	-	-	-	-	-	-	500
-	-	-	-	-	-	-	4,300
-	-	-	-	-	-	-	1,200
-	-	-	-	-	-	-	-
-	-	-	10,200	30,200	30,200	70,600	131,534
-	-	-	10,000	10,000	10,000	30,000	44,136
-	-	-	-	-	-	-	161
-	-	-	-	-	-	-	1,050
-	-	-	-	-	-	-	245
-	-	-	-	-	-	-	1,295

	Authorized Capital Program (ACP)		
	2021 Amended	Changes	2022 Proposed
805636 Replacement Meter Vault M228	7,126	-	7,126
Total 8056 - Meter Improvements	19,826	4,187	24,014
8063 - SWC Interceptor - Lake Elmo Connections			
806301 East Area Interceptor Improve	300	6,119	6,419
806302 L77 Lift Station Improvements	120	-	120
806325 Lake Elmo West Connection I94	7,874	-	7,874
806335 Woodbury Interceptor 9701 Reha	5,150	-	5,150
Total 8063 - SWC Interceptor - Lake Elmo Connections	13,444	6,119	19,563
8076 - Mpls. Interceptor System Rehabilitation			
807600 INT Mpls System Rehab	518	2,268	2,786
807618 1-MN-341 Pipe-in-Pipe Rehab	7,722	-	7,722
807626 Regulators R06 R07 R10 R12 Imp	11,817	-	11,817
807627 Mpls Regulator R08	205	-205	-
807629 INT 1 MN 344 Tunnel & Reg R04	27,039	-	27,039
807637 Plymouth Forcemain System Odor	209	-209	-
807640 Maint Access Structures	1,000	-	1,000
807641 1-MN-303 Pipe-in-Pipe (PIP) Re	140	-140	-
807643 MEI Sluice Gates and Stop Log	16,651	-	16,651
807644 Large Diameter Interceptor Cle	193	-193	-
807645 Mpls 1-MN-330 and 1-MN-341 Acc	685	-	685
807646 1-MN-302 Rehab at Hwy 88 Cross	2,350	-2,350	-
807647 Lake Street Siphon Inspection	3,290	-	3,290
807650 Mpls Joint Sewer Study - S. Po	6,030	-	6,030
807666 1-MN-310 Rehab Between Dowlin	300	-	300
807667 1-MN-310 Rehab Between Broadwa	3,300	-	3,300
807670 Mpls Interceptor System Rehabi	1,500	-359	1,141
Total 8076 - Mpls. Interceptor System Rehabilitation	82,949	-1,188	81,761
8077 – Northeast Area Interceptor Imp			
807700 Northeast Area Interceptor Imp	450	-450	-
Total 8077 – Northeast Area Interceptor Imp	450	-450	-
8080 - Seneca Interceptor System Rehabilitation			
808025 Seneca Area Sys Reh Ph 3,4 -18	5	-5	-
808040 Seneca Area Sys Reh Ph 4-18	201	-201	-
808050 Seneca Area Sys Reh Ph 5-18	1	-1	-
808080 Seneca WWTP Inlet Repair/Repl	31	-31	-
Total 8080 - Seneca Interceptor System Rehabilitation	237	-237	-
8081 - Maple Plain LS/FM Rehabilitation			
808100 Maple Plain LS/FM Rehab	5,000	-5,000	-
Total 8081 - Maple Plain LS/FM Rehabilitation	5,000	-5,000	-
8082 - St Bonifacius LS/FM Rehabilitation			
808200 St. Bonifacius LS/FM Rehab	32,161	143	32,304

METROPOLITAN COUNCIL
CAPITAL PROGRAM, ENVIRONMENTAL SERVICES

TABLE G-2
(\$ IN 000S)

Capital Improvement Plan (CIP)							ACP + CIP Combined
2022	2023	2024	2025	2026	2027	Total	
-	-	-	-	-	-	-	7,126
-	-	-	10,000	10,000	10,000	30,000	54,014
-	-	-	-	-	-	-	6,419
-	-	-	-	-	-	-	120
-	-	-	-	-	-	-	7,874
-	-	-	-	-	-	-	5,150
-	-	-	-	-	-	-	19,563
-	-	-	-	-	-	-	2,786
-	-	-	-	-	-	-	7,722
-	-	-	-	-	-	-	11,817
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	27,039
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	1,000
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	16,651
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	685
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	3,290
-	-	-	-	-	-	-	6,030
-	-	-	-	-	-	-	300
-	-	-	-	-	-	-	3,300
-	-	-	-	-	-	-	1,141
-	-	-	-	-	-	-	81,761
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	32,304

	Authorized Capital Program (ACP)		
	2021 Amended	Changes	2022 Proposed
Total 8082 - St Bonifacius LS/FM Rehabilitation	32,161	143	32,304
8083 - Waconia LS/FM Rehabilitation			
808300 Waconia LS/FM Rehab	4,266	-1,187	3,078
808320 Waconia Forcemain 7508 Phase 2	6,100	-6,100	-
808330 Waconia Foremain 7508 Phase 3	2,220	-	2,220
Total 8083 - Waconia LS/FM Rehabilitation	12,586	-7,287	5,298
8084 - Bloomington System Improvements			
808400 Bloomington Systems Improvemen	17,035	70	17,105
Total 8084 - Bloomington System Improvements	17,035	70	17,105
8085 - Elm Creek - Corcoran/Rogers Connections			
808520 Corcoran Lift Station L80	2,960	-2,960	-
Total 8085 - Elm Creek - Corcoran/Rogers Connections	2,960	-2,960	-
8086 - North Area Interceptor Rehabilitation			
808600 North Area INT Rehab	7,603	7,437	15,040
808606 Interceptor 900416 Bass Lake	980	-	980
808621 Maple Grove Interceptor 9004	1,525	-1,525	-
808622 Maple Grove Interceptor	4,000	-	4,000
808685 Coon Rapids Interceptor 4-NS-	1,988	-	1,988
Total 8086 - North Area Interceptor Rehabilitation	16,096	5,912	22,008
8088 - St Paul Interceptor System Rehabilitation			
808800 St. Paul INT Sys (SPIS) Rehab	6,522	2,927	9,449
808821 Interceptors 8566-370- 7705	21,400	-21,400	-
808823 Interceptors 1-SP-200 and 1-S	13,152	-	13,152
808831 1-RV-430 Improvements - Pond C	50	-	50
808861 Grass Lake Interceptor Rehabi	637	-	637
808862 Long Lake Rehabilitation	1,871	-	1,871
808871 Interceptor 7111 1 & 2 Tanne	200	-200	-
808880 1-MS-100 Access and Cleaning	150	-150	-
808881 R02 Site Needs Evaluation	2,060	-	2,060
808882 1-MS-100 Rehabilitation Feasib	585	-	585
808883 Siphon Preliminary Investigati	165	-	165
Total 8088 - St Paul Interceptor System Rehabilitation	46,792	-18,823	27,969
8090 - Interceptor Rehabilitation - Program			
809083 I/I Mitigation	750	-	750
809089 Interceptor Inspection	1,500	-	1,500
809093 South Saint Paul WWTP Reconvey	3,652	-	3,652
809094 Oak Park Heights Interceptor 9	1,839	-	1,839
809095 Regional Maintenance Facility	16,992	-	16,992
809097 Special Assessment Payments f	75	-	75
809099 INT Funds for Future Projects	2,206	20,876	23,082
819010 System Wide River Crossing Ins	400	-	400

METROPOLITAN COUNCIL
CAPITAL PROGRAM, ENVIRONMENTAL SERVICES

TABLE G-2
(\$ IN 000S)

Capital Improvement Plan (CIP)							ACP + CIP Combined
2022	2023	2024	2025	2026	2027	Total	
-	-	-	-	-	-	-	32,304
-	-	-	-	-	-	-	3,078
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	2,220
-	-	-	-	-	-	-	5,298
-	-	-	-	-	-	-	17,105
-	-	-	-	-	-	-	17,105
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	300	-	-	300	15,340
-	-	-	-	-	-	-	980
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	4,000
-	-	-	-	-	-	-	1,988
-	-	-	300	-	-	300	22,308
-	-	-	500	-	-	500	9,949
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	13,152
-	-	-	-	-	-	-	50
-	-	-	-	-	-	-	637
-	-	-	-	-	-	-	1,871
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	2,060
-	-	-	-	-	-	-	585
-	-	-	-	-	-	-	165
-	-	-	500	-	-	500	28,469
-	-	-	-	-	-	-	750
-	-	-	-	-	-	-	1,500
-	-	-	-	-	-	-	3,652
-	-	-	-	-	-	-	1,839
-	-	-	-	-	-	-	16,992
-	-	-	-	-	-	-	75
-	-	-	-	26,000	43,000	69,000	92,082
-	-	-	-	-	-	-	400

	Authorized Capital Program (ACP)		
	2021		2022
	Amended	Changes	Proposed
819011 Interceptor Chemical Odor Con	7,063	-	7,063
819013 Technical Support of Intercept	1,800	-	1,800
819014 Miscellaneous Odor Control Im	760	-	760
819015 East Isles FM Improvements	5,400	-	5,400
819016 Large Diameter Interceptor Cl	13,010	-	13,010
819017 Siphon Outlet Improvements	200	-	200
819019 Regional Vactor Waste Facilit	200	-	200
819025 TH 13 - MNDOT Coordination	3,576	-	3,576
Total 8090 - Interceptor Rehabilitation - Program	59,422	20,876	80,298
8092 - Mpls. Interceptor 1-MN-340 Rehabilitation			
809200 Mpls Interceptor 1-MN-340 Reha	2,250	8,206	10,457
809205 Interceptor 1-MN-320 Improvem	15,000	-	15,000
809207 ERSM System Evaluation	300	-	300
Total 8092 - Mpls. Interceptor 1-MN-340 Rehabilitation	17,550	8,206	25,757
8093 - Brooklyn Park-Champlin Inter			
809300 Brooklyn Park-Champlin Interce	676	7,106	7,782
809311 Brooklyn Park Champlin Interce	18,500	-18,500	-
809315 Non-PFA BPCI Renewal - Phase	2,473	-2,473	-
809316 Non-PFA BPCI Renewal - Phase	777	-777	-
809361 Brooklyn Park and Osseo Interc	7,825	-	7,825
Total 8093 - Brooklyn Park-Champlin Inter	30,251	-14,644	15,607
8094 - Brooklyn Park L32			
809400 Brooklyn Park L32	6,584	4,752	11,335
809401 Fridley Site Demolition	925	-	925
809410 Design of New Lift Station L-3	8,000	-7,499	501
Total 8094 - Brooklyn Park L32	15,509	-2,748	12,761
8095 - Coon Rapids-Fridley Area Inter			
809500 Coon Rapids Fridley Area Int	90	3,450	3,540
809510 Shakopee Interceptor Odor Imp	360	-	360
Total 8095 - Coon Rapids-Fridley Area Inter	450	3,450	3,900
8096 - Northwest Area Interceptor Imp			
809600 Northwest Area Interceptor Imp	1,540	-289	1,251
Total 8096 - Northwest Area Interceptor Imp	1,540	-289	1,251
Total Interceptor Projects	475,882	7,951	483,833
TOTAL ENVIRONMENTAL SERVICES	1,032,671	71,882	1,104,553

**METROPOLITAN COUNCIL
CAPITAL PROGRAM, ENVIRONMENTAL SERVICES**

**TABLE G-2
(\$ IN 000S)**

Capital Improvement Plan (CIP)							ACP + CIP Combined
2022	2023	2024	2025	2026	2027	Total	
-	-	-	-	-	-	-	7,063
-	-	-	-	-	-	-	1,800
-	-	-	-	-	-	-	760
-	-	-	-	-	-	-	5,400
-	-	-	-	-	-	-	13,010
-	-	-	-	-	-	-	200
-	-	-	-	-	-	-	200
-	-	-	-	-	-	-	3,576
-	-	-	-	26,000	43,000	69,000	149,298
-	-	-	2,000	200	-	2,200	12,657
-	-	-	-	-	-	-	15,000
-	-	-	-	-	-	-	300
-	-	-	2,000	200	-	2,200	27,957
-	-	-	-	-	-	-	7,782
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	7,825
-	-	-	-	-	-	-	15,607
-	-	14,000	14,000	14,000	8,000	50,000	61,335
-	-	-	-	-	-	-	925
-	-	-	-	-	-	-	501
-	-	14,000	14,000	14,000	8,000	50,000	62,761
-	-	-	200	200	-	400	3,940
-	-	-	-	-	-	-	360
-	-	-	200	200	-	400	4,300
-	-	-	12,500	8,500	-	21,000	22,251
-	-	-	12,500	8,500	-	21,000	22,251
-	-	14,000	56,480	89,400	91,200	251,080	734,913
-	3,500	35,100	139,390	201,600	209,800	589,390	1,693,943

	Authorized Capital Program (ACP)		
	2021		2022
	Amended	Changes	Proposed
Housing and Redevelopment Authority			
Family Affordable Housing Program			
14652 FAHP (Undesignated)	120	-	120
14653 FAHP House Acquisition	200	-	200
14654 FAHP Capital Expenses	180	-	180
Total Family Affordable Housing Program	500	-	500
Total Housing and Redevelopment Authority	500	-	500
Regional Park Implementing Agencies			
Anoka County Parks			
10784 Anoka County (Undesignated)	2,051	-	2,051
10837 SG-05723 Anoka County	300	-	300
10839 SG-05725 Anoka County	600	-	600
10891 SG-05730 Anoka County	230	-	230
10924 SG-12259 Anoka County	320	-	320
10925 SG-12260 Anoka County	932	-	932
10926 SG-12261 Anoka County	260	-	260
10945 SG-11252 Anoka County	2,388	-	2,388
10947 SG-11255 Anoka County	350	-	350
10949 SG-11253 Anoka County	100	-	100
11240 SG-12366 Anoka County	340	-	340
11241 SG-12364 Anoka County	269	-	269
11242 SG-12365 Anoka County	107	-	107
11243 SG-12369 Anoka County	27	-	27
11244 SG-15333 Anoka County	82	-	82
P17001 Anoka State Bonding Program	-	-	-
P17002 Anoka P&T Legacy	-	-	-
Total Anoka County Parks	8,354	-	8,354
Carver County Parks			
10786 Carver County (Undesignated)	483	-	483
10845 SG-05967 Carver County	36	-	36
10895 SG-06019 Carver County	448	-	448
10953 SG-11283 Carver County	56	-	56
10954 SG-11284 Carver County	97	-	97
10955 SG-11285 Carver County	77	-	77
10956 SG-11286 Carver County	286	-	286
10957 SG-11266 Carver County	234	-	234
11246 SG-12363 Carver County FRC	245	-	245
P17005 Carver State Bonding Program	-	-	-
P17006 Carver P&T Legacy	-	-	-
Total Carver County Parks	1,962	-	1,962
City of Bloomington Parks			
10785 City of Bloomington (Undesig)	390	-	390

METROPOLITAN COUNCIL
 CAPITAL PROGRAM, COMMUNITY DEVELOPMENT - PARKS AND OPEN SPACE

TABLE G-3
 (\$ IN 000S)

Capital Improvement Plan (CIP)							ACP + CIP Combined
2022	2023	2024	2025	2026	2027	Total	
100	100	100	100	100	100	600	720
-	-	-	-	-	-	-	200
-	-	-	-	-	-	-	180
100	100	100	100	100	100	600	1,100
100	100	100	100	100	100	600	1,100
-	-	-	-	-	-	-	2,051
-	-	-	-	-	-	-	300
-	-	-	-	-	-	-	600
-	-	-	-	-	-	-	230
-	-	-	-	-	-	-	320
-	-	-	-	-	-	-	932
-	-	-	-	-	-	-	260
-	-	-	-	-	-	-	2,388
-	-	-	-	-	-	-	350
-	-	-	-	-	-	-	100
-	-	-	-	-	-	-	340
-	-	-	-	-	-	-	269
-	-	-	-	-	-	-	107
-	-	-	-	-	-	-	27
-	-	-	-	-	-	-	82
2,472	-	2,472	-	2,472	-	7,416	7,416
1,832	1,868	1,906	1,944	1,983	2,022	11,554	11,554
4,304	1,868	4,378	1,944	4,455	2,022	18,970	27,325
-	-	-	-	-	-	-	483
-	-	-	-	-	-	-	36
-	-	-	-	-	-	-	448
-	-	-	-	-	-	-	56
-	-	-	-	-	-	-	97
-	-	-	-	-	-	-	77
-	-	-	-	-	-	-	286
-	-	-	-	-	-	-	234
-	-	-	-	-	-	-	245
736	-	736	-	736	-	2,208	2,208
439	448	457	466	475	485	2,769	2,769
1,175	448	1,193	466	1,211	485	4,977	6,939
-	-	-	-	-	-	-	390

	Authorized Capital Program (ACP)		
	2021	Changes	2022
	Amended		Proposed
10841 SG-05858 City of Bloomington	234	-	234
10842 SG-06016 City of Bloomington	61	-	61
10894 SG-06017 City of Bloomington	269	-	269
10929 SG-12265 City of Bloomington	409	-	409
10950 SG-11263 City of Bloomington	33	-	33
10951 SG-11265 City of Bloomington	588	-	588
11245 SG-12333 City of Bloomington	217	-	217
P17003 Bloomington State Bonding Prog	-	-	-
P17004 Bloomington P&T Legacy	-	-	-
Total City of Bloomington Parks	2,200	-	2,200
City of St Paul Parks and Recreation			
10643 SG2013-112 City of St.Paul	1,785	-	1,785
10791 City of St.Paul (Undesignated)	3,195	-	3,195
10821 SG-22066 City of St.Paul	196	-	196
10864 SG-05882 City of St. Paul	334	-	334
10866 SG-05886 City of St.Paul	538	-	538
10934 SG-12268 City of St.Paul	1,590	-	1,590
10935 SG-12269 City of St. Paul	670	-	670
10983 SG-11388 City of St.Paul	210	-	210
10984 SG-11389 City of St.Paul	1,019	-	1,019
10985 SG-11393 City of St.Paul	150	-	150
10987 SG-11396 City of St.Paul	300	-	300
10988 SG-11391 City of St.Paul	500	-	500
10990 SG-11390 City of St.Paul	340	-	340
10991 SG-11392 City of St.Paul	500	-	500
10992 SG-11394 City of St. Paul	650	-	650
11209 SG-12735 City of St. Paul	30	-	30
11210 SG-12736 City of St. Paul	117	-	117
11211 SG-12737 City of St. Paul	25	-	25
11213 SG-12740 City of St. Paul	341	-	341
11225 SG-12738 City of St. Paul	150	-	150
11251 SG-12377 City of St. Paul	850	-	850
11252 SG-12378 City of St.Paul	36	-	36
11253 SG-12372 City of St.Paul	72	-	72
11254 SG-12376 City of St.Paul	45	-	45
11261 SG-15872 City of St. Paul	125	-	125
11262 SG-15874 City of St. Paul	254	-	254
P17013 St Paul State Bonding Program	-	-	-
P17014 St Paul P&T Legacy	-	-	-
Total City of St Paul Parks and Recreation	14,022	-	14,022
Dakota County Parks			
10787 Dakota County (Undesignated)	2,864	-	2,864
10847 SG-06009 Dakota County	200	-	200
10848 SG-06014 Dakota County	150	-	150
10958 SG-11287 Dakota County	1,261	-	1,261

METROPOLITAN COUNCIL
 CAPITAL PROGRAM, COMMUNITY DEVELOPMENT - PARKS AND OPEN SPACE

TABLE G-3
 (\$ IN 000S)

Capital Improvement Plan (CIP)							ACP + CIP Combined
2022	2023	2024	2025	2026	2027	Total	
-	-	-	-	-	-	-	234
-	-	-	-	-	-	-	61
-	-	-	-	-	-	-	269
-	-	-	-	-	-	-	409
-	-	-	-	-	-	-	33
-	-	-	-	-	-	-	588
-	-	-	-	-	-	-	217
650	-	650	-	650	-	1,950	1,950
353	360	367	374	382	390	2,226	2,226
1,003	360	1,017	374	1,032	390	4,176	6,376
-	-	-	-	-	-	-	1,785
-	-	-	-	-	-	-	3,195
-	-	-	-	-	-	-	196
-	-	-	-	-	-	-	334
-	-	-	-	-	-	-	538
-	-	-	-	-	-	-	1,590
-	-	-	-	-	-	-	670
-	-	-	-	-	-	-	210
-	-	-	-	-	-	-	1,019
-	-	-	-	-	-	-	150
-	-	-	-	-	-	-	300
-	-	-	-	-	-	-	500
-	-	-	-	-	-	-	340
-	-	-	-	-	-	-	500
-	-	-	-	-	-	-	650
-	-	-	-	-	-	-	30
-	-	-	-	-	-	-	117
-	-	-	-	-	-	-	25
-	-	-	-	-	-	-	341
-	-	-	-	-	-	-	150
-	-	-	-	-	-	-	850
-	-	-	-	-	-	-	36
-	-	-	-	-	-	-	72
-	-	-	-	-	-	-	45
-	-	-	-	-	-	-	125
-	-	-	-	-	-	-	254
3,009	-	3,009	-	3,009	-	9,028	9,028
2,562	2,613	2,666	2,719	2,773	2,829	16,162	16,162
5,571	2,613	5,675	2,719	5,783	2,829	25,190	39,212
-	-	-	-	-	-	-	2,864
-	-	-	-	-	-	-	200
-	-	-	-	-	-	-	150
-	-	-	-	-	-	-	1,261

	Authorized Capital Program (ACP)		
	2021 Amended	Changes	2022 Proposed
10959 SG-11288 Dakota County	200	-	200
10960 SG-11289 Dakota County	151	-	151
11247 SG-12382 Dakota County	851	-	851
P17007 Dakota State Bonding Program	-	-	-
P17008 Dakota P&T Legacy	-	-	-
Total Dakota County Parks	5,677	-	5,677
Minneapolis Parks and Recreation Board			
10788 Minneapolis Park(Undesignated)	8,698	-	8,698
10815 SG-22059 Minneapolis Parks	838	-	838
10853 SG-06031 Minneapolis Parks	2,261	-	2,261
10897 SG-06027 Minneapolis Parks	1,500	-	1,500
10905 SG-06028 Minneapolis Parks	450	-	450
10908 SG-12069 Minneapolis Parks	478	-	478
10932 SG-12267 Minneapolis Parks	1,471	-	1,471
10962 SG-11355 Minneapolis Parks	1,273	-	1,273
10963 SG-11359 Minneapolis Parks	171	-	171
10966 SG-11364 Minneapolis Parks	100	-	100
10967 SG-11365 Minneapolis Parks	970	-	970
10968 SG-11356 Minneapolis Parks	1,296	-	1,296
11208 SG-12769 Minneapolis Parks	450	-	450
11248 SG-12394 Minneapolis Parks	573	-	573
11249 SG-12396 Minneapolis Parks	1,254	-	1,254
P17009 Mpls State Bonding Program	-	-	-
P17010 Mpls P&T Legacy	-	-	-
Total Minneapolis Parks and Recreation Board	21,783	-	21,783
Ramsey County Parks			
10789 Ramsey County (Undesignated)	1,899	-	1,899
10819 SG-22064 Ramsey County	709	-	709
10855 SG-05909 Ramsey County	150	-	150
10856 SG-05943 Ramsey County	220	-	220
10857 SG-05946 Ramsey County	270	-	270
10858 SG-05947 Ramsey County	250	-	250
10859 SG-05948 Ramsey County	550	-	550
10861 SG-05950 Ramsey County	458	-	458
10899 SG-05944 Ramsey County	21	-	21
10900 SG-05951 Ramsey County	329	-	329
10901 SG-05945 Ramsey County	100	-	100
10933 SG-12282 Ramsey County	1,322	-	1,322
10970 SG-11407 Ramsey County	300	-	300
10971 SG-11408 Ramsey County	220	-	220
10972 SG-11409 Ramsey County	150	-	150
10973 SG-11410 Ramsey County	175	-	175
10974 SG-11414 Ramsey County	288	-	288
10976 SG-11411 Ramsey County	250	-	250
10978 SG-11406 Ramsey County	501	-	501

Capital Improvement Plan (CIP)							ACP + CIP Combined
2022	2023	2024	2025	2026	2027	Total	
-	-	-	-	-	-	-	200
-	-	-	-	-	-	-	151
-	-	-	-	-	-	-	851
2,554	-	2,554	-	2,554	-	7,661	7,661
1,604	1,636	1,668	1,702	1,736	1,770	10,116	10,116
4,157	1,636	4,222	1,702	4,289	1,770	17,776	23,453
-	-	-	-	-	-	-	8,698
-	-	-	-	-	-	-	838
-	-	-	-	-	-	-	2,261
-	-	-	-	-	-	-	1,500
-	-	-	-	-	-	-	450
-	-	-	-	-	-	-	478
-	-	-	-	-	-	-	1,471
-	-	-	-	-	-	-	1,273
-	-	-	-	-	-	-	171
-	-	-	-	-	-	-	100
-	-	-	-	-	-	-	970
-	-	-	-	-	-	-	1,296
-	-	-	-	-	-	-	450
-	-	-	-	-	-	-	573
-	-	-	-	-	-	-	1,254
5,481	-	5,481	-	5,481	-	16,443	16,443
4,755	4,850	4,947	5,046	5,147	5,250	29,995	29,995
10,236	4,850	10,428	5,046	10,628	5,250	46,438	68,221
-	-	-	-	-	-	-	1,899
-	-	-	-	-	-	-	709
-	-	-	-	-	-	-	150
-	-	-	-	-	-	-	220
-	-	-	-	-	-	-	270
-	-	-	-	-	-	-	250
-	-	-	-	-	-	-	550
-	-	-	-	-	-	-	458
-	-	-	-	-	-	-	21
-	-	-	-	-	-	-	329
-	-	-	-	-	-	-	100
-	-	-	-	-	-	-	1,322
-	-	-	-	-	-	-	300
-	-	-	-	-	-	-	220
-	-	-	-	-	-	-	150
-	-	-	-	-	-	-	175
-	-	-	-	-	-	-	288
-	-	-	-	-	-	-	250
-	-	-	-	-	-	-	501

	Authorized Capital Program (ACP)		
	2021 Amended	Changes	2022 Proposed
11226 SG-14880 Ramsey County	513	-	513
11250 SG-15026 Ramsey County	741	-	741
P17011 Ramsey State Bonding Program	-	-	-
P17012 Ramsey Parks & Trails Legacy	-	-	-
Total Ramsey County Parks	9,416	-	9,416
Scott County			
10790 Scott County (Undesignated)	828	-	828
10936 SG-12270 Scott County	237	-	237
10937 SG-12283 Scott County	355	-	355
10980 SG-11375 Scott County	197	-	197
10981 SG-11373 Scott County	576	-	576
11255 SG-12384 Scott County	291	-	291
P17015 Scott State Bonding Program	-	-	-
P17016 Scott P&T Legacy	-	-	-
Total Scott County	2,485	-	2,485
Three Rivers Park District			
10792 Three Rivers (Undesignated)	5,394	-	5,394
10824 SG-22074 Three Rivers	1,800	-	1,800
10874 SG-06051 Three Rivers	1,431	-	1,431
10875 SG-06056 Three Rivers	752	-	752
10885 SG-06061 Three Rivers	100	-	100
10922 SG-12071 Three Rivers	1,040	-	1,040
10938 SG-12271 Three Rivers	1,500	-	1,500
10993 SG-11398 Three Rivers	9,510	-	9,510
11256 SG-15179 Three Rivers	400	-	400
11257 SG-12399 Three Rivers	680	-	680
11258 SG-12385 Three Rivers	719	-	719
P17017 Three Rivers State Bond Prog	-	-	-
P17018 Three Rivers P&T Legacy	-	-	-
Total Three Rivers Park District	23,325	-	23,325
Washington County Parks			
10793 Washington County(Undesignated)	1,156	-	1,156
10943 SG-12287 Washington County	390	-	390
10944 SG-12288 Washington County	167	-	167
11227 SG-14928 Washington County	831	-	831
11259 SG-12408 Washington County	535	-	535
P17019 Washington State Bonding Prog	-	-	-
P17020 Washington P&T Legacy	-	-	-
Total Washington County Parks	3,080	-	3,080
Total Regional Park Implementing Agencies	92,304	-	92,304
Other Parks Programs			
Equity Grant Funds			

Capital Improvement Plan (CIP)							ACP + CIP Combined
2022	2023	2024	2025	2026	2027	Total	
-	-	-	-	-	-	-	513
-	-	-	-	-	-	-	741
2,223	-	2,223	-	2,223	-	6,669	6,669
1,732	1,767	1,802	1,838	1,875	1,913	10,928	10,928
3,955	1,767	4,025	1,838	4,098	1,913	17,597	27,012
-	-	-	-	-	-	-	828
-	-	-	-	-	-	-	237
-	-	-	-	-	-	-	355
-	-	-	-	-	-	-	197
-	-	-	-	-	-	-	576
-	-	-	-	-	-	-	291
874	-	874	-	874	-	2,622	2,622
753	768	783	799	815	831	4,748	4,748
1,627	768	1,657	799	1,689	831	7,370	9,856
-	-	-	-	-	-	-	5,394
-	-	-	-	-	-	-	1,800
-	-	-	-	-	-	-	1,431
-	-	-	-	-	-	-	752
-	-	-	-	-	-	-	100
-	-	-	-	-	-	-	1,040
-	-	-	-	-	-	-	1,500
-	-	-	-	-	-	-	9,510
-	-	-	-	-	-	-	400
-	-	-	-	-	-	-	680
-	-	-	-	-	-	-	719
5,396	-	5,396	-	5,396	-	16,187	16,187
4,851	4,948	5,047	5,148	5,251	5,356	30,603	30,603
10,247	4,948	10,443	5,148	10,647	5,356	46,790	70,115
-	-	-	-	-	-	-	1,156
-	-	-	-	-	-	-	390
-	-	-	-	-	-	-	167
-	-	-	-	-	-	-	831
-	-	-	-	-	-	-	535
1,605	-	1,605	-	1,605	-	4,816	4,816
1,054	1,075	1,096	1,118	1,141	1,163	6,647	6,647
2,659	1,075	2,702	1,118	2,746	1,163	11,463	14,543
44,934	20,333	45,739	21,154	46,577	22,009	200,747	293,051

	Authorized Capital Program (ACP)		
	2021		2022
	Amended	Changes	Proposed
11207 Equity Grants (Undesignated)	10	-	10
11214 SG-12906 Dakota County	90	-	90
11215 SG-12866 City of St.Paul	154	-	154
11216 SG-12885 Minneapolis Parks	56	-	56
11264 SG-21P3-01-01 Anoka County	52	-	52
11265 SG-21P3-01-02 Anoka County	34	-	34
11266 SG-21P3-01-03 Anoka County	20	-	20
11267 SG21P30201 City of Bloomington	34	-	34
11268 SG-21P3-03-01 Carver County	20	-	20
11269 SG-21P3-04-01 Dakota County	160	-	160
11270 SG-21P3-05-01 Minneapolis Park	40	-	40
11271 SG-21P3-05-02 Minneapolis Park	200	-	200
11272 SG-21P3-05-03 Minneapolis Park	150	-	150
11273 SG-21P3-06-01 Ramsey County	39	-	39
11274 SG-21P3-06-02 Ramsey County	161	-	161
11275 SG-21P3-07-01 City of St. Paul	95	-	95
11276 SG-21P3-07-02 City of St. Paul	100	-	100
11277 SG-21P3-07-03 City of St. Paul	55	-	55
11278 SG-21P3-08-01 Scott County	186	-	186
11279 SG-21P3-08-02 Scott County	162	-	162
11280 SG-21P3-09-01 Three Rivers	80	-	80
11281 SG-21P3-09-02 Three Rivers	45	-	45
11282 SG-21P3-09-03 Three Rivers	62	-	62
11283 SG21P3-10-01 Washington County	80	-	80
11284 SG21P3-10-02 Washington County	150	-	150
11285 SG21P3-10-03 Washington County	70	-	70
11286 SG21P3-10-04 Washington County	60	-	60
P17021 Competitive Equity Grants	-	-	-
Total Equity Grant Funds	2,364	-	2,364
Land Acquisition Funds			
10702 PTLF land Acq (Undesignated)	4,544	-	4,544
10703 ENRTF Land Acq (Undesignated)	5,562	-	5,562
11217 SG-11053 Scott County	600	-	600
11220 SG-12575 Three Rivers	71	-	71
11221 SG-13214 Ramsey County	292	-	292
11222 SG-13518 Three Rivers	327	-	327
11224 SG-14459 Three Rivers	728	-	728
11239 SG-14294 Washington County	591	-	591
11263 SG-15908 Three Rivers	459	-	459
Total Land Acquisition Funds	13,174	-	13,174
Other Governmental Units			
10701 SG-09237 City of West St.Paul	2,000	-	2,000
10828 SG-09235 City of St.Paul	15,000	-	15,000
10833 SG-12202 White Bear Township	11	-	11
10834 SG-09237 West St.Paul	200	-	200

Capital Improvement Plan (CIP)							ACP + CIP Combined
2022	2023	2024	2025	2026	2027	Total	
-	-	-	-	-	-	-	10
-	-	-	-	-	-	-	90
-	-	-	-	-	-	-	154
-	-	-	-	-	-	-	56
-	-	-	-	-	-	-	52
-	-	-	-	-	-	-	34
-	-	-	-	-	-	-	20
-	-	-	-	-	-	-	34
-	-	-	-	-	-	-	20
-	-	-	-	-	-	-	160
-	-	-	-	-	-	-	40
-	-	-	-	-	-	-	200
-	-	-	-	-	-	-	150
-	-	-	-	-	-	-	39
-	-	-	-	-	-	-	161
-	-	-	-	-	-	-	95
-	-	-	-	-	-	-	100
-	-	-	-	-	-	-	55
-	-	-	-	-	-	-	186
-	-	-	-	-	-	-	162
-	-	-	-	-	-	-	80
-	-	-	-	-	-	-	45
-	-	-	-	-	-	-	62
-	-	-	-	-	-	-	80
-	-	-	-	-	-	-	150
-	-	-	-	-	-	-	70
-	-	-	-	-	-	-	60
-	658	-	833	-	1,007	2,498	2,498
-	658	-	833	-	1,007	2,498	4,862
3,692	3,765	3,841	3,917	3,996	4,076	23,286	27,831
1,250	1,250	1,250	1,250	1,250	1,250	7,500	13,062
-	-	-	-	-	-	-	600
-	-	-	-	-	-	-	71
-	-	-	-	-	-	-	292
-	-	-	-	-	-	-	327
-	-	-	-	-	-	-	728
-	-	-	-	-	-	-	591
-	-	-	-	-	-	-	459
4,942	5,015	5,091	5,167	5,246	5,326	30,786	43,960
-	-	-	-	-	-	-	2,000
-	-	-	-	-	-	-	15,000
-	-	-	-	-	-	-	11
-	-	-	-	-	-	-	200

	Authorized Capital Program (ACP)		
	2021		2022
	Amended	Changes	Proposed
10911 SG-10782 Carver County	1,500	-	1,500
10913 SG-10784 City of St.Paul	4,000	-	4,000
10914 SG-10785 Ramsey County	2,600	-	2,600
10915 SG-10786 City of Mahtomedi	1,400	-	1,400
11228 SG-21501 Anoka County	500	-	500
11229 SG-21503 Carver County	2,500	-	2,500
11230 SG-21503 Dakota County	5,000	-	5,000
11231 SG-21504 Minneapolis Parks	3,000	-	3,000
11232 SG-21512 Minneapolis Parks	5,125	-	5,125
11233 SG-21505 Ramsey County	1,800	-	1,800
11234 SG-21506 Saint Paul	1,000	-	1,000
11235 SG-21508 Three Rivers	5,000	-	5,000
11236 SG-21509 City of Dellwood	2,600	-	2,600
11237 SG-21510 White Bear Township	500	-	500
11238 SG-21511 City of Whitebear Lak	500	-	500
Total Other Governmental Units	54,236	-	54,236
Total Other Parks Programs	69,774	-	69,774
TOTAL COMMUNITY DEVELOPMENT	162,578	-	162,578

Capital Improvement Plan (CIP)							ACP + CIP Combined
2022	2023	2024	2025	2026	2027	Total	
-	-	-	-	-	-	-	1,500
-	-	-	-	-	-	-	4,000
-	-	-	-	-	-	-	2,600
-	-	-	-	-	-	-	1,400
-	-	-	-	-	-	-	500
-	-	-	-	-	-	-	2,500
-	-	-	-	-	-	-	5,000
-	-	-	-	-	-	-	3,000
-	-	-	-	-	-	-	5,125
-	-	-	-	-	-	-	1,800
-	-	-	-	-	-	-	1,000
-	-	-	-	-	-	-	5,000
-	-	-	-	-	-	-	2,600
-	-	-	-	-	-	-	500
-	-	-	-	-	-	-	500
-	-	-	-	-	-	-	54,236
4,942	5,674	5,091	6,000	5,246	6,333	33,285	103,059
49,976	26,106	50,930	27,254	51,923	28,442	234,632	397,210

STAFF COMPLEMENT IN FTE'S

	Actual 2017	Actual 2018	Actual 2019	Adopted 2020	Adopted 2021	Proposed 2022
Regional Administration						
Chair & Council	2	2	2	1	2	2
Regional Administrator	5	6	2	4	4	4
Diversity	18	16	16	18	18	18
Internal Audit	7	8	9	9	9	10
Intergovernmental Relations	4	4	4	3	2	2
Communications	16	16	18	21	20	20
Procurement & Contracts	33	34	25	27	28	31
Risk Management	13	14	14	14	16	16
Budget & Evaluation	4	4	3	5	4	4
Enterprise Content Management	11	12	11	12	13	-
Fiscal Services	33	35	37	49	49	48
Central Services	7	7	7	6	6	6
Information Systems	111	112	111	114	116	138
Legal	9	9	14	10	10	11
Human Resources	45	51	53	55	57	59
Vacancy Factor	-	-	-	(5)	(5)	(5)
Total Regional Administration	<u>319</u>	<u>330</u>	<u>327</u>	<u>343</u>	<u>348</u>	<u>364</u>
Community Development						
Division Administration	4	5	7	10	6	6
Regional Policy & Research	15	13	15	15	16	16
Local Planning Assistance	11	12	11	11	12	12
Livable Communities	5	5	4	5	8	8
Regional Parks & Natural Resources	7	5	6	6	8	8
Housing & Redevelopment	<u>41</u>	<u>40</u>	<u>39</u>	<u>43</u>	<u>44</u>	<u>52</u>
Total Community Development	<u>82</u>	<u>80</u>	<u>82</u>	<u>90</u>	<u>94</u>	<u>102</u>
Environmental Services						
General Manager's Office	32	34	35	20	21	39
Treatment, Maintenance, and Support Service	370	380	391	455	458	413
Interceptor Services	48	47	51	51	54	54
Wastewater Planning and Capital Delivery	89	84	84	100	101	101
Utility Management Services	100	93	93	40	39	47
Water Resources Planning	-	-	-	-	-	24
Vacancy Factor	-	-	-	(30)	(25)	(25)
Total Environmental Services	<u>639</u>	<u>638</u>	<u>654</u>	<u>667</u>	<u>673</u>	<u>653</u>

	Actual 2017	Actual 2018	Actual 2019	Adopted 2020	Adopted 2021	Proposed 2022
Metro Transit Bus						
MT Training	45	48	49	15	17	17
MT Administration	27	28	30	50	67	81
MT Marketing	42	44	46	45	37	25
MT Service Development	30	26	28	31	32	32
MT Finance	138	140	145	157	162	163
MT Police	164	175	189	174	178	217
MT Operations	1,654	1,638	1,621	1,665	1,621	1,558
MT Maintenance	477	487	493	481	485	485
MT Facilities	149	155	163	154	161	160
MT Transit Information Center	47	46	44	53	55	55
Total Metro Transit Bus	<u>2,773</u>	<u>2,787</u>	<u>2,809</u>	<u>2,825</u>	<u>2,816</u>	<u>2,794</u>
Central Corridor						
CCLRT Administration	-	-	-	34	32	21
CCLRT Operations	118	111	103	225	240	242
Total Central Corridor	<u>118</u>	<u>111</u>	<u>103</u>	<u>260</u>	<u>272</u>	<u>263</u>
Hiawatha LRT						
HLRT Administration	80	79	86	36	39	39
HLRT Operations	67	65	66	65	65	65
HLRT Maintenance	146	155	155	91	103	103
HLRT Facilities	-	-	-	13	13	13
HLRT Finance	10	9	11	5	6	6
Total Hiawatha LRT	<u>303</u>	<u>308</u>	<u>317</u>	<u>209</u>	<u>225</u>	<u>227</u>
Northstar						
NS Administration	2	2	2	11	11	5
NS Maintenance	30	28	30	38	37	37
NS Facilities	-	-	-	5	5	5
NS Finance	2	2	2	2	2	2
Total Northstar	<u>34</u>	<u>33</u>	<u>34</u>	<u>57</u>	<u>56</u>	<u>50</u>
Southwest Corridor						
Southwest Corridor	42	46	55	74	73	73
Total Southwest Corridor	<u>42</u>	<u>46</u>	<u>55</u>	<u>74</u>	<u>73</u>	<u>73</u>
Subtotal Metro Transit	3,270	3,285	3,319	3,424	3,443	3,407
Metro Transit Vacancy Factor	-	-	-	(22)	(29)	(29)
Total Metro Transit after Vacancy Factor	<u>3,270</u>	<u>3,285</u>	<u>3,319</u>	<u>3,402</u>	<u>3,414</u>	<u>3,378</u>
Metropolitan Transportation Services						
Transportation Planning	24	25	24	27	26	26
Regular Route	4	4	4	5	5	5
Transit Link	1	1	1	1	1	1
Metro Mobility	17	17	18	21	21	23
Total MTS	<u>46</u>	<u>46</u>	<u>46</u>	<u>54</u>	<u>53</u>	<u>55</u>
Total Transportation	<u>3,316</u>	<u>3,331</u>	<u>3,365</u>	<u>3,456</u>	<u>3,467</u>	<u>3,433</u>
Total FTE's	<u>4,356</u>	<u>4,379</u>	<u>4,428</u>	<u>4,556</u>	<u>4,583</u>	<u>4,552</u>

UNFUNDED TRANSIT PROJECTS TRANSPORTATION POLICY PLAN INITIATIVES AND OTHER PROJECTS

APPENDIX I

		2022	2023	2024	2025	2026	2027	Total
Fleet Modernization								
M22024	Low Growth Expansion Buses	-	-	-	2,591,788	3,353,126	2,776,388	8,721,302
M22001	Bus Display Monitors	550,000	-	-	-	-	-	550,000
M22027	State of Good Repair Projects	-	-	-	-	-	1,254,375	1,254,375
M22002	Electric Buses	3,000,000	6,000,000	9,000,000	4,800,000	48,000,000	45,000,000	115,800,000
68908e	Training Modules	95,854	54,125	133,062	225,873	45,284	-	554,198
M16999	LRT- Remote Viewing of Operator Display	3,933,000	455,400	1,397,250	1,397,250	-	-	7,182,900
65706e	Nstar -Locomotive Overhaul	-	-	-	1,900,000	-	-	1,900,000
M22025	Blue Line Type 1 Overhaul 4	-	-	-	-	-	7,185,612	7,185,612
M22026	Green Line Type 3 Overhaul 1	-	-	-	-	-	12,691,110	12,691,110
Total - Fleet Modernization		7,578,854	6,509,525	10,530,312	10,914,911	51,398,410	68,907,485	155,839,497
Preservation		7,028,854	6,509,525	10,530,312	8,323,123	48,045,284	64,876,722	145,313,820
Expansion		550,000	-	-	2,591,788	3,353,126	4,030,763	10,525,677
Support Facilities								
M22010	TCC Console Expansion	-	1,000,000	-	-	-	-	1,000,000
M08088	Replacement Garage	-	-	-	-	-	10,000,000	10,000,000
M22029	Fare Collection/Radio Shop Expansion/Relocation	-	-	1,874,250	13,230,000	-	-	15,104,250
M22030	Police Substations	1,000,000	1,000,000	1,000,000	-	-	-	3,000,000
64114e	Grn Line- OMF LRV Storage Bldg. Expan.	-	19,000,000	-	-	-	-	19,000,000
M22031	Material Management Storage Facility	-	2,750,000	2,850,000	-	-	-	5,600,000
M21015	Nstar - Big Lake East BNSF Connection Track	-	300,000	2,100,000	-	-	-	2,400,000
M22032	LRT Blue-O&M Bldg. Addition	-	-	-	300,000	1,350,000	-	1,650,000
M22008	OHV Brake Shop Locker Room/Support Space Renovation	-	7,000,000	-	-	-	-	7,000,000
M20019	Non-Revenue Shop Location	-	650,000	8,000,000	-	-	-	8,650,000
64100e	Support Facilities electrical switchgear replacement	-	-	-	750,000	-	-	750,000
64101e	Support Facilities HVAC rebuild	-	-	-	-	-	1,500,000	1,500,000
M22028	Police East Command	150,000	1,500,000	-	-	-	-	1,650,000
64216e	Transfer Road Building	6,000,000	6,000,000	3,500,000	1,000,000	-	-	16,500,000
Total - Support Facilities		7,150,000	39,200,000	19,324,250	15,280,000	1,350,000	11,500,000	93,804,250
Preservation		6,150,000	15,150,000	11,500,000	1,750,000	-	1,500,000	36,050,000
Expansion		1,000,000	24,050,000	7,824,250	13,530,000	1,350,000	10,000,000	57,754,250
Customer Facilities								
62904e	Rosedale Transit Center	-	1,350,000	-	-	-	-	1,350,000
M17012	Downtown St. Paul Customer Facility Improvements	-	-	-	200,000	200,000	-	400,000
62101e	LRT Blue- Lake St Station Renovation	-	10,000,000	-	-	-	-	10,000,000
Total - Customer Facilities		-	11,350,000	-	200,000	200,000	-	11,750,000
Preservation		-	11,350,000	-	200,000	200,000	-	11,750,000
Expansion		-	-	-	-	-	-	-
Technology Enhancements								
M22035	TCC Telephone System Replace	-	-	-	-	500,000	-	500,000
68006e	LRT - Communications Equipment Update	-	-	-	-	-	6,212,331	6,212,331
68005e	N Star- Station Variable Message Sign Replacement	-	500,000	-	-	-	-	500,000
68303e	800 MHZ-CAD/AVL System Enhancements	450,000	400,000	-	-	-	-	850,000
68800e	TransitMaster Mobile HW Replace/ Migration	1,000,000	-	-	-	500,000	500,000	2,000,000
M17019	Mobile NexTrip CIS Phase 2	450,000	600,000	-	-	-	-	1,050,000
M18034	Pedestrian Detection/ Bus On-board Safety System	-	350,000	350,000	-	-	-	700,000
68705e	TSP OMG Integration on Buses	400,000	300,000	420,000	-	-	-	1,120,000
67902e	Fare Collection System Upgrade	4,500,000	500,000	2,000,000	500,000	1,000,000	5,000,000	13,500,000
67900e	Fast Fare Farebox Replacements	1,275,000	1,875,000	2,475,000	2,700,000	-	-	8,325,000
Total - Technology Enhancements		8,075,000	4,525,000	5,245,000	3,200,000	2,000,000	11,712,331	34,757,331
Preservation		8,075,000	4,525,000	5,245,000	3,200,000	2,000,000	11,712,331	34,757,331
Expansion		-	-	-	-	-	-	-
Other Capital Equipment								
M22039	Electric Bus Infrastructure	1,750,000	3,000,000	2,250,000	1,500,000	10,250,000	9,750,000	28,500,000
Total - Other Capital Equipment		1,750,000	3,000,000	2,250,000	1,500,000	10,250,000	9,750,000	28,500,000
Preservation		1,750,000	3,000,000	2,250,000	1,500,000	10,250,000	9,750,000	28,500,000
Expansion		-	-	-	-	-	-	-

UNFUNDED TRANSIT PROJECTS TRANSPORTATION POLICY PLAN INITIATIVES AND OTHER PROJECTS

APPENDIX I

		2022	2023	2024	2025	2026	2027	Total
Transitways								
61100e	Special Trackwork Replacements	-	-	-	-	-	1,750,000	1,750,000
M22037	LRT SOGR - Systems/Curves (DWTN)	-	-	-	-	-	1,100,000	1,100,000
M22038	LRT SOGR - Emded Tangent (DWTN)	-	-	-	-	-	1,500,000	1,500,000
61108e	F Line (Central Avenue) BRT	-	-	10,000,000	27,000,000	-	-	37,000,000
M15077	G Line (Rice/Robert) BRT	-	6,210,000	220,000	52,230,000	25,000,000	-	83,660,000
M17037	H Line (Como/Maryland) BRT	-	-	7,714,000	300,000	109,315,000	-	117,329,000
M17038	J Line (Future) BRT (Non-Fleet)	-	-	-	-	7,960,000	310,000	8,270,000
M18038	C Line Phase II	-	500,000	3,000,000	-	-	-	3,500,000
M19029	Purple Line (fka Rush Line) BRT Project	-	6,472,445	34,144,000	164,807,000	187,896,000	11,278,162	404,597,607
M22036	Orange Line Extension to Lakeville	-	-	1,050,000	2,000,000	7,950,000	-	11,000,000
M21027	K Line (Future) BRT - Non-Fleet	-	-	-	-	-	8,210,000	8,210,000
	Total - Transitways	-	13,182,445	56,128,000	246,337,000	338,121,000	24,148,162	677,916,607
	Grand Total	24,553,854	77,766,970	93,477,562	277,431,911	403,319,410	126,017,978	1,002,567,685
Preservation		23,003,854	40,534,525	29,525,312	14,973,123	60,495,284	87,839,053	256,371,151
Expansion		1,550,000	24,050,000	7,824,250	16,121,788	4,703,126	14,030,763	68,279,927
Transitways		-	13,182,445	56,128,000	246,337,000	338,121,000	24,148,162	677,916,607

