

(\$ in thousands)

Project Title	Rank	Fund	Project Requests for State Funds			Gov's Rec	Gov's Planning Estimates	
			2018	2020	2022	2018	2020	2022
Heywood II Bus Garage	1	GO	50,000	0	0	50,000	0	0
Regional Parks and Trails Grant Program	2	GO	15,000	15,000	15,000	0	0	0
Busway, Bus Guideway and Express Bus Development Program	3	GO	50,000	50,000	30,000	50,000	0	0
Inflow and Infiltration Grant Program	4	GO	9,500	9,500	9,500	5,000	0	0
Total Project Requests			124,500	74,500	54,500	105,000	0	0
General Obligation Bonds (GO) Total			124,500	74,500	54,500	105,000	0	0

AT A GLANCE

- 3,040,000 residents served (55 percent of state)
- Anticipated Growth from 2010 to 2040:
 - 888,000 more people (+31%)
 - 420,000 more households (+38%)
 - 495,000 more jobs (+32%)
- 96.3 million transit rides in 2016
- 2.23 million rides on Metro Mobility in 2016
- 250 million gallons of wastewater treated daily
- 107 communities provided wastewater treatment
- 7 treatment plants and 600 miles of regional sewers
- 47.8 million regional park visits in 2016
- 62 regional parks and park reserves totaling almost 56,000 acres
- 44 regional trails totaling 400 miles
- 7,000 low-income households provided affordable housing

PURPOSE

The Metropolitan Council is the regional policy-making body, planning agency and service provider for the Twin Cities metropolitan area. Our mission is to foster efficient and economic growth for a prosperous metropolitan region. Our priorities are to create a financially sustainable 21st century transportation system, promote dynamic housing opportunities for all and to leverage investments that drive regional economic development.

We bring together communities to develop policies and a shared vision for the region. We provide transit services and invest in a growing network of rail and bus transit ways. We collect and treat wastewater. We work to ensure adequate clean water. We plan for future growth in partnership with communities and the public. We develop a regional parks and trails system. We provide affordable housing for low-income residents. Through our planning activities and the provision of regional services, we contribute to the following statewide outcomes.

- A thriving economy that encourages business growth and employment opportunities
- A clean, healthy environment with sustainable uses of natural resources
- Sustainable options to safely move people, goods, services and information

STRATEGIES

Our governing body – the 17-member Metropolitan Council – plays a key convening role, bringing together communities to develop policies and a shared vision and direction for the region. To achieve our mission, we carry out planning initiatives and provide essential services to the region.

Planning Initiatives

- Our Thrive MSP 2040 initiative engaged residents to create a framework for a shared vision for a prosperous, equitable, and livable region.
- Our regional planning initiatives encompass transportation, parks, water resources, community planning, and housing.

Transportation

- Our Metro Transit bus and rail systems get people to work, school and services and help reduce road congestion so businesses can move their goods efficiently.
- Our Metro Mobility and Transit Link services transport people unable to use regular-route transit service.
- Our Transportation planners play a key role in creating our vision for roads, airports and transit to ensure effective and cost-efficient investments.

Parks

- We plan, acquire land and develop facilities for regional parks and trails, preserving natural resources and providing recreational opportunities throughout the region.

Clean water and wastewater treatment

- We're fostering a safe and healthy environment through our award-winning and cost-effective wastewater treatment services, water supply planning and water quality monitoring initiatives.

Planning and development

- Our Livable Communities grants clean polluted land for redevelopment and create new models for Transit-Oriented Development, stimulating and leveraging private investment and increasing communities' tax base.
- We coordinate local communities' local comprehensive plans, providing technical assistance and resources, to ensure coordinated, orderly and efficient development in the region.

Housing

- Our Housing Policy Plan will identify regional housing needs and priorities, connect housing to other Council system plans, and provide guidance for local housing planning.
- Our Metro HRA (Housing and Redevelopment Authority) provides affordable housing for more than 6,800 low-income residents in nearly 100 communities.

Minnesota Statutes, Chapter 473 (<https://www.revisor.mn.gov/statutes/?id=473>) provides the legal authority for Metropolitan Council.

At A Glance

The Metropolitan Council provides regional planning and essential services for the Twin Cities seven-county metropolitan area. The Council works with local communities to provide these critical services:

- Operates most of the region's transit system
- Collects and treats wastewater
- Engages communities and the public in planning for future growth
- Provides affordable housing opportunities for low and moderate income individuals and families
- Provides planning, acquisitions, and funding for a regional system of parks and trails

Factors Impacting Facilities or Capital Programs

There are three program areas that have historically received capital funds. For 2018, Transit, Regional Parks and Environmental Services are requesting funding.

Transit: Since 1982, the number of trips taken every day in the region and the number of daily vehicle miles traveled (VMT) increased. Because of this, the region is experiencing significant congestion. The Texas Transportation Institute (TTI) estimates that 28 percent of the region's highway lane miles experience congestion during the peak in 2014, up from 19 percent in 1982.

This increase in congestion is having a significant impact on citizens and businesses. The average commuter traveling during the peak spent 47 hours in congestion in 2014. Forty-seven hours in congestion equaled \$1,035 per person in time and fuel or \$2.196 million for the region in 2014. Business impacts include higher shipping costs, reduced worker productivity, smaller areas to draw customers and employees from and reduced regional competitiveness.

Transit makes a substantial impact on reducing freeway congestion. A freeway lane can carry about 2,000 cars per lane per hour. Transit services carry 15,000 persons a day along I-35W South, the equivalent of one and a half lanes of traffic in the peak hour.

But transit's benefits are constrained by two issues:

- First, transit operating funding is lower than peer regions. This limits the amount of transit service that can be made available to citizens.
- Second, buses operate in the same congested traffic that automobiles do. The region has constructed ramp meter bypasses, bus-only shoulders and two MnPASS lanes to allow buses to bypass some of the traffic, but these do not completely free the buses from traffic.

Regional Parks: Since 1974, when the Metropolitan Regional Park System was created, the size of the regional park system has grown from 31,000 acres to over 54,000 acres today. Concurrently, use has grown from five million visits in 1974 to 48.7 million visits in 2014. This has increased the need both for rehabilitation of existing parks and for new parkland.

As the metropolitan region continues to grow the demand for outdoor recreation facilities provided in the Metropolitan Regional Park System will be strong. Visits to regional parks are expected to continue to increase and the need to maintain existing parks and develop new or expanded parks will continue.

The State has had a strong commitment to regional parks. The State appropriated \$326 million of bonds to the Metropolitan Council for the Metropolitan Regional Parks CIP and for earmarked projects outside the CIP for FY 1975 through FY 2018. The Legislative Citizen Commission on Minnesota Resources recommended \$44.3 million in Environmental and Natural Resources Trust Fund appropriations from FY 1992 through FY 2018 for capital improvements and land acquisition for the Regional Park System. The Land and Legacy Amendment to the State Constitution established a Parks and Trails Fund dedicated to support

parks and trails of state and regional significance. A total of \$164.3 million has been appropriated to the Council from FY 2010 through FY 2019. The state investment has been leveraged with regional bonds issued by the Metropolitan Council.

Environmental Services: The region has seen steady recovery from the recession, allowing Environmental Services to focus aggressively on the rehabilitation of its infrastructure. Total six year spending from 2017-22 is projected at \$490 million. Environmental Services continues to enjoy attractive loan financing from the Public Facility Authority (PFA) as well as AAA-rated Council bonds.

Self-Assessment of Agency Facilities and Assets

Transit: The functionality of the highway system and local roads during peak travel times is severely compromised by congestion. Buses are often caught in this traffic experiencing Level of Service F (unsatisfactory stop-and-go traffic with traffic jams and stoppages of long duration) for more than three hours in the evening. If transit could operate in space dedicated to transit, citizens could get around the region without being impacted by congestion.

Regional Parks: Master plans for each regional park and trail unit are prepared by the regional park implementing agency that owns/manages each park. Updates to these plans are done to reflect new demand for recreation facilities and to help manage existing facilities and natural resources in the parks. With continued growth in the use of the park system, it is imperative to invest in facility rehabilitation and development. Furthermore, land acquisition for new park units needs to occur at a pace that will allow those units to be developed to meet demand and future population growth.

Environmental Services: The almost \$7 billion metropolitan disposal system for the most part is in good condition. However, rate pressures are continuously balanced against infrastructure risks of delay. A majority of near term capital investment is focused on rehabilitation, especially in the interceptor system. Further our capital investments will shift somewhat to new and expanded wastewater treatment plant development.

Agency Process for Determining Capital Requests

The Metropolitan Council prepares a six-year capital improvement program (CIP) for each year as part of its annual budget process. This CIP includes funding for capital investment in the Transportation, Community Development and Environmental Services Divisions. Transportation includes fleet, support facilities, customer facilities (including transitways and transit stations/park and rides), and equipment and technology improvements. Community Development provides for acquisition, development and redevelopment of the regional park system. Environmental Services includes the preservation, growth and quality improvement of the wastewater system.

Major Capital Projects Authorized in 2016 and 2017

In 2017, the Council was appropriated \$20.85 million in capital funds in the bonding bill for the Orange Line Bus Rapid Transit project (\$12.1 million) and the Mall of America Station (\$8.75 million).

Environmental Services:

In 2017, the Council was appropriated \$3.7 million in capital funds in the bonding bill for municipal infiltration and infill grants.

Regional Parks:

In 2017, the Council was appropriated:

State Bonds: \$5.0 million

Parks and Trails Fund appropriation:

- \$16.584 million for state fiscal year 2018, of which \$1.658 million is set aside for land acquisition
- \$18.891 million for state fiscal year 2019, of which \$1.889 million is set aside for land acquisition

State bonds and the Parks and Trails Fund appropriations dedicated to land acquisition grants are matched with regional bonds on a 60% state/40% regional basis.

Heywood II Bus Garage

AT A GLANCE**2018 Request Amount:** \$50,000**Priority Ranking:** 1**Project Summary:** The Metropolitan Council is requesting \$50 million in state bonding for the construction of a bus maintenance and storage facility to be located in Minneapolis.**Project Description**

This proposal is to construct a bus garage for the current and planned Metro Transit bus fleet. The Metropolitan Council is planning to locate this new transit bus operations and maintenance facility at 830 North 7th Street in Minneapolis on property currently owned by the Metropolitan Council. The capacity of the facility would be optimized based on site constraints with a minimum goal of 185 operating buses.

This new facility would include approximately 360,000 square feet including interior bus storage, maintenance, fueling, washing, cleaning, parts storage, support space, operations space, administrative offices and parking.

The design of the facility will align with the city and neighborhood goals including the streetscape around the site. The facility layout also focuses on connections to the existing Metro Transit facilities to improve operational efficiency.

The total project cost is projected to be \$109.6 million, with funds coming from federal sources, Regional Solicitation federal transportation funding, Metropolitan Council property tax-supported bonds, and this State Appropriations Request. A total of \$50 million in State Appropriations in 2018 is being requested from the state to allow the project to meet bus fleet needs because the Metropolitan Council's available federal grants and state-authorized bond funds are not large enough to fund both the fleet expansion and the necessary support facilities.

Project Rationale

The purpose of new bus garage construction is to provide additional bus storage, operations and support functions, and maintenance space to support Metro Transit's continued growth in ridership demand and upcoming service expansion identified in the 2015-2030 Service Improvement Plan (SIP) including the C Line, D Line, Orange Line, Gold Line, and other routes that improve bus service in the Minneapolis-St. Paul region. Metro Transit cannot add any additional peak (rush) hour bus service in the region without additional bus storage. The 5 operating garages have an extra 86 buses (beyond design capacity) operating out of them. This leads to operating inefficiencies moving buses around the garages that could have been used to maintain the buses.

By 2040, the metropolitan area will add 824,000 new residents, and highway congestion is only forecasted to get worse. As the core of the region's transit network, expanded bus service is essential to minimizing the number of vehicle trips in the region. Increased bus service will connect people to education and employment opportunities, recreation, shopping and other activities. Providing reliable,

timely service is critical to attracting and keeping transit riders. Metro Transit needs adequate operations/service facilities to meet that expectation by having buses pull out each day on time and in good working order.

Under current state and regional revenue scenarios for transportation as a whole, the new reality calls for highway reconstruction, not lane/roadway expansion. Therefore, mass transit, specifically expanded bus service, provides an effective opportunity to limit the increase in single occupancy vehicle trips. Metro Transit 2015-2030 Service Improvement Plan (SIP) calls for adding an additional 150 new peak buses with the ability to add approximately 420,000 new annual service hours by 2030. Sixty improvements would overlap an area of concentrated poverty, accounting for approximately 80 percent of the added service hours and 12.2 million new rides resulting from service improvements by 2030.

Project Timeline

Preliminary and schematic design **completed** January 2016 to October 2016

Environmental documentation **completed** February 26, 2016.

Final land purchase **completed** March 28, 2016

Design Development, December 2016 to August 2017

Existing building demolition **completed** March 2017

Construction Documents (final design), August 2017 to March 2018

Construction bidding, August 2018 to September 2018

Construction contract award October 2018

Construction complete October 2020

Other Considerations

Once the garage operates at full capacity, it will provide 400+ living wage jobs with benefits near an area of concentrated poverty. It will also provide an estimated 300 construction jobs over the 24-month construction period.

Over \$11,000,000 of local funding has been committed and spent for land acquisition and clean up for the project site, with the last land purchase being completed in March 2016 to complete an 11 acre site. Another \$7,000,000 of federal formula funding was committed to proceed into design of the bus garage and site preparation work.

Impact on Agency Operating Budgets

The Metropolitan Council receives funding from State Appropriations and Motor Vehicle Sales Tax Receipts to provide transit services. A portion of the operating costs of the facility would be included in future state funding requests.

Description of Previous Appropriations

None

Project Contact Person

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Governor's Recommendation

The Governor recommends \$50 million in general obligation bonds for this request.

(\$ in thousands)

Heywood II Bus Garage

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$ 0	\$ 50,000	\$ 0	\$ 0
Funds Already Committed				
Federal Funds	\$ 13,600	\$ 0	\$ 0	\$ 0
Other Local Government Funds	\$ 5,950	\$ 0	\$ 0	\$ 0
Pending Contributions				
Federal Funds	\$ 0	\$ 30,600	\$ 0	\$ 0
Other Local Government Funds	\$ 0	\$ 16,760	\$ 0	\$ 0
TOTAL	\$ 19,550	\$ 97,360	\$ 0	\$ 0

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$ 10,000	\$ 100	\$ 0	\$ 0
Pre-design Fees	\$ 400	\$ 0	\$ 0	\$ 0
Design Fees	\$ 6,650	\$ 1,350	\$ 0	\$ 0
Project Management	\$ 850	\$ 3,150	\$ 0	\$ 0
Construction	\$ 1,350	\$ 91,000	\$ 0	\$ 0
Relocation Expenses	\$ 300	\$ 0	\$ 0	\$ 0
One Percent for Art	\$ 0	\$ 200	\$ 0	\$ 0
Occupancy Costs	\$ 0	\$ 1,560	\$ 0	\$ 0
Inflationary Adjustment	\$ 0	\$ 0	\$ 0	\$ 0
TOTAL	\$ 19,550	\$ 97,360	\$ 0	\$ 0

IMPACT ON STATE OPERATING COSTS

Cost Category	FY 2018	FY 2020	FY 2022
IT Costs	\$ 0	\$ 0	\$ 0
Operating Budget Impact (\$)	\$ 0	\$ 0	\$ 0
Operating Budget Impact (FTE)	0.0	0.0	0.0

SOURCE OF FUNDS FOR DEBT SERVICE PAYMENTS

	Amount	Percent of Total
General Fund	\$ 50,000	100 %
User Financing	\$ 0	0 %

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	No
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	Yes
Have Information Technology Review Preconditions been met (M.S. 16B.335 subd. 5 & 6 and 16E.05 subd. 3)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A

Regional Parks and Trails Grant Program

AT A GLANCE**2018 Request Amount:** \$15,000**Priority Ranking:** 2**Project Summary:** The Metropolitan Council requests \$15 million in State bonds to match \$10 million of Metropolitan Council bonds to improve and expand the Metropolitan Regional Parks System.**Project Description**

The Metropolitan Regional Park System is owned, operated, and maintained by the 10 Regional Park Implementing Agencies (Agencies) defined in Minnesota Statutes 473.341, Subd. 1(a).

- Anoka County
- City of Bloomington
- Carver County
- Dakota County
- Minneapolis Park & Rec Board
- Ramsey County
- City of St. Paul
- Scott County
- Three Rivers Park District
- Washington County

The Metropolitan Council estimates that the metropolitan Regional Parks System enjoyed more than twice as many visits in 2016 than the visit totals for the Grand Canyon, Yellowstone and Yosemite National Parks - combined. Of the 47.7 million visits in 2016, 45% of the visitors lived outside the jurisdictions of the metropolitan Regional Parks Implementing Agencies that own and operate the regional parks or trails. This high level of “non-local” visits justifies financing capital projects within the metropolitan Regional Parks System with State and regional bonds.

With this request, the Council proposes to match \$15 million state bonds with \$10 million in Council bonds for a total Regional Parks System capital budget of \$25 million. The Council keeps no state funding for administrative costs. Note that under limited circumstances, Regional Parks Implementing Agencies may request Metropolitan Council approval to begin a capital project prior to funding being available, with reimbursement coming from their share of a future bonding cycle. These “reimbursement” grants are funded entirely with Council bonds. For this reason, some individual grants are funded 100% by State bonds, but the proposed \$25 million total is split, with 60% paid from State bonds and 40% from Council bonds.

The Metropolitan Council prepares a Metropolitan Regional Parks CIP under direction from Minnesota

Statutes 473.147 and 473.325. Each agency is allocated a share of the combined state and regional bonds according to a formula set in Council policy: 70% is based on each agency's jurisdictional population, and 30% is based on the agency's relative share of non-local visits.

Metropolitan Council Preliminary 2019-2020 Regional Parks System Capital Improvements (\$000s)

Anoka County

Project Description: Priority 1 - Rice Creek Chain of Lakes Park Reserve - Wargo Entrance Road Reconstruction: This project will include design, engineering and reconstruction of the Wargo Nature Center entrance road with a bike lane. Work to also include drainage improvements, natural resource and landscape restoration, lighting, utilities, signs with a minimum expected useful life of 10 years, site furnishings, permits, and fees.

Project Category: Reconstruction
Legislative District(s): 31B, 38

State Bonds: \$870
Regional Bonds: \$0
Total Grant: \$870

Project Description: Priority 2 - Coon Rapids Dam Regional Park – Visitor Center Window and Roof Improvements:

This project will include design, engineering and construction of window replacements and roof improvements. Work will also include landscape restoration, permits, and fees.

Project Category: Reconstruction
Legislative District(s):

State Bonds: \$320.29
Regional Bonds: \$0
Total Grant: \$320.29

Project Description: Priority 3 - Central Anoka County Regional Trail - Overpass Construction Reimbursement:

This project is to reimburse the County for costs related to the construction of a pedestrian bridge over I-35W in Lino Lakes.

Project Category: Reimbursement
Legislative District(s): 31B, 35A, 35B, 38A, 38B

State Bonds: \$0
Regional Bonds: \$250
Total Grant: \$250

Project Description: Priority 4 - Rice

Creek West Regional Trail Restroom Remodel: Work on this project will include design, engineering, and construction to remodel the restroom building at Manomin Park, including landscape restoration, utilities, plumbing, lighting, signage with a minimum 10-year expected useful life, permits, and fees.

Project Category: Remodeling
Legislative District(s): 41A

State Bonds: \$260
Regional Bonds: \$0
Total Grant: \$260

Project Description: Priority 5 - Central

Anoka County Regional Trail - Tunnel Construction Reimbursement:

This project is to reimburse the County for costs related to the construction of a pedestrian tunnel for the regional trail.

Project Category: Reimbursement
Legislative District(s): 31B, 35A, 35B, 38A, 38B

State Bonds: \$0
Regional Bonds: \$165
Total Grant: \$165

Project Description: Priority 6 - Coon

Creek Regional Trail - Trail Construction Reimbursement: This project is to reimburse the County for costs related to the construction of approximately 2,100 linear feet of regional trail from Al Flynn Park, along Coon Rapids Boulevard and Egret Boulevard, to the existing Coon Creek Regional Trail.

Project Category: Reimbursement
Legislative District(s): 36A, 36B, 37A

State Bonds: \$0
Regional Bonds: \$175
Total Grant: \$175

Project Description: Priority 7 - Mississippi

River Regional Trail - Trail Construction Reimbursement: This project is to reimburse the County for costs related to the construction of approximately 1.5 miles of regional trail connecting Mississippi West Regional Park to Mississippi Community Park in the City of Anoka.

Project Category: Reimbursement

Legislative District(s): 35A, 36A, 36B, 37A, 41A

State Bonds: \$0

Regional Bonds: \$340

Total Grant: \$340

Project Description: Priority 8 - Rum

River Central Regional Park - Playground Replacement: This project will include removal of old playground and non-compliant ADA surfacing as well as design, engineering and purchase and installation of a new playground and surfacing material and curbing. Work will also include landscape restoration, permits, and fees.

Project Category: Replacement

Legislative District(s): 31B, 35B

State Bonds: \$150

Regional Bonds: \$0

Total Grant: \$150

City of Bloomington

Project Description: Priority 1 - Hyland-Bush-Anderson

Lakes Park Reserve - Trails Reconstruction: Construct and reconstruct bituminous trails, right-of-way easements/acquisitions, retaining walls, soil corrections, associated storm water management improvements, landscaping, concrete sidewalk connections and turf restoration, surveys/permits, signage, plus design/engineering/legal fees and contingencies.

Project Category: Reconstruction

Legislative District(s): 48A, 49B

State Bonds: \$613.96

Regional Bonds: \$0

Total Grant: \$613.96

Carver County

Project Description: Priority 1 - Lake

Waconia Regional Park - Land Acquisition Reimbursement: Land acquisition reimbursement

Project Category: Reimbursement

Legislative District(s): 47A

State Bonds: \$0

Regional Bonds: \$705.27

Total Grant: \$705.27

Dakota County

Project Description: Priority 1 - Whitetail

Woods Regional Park - Master Plan Improvements: Design, engineer, and construct dike improvements, lake trail, warming hut, shade structure, and camper cabin campus improvements. Evaluate and conduct other trail improvements. Conduct natural resource improvements.

Project Category: Improvements

Legislative District(s): 58B

State Bonds: \$1,920.44

Regional Bonds: \$0

Total Grant: \$1,920.44

Project Description: Priority 2 - Lake

Byllesby Regional Park - Master Plan Improvements: Design, engineer, and construct picnic areas, lakeside deck/pier; beach improvements, camping improvements, non-motorized water access below dam, trails, trailheads, and directional and wayfinding signage.

Project Category: Improvements

Legislative District(s): 58B

State Bonds: \$629.61

Regional Bonds: \$0

Total Grant: \$629.61

Minneapolis Park and Recreation Board

Project Description: Priority 1 - Above

the Falls Regional Park – Create Hall’s Island and the Park on the Scherer Site:

Design, engineer, and implement improvements associated with the restoration of Hall’s Island and the creation of a park on the Scherer site. These improvements will include trails, pathways, canoe/kayak launching and other river access, shoreline restoration, stormwater management, buildings, earthwork, informational signage, and visitor comfort facilities.

Project Category: Improvements

Legislative District(s): 59B, 61B

State Bonds: \$1,698.88

Regional Bonds: \$0

Total Grant: \$1,698.88

Project Description: Priority 2 - Central

Mississippi Riverfront Regional Park - Water Works: Design, engineer, and implement improvements at Water Works Park in the Central Mississippi Riverfront Regional Park. These improvements will include trails, pathways, canoe/kayak launching and other river access, shoreline restoration, stormwater management, buildings, earthwork, informational signage, and visitor comfort facilities. This funding is the “tail” of several years’ of Regional Parks bonding and Parks and Trails funds dedicated to this project.

Project Category: Improvements

Legislative District(s): 59B, 60A, 60B

State Bonds: \$0

Regional Bonds: \$2,284.66

Total Grant: \$2,284.66

Project Description: Priority 3 - Mississippi

Gorge Regional Park - Master Plan Implementation and Facility Improvement:

Design, engineer, and implement improvements called for in the 1982 plan for the Bohemian Flats area, and also improve various facilities throughout the park including trails, stairways, walls, and interpretive and wayfinding signs. These improvements will include trails, pathways, fishing and other river access, shoreline restoration, parking, informational signage, and visitor comfort facilities.

Project Category: Improvements

Legislative District(s): 59B, 60B, 63A, 64A, 64B

State Bonds: \$0

Regional Bonds: \$1,191

Total Grant: \$1,191

Ramsey County

Project Description: Priority 1 - Long

Lake Regional Park – Phased Site and Infrastructure Improvements: Design/engineering and construction of a joint park development project for the Prairie Picnic Area and restroom facility with the City of New Brighton including reimbursement for Phase 1 improvements to the City of New Brighton for completing associated site/ parking/utility improvements including design, engineering, and construction activities. Design and construction of the Prairie Picnic Area and Restroom facility including design/engineering, and construction of a playground development, pedestrian trail connections, landscape restoration/ enhancements, habitat restoration, vehicular/pedestrian wayfinding signage, and site amenities.

Project Category: Improvements

Legislative District(s): 41A

State Bonds: \$0

Regional Bonds: \$1,983.23

Total Grant: \$1,983.23

City of Saint Paul

Project Description: Priority 1 - Phalen

Keller Regional Park - Transportation Study Implementation, Phase I:

Design and construct improvements for all modes of transportation at Phalen Regional Park. Work may include reconstructing and realigning parking lots, trails, and roads; stormwater improvements; lighting; and landscaping.

Project Category: Improvements

Legislative District(s): 43A, 67A

State Bonds: \$1,590.33

Regional Bonds: \$0
Total Grant: \$1,590.33

Project Description: Priority 2 - Como Regional Park

Zoo and Conservatory - Transportation Improvements: Design and construct parking lot improvements, road and intersection improvements, and associated connections. Work may include reconstructing parking lots, trails, and roads; stormwater improvements; lighting; and landscaping.

Project Category: Improvements
Legislative District(s): 66B

State Bonds: \$1,100
Regional Bonds: \$0
Total Grant: \$1,100

Project Description: Priority 3 - Harriet

Island to South Saint Paul Regional Trail – Robert Piram Regional Trail

Connection Bridge: Initial predesign and design work on a pedestrian/bike bridge along the Robert Piram Regional Trail in Saint Paul. Staff note: Limiting this project to predesign and design keeps it within the existing Council-approved master plan for FY2019.

Project Category: Predesign/design
Legislative District(s): 65B

State Bonds: \$700
Regional Bonds: \$0
Total Grant: \$700

Scott County

Project Description: Priority 1 - Doyle-Kennefick

Regional Park - Reimbursement: Partial reimbursement for Scott County funding to acquire land for Doyle-Kennefick Regional Park. This reimbursement would be applied toward the remaining balance of local contribution for this acquisition.

Project Category: Reimbursement
Legislative District(s): 20A

State Bonds: \$0

Regional Bonds: \$355.35

Total Grant: \$355.35

Project Description: Priority 2 - Spring

Lake Park Reserve - Lakefront Picnic, Fishing, and Trail Development:

Develop a 9-acre area of lakefront within the park, including design, engineering and construction of picnicking, fishing, trails, vault latrine restroom, parking and entrance road.

Project Category: Improvements

Legislative District(s): 54B, 55B, 57B

State Bonds: \$533.03

Regional Bonds: \$0

Total Grant: \$533.03

Three Rivers Park District

Project Description: Priority 1 - Silverwood

Special Recreation Feature – Acquisition Reimbursement: Partial reimbursement for Silverwood.

Project Category: Reimbursement

Legislative District(s): 41B

State Bonds: \$0

Regional Bonds: \$2,196.83

Total Grant: \$2,196.83

Project Description: Priority 2 - Lake

Minnetonka Regional Park – Pavement Rehabilitation of Park Trails: Design, reconstruction and reconstruction management of 2.3 miles of paved trails within Lake Minnetonka Regional Park.

Project Category: Reconstruction

Legislative District(s): 33A

State Bonds: \$1,612.9

Regional Bonds: \$0

Total Grant: \$1,612.9

Project Description: Priority 3 - Baker Park

Reserve – Design & Reconstruction of Creative Play Area: This project will design, construct and provide construction management services to replace the existing creative play area in the primary recreation area of Baker Park Reserve. The project will serve day users of the picnic area, the Lake Independence beach use area, and the picnic reservation site area; and campground visitors at the nearby campground.

Project Category: Replacement
Legislative District(s): 33A

State Bonds: \$750
Regional Bonds: \$0
Total Grant: \$750

Project Description: Priority 4 - Shingle Creek Regional Trail – Bituminous Work: Replace 1.9 miles of concrete trail with bituminous trail and add bituminous overlay of 4.3 miles of Shingle Creek Regional Trail within the cities of Brooklyn Park and Brooklyn Center.

Project Category: Improvements
Legislative District(s): 40A, 40B, 59A, 36B

State Bonds: \$932.35
Regional Bonds: \$0
Total Grant: \$932.35

Washington County

Project Description: Priority 1 - Lake Elmo Park Reserve – Eagle Point Trail and Access Improvements: Funds will be used for design and construction of a connection and access to the Eagle Point Trail along Inwood Avenue. The project will include repairs to the existing Eagle Point Trail. Funds will also be used for upgrades to the parking surfaces and design, and trailhead kiosk.

Project Category: Improvements
Legislative District(s): 39B

State Bonds: \$668.74
Regional Bonds: \$0
Total Grant: \$668.74

Project Description: Priority 2 - Lake

Elmo Park Reserve Swim Pond Recreational Improvements: Funds will be used for design and construction to make upgrades to the restroom, maintenance, and concession facilities located in the swim pond recreation area. Funds will also be used to make access improvements to the swim pond recreational area and design and construct additional picnic shelters.

Project Category: Improvements

Legislative District(s): 39B

State Bonds: \$585.15

Regional Bonds: \$0

Total Grant: \$585.15

Project Description: Priority 3 - St

Croix Bluffs Regional Park – Maintenance Building Improvements: Funds will be used for design and construction of improvements needed for the maintenance building based on existing structure’s structural, operational, and capacity deficiencies. Improvements will include repurposing existing and adding additional space for staff facilities (i.e. offices, restrooms/lockers) and equipment storage.

Project Category: Improvements

Legislative District(s): 54B

State Bonds: \$0

Regional Bonds: \$167.18

Total Grant: \$167.18

Project Rationale

The purpose of the Metropolitan Regional Parks program is to maintain, expand, and improve the Metropolitan Regional Parks System, which consists of more than 54,000 acres of parks and 360 miles of trails. The program funds regional parks that provide recreational services similar to those provided in state parks in Greater Minnesota.

Project Timeline

The Council would award grants in the second half of 2018 and the park implementing agencies would complete funded projects in 2019 and 2020.

Other Considerations

The Land and Legacy Amendment to the State Constitution, which established a Parks and Trails

Fund dedicated to support parks and trails of state and regional significance, has provided funds to supplement—not replace – traditional funding sources such as State bonds. A total of \$164 million has been appropriated to the Metropolitan Council since the inception of the Parks and Trails Fund. Ten percent of the appropriation is reserved for land acquisition grants, and the Metropolitan Council matches every \$3 of this portion of the Legacy appropriation with \$2 of regional bonds. The remaining 90% finances grants for capital and non-capital purposes.

Impact on Agency Operating Budgets

There is no direct impact on State agency operating budgets since the State of Minnesota does not operate Metropolitan Regional Parks System units.

Description of Previous Appropriations

The State has appropriated \$223.5 million of bonds to the Metropolitan Council for the Metropolitan Regional Parks CIP.

The Legislative Citizen Commission on Minnesota Resources has recommended \$44.4 million of Environment and Natural Resources Trust Fund appropriations from FY 1992 to 2018 for capital improvements and land acquisition purposes for the Metropolitan Regional Park System. The Metropolitan Council matches every \$3 in Trust Fund appropriations with \$2 in regional bonding money as match, while retaining no funds for administrative costs.

Project Contact Person

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Governor's Recommendation

The Governor does not recommend capital funding for this request.

(\$ in thousands)

Regional Parks and Trails Grant Program

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$ 13,586	\$ 15,000	\$ 15,000	\$ 15,000
Funds Already Committed				
Pending Contributions				
Other Local Government Funds	\$ 0	\$ 10,000	\$ 10,000	\$ 10,000
TOTAL	\$ 13,586	\$ 25,000	\$ 25,000	\$ 25,000

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$ 0	\$ 0	\$ 0	\$ 0
Predesign Fees	\$ 0	\$ 0	\$ 0	\$ 0
Design Fees	\$ 0	\$ 0	\$ 0	\$ 0
Project Management	\$ 0	\$ 0	\$ 0	\$ 0
Construction	\$ 13,586	\$ 25,000	\$ 25,000	\$ 25,000
Relocation Expenses	\$ 0	\$ 0	\$ 0	\$ 0
One Percent for Art	\$ 0	\$ 0	\$ 0	\$ 0
Occupancy Costs	\$ 0	\$ 0	\$ 0	\$ 0
Inflationary Adjustment	\$ 0	\$ 0	\$ 0	\$ 0
TOTAL	\$ 13,586	\$ 25,000	\$ 25,000	\$ 25,000

IMPACT ON STATE OPERATING COSTS

Cost Category	FY 2018	FY 2020	FY 2022
IT Costs	\$ 0	\$ 0	\$ 0
Operating Budget Impact (\$)	\$ 0	\$ 0	\$ 0
Operating Budget Impact (FTE)	0.0	0.0	0.0

SOURCE OF FUNDS FOR DEBT SERVICE PAYMENTS

	Amount	Percent of Total
General Fund	\$ 15,000	100 %
User Financing	\$ 0	0 %

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Have Information Technology Review Preconditions been met (M.S. 16B.335 subd. 5 & 6 and 16E.05 subd. 3)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A

Busway, Bus Guideway and Express Bus Development Program**AT A GLANCE****2018 Request Amount:** \$50,000**Priority Ranking:** 3**Project Summary:** \$50,000,000 of state funds are requested to implement capital projects along regional express bus and busway corridors. Requested funds would be used for design, environmental work, acquisition of right-of-way interests, preliminary engineering, engineering, acquisition, and construction of projects including bus rapid transit (BRT) lines.**Project Description**

In fulfilling its long-range transportation planning responsibilities, the Metropolitan Council has identified a 20-year vision for building a system of transitways and expanding transit in the region. However, funding has not been secured to implement busway capital improvements that do not operate primarily in exclusive lanes.

Requested funds would advance several efforts, focusing primarily on the buildout of the arterial bus rapid transit or "rapid bus" network. Arterial BRT improvements are a proven solution to significant challenges on local bus corridors. Following implementation in June 2016, the Metro Transit A Line BRT project responded to two challenges in the Snelling Avenue corridor, common to other local bus corridors proposed for BRT implementation:

- Slow travel speeds. Up to 50 percent of bus operating funds (tens of millions annually) in these corridors is wasted due to delay from red lights, slow boarding, and traffic delays. Proposed busway improvements have been proven to significantly reduce these delays with off-vehicle fare collection, limited-stop station spacing, and signal prioritization.
- Inadequate passenger facilities and information. Clearly defined and prominent stations make transit more attractive for both everyday and occasional transit riders.

Arterial BRT improvements addressed these issues and grew local ridership over 30 percent in the corridor by implementing a cost-effective bus rapid transit project. The \$27 million A Line project was constructed with \$16 million (60%) of state funds, including \$9 million of state General Obligation (GO) bonds. These funds leveraged federal, local, and MnDOT funds and resulted in a successful project opening. In its first year, the A Line exceeded ridership expectations by 33 percent and has been favorably received by customers and the travelling public. With increased ridership, new fare revenue has been generated to offset the operating cost of GO bond-funded improvements.

Additional lines are under development or planned and the requested funds would advance the development of three additional rapid bus projects in the next two years. The capital program would aid the build-out of the eleven-line system identified in the Council's Transportation Policy Plan before the Plan's 2040 outlook and all the associated population and job growth in the region. This rapid bus network would link nearly 500,000 jobs and residents to improved transit and expand the reach of the METRO network of regional bus and rail projects. Together, this vision will keep the Twin Cities region more economically competitive with peer regions in the nation and world.

In addition to arterial BRT, the Busway Capital Improvement Program will be used to fund busway and express bus projects to continue development, engineering and implementation of other capital projects along corridors covering the metropolitan area. Under the Transitway Capital Improvement Plan the Council will review eligible transitway projects and make allocations of state bond proceeds among projects based upon criteria that will include:

- consistency with the Council's long range transportation policy plan (TPP);
- readiness of the project;
- potential use by the public (ridership) both current and forecast;
- expansion of the busway (non-guideway) system;
- availability of federal or other matching funds;
- coordination with other major projects; and
- Additional criteria for priorities otherwise specified in state law, statute, rule, or regulation applicable to a bus transitway, including the state law authorizing the state bond fund appropriation for the bus transitway.

Eligible expenditures may include land and property acquisition, pre-design, design and engineering, environmental testing and mitigation, utility relocation, traffic mitigation, construction, demolition, furnishing and equipping of facilities. A portion or phase of a transitway project may be accomplished with one or more state appropriations and other funding over time.

The Council has identified more than \$50 million in transitway projects that would be eligible to receive capital funding over the next two years. These funds would supplement at least \$70 million in federal and local funds already secured, with the potential for more in the future. The state bond funds will be used to both match other sources of funds and advance other projects' funding opportunities.

Some of the corridors and projects in need of capital funding include the following:

- Construction and implementation of the 8.5-mile C Line (Penn Avenue N) arterial bus rapid transit project in Minneapolis and Brooklyn Center. Requested funds would construct up to 10 BRT stations. With funding, the line would begin operations in 2019.
- Design, right-of-way acquisition, and construction of the D Line (Chicago-Emerson) arterial bus rapid transit project in Minneapolis, Brooklyn Center, Bloomington, and Richfield. This corridor is Metro Transit's highest ridership bus line, serving over 5 million annual passengers. The 18.5-mile corridor has \$21 million of secured federal funds but requires additional construction resources in 2018 to reach full funding. Requested funds would construct up to 90 BRT stations and position the corridor for beginning operations in 2021.
- Design and right-of-way acquisition of the B Line (Lake Street-Marshall Avenue) arterial bus rapid transit project in Minneapolis and St. Paul. Requested funds would enable 100% design/engineering of the corridor and ready the line for construction in 2020, maximizing the use of \$7 million of awarded federal funds. This corridor is Metro Transit's second highest ridership bus line, serving over 4.5 million customers per year.
- Environmental work and preliminary engineering for additional arterial BRT corridors to enable design readiness and federal funding eligibility by mid-2020.
- Design and construction of express bus corridor improvements, such as the improvement of express bus customer parking facilities in conjunction with build-out of the bus transitways in the METRO system, including Orange Line and Gold Line.

Project Rationale

The project addresses two critical problems faced by local bus transit. In addition to rail implementation in the University Avenue/Green Line corridor, local bus ridership is declining due to slow and unreliable travel times and inadequate passenger facilities and customer information. With requested funds, these issues can be remedied and ridership declining trends can be reversed as evidenced by the cost-effective A Line success story.

While other local bus ridership declined in 2016, A Line corridor ridership grew over 30 percent without significant additional transit service. Comparable projects would be implemented with the requested funds in three high ridership corridors carrying over 35,000 average daily passengers, yielding faster travel times, increased ridership, and enhanced access to other destinations through the metro area, particularly for areas where access to private cars is low and reliable transportation is a barrier to job access.

Project Timeline

Corridor	2018		2019				2020	
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
C Line (Penn)	Construction		Operations					
D Line (Chicago-Fremont)	Design				Bidding		Construction (into 2021)	
B Line (Lake-Marshall)	Planning		Env. Review		Design		Bid	
Other eligible projects	Environmental review and design of coordinated improvements and future lines for future construction.							

Other Considerations

Impact on Agency Operating Budgets

The impact on the agency operating budget can vary depending upon which transitway capital projects are funded. The Council has established a policy requiring anticipated operating funds to be identified before capital projects proceed. The vast majority of required resources for arterial BRT operations comes from replacement of existing local bus service with more attractive, faster arterial BRT. Reduced delays allow faster speed and more efficient use of existing operating resources. Service plans include options with limited expansion of service as well as resource-neutral operating plans.

Description of Previous Appropriations

The 2014 Capital Investment bonding bill appropriated \$15 million state GO bonds to the Transit Capital Improvement program. The Metropolitan Council determined use of these funds in consultation with local partners and designated \$9 million to complete the A Line corridor, \$2 million for Orange Line BRT, \$2 million for the Gateway/Gold Line corridor, \$1 million for Red Line Cedar Grove station, and \$1 million for Bottineau LRT.

Project Contact Person

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Governor's Recommendation

The Governor recommends \$50 million in general obligation bonds for this request.

(\$ in thousands)

Busway, Bus Guideway and Express Bus Development Program

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$ 2,250	\$ 50,000	\$ 50,000	\$ 30,000
Funds Already Committed				
Federal Funds	\$ 9,000	\$ 0	\$ 0	\$ 0
Pending Contributions				
Federal Funds	\$ 0	\$ 19,352	\$ 12,640	\$ 0
Other Local Government Funds	\$ 0	\$ 7,219	\$ 4,500	\$ 2,000
TOTAL	\$ 11,250	\$ 76,571	\$ 67,140	\$ 32,000

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$ 0	\$ 0	\$ 0	\$ 0
Predesign Fees	\$ 0	\$ 0	\$ 0	\$ 0
Design Fees	\$ 0	\$ 17,250	\$ 6,840	\$ 0
Project Management	\$ 0	\$ 6,000	\$ 4,500	\$ 2,000
Construction	\$ 11,250	\$ 53,321	\$ 55,800	\$ 30,000
Relocation Expenses	\$ 0	\$ 0	\$ 0	\$ 0
One Percent for Art	\$ 0	\$ 0	\$ 0	\$ 0
Occupancy Costs	\$ 0	\$ 0	\$ 0	\$ 0
Inflationary Adjustment	\$ 0	\$ 0	\$ 0	\$ 0
TOTAL	\$ 11,250	\$ 76,571	\$ 67,140	\$ 32,000

IMPACT ON STATE OPERATING COSTS

Cost Category	FY 2018	FY 2020	FY 2022
IT Costs	\$ 0	\$ 0	\$ 0
Operating Budget Impact (\$)	\$ 0	\$ 0	\$ 0
Operating Budget Impact (FTE)	0.0	0.0	0.0

SOURCE OF FUNDS FOR DEBT SERVICE PAYMENTS

	Amount	Percent of Total
General Fund	\$ 50,000	100 %
User Financing	\$ 0	0 %

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Have Information Technology Review Preconditions been met (M.S. 16B.335 subd. 5 & 6 and 16E.05 subd. 3)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A

Inflow and Infiltration Grant Program

AT A GLANCE**2018 Request Amount:** \$9,500**Priority Ranking:** 4

Project Summary: The Metropolitan Council requests \$9.5 million in State bonds to continue to provide grants to municipalities for eligible public infrastructure capital improvements to reduce inflow and infiltration (I/I) into wastewater collection systems. In cooperation with Metro Cities, similar requests have been made in 2010, 2012, 2014, 2015, and 2016. The requested amount for 2018 represents a portion of the demonstrated need from communities for work completed under the 2014 grant program.

Project Description

Inflow and Infiltration – or I/I – are terms that describe clear water that enters wastewater systems and consumes capacity that is intended for growth. Each has unique sources, methods of entry, and effects on the wastewater collection system. I/I from both public and private sources causes major challenges in the region, including:

- Public and environmental health concerns. When the combined amount of wastewater and clear water exceed the system capacity, untreated wastewater can discharge to basements or spill to lakes, streams, wetlands, or other areas.
- Higher costs to communities and utility ratepayers. Excessive I/I consumes capacity in the wastewater collection and treatment system intended to accommodate regional growth and increases wastewater treatment costs charged to communities.
- Loss of the region’s valuable water resources. Clear water discharged to the wastewater system is removed from the natural hydrologic cycle, reducing groundwater recharge potential.

Since 2005, the Metropolitan Council has intensified efforts to mitigate excessive I/I through partnership with regional communities. There is evidence of success through flow reduction and reduced system flow response to wet weather; however, the repairs needed to the local public wastewater collection system can be costly, and regional communities have expressed a need for consistent funding for I/I mitigation activities.

In 2010, Metro Cities championed inclusion of a \$3 million grant program in the 2010 bonding bill for providing grants to municipalities for capital improvements to public infrastructure to reduce inflow and infiltration (I/I) into the wastewater collection system. From 2010 through 2015, the total funding received by communities for I/I mitigation was \$10.5 million.

The approved bills have included the following language:

Metropolitan Cities Inflow and Infiltration Grants: "For grants to cities within the metropolitan area, as defined in MN Statutes, Section 473.121, subdivision 2, for capital improvements in municipal wastewater collection systems to reduce the amount of inflow and infiltration to the Metropolitan Council’s metropolitan sanitary sewer disposal system. To be eligible for a grant, a city must be identified by the Metropolitan Council as a contributor of excessive inflow and infiltration. Grants from

this appropriation are for up to 50 percent of the cost to mitigate inflow and infiltration in the publicly owned municipal wastewater collection systems. The council must award grants based on applications from eligible cities that identify eligible capital costs and include a timeline for inflow and infiltration mitigation construction, pursuant to guidelines established by the Council."

Project Rationale

The purpose of the project is to assist communities served by Metropolitan Council Environmental Services in undertaking public infrastructure projects that reduce I/I into the local and regional wastewater collection systems. The program has been a successful incentive for communities to complete I/I mitigation work.

Project Timeline

Grants will be made under a grants application process, with local units of government performing work funded with the grants.

Other Considerations

This grant program is tied to the Metropolitan Council's stewardship, prosperity, equity, livability, and sustainability outcomes of Thrive MSP 2040 and supports the Metropolitan Council's principles of collaboration and accountability. This grant program will support the I/I mitigation efforts of local communities. This program protects the environment and public health, supports construction jobs, promotes infrastructure investment, and is cost-effective.

MCES proposes to utilize existing program guidelines which have been reviewed by local government partners in the region and have been agreed to by State agencies.

Impact on Agency Operating Budgets

There is no direct impact on State agency operating budgets since the State of Minnesota does not have a similar grant program.

Description of Previous Appropriations

The following appropriations have been made for this program:

2010 - \$3 million

2012 - \$4 million

2014 - \$2 million

2015 - \$1.5 million

2017 - \$3.7 million

Project Contact Person

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Governor's Recommendation

The Governor recommends \$5 million in general obligation bonds for this request.

(\$ in thousands)

Inflow and Infiltration Grant Program

PROJECT FUNDING SOURCES

Funding Source	Prior Years	FY 2018	FY 2020	FY 2022
State Funds Requested				
General Obligation Bonds	\$ 11,239	\$ 9,500	\$ 9,500	\$ 9,500
Funds Already Committed				
Pending Contributions				
TOTAL	\$ 11,239	\$ 9,500	\$ 9,500	\$ 9,500

TOTAL PROJECT COSTS

Cost Category	Prior Years	FY 2018	FY 2020	FY 2022
Property Acquisition	\$ 0	\$ 0	\$ 0	\$ 0
Predesign Fees	\$ 0	\$ 0	\$ 0	\$ 0
Design Fees	\$ 0	\$ 0	\$ 0	\$ 0
Project Management	\$ 0	\$ 0	\$ 0	\$ 0
Construction	\$ 11,239	\$ 9,500	\$ 9,500	\$ 9,500
Relocation Expenses	\$ 0	\$ 0	\$ 0	\$ 0
One Percent for Art	\$ 0	\$ 0	\$ 0	\$ 0
Occupancy Costs	\$ 0	\$ 0	\$ 0	\$ 0
Inflationary Adjustment	\$ 0	\$ 0	\$ 0	\$ 0
TOTAL	\$ 11,239	\$ 9,500	\$ 9,500	\$ 9,500

IMPACT ON STATE OPERATING COSTS

Cost Category	FY 2018	FY 2020	FY 2022
IT Costs	\$ 0	\$ 0	\$ 0
Operating Budget Impact (\$)	\$ 0	\$ 0	\$ 0
Operating Budget Impact (FTE)	0.0	0.0	0.0

SOURCE OF FUNDS FOR DEBT SERVICE PAYMENTS

	Amount	Percent of Total
General Fund	\$ 9,500	100 %
User Financing	\$ 0	0 %

STATUTORY REQUIREMENTS

The following requirements will apply to projects after adoption of the bonding bill.

Is this project exempt from legislative review under M.S. 16B.335 subd. 1a?	Yes
Predesign Review (M.S. 16B.335 subd. 3):	
Does this request include funding for predesign?	N/A
Has the predesign been submitted to the Department of Administration?	N/A
Has the predesign been approved by the Department of Administration?	N/A
Will the project design meet the Sustainable Building Guidelines under M.S. 16B.325?	N/A
Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources (M.S. 16B.335 subd. 4 and 16B.32)?	N/A
Have Information Technology Review Preconditions been met (M.S. 16B.335 subd. 5 & 6 and 16E.05 subd. 3)?	N/A
Will the project meet public ownership requirements (M.S. 16A.695)?	Yes
Will a use agreement be required (M.S. 16A.695 subd. 2)?	No
Will program funding be reviewed and ensured (M.S. 16A.695 subd. 5)?	Yes
Will the matching funds requirements be met (M.S. 16A.86 subd. 4)?	Yes
Will the project be fully encumbered prior to the Cancellation Deadline (M.S. 16A.642): December 31, 2022?	Yes
M.S. 16A.502 and M.S. 16B.31 (2): Full Funding Required	Yes
M.S. 174.93: Guideway Project	
Is this a Guideway Project?	No
Is the required information included in this request?	N/A