

ADVISORY INFORMATION

Date Prepared: March 21, 2007

Subject: March 2007 Unified Capital Program Amendment

Summary of Committee Discussion:

There was no committee discussion on the original Business Item 2007-66 recommended by the Management Committee for Council approval on February 28, 2007.

The two proposed changes to the Committee recommendation will be discussed by the Management Committee on March 28.

Recommendation:

That the Council:

- Amend the 2007 Authorized Capital Program (multi-year authorization) by adding authority as follows:

Transit (2007-66)	approved by Mgmt Comm on Feb 28	\$	4,408,030
Transit (2007-97)	28 th Ave P&R Construction Passthrough		19,212,410
Transit (2007-119)	Northstar Locomotive Option*		<u>10,973,000</u>
		\$	<u>34,593,440</u>

*contingent on Transportation Committee approval

- Amend the 2007 Capital Budget (annual appropriation) by adding appropriations as follows:

Transit (2007-66)	approved by Mgmt Comm on Feb 28	\$	14,930,017
Transit (2007-97)	28 th Ave P&R Construction Passthrough		8,500,000
Transit (2007-119)	Northstar Locomotive Option*		<u>3,300,000</u>
		\$	<u>26,730,017</u>

*contingent on Transportation Committee approval

- Amend the 2006 Capital Budget (annual appropriation) by adding appropriations as follows:

Environmental Services		\$	3,000,000
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- Approve transfers between capital projects as detailed in Attachment 1.

M Management Committee

Transportation Committee: February 26 (2007-66)
Transportation Committee: March 12 (2007-97)
Transportation Committee: March 26 (2007-119) **Same Week**
Environment Committee: February 27 (2007-92)
Metropolitan Council: March 28 (2007-66)

Meeting date: March 28, 2007

ADVISORY INFORMATION	
Date:	March 21, 2007
Subject:	March 2007 Unified Capital Program Amendment
District(s), Member(s):	All
Policy/Legal Reference:	M.S. 473.13; Council Policy 3.1
Staff Prepared/Presented:	Beth Widstrom, Chief Financial Officer (651-602-1567) Alan Morris, Regional Administration (651-602-1446)
Division/Department:	Environmental Services, Transportation

Proposed Action/Motion

That the Council:

- Amend the 2007 Authorized Capital Program (multi-year authorization) by adding authority as follows:

Transit (2007-66)	approved by Mgmt Comm on Feb 28	\$	4,408,030
Transit (2007-97)	28 th Ave P&R Construction Passthrough		19,212,410
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		\$	26,730,017

*contingent on Transportation Committee approval

- Amend the 2006 Capital Budget (annual appropriation) by adding appropriations as follows:

Environmental Services		\$	3,000,000
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- Approve transfers between capital projects as detailed in Attachment 1.

Summary

On February 28, 2007, the Management Committee reviewed Business Item 2007-66 (attached) and recommended that it be forwarded to the Metropolitan Council for approval.

Subsequent to the February 28 Management Committee meeting, two additional transit capital program amendments have gone to or will go to the Transportation Committee for review. Because these proposed amendments are time sensitive and can not wait until the next capital amendment, the transmittal of Business Item 2007-66 to the Council was delayed so that these two amendments could be incorporated into the recommended Council action. Staff is proposing that the Management Committee incorporate these two additional amendments into Business Item 2007-66 and that the Committee recommend transmitting the revised recommendation to the Metropolitan Council for approval.

The two additional proposed amendments are summarized below:

On March 12, the Transportation Committee approved Business Item 2007-97 (attached) recommending the Metropolitan Council have the technical authority to act on behalf of the Bloomington Port Authority Trust in making payments to vendors on the 28th Avenue Park and Ride construction project. The Council's 2007 Authorized Capital Program and 2007 Capital Budget need to be amended to provide the spending authority for the project.

On March 26, the Transportation Committee will be considering Business Item 2007-119 (attached) recommending that the Metropolitan Council authorize the Regional Administrator to exercise an option for four locomotives for the Northstar Commuter Rail Project in an amount not to exceed \$10,973,000. If the Transportation Committee approves the business item at its March 26 meeting, the Council's 2007 Authorized Capital Program and 2007 Capital Budget need to be amended to provide the spending authority for the project.

Attachments:

- Business Item 2007-119 (to be reviewed by the Transportation Committee on March 26)
- Business Item 2007-97 (reviewed and recommended by the Transportation Committee on March 12)
- Business Item 2007-66 (reviewed and recommended by the Management Committee on February 28)

T Transportation Committee

Meeting date: March 26, 2007

ADVISORY INFORMATION

Date:	March 17, 2007
Subject:	Northstar Locomotive Procurement
District(s), Member(s):	All
Policy/Legal Reference:	Northstar Corridor Project Master Cooperation and Delegation Agreement
Staff Prepared/Presented:	Brian J. Lamb, General Manager, 612-349-7510 Mark W. Fuhrmann, Deputy General Manager, 612-349-7513 Rich M. Rovang, Assistant General Manager-TSD, 612-215-8254
Division/Department:	Metro Transit

Proposed Action/Motion

That the Metropolitan Council authorize the Regional Administrator to:

- Negotiate and execute funding agreements with MnDOT for reimbursement of locomotive payments and interest expense from Full Funding Grant proceeds and with the Northstar Corridor Development Authority (NCDA) for reimbursement of local match funds.
- Negotiate and execute an Intergovernmental, Joint Powers, and Assignment Agreement with Utah Transit Authority assigning the rights for the Council to exercise an option to purchase remanufactured locomotives.
- Exercise a Northstar option under the Utah Transit Authority (UTA) contract with Motive Power Inc. for four remanufactured MP-36 locomotives in an amount not to exceed \$10,973,000 with the following conditions
 - execution of the reimbursement agreements with Mn DOT and NCDA
 - receipt of a Letter of No Prejudice (LONP) from the Federal Transit Administration;
 - inclusion of a no-cost cancellation clause in the contract.

That the Metropolitan Council direct the Regional Administrator to cancel by May 31, 2007 the option contract with Motive Power under the no-cost cancellation clause unless the Council has taken specific action to allow the option contract to continue past May 31, 2007.

Issue(s)

- The most favorable terms of the Northstar option under the UTA contract with Motive Power expire April 13, 2007.
- Because the federal government has not approved a Full Funding Grant Agreement for the Northstar project, Council transit bond funds are the only source of revenue available to pledge to the option agreement. The pledge would be released when the Full Funding Grant Agreement is executed.
- Receipt of the Letter of No Prejudice from the Federal Transit Administration is a precondition for the Council to exercise the Northstar locomotive option.
- Funding agreements with MnDOT and NCDA must include reimbursement for any interest expense incurred by the Council if locomotive payments are made before federal funds are received.
- Each year the Council requests bond authorization from the legislature and a list of projects expected to be funded from the authority is included. Northstar locomotives have not been on any project lists given to the legislature.

Overview and Funding

The Northstar Corridor Project Master Cooperation and Delegation Agreement has been executed as authorized by the Council on January 24, 2007. This agreement delegates MnDOT's authority to operate the Northstar line to the Council and provides for the Council to purchase locomotives for the Northstar line to facilitate such operations. This delegation authority along with inclusion of the Northstar line in the Council's Transportation Policy Plan and specific budget authority for the locomotive in the Council's Capital Improvement Plan allow use/pledge of council transit bond funds for Northstar locomotives.

The Northstar Commuter Rail Project is eligible to exercise an option for remanufactured locomotives under the executed Utah Transit Authority locomotive contract with Motive Power, Inc. The current option price per unit is \$2,743,220. After April 13, the option price will increase. Staff estimates that delaying exercising the option until later in 2007 will increase total cost of the four locomotives by an amount between \$459,000 to \$1,136,000.

MnDOT, the federal grantee, has requested FTA to issue a Letter of No Prejudice for local expenditures made toward the locomotives in advance of execution of the Full Funding Grant Agreement. The Letter of No Prejudice allows payments made prior to execution of the Full Funding Grant Agreement eligible for reimbursement when the Full Funding Grant Agreement is executed. Exercise of the locomotive option will be contingent upon receipt of the Letter of No Prejudice and execution of reimbursement agreements with MnDOT and NCDA .

Although the Council will be pledging bond dollars with this action, it is not intended that the bonds will be used for the purpose. Staff expects the Full Funding Grant Agreement will be executed by fall. Once the agreement is executed the pledge on the bonds will be released. Summarized below are several actions staff has identified to mitigate the risk of pledging bond funds.

Motive Power has agreed to allow the Council to cancel the option with no penalty payment through May 31, 2007. Staff will return to the Council prior to May 31 updating the status of the Northstar Full Funding Grant Agreement and seek Council authorization for the option to remain in force. The Council may cancel the option order with a one percent penalty through July 14, 2007.

The Utah Transit Authority has agreed that it will accept assignment of Northstar's four locomotives to Utah's option it is preparing to exercise for eleven locomotives later this year. Utah would exercise an option for seven locomotives rather than eleven and accept assignment of the four Northstar locomotives.

If the Council takes actions that result in the Council taking delivery of the four locomotives, the Council would hold a valuable asset that could be leased or sold to other commuter rail operators or short haul freight railroads to recoup much of the expense.

Approval of this business item will require the 2007 Authorized Capital Program and Budget to be amended. If this item is approved, the necessary changes will be incorporated into Business Item 2007-66, March 2007 Unified Capital Program Amendment, to be submitted to the Management Committee and presented to the Metropolitan Council on March 28, 2007.

T Transportation Committee

Meeting date: March 12, 2007

ADVISORY INFORMATION

Date:	March 7, 2007
Subject:	Independent Testing Laboratory Contract for the 28 th Avenue Park-and-Ride in Bloomington, Project 63612
District(s), Member(s):	District 5, Russ Susag
Policy/Legal Reference:	Procurement of Professional Services
Staff Prepared/Presented:	Brian J. Lamb, General Manager (612-349-7510) Mark W. Fuhrmann, Deputy General Manager (612-349-7513) Tom Thorstenson, Director, Engrg & Construction (612-349-7689) Pat Jones, Manager, Facilities Engineering (612-349-7606)
Division/Department:	Metro Transit/Engineering & Construction

Proposed Action/Motion

That the Metropolitan Council (1) authorize the Regional Administrator to negotiate and execute a professional services contract with Stork Twin City Testing Corporation for the Independent Testing Laboratory services during the construction of the 28th Avenue Park-and-Ride Facility, and (2) that the Metropolitan Council have the technical authority to act on behalf of the Bloomington Port Authority Trust in making payments to vendors on the 28th Avenue Park and Ride Construction Project.

Issue(s)

Council approval is required for professional services contracts in excess of \$250,000.

Overview and Funding

At its meeting February 28, 2007, the Metropolitan Council authorized the Regional Administrator to award and execute a contract for the construction of the 28th Avenue Park & Ride Facility in Bloomington, Minnesota. To comply with State and local codes and regulations, independent testing services are required to test and inspect the work of the contractor. A Request For Proposal (RFP) was issued for professional services firms to provide construction observation and inspection & testing services for this project.

Four firms responded to the RFP. An Evaluation Panel evaluated and ranked the proposals in accordance with established Council procedures for projects funded with federal funds. The Evaluation Panel has recommended award to Stork for the services, as being in the best interest of the Council. Stork's cost estimate of \$249,800 compares favorably with Metro Transit's estimate. In the unlikely event that final negotiations with Stork are unsuccessful, then in accordance with Brooks Act requirements, staff would initiate negotiations with the next highest ranked company (STS Consultants Ltd.).

Funding for this project will be provided by lease revenue bonds issued by the Bloomington Port Authority.

28th Ave Park & Ride - Construction Passthrough

We are asking for authority to allow the Council to act on behalf of the Bloomington Port Authority Trust in making payments to vendors on the 28th Avenue Park and Ride Construction Project. We are requesting an addition to the March 2007 Unified Capital Program Amendment - Transportation Item # 2007-66 which is planned to go to the Metropolitan Council on March 28, 2007 for approval.

The Council will receive funds from the trust established by the Bloomington Port Authority to make payments to vendors on behalf of the trust for construction of the 28th Ave Park and Ride. This amendment authority request provides the Council the technical authority to accept the trust funds and make the payments to vendors. The requested amount of the 28th Ave Park and Ride Construction Passthrough is \$19,212,410. This amount will be a corresponding source of local revenue from the trust resulting in no capital expense impact to the Council.



Management Committee

Transportation Committee: February 26 (2007-66)
Environment Committee: February 27 (2007-92)
Metropolitan Council: March 28 (2007-66)

Meeting date: February 28, 2007

Executive Summary

Item: 2007-66

AMENDED

ADVISORY INFORMATION

Date:	February 21, 2007
Subject:	March 2007 Unified Capital Program Amendment
District(s), Member(s):	All
Policy/Legal Reference:	M.S. 473.13; Council Policy 3.1
Staff Prepared/Presented:	Beth Widstrom, Chief Financial Officer (651-602-1567) Alan Morris, Regional Administration (651-602-1446)
Division/Department:	Environmental Services, Transportation

Proposed Action/Motion

That the Council:

- Amend the 2007 Authorized Capital Program (multi-year authorization) by adding authority as follows:

Transit	\$ 4,408,030
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- Amend the 2007 Capital Budget (annual appropriation) by adding appropriations as follows:

Transit	\$ 14,930,017
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- Amend the 2006 Capital Budget (annual appropriation) by adding appropriations as follows:

Environmental Services	\$ 3,000,000
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- Approve transfers between capital projects as detailed in Attachment 1.

Summary

The Transportation Committee will review the proposed amendments to the Transit capital program at its February 26 meeting.

The Environment Committee will review the proposed amendments to the Environmental Services capital program at its February 27 meeting. The proposed amendments for Environmental Services include an amendment to the 2006 capital budget. Because of mild weather, pipeline construction work that was anticipated to shut down in early December was able to continue until nearly Christmas. The extended construction period on the Anoka Forcemain, Elm Creek Interceptor – Dayton Extension, Empire Plant Outfall and Rosemount Interceptor caused Environmental Services to exceed its amended capital budget.

Proposed changes are detailed in Attachment 1.

Fiscal Impact

The proposed transit amendment includes regional bonding authorization for transit that was anticipated and reflected in the fiscal impact analysis done in conjunction with the adoption of the 2007-2012 transit capital improvement program. The amendment is consistent with the Council goal to keep the impact of Council property taxes on existing regional taxpayers flat over time

Summary of Changes to 2007 Authorized Capital Program (Multi-Year Authorization)

Program Area	Adopted	Previous Amendments	Proposed Amendments	Amended Thru March 14, 2007
Metro Transit	\$ 471,440,450	\$ 0	\$ 2,269,001	\$ 473,709,451
Metro Transit - Hiaw. FFGA	715,296,564	0	0	715,296,564
Metro Trans Services	67,552,141	0	2,139,029	69,691,170
Environmental Service	992,400,000	0	0	992,400,000
Parks and Open Space	64,149,146	0	0	64,149,146
Total	\$ 2,310,838,301	\$ 0	\$ 4,408,030	\$ 2,315,246,331

Change from Adopted +0.19%

Summary of Changes to 2007 Capital Budget (Annual Appropriation)

Program Area	Adopted	Previous Amendments	Proposed Amendments	Amended Thru March 14, 2007
Metro Transit	\$ 131,903,248	\$ 0	\$ 13,446,054	\$ 145,349,302
Metro Transit – Hiaw FFGA	3,150,000	0	0	3,150,000
Metro Trans Services	24,676,356	0	1,483,963	26,160,319
Environmental Service	126,700,000	0	0	126,700,000
Parks and Open Space	32,426,236	0	0	32,426,236
Total	\$ 318,855,840	\$ 0	\$ 14,930,017	\$ 333,785,857

Change from Adopted +4.68%

Summary of Changes to 2007-2012 Capital Improvement Program

Program Area	Adopted	Previous Amendments	Proposed Amendments	Amended Thru March 14, 2007
Transit	\$ 1,705,269,308	\$ 0	\$ 0	\$ 1,705,269,308
Environmental Service	991,384,000	0	0	991,384,000
Parks and Open Space	105,087,171	0	0	105,087,171
Total	\$ 2,801,740,479	\$ 0	\$ 0	\$ 2,801,740,479

Change from Adopted +0.00%

Attachments:

Attachment 1 – March 2007 Unified Capital Program Amendment

Transportation Committee February 26, 2007 Business Item 2007-66

Environment Committee February 27, 2007 Business Item 2007-92

Project #	Provider	Description	CURRENTLY AUTHORIZED					PROPOSED CHANGES					AMENDED					2007 Capital Budget	Multi-Year ACP Authorization
			Federal	State	Other	Regional	Total	Federal	State	Other	Regional	Total	Federal	State	Other	Regional	Total		
Reallocation of Unused Authority from/to Closed Projects																			
35672	Various	County Communications Equipment				\$ 250,000	\$ 250,000				\$ (41,107)	\$ (41,107)	\$ -	\$ -	\$ -	\$ 208,893	\$ 208,893		
35696	SWT	Fed Bus Match				\$ 708,000	\$ 708,000				\$ (10,901)	\$ (10,901)	\$ -	\$ -	\$ -	\$ 697,099	\$ 697,099		
35698	HSI	HSI Generator				\$ 25,000	\$ 25,000				\$ (75)	\$ (75)	\$ -	\$ -	\$ -	\$ 24,925	\$ 24,925		
35616	MVTA	Eagan Bus Garage	\$ 1,971,610			\$ 8,286,828	\$ 10,258,438				\$ (189)	\$ (189)	\$ 1,971,610	\$ -	\$ -	\$ 8,286,639	\$ 10,258,249		
35649	Maple Grove	Park and Ride Rehab				\$ 137,576	\$ 137,576				\$ (6,771)	\$ (6,771)	\$ -	\$ -	\$ -	\$ 130,805	\$ 130,805		
35708	SWT	SWT Bus Replacement				\$ 3,500,000	\$ 3,500,000				\$ (66,923)	\$ (66,923)	\$ -	\$ -	\$ -	\$ 3,433,077	\$ 3,433,077		
35709	MVTA	MVTA MT Bus Replacement				\$ 4,350,000	\$ 4,350,000				\$ (77,770)	\$ (77,770)	\$ -	\$ -	\$ -	\$ 4,272,230	\$ 4,272,230		
35720	HSI	HSI Bus Replacement				\$ 235,000	\$ 235,000				\$ (9,199)	\$ (9,199)	\$ -	\$ -	\$ -	\$ 225,801	\$ 225,801		
35711	SWT	Replace non-revenue vehicles				\$ 100,000	\$ 100,000				\$ (12,953)	\$ (12,953)	\$ -	\$ -	\$ -	\$ 87,047	\$ 87,047		
35719	DARTS	DARTS Bus Replacement				\$ 110,000	\$ 110,000				\$ 10,316	\$ 10,316	\$ -	\$ -	\$ -	\$ 120,316	\$ 120,316		
35718	Anoka	Anoka Bus Replacement				\$ 385,000	\$ 385,000				\$ 3,602	\$ 3,602	\$ -	\$ -	\$ -	\$ 388,602	\$ 388,602		
35723	Maple Grove	Maple Grove 2006 NTD - One Small Bus				\$ 78,993	\$ 78,993				\$ 5,188	\$ 5,188	\$ -	\$ -	\$ -	\$ 84,181	\$ 84,181		
		Subtotal	\$ 1,971,610	\$ -	\$ -	\$ 18,166,397	\$ 20,138,007	\$ -	\$ -	\$ -	\$ (206,782)	\$ (206,782)	\$ 1,971,610	\$ -	\$ -	\$ 17,959,615	\$ 19,931,225	\$ -	\$ -
METROPOLITAN TRANSPORTATION SERV. SUBTOTAL			\$ 2,227,610	\$ 190,328	\$ -	\$ 34,414,384	\$ 36,832,322	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,227,610	\$ 190,328	\$ -	\$ 34,414,384	\$ 36,832,322	\$ 1,483,963	\$ 2,139,029
TRANSIT TOTAL			\$ 26,469,928	\$ 47,639,052	\$ 817,346	\$ 46,220,334	\$ 121,146,660	\$ 994,001	\$ 1,275,000	\$ -	\$ -	\$ 2,269,001	\$ 27,463,929	\$ 48,914,052	\$ 817,346	\$ 46,220,334	\$ 123,415,661	\$ 14,930,017	\$ 4,408,030

T Transportation Committee

Management Committee: February 28, 2007
Metropolitan Council: March 14, 2007

Meeting date: February 12, 2007

ADVISORY INFORMATION	
Date:	February 7, 2007
Subject:	March 2007 Unified Capital Program Amendment – Transportation
District(s), Member(s):	All
Policy/Legal Reference:	2007 Capital Improvement Program
Staff Prepared/Presented:	Arlene McCarthy, Director, Metropolitan Transportation Services (651-602-1217) Brian Lamb, General Manager, Metro Transit (612-349-7510) Julie Johanson, Asst General Mgr, Metro Transit (612-349-7514) Edwin Petrie, Director of Finance, Metro Transit (612-349-7624) Steven True, Senior Finance Mgr, Metro Transit (612-349-7701) Amy Vennewitz, Deputy Director, MTS (651-602-1058) Cole Hinicker, MTS (651-602-1748) Alan Morris, Regional Administration (651-602-1446)
Division/Department:	Transportation

Proposed Action/Motion

That the Council:

- Amend the 2007 Authorized Capital Program (multi-year authorization) by adding \$4,408,030 in authority to the Transportation Division, as detailed in Attachment 1.
- Amend the 2007 Capital Budget (annual appropriation) by adding \$14,930,017 in appropriations to the Transportation Division, as detailed in Attachment 1.

Summary

For Metro Transit, this proposed amendment decreases federal capital project funding by removing previously authorized federal 5307 formula grant funding, decreases the total authority required to administer projects funded with MNDOT BAPTA funding in accordance with the terms of a recently executed agreement and increases State of Minnesota general obligation bonds for the Central Corridor LRT project as appropriated in the Laws of 2005. Federal funds are also added to the Central Corridor LRT project

For Metropolitan Transportation Services, this proposed amendment reallocated authority from continuing projects and projects closed in December, 2006 to other continuing and new projects. The proposed amendment also reactivates one project that was closed in December.

Proposed changes are detailed in Attachment 1.

Fiscal Impact

This proposed amendment includes regional bonding authorization for transit that was anticipated and reflected in the fiscal impact analysis done in conjunction with the adoption of the 2007-2012 transit capital improvement program. The amendment is consistent with the Council goal to keep the impact of Council property taxes on existing regional taxpayers flat over time.

Project Detail

Metro Transit

Central Corridor Project Study 63323

Central Corridor LRT 65701

To date the Central Corridor project has been funded using the original project study project number. This amendment recognizes the conclusion of the study phase of the project and establishes the engineering, design and construction phases of the project through the establishment of project 65701. Federal and State funds for these purposes are transferred from the earlier project number to the new one, federal Section 5309 and CMAQ funds are added and an additional appropriation from the State of Minnesota from the Laws of 2005, Chapter 20 in the amount of \$5.25 million is being recognized.

28th Avenue Park & Ride, Project 63612

County Road 73/I-394 Park & Ride 63956

Council Item 2006-167 on May 24, 2006, granted authority to proceed with the design and construction of a park & ride structure at the 28th Avenue Light Rail Transit station. This amendment adds no longer needed RTC funds from project 63956 for construction of auxiliary services surrounding the park & ride site that are not eligible for federal reimbursement.

County Road 73/I-394 Park & Ride 63956

Sector 5 Park & Ride Facilities 63315

Bottineau Blvd BRT 63114

Rice Street Park & Ride 63313

I-35W Corridor Transit Improvements 63752

An agreement between the Metropolitan Council and MNDoT was fully executed on November 20, 2006. This agreement finalized the projects and funding levels that MNDoT will provide for the construction of park and ride facilities along the Trunk Highway system with BAPTA funds. Previous draft agreements had included projects that no longer will be supported. This amendment recognizes the changes to the agreement and provides the authorization in the planned projects. The total of BAPTA funds is amended to \$10.2 million from the previously anticipated \$14.175 million. In the Sector 5 Park and Ride Facilities project, facilities in Edina and Bloomington will not be supported, however, the Best Buy Park & Ride will be funded with \$700,000. Neither the Bottineau Blvd Park & Ride on Hwy 81 nor the Rice Street Park & Ride will be supported with the funding, but both the facilities at I-35W & 98th Street and County Road 73 & I-394 will receive BAPTA funds. This agreement allows the federal and local funds previously authorized for the CR 73 & I-394 project to be used for other capital purposes. The Rice Street Park and Ride feasibility costs not funded with BAPTA will be paid from unused RTC funds in the CR 73 project. The anticipated federal funding for the Rice Street and I-35W Corridor Transit Improvement projects was never applied for and should be removed from the authorized funding.

Snelling Site Development 63020

Snelling Site Alternatives 62652

This "housekeeping" amendment segregates \$200,000 of RTC funding from the Snelling Site Development project to a separate project for exploring alternative locations for a garage in the midway section of St. Paul.

Metropolitan Transportation Services

This amendment captures the remaining balances on several bus purchases and facility upgrades that were underspent and reallocates those funds to projects needing more authorization. Southwest Transit needs an additional \$299,876 for a garage expansion project and they are reallocating from projects 35696, 35711, and 35663 spending authority originally allocated to them. Plymouth is reallocating GPS/AVL equipment funds to the CR 73 park and ride, which had a small cost overrun.

Metro Mobility needs \$100,000 for radio upgrades. The remaining bus purchase projects have adjusted cost estimates that came in slightly above what were originally projected. The money used to cover these projects comes from the unspent previous allocations for bus purchases and a bus equipment project that utilized spare fareboxes instead of buying new ones."

E Environment Committee

Meeting date: February 27, 2007

For the Metropolitan Council Meeting of March 14, 2007

ADVISORY INFORMATION	
Date:	February 22, 2007
Subject:	2006 Unified Capital Program Amendment
District(s), Member(s):	All
Policy/Legal Reference:	2006 - 2011 Capital Improvement Program
Staff Prepared/Presented:	Bryce Pickart, 651-602-1091
Division/Department:	MCES c/o William G. Moore, 651-602-1162

Proposed Action/Motion

That the Metropolitan Council amend the MCES 2006 Capital Budget (annual appropriation) by increasing it from \$113,000,000 to \$116,000,000.

Issue(s)

- 0 MCES expenditures for 2006 totaled \$115,278,864. In the fall of 2006, the budget was amended from \$106,824,000 to \$113,000,000. This was based upon the projected expenditures for the final three months of 2006. The actual expenditures (unaudited) for the year came in at \$115,278,864. The amendment revises the approved 2006 Capital Budget to match the actual 2006 expenditures, plus an allowance for changes that may occur with the final 2006 audit.

Overview and Funding

It is difficult to project annual expenditures for MCES capital projects. Based upon our cash flow projection made in the fall of 2006 the budget was increased to \$113,000,000. The projections assumed normal weather, i.e. shutdown of pipeline construction by early December. The actual weather was very mild, so pipeline construction continued until nearly Christmas. Consequently, actual cash flow was higher than projected for the Anoka Foremain, Elm Creek Interceptor – Dayton Extension, Empire Plant Outfall, and the Rosemount Interceptor. All projects remain with their authorized capital program amounts. The amount of the increase is based on the following:

Amended 2006 Capital Budget:	\$113,000,000
Amendment Request:	<u>3,000,000</u>
Proposed Amended 2006 Capital Budget:	\$116,000,000

Summary of Proposed Changes to Authorized Capital Program (Multi-Year Authorization)

Program Area	Adopted	Prior Amendments	Amended Through Dec.	Proposed Amendments	Proposed Amended
Environmental Services	\$954,350,000	\$7,800,000	\$962,150,000	\$-0-	\$962,150,000

Summary of Proposed Changes to 2006 Capital Budget

Program Area	Adopted	Prior Amendments	Amended Through Dec.	Proposed Amendments	Proposed Amended
Environmental Services	106,824,000	\$-0-	113,000,000	\$3,000,000	116,000,000

Summary of Proposed Changes to the 2006-2011 Capital Improvement Program

Program Area	Adopted	Prior Amendments	Amended Through Dec.	Proposed Amendments	Proposed Amended
Environmental Services	919,390,000	\$4,400,000	923,790,000	\$-0-	923,790,000