

# M Management Committee

Transportation Committee October 26, 2009  
Metropolitan Council: November 4, 2009

**Meeting date: October 28, 2009**

## ADVISORY INFORMATION

**Date:** October 21, 2009

**Subject:** 2009-2014 Capital Improvement Plan and Capital Program and Budget Amendment

**District(s), Member(s):** All

**Policy/Legal Reference:** 2009 Capital Program and Budget

**Staff Prepared/Presented:** Alan Morris, Budget and Evaluation 651-602-1446

**Division/Department:** Transportation

### Proposed Action

That the Metropolitan Council:

- Amend the 2009 Authorized Capital Program (Multi-year authorization) by adding or removing spending authority as follows:

Metro Transit	\$ 6,856,578
Metropolitan Transportation Services	\$ 8,615,710

- Amend the 2009 Capital Budget (annual appropriation) by adding or removing the appropriation as follows:

Metro Transit	\$ 200,000
Metropolitan Transportation Services	\$ 393,750

- Amend the Central Corridor light rail project cost estimate from \$914,785,972 to \$941,316,000 and amend the 2009-2014 Capital Improvement Plan for the Central Corridor light rail project from \$882,480,618 to \$909,010,646.
- Approve new projects and transfers between capital projects as detailed in Attachment 1

### Background

The proposed capital amendment programs available federal, state and regional funding in the Transportation Division.

Metro Transit is proposing to increase its capital authorization by \$6,856,578. The largest increase in funding is \$5,900,608 for the Central Corridor light rail project, with new funding coming from the Counties Transit Improvements Board (CTIB) and the Hennepin and Ramsey County Regional Rail Authorities. New federal funding totals \$155,970 for the Northstar commuter rail project. New state funding includes \$500,000 in state bonding for the Maplewood Mall transit center parking ramp. Regional funding of \$300,000 is available from regional bonding authorizations received from the Legislature. Regional funding increases for one project and decreases for one project.

Metro Transit's request includes four projects with proposed increases in authority and one project with a decrease in authority. All of the projects with increases in authority were in the adopted 2009-2014 capital improvement program or have been reviewed and approved by the Council through prior actions.

Metropolitan Transportation Services is proposing to increase its capital authorization by \$8,615,710. New federal funding totals \$1,100,000 for replacement of Metro Mobility vehicles. New state funding includes \$3,787,000 in state bonding, including \$500,000 for the Union Depot and \$3,287,000 for the Cedar Avenue BRT project. New regional funding totals \$3,728,710. Regional funding is available from regional bonding authorizations received from the Legislature. Regional funding decreases for one project and increases for three projects, including \$1,620,400 for Metro Mobility vehicle replacement, \$1,393,750 for the Southwest Market Station project and \$1,500,000 for Metro Mobility technology improvements.

The Metropolitan Transportation Services request includes five projects with proposed increases in authority and one project with a decrease in authority. All of the projects with authority increases were in the adopted 2009-2014 capital improvement program or have been reviewed and approved by the Council through prior actions.

**Rationale**

See attached Transportation Committee and business item.

**Fiscal Impact**

The proposed amendment adds \$4,028,710 in new regional bonding in the Authorized Capital Program. There is available, un-programmed regional bonding authority (see table below) provided by the Legislature to accommodate the additional bonding. The regional bond issuance was anticipated in the 2009-2014 Capital Improvement Plan and reflected in the fiscal impact analysis done as part of the plan.

The level of regional bonding is consistent with the Council goal to keep the impact of Council property taxes on existing regional taxpayers flat over time.

	Metro Transit	MTS	Total
2008 Authorization	\$ 42,269,000	\$ 24,331,000	\$ 66,600,000
2009 Authorization	20,520,000	13,680,000	34,200,000
Combined	\$ 62,789,000	\$ 38,011,000	\$ 100,800,000
Less: Programmed			
June 08 (2008-154)	8,767,693	19,150,510	27,918,203
Sept 08 (2008-211)	12,810,000	3,517,500	16,327,500
UPA (2008-152)	1,478,000	1,500,000	2,978,000
Northstar (2008-325)	(1,700,000)	0	(1,700,000)
March 09 (2009-58)	9,071,271	43,150	9,114,421
May 09 (2009-121)	(34,481)	0	(34,481)
July 09 (2009-180)	1,158,000	2,136,757	3,294,757
Sept 09 (2009-253)	3,639,402	7,814,533	11,453,935
Total Programmed	\$ 35,189,885	\$ 34,162,450	\$ 69,352,335
Plus: This Amendment	300,000	3,728,710	4,027,710
Unprogrammed	\$ 27,299,115	\$ 119,840	\$ 27,419,955

**Known Support / Opposition**

See attached Transportation Committee business item.

Attachments:

Transportation Committee Business Item 2009-327

Attachment 1: September 2009 Capital Program Amendment

# T Transportation Committee

Meeting date: October 26, 2009

Management Committee: October 28, 2009

Metropolitan Council: November 4, 2009

ADVISORY INFORMATION	
Date:	October 15, 2009
Subject:	2009-2014 Capital Improvement Program and Capital Program and Budget Amendment
District(s), Member(s):	All
Policy/Legal Reference:	2009 Capital Program and Budget
Staff Prepared/Presented:	Brian Lamb, General Manager Metro Transit (612-349-7510) Arlene McCarthy, MTS Director (651-602-1217) Edwin D. Petrie, Director of Finance (612-349-7624) Sean Pfeiffer, Financial Analyst, MTS (651-602-1887) Alan Morris, Principal Financial Analyst (651-602-1446)
Division/Department:	Transportation – Metro Transit/Metropolitan Transportation Services

## Proposed Action

That the Council:

- Amend the 2009 Authorized Capital Program (multi-year authorization) by adding spending authority as follows in the Transportation Division:

Metro Transit	\$ 6,856,578
Metropolitan Transportation Services	\$ 8,615,710

- Amend the 2009 Capital Budget (annual appropriation) by increasing spending authority as follows in the Transportation Division:

Metro Transit	\$ 200,000
Metropolitan Transportation Services	\$ 393,750

- Amend the Central Corridor light rail project cost estimate from \$914,785,972 to \$941,316,000 and amend the 2009-2014 Capital Improvement Plan for the Central Corridor light rail project from \$882,480,618 to \$909,010,646.

## Metro Transit

### New Funding and Reallocation of Existing Funds

#### **Northstar Commuter Rail – Project 65510**

Recognize a reduction of \$150,030 to MnDOT SFA 14 (subordinate funding agreement) to reflect the actual bid plus contingency related to the VMF yard switch heaters, a reduction of \$250,000 to MnDOT SFA 16 to reflect the decrease in estimated cost of procurement and installation of rolling stock cameras, and an increase of \$556,000 to Amendment 6 to Coop Agreement for staffing services related to the Northstar Commuter Rail Project for the year ending 12/31/10. This project is identified in the CIP.

## **Fare Collection System Upgrades – Project 65815**

### **Fare Collection Equipment – New**

Transfer \$700,000 of available funds from Project 65815 and assign \$300,000 of new RTC funds to the new project Fare Collection Equipment for a total of \$1,000,000. This project is named in the CIP as Nextfare (Cubic) Device Equipment.

## **Maplewood Mall Transit Center Parking Ramp – Project 62911**

This amendment authorizes \$500,000 in 2009 State G.O. Bonds for the design and construction management contract for the planned park-and-ride expansion at Maplewood Mall. The project will expand the current park-and-ride from the approximate 500 space surface parking lot to an approximate 1,000 space parking ramp. The design phase of the project is estimated at \$1,250,000, which includes the design and construction management contract as well as project management/administration costs. The design and construction management contract must be awarded on or before 12/31/09 to utilize the \$288,472 of 2005 State G.O. Bonds provided earlier this year by the Rush Line Task Force. The Rush Line Task Force also provided \$461,528 in FTA 5309 funding earlier this year for the design phase.

## **Central Corridor LRT – Project 65701**

Recognize \$5,900,608 in new funding commitments from CTIB - \$4,156,769, RCRRA - \$1,220,687 and HCRRA - \$523,152 and amend the Central Corridor light rail project cost estimate from \$914,785,972 to \$941,316,000 and amend the 2009-2014 Capital Improvement Plan for the Central Corridor light rail project from \$882,480,618 to \$909,010,646. This project is identified in the CIP.

## **Metropolitan Transportation Services**

### **New Funding and Reallocation of Existing Funds**

#### **Metro Mobility – Replacement Vehicles – New Project**

##### **Fleet Fareboxes – Project 35789**

This amendment realizes \$1,100,000 of ARRA competitive grant funds recently awarded to Metro Mobility and \$1,620,400 of RTC to purchase Metro Mobility replacement vehicles. The \$1,100,000 federal award will be used to purchase 10 electric hybrid buses and the remaining \$1,620,400 of RTC will be used to purchase seven standard propulsion buses and 36 sedans. These projects are identified in the CIP.

#### **SWT Market Station – CMAQ match – New Project**

This amendment brings in \$1,393,750 of RTC to match SouthWest Transit's CMAQ award for the Market Station park-and-ride construction project. Because this is a facility construction project, the federal CMAQ funds will pass through MnDOT and therefore are not recognized in our Authorized Capital Program. This project is identified in the CIP.

#### **Metro Mobility (MDT/AVL) – New Project**

This amendment authorizes \$1,500,000 of RTC to be used to purchase Mobile Data Terminals (MDT) and install Automatic Vehicle Location (AVL) technology on approximately 200 Metro Mobility buses. Components include: installation of all AVL components on buses, installation of garage equipment related to wireless connectivity at regional garages, and installation of computer servers or other computer hardware

necessary to allow the current system to support the additional demand from AVL. This project is identified in the CIP.

**2009 State GO Bonds – Union Depot – New Project**

This amendment authorizes \$500,000 of 2009 State G.O. bonds allocated to the Met Council to be used for improvements to the Union Depot as a multi-modal transportation hub. This allocation of state bonds was approved by the Council through action item 2009-314 on September 30, 2009.

**2009 State GO Bonds – Cedar Avenue – New Project**

This amendment authorizes \$3,287,000 of 2009 State G.O. bonds allocated to the Met Council to be used to acquire land and improve bus lanes along the Cedar Avenue BRT in Dakota County. This allocation of state bonds was approved by the Council through action item 2009-314 on September 30, 2009.

**Rationale**

This proposed amendment adjusts net funding to reflect cost estimate changes, reallocates existing funds and programs new funds to allow the Council to carry out its long-term capital improvement program for transit.

**Funding and Fiscal Impact**

New sources of federal, state, other, and RTC funds are being recognized with this capital amendment. The amendment is consistent with the Council goal to keep the impact of Council property taxes on existing regional taxpayers flat over time.

**Known Support / Opposition**

No known opposition

**Capital Program & Budget Amendment**

Transportation Committee - October 26, 2009  
 Management Committee - October 28, 2009  
 Metropolitan Council - November 4, 2009

**ATTACHMENT 1**

		CURRENTLY AUTHORIZED					PROPOSED CHANGE					AMENDED					2009	Multi-Year	
		Federal	State	Other	Regional	Total	Federal	State	Other	Regional	Total	Federal	State	Other	Regional	Total	Budget	Authorization	
<b>METRO TRANSIT</b>																	Original Adopted	\$ 195,800,202	\$ 1,818,102,786
																	After Prior Amendments	\$ 240,573,949	\$ 1,943,176,241
																	After This Amendment	\$ 240,773,949	\$ 1,950,032,819
<b>NEW FUNDING and REALLOCATION OF EXISTING FUNDS</b>																			
65510	Northstar Commuter Rail	\$ 59,681,537	\$ 339,439	\$ 16,571,835	\$ 3,400,000	\$ 79,992,811	\$ 155,970	\$ -	\$ -		\$ 155,970	\$ 59,837,507	\$ 339,439	\$ 16,571,835	\$ 3,400,000	\$ 80,148,781	\$ -	\$ 155,970	
65815	Fare Collection System Upgrades	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ (700,000)	\$ (700,000)	\$ -	\$ -	\$ -	\$ 1,300,000	\$ 1,300,000	\$ (700,000)	\$ (700,000)	
New	Fare Collection Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	\$ 400,000	\$ 1,000,000	
62911	Maplewood Mall Transit Center Parking Ramp	\$ 461,528	\$ 288,472	\$ -	\$ -	\$ 750,000	\$ -	\$ 500,000	\$ -	\$ -	\$ 500,000	\$ 461,528	\$ 788,472	\$ -	\$ -	\$ 1,250,000	\$ 500,000	\$ 500,000	
65701	Central Corridor LRT	\$ 37,875,225	\$ 91,548,000	\$ 370,625,792	\$ -	\$ 500,049,017	\$ -	\$ -	\$ 5,900,608	\$ -	\$ 5,900,608	\$ 37,875,225	\$ 91,548,000	\$ 376,526,400	\$ -	\$ 505,949,625	\$ -	\$ 5,900,608	
<b>Section Subtotal</b>		<b>\$ 98,018,290</b>	<b>\$ 92,175,911</b>	<b>\$ 387,197,627</b>	<b>\$ 5,400,000</b>	<b>\$ 582,791,828</b>	<b>\$ 155,970</b>	<b>\$ 500,000</b>	<b>\$ 5,900,608</b>	<b>\$ 300,000</b>	<b>\$ 6,856,578</b>	<b>\$ 98,174,260</b>	<b>\$ 92,675,911</b>	<b>\$ 393,098,235</b>	<b>\$ 5,700,000</b>	<b>\$ 589,648,406</b>			
<b>METRO TRANSIT TOTAL</b>		<b>\$ 98,018,290</b>	<b>\$ 92,175,911</b>	<b>\$ 387,197,627</b>	<b>\$ 5,400,000</b>	<b>\$ 582,791,828</b>	<b>\$ 155,970</b>	<b>\$ 500,000</b>	<b>\$ 5,900,608</b>	<b>\$ 300,000</b>	<b>\$ 6,856,578</b>	<b>\$ 98,174,260</b>	<b>\$ 92,675,911</b>	<b>\$ 393,098,235</b>	<b>\$ 5,700,000</b>	<b>\$ 589,648,406</b>	<b>\$ 200,000</b>	<b>\$ 6,856,578</b>	
<b>METROPOLITAN TRANSPORTATION SERVICES</b>																	Original Adopted	\$ 57,177,090	\$ 114,512,355
																	After Prior Amendments	\$ 63,716,253	\$ 112,323,032
																	After This Amendment	\$ 64,110,003	\$ 120,938,742
<b>NEW FUNDING and REALLOCATION OF EXISTING FUNDS</b>																			
New	Metro Mobility - Replacement Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,100,000	\$ -	\$ -	\$ 1,620,400	\$ 2,720,400	\$ 1,100,000	\$ -	\$ -	\$ 1,620,400	\$ 2,720,400	\$ -	\$ 2,720,400	
35789	Fleet Fareboxes	\$ -	\$ -	\$ -	\$ 1,900,000	\$ 1,900,000	\$ -	\$ -	\$ -	\$ (785,440)	\$ (785,440)	\$ -	\$ -	\$ -	\$ 1,114,560	\$ 1,114,560	\$ -	\$ (785,440)	
New	SWT Market Station - CMAQ match	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,393,750	\$ 1,393,750	\$ -	\$ -	\$ -	\$ 1,393,750	\$ 1,393,750	\$ 393,750	\$ 1,393,750	
New	Metro Mobility (MDT/AVL)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ 1,500,000	\$ -	\$ -	\$ -	\$ 1,500,000	\$ 1,500,000	\$ -	\$ 1,500,000	
New	2009 State G.O. Bonds - Union Depot	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ -	\$ 500,000	\$ -	\$ 500,000	\$ -	\$ -	\$ 500,000	\$ -	\$ 500,000	
New	2009 State G.O. Bonds - Cedar Avenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,287,000	\$ -	\$ -	\$ 3,287,000	\$ -	\$ 3,287,000	\$ -	\$ -	\$ 3,287,000	\$ -	\$ 3,287,000	
<b>Section Subtotal</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,900,000</b>	<b>\$ 1,900,000</b>	<b>\$ 1,100,000</b>	<b>\$ 3,787,000</b>	<b>\$ -</b>	<b>\$ 3,728,710</b>	<b>\$ 8,615,710</b>	<b>\$ 1,100,000</b>	<b>\$ 3,787,000</b>	<b>\$ -</b>	<b>\$ 5,628,710</b>	<b>\$ 10,515,710</b>			
<b>MTS TOTAL</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,900,000</b>	<b>\$ 1,900,000</b>	<b>\$ 1,100,000</b>	<b>\$ 3,787,000</b>	<b>\$ -</b>	<b>\$ 3,728,710</b>	<b>\$ 8,615,710</b>	<b>\$ 1,100,000</b>	<b>\$ 3,787,000</b>	<b>\$ -</b>	<b>\$ 5,628,710</b>	<b>\$ 10,515,710</b>	<b>\$ 393,750</b>	<b>\$ 8,615,710</b>	
<b>TRANSPORTATION TOTAL</b>		<b>\$ 98,018,290</b>	<b>\$ 92,175,911</b>	<b>\$ 387,197,627</b>	<b>\$ 7,300,000</b>	<b>\$ 584,691,828</b>	<b>\$ 1,255,970</b>	<b>\$ 4,287,000</b>	<b>\$ 5,900,608</b>	<b>\$ 4,028,710</b>	<b>\$ 15,472,288</b>	<b>\$ 99,274,260</b>	<b>\$ 96,462,911</b>	<b>\$ 393,098,235</b>	<b>\$ 11,328,710</b>	<b>\$ 600,164,116</b>	<b>\$ 593,750</b>	<b>\$ 15,472,288</b>	