

J Joint Report of the Community Development, Transportation and Management Committees

For the Metropolitan Council meeting of September 14, 2011

ADVISORY INFORMATION

Date Prepared: September 7, 2011

Subject: 2011 Unified Operating Budget Amendment

Proposed Action:

That the Metropolitan Council: Amend the 2011 Unified Operating Budget as indicated and in accordance with attached tables.

Summary of Committee Discussion / Questions:

Community Development Committee – August 1, 2011: Staff presented the business item and answered Committee-members questions. Passed unanimously.

Transportation Committee – August 22, 2011: Staff presented the business item and answered Committee-members questions. Letters from Maple Grove, Prior Lake and Shakopee opposing the proposed changes in the allocation of motor vehicle sales tax revenues are attached. Staff explained that meetings will be held with the suburban transit providers to explain the changes in the 2011 operating budget. The proposed amendment passed unanimously as presented.

Management Committee – August 24, 2011: Staff presented the business item and answered Committee-members questions. Passed unanimously.

M Management Committee

Community Development Committee: August 1, 2011

Transportation Committee: August 22, 2011

Metropolitan Council: September 14, 2011

Meeting date: August 24, 2011**ADVISORY INFORMATION**

Date:	August 18, 2011
Subject:	2011 Unified Operating Budget Amendment
District(s), Member(s):	All
Policy/Legal Reference:	MN Statutes section 473.13, sub. 1 -- Council Budget Requirements
Staff	Wes Kooistra (602-1567) Chief Financial Officer
Prepared/Presented:	Paul Conery (602-1374), Director, Budget & Operations Chao Thao (602-1647), Financial Analyst
Division/Department:	All

Proposed Action

That the Metropolitan Council amends the 2011 Unified Operating Budget as indicated and in accordance with attached tables.

Background

Staff recommends the following revisions to the 2011 budget.

Community Development**Metro Housing and Redevelopment Authority:****Change in Revenues: (\$ 422,754) ; Expenditures: (\$159,000);****Reserves: (\$263,754)**

- \$422,754 reduction in federal revenue due to recent appropriation decrease for the Section 8 Housing Choice Voucher program. Fees paid to housing authorities to administer the program were reduced by approximately 11% for calendar year 2011. Funding to pay rent subsidies on behalf of participating families was not impacted.
- \$159,000 reduction in expenditures includes \$208,000 reduction in administrative service contracts that will be ending August 31, 2011 as a result of the Section 8 program cuts. The administrative and programmatic work associated with these contracts will be serviced in-house by Council staff resulting in \$19,000 increase in payroll to accommodate the anticipated increase workloads and \$30,000 increase in inspection fees.
- This amendment will reduce the projected calendar year 2011 ending reserves in the Housing and Redevelopment Authority Administration Fund by \$263,754.

Planning and Administration:

Change in Expenditures: (\$19,000); Reserves: \$19,000

- Recognize a reduction of \$19,000 from Local Planning Assistance resulting from the transfer of staff to the Metro HRA. This will increase the General Fund Reserve.

Transportation

Transportation Division Operations:

**Change in Revenues: (\$13,732,216); Expenditures: (\$1,295,000);
Transfers In: \$12,437,216**

- The 2011 special session of the Minnesota Legislature Transportation Finance Bill includes a \$51.7M one-time appropriation reduction for SFY 2012/2013. Metro Transit recognized a revenue reduction of \$17,075,480 (\$4,149,680 MVST and \$12,925,800 State appropriation) for remainder of calendar year 2011. The offset to this revenue reduction includes transfers of \$8,100,000 from Highway Right-of-Way Acquisition Loan Fund and \$4,337,216 from MVST reserve fund, \$1,295,000 expenditure reduction, and recognition of \$3,343,264 in increased County Transportation Improvement Board funding for Hiawatha, Northstar and contracted services. This does not require the use of reserves.

Revenues & Sources	Revenues	Tranfers In	Total
MVST	\$ (4,149,680)	\$ -	\$ (4,149,680)
State General Fund	(12,925,800)	-	\$ (12,925,800)
Highway ROW	-	8,100,000	\$ 8,100,000
MVST Reserve Fund	-	4,337,216	\$ 4,337,216
CTIB	3,343,264	-	\$ 3,343,264
Total	\$ (13,732,216)	\$ 12,437,216	\$ (1,295,000)

Suburban Transit Providers (STPs) Pass Through:

Change in Revenues: (\$4,675,270); Expenditures: (\$4,675,270)

- Recognize the reduction of revenues and expenditures for the STPs due to adjustments to regionally allocated MVST (RAMVST) grants, reductions in the February, 2011 MVST forecast and statutory reductions from the 2011 special session.

Highway Right-Of-Way Acquisition Loan Fund:

Change in Transfers Out: \$8,100,000; Reserves: (\$8,100,000)

- Recognize the transfer of \$8.1 million to Transportation Operations

Other Funds

Change in Expenditures: \$250,000; Reserves: (\$250,000)

- \$250,000 in additional expenditure authority is requested for the 390 Robert Street building fund to re-tuckpoint the exterior columns. This request is consistent with the recently completed Facilities Maintenance Plan for the building and the use of reserves is consistent with their intended purpose.

Rationale

Staff is recommending the following revisions to the 2011 budget.

Funding

The proposed operating budget amendment makes the following changes to the 2011 Unified Operating Budget.

	Adopted Budget	Previous Amendments	Proposed Amendment	Proposed Budget
Revenues				
Operating	\$ 508,115,811	\$ (2,553,940)	\$ (14,154,970)	\$ 491,406,901
Pass Through	103,378,051	-	(4,675,270)	98,702,781
Debt Service	141,339,630	-	-	141,339,630
Total Revenues	\$ 752,833,492	\$ (2,553,940)	\$ (18,830,240)	\$ 731,449,312
Expenditures				
Operating	\$ 511,648,806	\$ 10,212,417	\$ (13,910,216)	\$ 507,951,007
Pass Through	99,740,843	-	3,424,730	103,165,573
Debt Service	146,351,079	-	-	146,351,079
Other	-	-	250,000	250,000
Total Expenditures	\$ 757,740,728	\$ 10,212,417	\$ (10,235,486)	\$ 757,717,659
Surplus / (Deficit)	\$ (4,907,236)	\$ (12,766,357)	\$ (8,594,754)	\$ (26,268,347)

Know Support / Opposition

Committee Actions:

Community Development Committee: Presented on August 1, 2011

Transportation Committee: To be presented on August 22, 2011

Metropolitan Council
2011 Annual Budget - Summary of Revisions
Operating Budget Amendment - Business Item 2011-205

	2011 Adopted Budget	2011 Amended Budget	Total Reg'l Admin & Community Dev	HRA Programs	Transportation Operations	Environmental Services	Passthrough/ Capital/Other	Net Change	2011 Revised Budget
Revenues & Other Sources									
Property Tax (Net)	\$ 7,855,432	\$ 7,855,432	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,855,432
Federal	38,098,923	40,324,613	-	(422,754)	-	-	-	(422,754)	39,901,859
State	222,259,340	222,178,640	-	-	(17,075,480)	-	(4,675,270)	(21,750,750)	200,427,890
Municipal & Wastewater Charges	100,735,609	100,735,609	-	-	-	-	-	-	100,735,609
Industrial Waste Charges	11,472,000	11,472,000	-	-	-	-	-	-	11,472,000
Passenger Fares	103,786,979	98,751,649	-	-	-	-	-	-	98,751,649
Debt Service	141,339,630	141,339,630	-	-	-	-	-	-	141,339,630
Passthrough	103,378,051	103,378,051	-	-	-	-	-	-	103,378,051
Other Sources	23,907,528	24,243,928	-	-	3,343,264	-	-	3,343,264	27,587,192
Total Revenues and Other Sources	\$ 752,833,492	\$ 750,279,552	\$ -	\$ (422,754)	\$ (13,732,216)	\$ -	\$ (4,675,270)	\$ (18,830,240)	\$ 731,449,312
Expenses									
Salaries & Benefits	\$ 316,534,538	\$ 316,753,038	\$ (19,000)	\$ 19,000	(483,602)	\$ -	\$ -	\$ (483,602)	\$ 316,269,436
Consultant / Contractual Services	40,148,630	45,281,796	-	-	(250,000)	-	-	(250,000)	45,031,796
Materials , Supplies & Chemicals	34,098,362	34,390,362	-	-	(161,398)	-	-	(161,398)	34,228,964
Rent, Utilities, & Insurance	27,321,392	27,004,945	-	-	(400,000)	-	-	(400,000)	26,604,945
Other Operating Expenses	36,750,927	36,765,197	-	(178,000)	-	-	-	(178,000)	36,587,197
Grants from Operating Accounts	-	4,870,928	-	-	-	-	-	-	4,870,928
Transit Assistance	55,460,947	55,460,947	-	-	-	-	-	-	55,460,947
Debt Service	146,351,079	146,351,079	-	-	-	-	-	-	146,351,079
Passthrough Grants & Loans	99,740,843	99,740,843	-	-	-	-	(4,675,270)	(4,675,270)	95,065,573
Capital Expenditures	4,259,342	4,259,342	-	-	-	-	250,000	250,000	4,509,342
Total Expenses	\$ 760,666,060	\$ 770,878,477	\$ (19,000)	\$ (159,000)	\$ (1,295,000)	\$ -	\$ (4,425,270)	\$ (5,898,270)	\$ 764,980,207
Other Uses									
Interdivisional Expense Allocation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
A-87 Charges/Planning Chargebacks	-	-	-	-	-	-	-	-	-
Transfers (From) To Other Funds	(2,925,332)	(2,925,332)	-	-	(12,437,216)	-	8,100,000	(4,337,216)	(7,262,548)
Total Other Uses	\$ (2,925,332)	\$ (2,925,332)	\$ -	\$ -	\$ (12,437,216)	\$ -	\$ 8,100,000	\$ (4,337,216)	\$ (7,262,548)
Total Expenses and Other Uses	\$ 757,740,728	\$ 767,953,145	\$ (19,000)	\$ (159,000)	\$ (13,732,216)	\$ -	\$ 3,674,730	\$ (10,235,486)	\$ 757,717,659
Surplus/(Deficit)	\$ (4,907,236)	\$ (17,673,593)	\$ 19,000	\$ (263,754)	\$ -	\$ -	\$ (8,350,000)	\$ (8,594,754)	\$ (26,268,347)



Community Development Committee

Meeting date: August 1, 2011

Business Item
Item: 2011-205

ADVISORY INFORMATION

Date:	July 19, 2011
Subject:	2011 Unified Operating Budget Amendment
District(s), Member(s):	All
Policy/Legal Reference:	MN Statutes section 473.13, sub. 1 -- Council Budget Requirements
Staff Prepared/Presented:	Beth Reetz, Director, Housing and Livable Communities (651-602-1060) Terri Smith, HRA Manager (651-602-1187)
Division/Department:	Community Development

Proposed Action

That the Metropolitan Council amend the 2011 Unified Operating Budget in accordance with the table below:

<u>Description</u>	<u>Approved</u>	<u>Revised</u>
HRA Operating Revenue	\$ 7,008,479	\$ 6,585,725
HRA Operating Expenses	<u>\$ 6,864,945</u>	<u>\$ 6,705,945</u>
Projected Surplus/Deficit	\$ 143,534	(\$ 120,220)
LPA Expenses	\$ 1,215,360	\$ 1,196,360

Background

This amendment reduces previously anticipated and budgeted federal revenue within the Community Development Division's 2011 Operating Budget. Six months after the beginning of the Federal Fiscal Year 2011, and over three months into calendar year 2011, Congress enacted and the President signed into law, the appropriations bill for the Section 8 Housing Choice Voucher program. Funding to pay rent subsidies on behalf of participating families was not cut, but fees paid to housing authorities to administer the program were reduced by approximately 11% for calendar year 2011. The resulting reduction in fees for 2011 for the Metropolitan Council's Housing and Redevelopment Authority (Metro HRA) is approximately \$425,000 in operating revenue.

The majority of the work to administer the program is completed by staff of the Metropolitan Council. However, long standing administrative service contracts have been in place with the Cities of Anoka, Coon Rapids, and Fridley and the Carver County Community Development

Agency to provide more locally based service to approximately 1200 participating households residing in these cities, county and surrounding areas. The contracts are ending effective August 31, 2011, following a required 90 day notice. This will result in a cost savings for the remaining four months of 2011.

The administrative and programmatic work associated with the 1200 households previously provided for through the contracts is being brought back in-house to be completed by Council staff. The reduced revenue does not provide the ability to add internal staffing capacity. However, shifting one half of a full time equivalent (FTE) from Local Planning Assistance to the Metro HRA, along with a partial HRA existing vacancy, will enable the hiring of one additional staff person. Increased workloads and reduced service is anticipated.

Prior to this amendment, the Metro HRA's 2011 budget reflected a surplus of approximately \$144,000. Following this budget amendment, the HRA's budget will reflect the use of approximately \$120,000 in reserves to cover the anticipated deficit for 2011.

This reduction in the administrative fees for the Section 8 program is not likely a one-time reduction. The termination of the administrative service contracts provides for a structural balance in the HRA 2012 budget and the use of reserves is not anticipated for 2012.

Rationale

Fees generated by the program no longer cover the expense of the administrative service contracts, and no other fixed operating expenses (salaries, benefits, rent, postage, supplies, property management and maintenance) can be reduced.

Funding

The Metro HRA's Section 8 Administrative Fee Reserves are sufficient to fund the projected shortfall while remaining above the Council fund balance target.

Known Support / Opposition

None.

T Transportation Committee
Meeting date: August 22nd, 2011
Management Committee: August 24th, 2011
Metropolitan Council: September 14th, 2011

ADVISORY INFORMATION

Date: August 15th, 2011
Subject: 2011 Unified Operating Budget Amendment
District(s), Member(s): All
Policy/Legal Reference: MN Statutes Section 473.13, sub. 1 – Council Budget Requirements
Staff Prepared/Presented: Brian Lamb, General Manager, Metro Transit, (612) 349-7510
Arlene McCarthy, Director, MTS (651) 602-1217
Edwin D. Petrie, Director of Finance, Metro Transit, (612) 349-7624
Amy Vennewitz, Deputy Director, MTS, (651) 602-1058
Alan Morris, Principal Financial Analyst, (651) 602-1446
Sean Pfeiffer, Financial Analyst, MTS, (651) 602-1887
Division/Department: Metro Transit & Metropolitan Transportation Services

Proposed Action

That the Council amend the 2011 Unified Operating Budget in accordance with the attached table.

Background

The 2011 Legislative Special Session resulted in a \$51.7M one-time State General Fund (GF) appropriation reduction for transit operations for the SFY 2012-2013 biennium. Staff has identified a number of budget solutions which can be applied to reduce the impact of this reduction including increased Counties Transit improvement Board (CTIB) funding for transitway operations, use of excess Suburban Transit Provider (STP) reserves, use of Highway Right-of-Way Acquisition Loan Fund (RALF) balances, Metro Transit administrative and transit service reductions and use of existing MVST fund balances. This amendment reflects the budget solutions recommended to be applied for the remainder of CY 2011 (which constitutes the first six months for FY2012) covering the period of July 1, 2011 to December 31, 2011.

The specific changes for Metro Transit and MTS are as follows:

Metro Transit

Increase/(Decrease) in Revenues: (\$13,732,216); Expenditures and Uses: (\$13,732,216); Reserves: \$0

Bus Operations

Increase/(Decrease) in Revenues: (\$13,732,216); Expenditures: (\$1,295,000); Transfers In: 12,437,216; Reserves: \$0

- Decrease MVST revenues (\$1,782,939) for Metro Transit Bus Operations.
- Reduce State GF appropriations (\$11,949,277) to reflect the one-time state GF reduction for the period of July 1 to December 31, 2011.
- Recognize a transfer of \$4,337,216 from the MVST reserve fund.
- Recognize a transfer of \$8,100,000 from the Highway Right-of-Way Acquisition Loan Fund (RALF). The transfer authority is statutorily available through December 31, 2011.
- Decrease expenses by (\$1,295,000). This expense decrease is for administrative reductions in Professional Services, Bus Parts and Utilities and for minor service reductions to be implemented in September 2011.

Hiawatha Light Rail Operations Increase/(Decrease) in Revenues: \$0; Expenditures: \$0; Reserves: \$0

- Decrease MVST revenues (\$911,000) for Hiawatha Light Rail Operations.
- Reduce State GF appropriations (\$798,000) to reflect the one-time state GF reduction for the period of July 1 to December 31, 2011.
- Recognize a \$1,709,000 increase in funding from the Counties Transit Improvement Board due to increasing the CTIB contribution from 50% to 75% of net operating costs.

Northstar Commuter Rail Operations

Increase/(Decrease) in Revenues: \$0; Expenditures: \$0; Reserves: \$0

- Decrease MVST revenues (\$1,533,000) for Northstar Commuter Rail Operations.
- Recognize a \$1,533,000 increase in funding from the Counties Transit Improvement Board due to increasing the CTIB contribution from 50% to 75% of net operating costs.

Metropolitan Transportation Services

Increase/(Decrease) in Revenues: \$0; Expenditures: \$0; Reserves: \$0

Metro Mobility

Increase/(Decrease) in Revenues: \$0; Expenditures: \$0; Reserves: \$0

- Reduce state GF appropriations (\$178,523) to reflect the one-time state GF reduction for the period of July 1 to December 31, 2011.
- Increase MVST revenues by \$178,523 to off-set the loss of the GF revenues.

Contracted Services

Increase/(Decrease) in Revenues: \$0; Expenditures: \$0; Reserves: \$0

- Decrease MVST revenues (\$101,264) for Contracted Transit Services.
- Recognize a \$101,264 increase in funding from the Counties Transit Improvement Board due to increasing the CTIB contribution from 50% to 75% of net operating costs.

Transportation Division - Passthrough

Increase/(Decrease) in Revenues: (\$4,675,270); Expenditures: \$8,100,000; Reserves: (\$12,775,270)

Suburban Transit Providers

Increase/(Decrease) in Revenues: (\$4,675,270); Expenditures: \$0; Reserves: (\$4,675,270)

- Decrease anticipated MVST revenues (\$4,675,270) to the STPs due to changes in the February 2010 to 2011 MVST forecast and to reflect the statutory authority to reduce MVST payments to STPs for the period of July 1 to December 31, 2011.

Highway Right-of-Way Acquisition Loan Fund (RALF)

Increase/(Decrease) in Revenues: \$0; Expenditures and Uses: \$8,100,000; Reserves: (\$8,100,000)

- Recognize a transfer out of \$8,100,000 from the Highway Right-of-Way Acquisition Loan Fund (RALF) to Metro Transit Bus Operations. The transfer authority is statutorily available through December 31, 2011.

Rationale

This amendment recognizes changes to the 2011 Transportation Operating Budget resulting from the Minnesota Legislature 2011 First Special Session Laws Chapter 3.

Funding

This amendment recognizes changes in MVST revenue allocation as calculated from the Regional Transit Operating Revenue Allocation procedure, decreases in state GF appropriations, increases in CTIB funding, decreases in Metro Transit Bus Operations expenses and necessary planned use of MVST reserves.

Known Support / Opposition

No known opposition.

C Community Development Committee
Meeting date: August 1, 2011

ADVISORY INFORMATION	
Date:	July 19, 2011
Subject:	2011 Unified Operating Budget Amendment
District(s), Member(s):	All
Policy/Legal Reference:	MN Statutes section 473.13, sub. 1 -- Council Budget Requirements
Staff Prepared/Presented:	Beth Reetz, Director, Housing and Livable Communities (651-602-1060) Terri Smith, HRA Manager (651-602-1187)
Division/Department:	Community Development

Proposed Action

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Background

This amendment reduces previously anticipated and budgeted federal revenue within the Community Development Division's 2011 Operating Budget. Six months after the beginning of the Federal Fiscal Year 2011, and over three months into calendar year 2011, Congress enacted and the President signed into law, the appropriations bill for the Section 8 Housing Choice Voucher program. Funding to pay rent subsidies on behalf of participating families was not cut, but fees paid to housing authorities to administer the program were reduced by approximately 11% for calendar year 2011. The resulting reduction in fees for 2011 for the Metropolitan Council's Housing and Redevelopment Authority (Metro HRA) is approximately \$425,000 in operating revenue.

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Prior to this amendment, the Metro HRA's 2011 budget reflected a surplus of approximately \$144,000. Following this budget amendment, the HRA's budget will reflect the use of approximately \$120,000 in reserves to cover the anticipated deficit for 2011.

This reduction in the administrative fees for the Section 8 program is not likely a one-time reduction. The termination of the administrative service contracts provides for a structural balance in the HRA 2012 budget and the use of reserves is not anticipated for 2012.

Rationale

Fees generated by the program no longer cover the expense of the administrative service contracts, and no other fixed operating expenses (salaries, benefits, rent, postage, supplies, property management and maintenance) can be reduced.

Funding

The Metro HRA's Section 8 Administrative Fee Reserves are sufficient to fund the projected shortfall while remaining above the Council fund balance target.

Known Support / Opposition

None.

T Transportation Committee

Meeting date: August 22nd, 2011

Management Committee: August 24th, 2011

Metropolitan Council: September 14th, 2011

ADVISORY INFORMATION

Date: August 15th, 2011

Subject: 2011 Unified Operating Budget Amendment

District(s), Member(s): All

Policy/Legal Reference: MN Statutes Section 473.13, sub. 1 – Council Budget Requirements

Staff Prepared/Presented: Brian Lamb, General Manager, Metro Transit, (612) 349-7510

Arlene McCarthy, Director, MTS (651) 602-1217

Edwin D. Petrie, Director of Finance, Metro Transit, (612) 349-7624

Amy Vennewitz, Deputy Director, MTS, (651) 602-1058

Alan Morris, Principal Financial Analyst, (651) 602-1446

Sean Pfeiffer, Financial Analyst, MTS, (651) 602-1887

Division/Department: Metro Transit & Metropolitan Transportation Services

Proposed Action

That the Council amend the 2011 Unified Operating Budget in accordance with the attached table.

Background

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The specific changes for Metro Transit and MTS are as follows:

Metro Transit

Increase/(Decrease) in Revenues: (\$13,732,216); Expenditures and Uses: (\$13,732,216); Reserves: \$0

Bus Operations

Increase/(Decrease) in Revenues: (\$13,732,216); Expenditures: (\$1,295,000); Transfers In: 12,437,216; Reserves: \$0

- Decrease MVST revenues (\$1,782,939) for Metro Transit Bus Operations.

- Reduce State GF appropriations (\$11,949,277) to reflect the one-time state GF reduction for the period of July 1 to December 31, 2011.
- Recognize a transfer of \$4,337,216 from the MVST reserve fund.
- Recognize a transfer of \$8,100,000 from the Highway Right-of-Way Acquisition Loan Fund (RALF). The transfer authority is statutorily available through December 31, 2011.
- Decrease expenses by (\$1,295,000). This expense decrease is for administrative reductions in Professional Services, Bus Parts and Utilities and for minor service reductions to be implemented in September 2011.

Hiawatha Light Rail Operations Increase/(Decrease) in Revenues: \$0; Expenditures: \$0; Reserves: \$0

- Decrease MVST revenues (\$911,000) for Hiawatha Light Rail Operations.
- Reduce State GF appropriations (\$798,000) to reflect the one-time state GF reduction for the period of July 1 to December 31, 2011.
- Recognize a \$1,709,000 increase in funding from the Counties Transit Improvement Board due to increasing the CTIB contribution from 50% to 75% of net operating costs.

Northstar Commuter Rail Operations

Increase/(Decrease) in Revenues: \$0; Expenditures: \$0; Reserves: \$0

- Decrease MVST revenues (\$1,533,000) for Northstar Commuter Rail Operations.
- Recognize a \$1,533,000 increase in funding from the Counties Transit Improvement Board due to increasing the CTIB contribution from 50% to 75% of net operating costs.

Metropolitan Transportation Services

Increase/(Decrease) in Revenues: \$0; Expenditures: \$0; Reserves: \$0

Metro Mobility

Increase/(Decrease) in Revenues: \$0; Expenditures: \$0; Reserves: \$0

- Reduce state GF appropriations (\$178,523) to reflect the one-time state GF reduction for the period of July 1 to December 31, 2011.
- Increase MVST revenues by \$178,523 to off-set the loss of the GF revenues.

Contracted Services

Increase/(Decrease) in Revenues: \$0; Expenditures: \$0; Reserves: \$0

- Decrease MVST revenues (\$101,264) for Contracted Transit Services.
- Recognize a \$101,264 increase in funding from the Counties Transit Improvement Board due to increasing the CTIB contribution from 50% to 75% of net operating costs.

Transportation Division - Passthrough

Increase/(Decrease) in Revenues: (\$4,675,270); Expenditures: \$8,100,000; Reserves: (\$12,775,270)

Suburban Transit Providers

Increase/(Decrease) in Revenues: (\$4,675,270); Expenditures: \$0; Reserves: (\$4,675,270)

- Decrease anticipated MVST revenues (\$4,675,270) to the STPs due to changes in the February 2010 to 2011 MVST forecast and to reflect the statutory authority to reduce MVST payments to STPs for the period of July 1 to December 31, 2011.

Highway Right-of-Way Acquisition Loan Fund (RALF)

Increase/(Decrease) in Revenues: \$0; Expenditures and Uses: \$8,100,000; Reserves: (\$8,100,000)

- Recognize a transfer out of \$8,100,000 from the Highway Right-of-Way Acquisition Loan Fund (RALF) to Metro Transit Bus Operations. The transfer authority is statutorily available through December 31, 2011.

Rationale

This amendment recognizes changes to the 2011 Transportation Operating Budget resulting from the Minnesota Legislature 2011 First Special Session Laws Chapter 3.

Funding

This amendment recognizes changes in MVST revenue allocation as calculated from the Regional Transit Operating Revenue Allocation procedure, decreases in state GF appropriations, increases in CTIB funding, decreases in Metro Transit Bus Operations expenses and necessary planned use of MVST reserves.

Known Support / Opposition

No known opposition.

Metropolitan Council - Transportation Division
2011 Annual Budget - Summary of Revisions
Operating Budget Amendment - Business Item 2011-205

	2011 Adopted Budget	2011 Amended Budget	Metro Transit Bus	Metro Transit Rail	Metro Transit Northstar	Total Metro Transit	Metro Mobility	Contracted Services	Transporation Planning	Total Metropolitan Transportation Services	2011 Revised Budget
Revenues											
State Revenues											
Motor Vehicle Sales Taxes	\$ 161,319,680	\$ 161,319,680	\$ (1,782,939)	\$ (911,000)	\$ (1,533,000)	\$ (4,226,939)	\$ 178,523	\$ (101,264)	\$ -	\$ 77,259	\$ 157,170,000
State Revenues	58,154,162	58,073,462	(11,949,277)	(798,000)	-	(12,747,277)	(178,523)	-	-	(178,523)	45,147,662
Total State Revenues	\$ 219,473,842	\$ 219,393,142	\$ (13,732,216)	\$ (1,709,000)	\$ (1,533,000)	\$ (16,974,216)	\$ -	\$ (101,264)	\$ -	\$ (101,264)	\$ 202,317,662
Other Revenues											
Federal Revenues	33,297,970	33,723,660	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	33,723,660
Local Revenues	14,711,235	14,711,235	-	-	-	-	-	101,264	-	101,264	14,812,499
Investment Earnings	749,920	749,920	-	-	-	-	-	-	-	-	749,920
Other Revenues	3,925,635	4,162,035	-	1,709,000	1,533,000	3,242,000	-	-	-	-	7,404,035
Fares - Base	98,083,645	93,048,315	-	-	-	-	-	-	-	-	93,048,315
Contract & Special Event Revenue	5,703,334	5,703,334	-	-	-	-	-	-	-	-	5,703,334
Total Revenues	\$ 375,945,581	\$ 371,491,641	\$ (13,732,216)	\$ -	\$ -	\$ (13,732,216)	\$ -	\$ -	\$ -	\$ -	\$ 357,759,425
Expenses											
Salaries & Benefits	\$ 227,621,317	\$ 227,621,317	\$ (483,602)	\$ -	\$ -	\$ (483,602)	\$ -	\$ -	\$ -	\$ -	\$ 227,137,715
Consulting & Contractual Services	15,786,691	19,436,727	(250,000)	-	-	(250,000)	-	-	-	-	19,186,727
Materials & Supplies	21,456,807	21,256,807	(161,398)	-	-	(161,398)	-	-	-	-	21,095,409
Rent & Utilities	7,952,226	7,952,226	(400,000)	-	-	(400,000)	-	-	-	-	7,552,226
Printing	108,250	108,250	-	-	-	-	-	-	-	-	108,250
Travel	36,000	36,000	-	-	-	-	-	-	-	-	36,000
Insurance	4,808,248	4,491,801	-	-	-	-	-	-	-	-	4,491,801
Transit Programs	55,460,947	55,460,947	-	-	-	-	-	-	-	-	55,460,947
Operating Capital	911,422	911,422	-	-	-	-	-	-	-	-	911,422
Grants - Governmental	-	1,344,928	-	-	-	-	-	-	-	-	1,344,928
Other Operating Expenses	25,981,426	25,981,426	-	-	-	-	-	-	-	-	25,981,426
Capital Outlay	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 360,123,334	\$ 364,601,851	\$ (1,295,000)	\$ -	\$ -	\$ (1,295,000)	\$ -	\$ -	\$ -	\$ -	\$ 363,306,851
Other Uses											
Interdivisional Expense Alloc-MT & LRT	\$ 17,804,183	\$ 17,804,183	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,804,183
A-87- Metropolitan Transportation Services	1,539,030	1,539,030	-	-	-	-	-	-	-	-	1,539,030
Planning Chargeback Expense	-	-	-	-	-	-	-	-	-	-	-
Total Other Uses	\$ 19,343,213	\$ 19,343,213	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,343,213
MVST Transfers In	2,825,332	2,825,332	4,337,216	-	-	4,337,216	-	-	-	-	7,162,548
Transfers (To) / From Other Funds	21,150	21,150	8,100,000	-	-	8,100,000	-	-	-	-	8,121,150
Total Expenses and Uses	\$ 376,620,065	\$ 381,098,582	\$ (13,732,216)	\$ -	\$ -	\$ (13,732,216)	\$ -	\$ -	\$ -	\$ -	\$ 367,366,366
Surplus/(Deficit)	\$ (674,484)	\$ (9,606,941)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (9,606,941)



12800 Arbor Lakes Parkway, P.O. Box 1180, Maple Grove, MN 55311-6180 763-494-6000

August 19, 2011

Steve Elkins
Chair of Transportation Committee
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101-1805

Dear Chair Elkins:

The City of Maple Grove submits this letter as our documentation of opposition to the August 22, 2011 Metropolitan Council Transportation Committee agenda item 2011-205 titled "*2011 Unified Operating Budget Amendment*". The budget amendment is being considered to address the transit funding cuts included in the Transportation Bill passed in 2011 Legislative Special Session.

Specifically, we oppose the section related to Suburban Transit Providers (STP) that reduces STP Motor Vehicle Sales Tax (MVST) revenues to \$4,675,270. That amount includes \$1,391,665 in MVST withholdings for the last six months of CY 2011. This action sets the precedence to withhold up to \$6.677 Million in base MVST from STPs for fiscal years 2012 and 2013. Metropolitan Council staff is proposing that Maple Grove Transit receive no base MVST for fiscal years 2012 and 2013 estimated at \$4.207 Million or 63 percent of the proposed total reduction to the STPs.

Metropolitan Council staff developed a model to administer the above funding cuts based on the level of transit fund reserves held by the various STPs. Metropolitan Council staff believes the approved Transportation Bill gives the Council the authority to determine how to implement the funding cuts to the STPs.

While Maple Grove has unresolved questions related to Transportation Bill's intent on the implementation of the funding cuts, the City does recognize that Maple Grove Transit does have reserve levels to absorb the proposed funding cuts without reducing existing service. We also recognize the overall transit funding challenges facing the entire region. However, Maple Grove is concerned with the process the Metropolitan Council utilized in determining how the funding cuts would be implemented. Maple Grove is willing to partner with the region in developing our fair share of the funding cuts. However, we believe the proposed application of the funding cuts is not representative of a fair and equitable distribution, which was a stated goal of the model.

Maple Grove Transit is recognized as operating some of the most efficient and productive express bus services in the region. We have made wise funding and operational decisions over the years to ensure the City has been good stewards of the public funds. Capital investments have been done conservatively only after careful research. Maple Grove Transit built its reserves recognizing that operating and capital funds from the region will not keep pace with the growing

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AN EQUAL OPPORTUNITY EMPLOYER

August 19, 2011

Page 2

demands for express service in our City. Maple Grove Transit has statistics showing that our operating budgets have only increased incrementally to keep up with demonstrated demand.

Furthermore, in recent years and projected into the future, base MVST is making up a smaller and smaller component of the overall budget. These reserves were being counted on to fund our operations and capital facilities into the future. Maple Grove's transit reserves come from a variety of sources, not just MVST. About 40 percent of the total fund balance is a capital reserve that was included by Metropolitan Council staff when making the model calculations.

Should this matter be open to further discussion, the City of Maple Grove welcomes the opportunity to meet with Metropolitan Council members and staff to craft a different solution to this transit funding challenge. Thank you.

Sincerely,



Mark Steffenson
Mayor



Alan A. Madsen
City Administrator



Mike Opatz
Transit Administrator

CC. Representative Kurt Zellers
Senator Warren Limmer
Roxanne Smith, Metropolitan Council Member, District 1
Members of the Metropolitan Council Transportation Committee
Wes Kooistra, Metropolitan Council, Chief Financial Officer
Will Branning, Suburban Transit Association Chair

T Transportation Committee

Meeting date: August 22, 2011

Management Committee: August 24, 2011

Metropolitan Council: September 14, 2011

ADVISORY INFORMATION

Date:	August 15, 2011
Subject:	2011 Unified Operating Budget Amendment
District(s), Member(s):	All
Policy/Legal Reference:	MN Statutes Section 473.13, sub. 1 – Council Budget Requirements
Staff Prepared/Presented:	Brian Lamb, General Manager, Metro Transit, (612) 349-7510 Arlene McCarthy, Director, MTS (651) 602-1217 Edwin D. Petrie, Director of Finance, Metro Transit, (612) 349-7624 Amy Vennewitz, Deputy Director, MTS, (651) 602-1058 Alan Morris, Principal Financial Analyst, (651) 602-1446 Sean Pfeiffer, Financial Analyst, MTS, (651) 602-1887
Division/Department:	Metro Transit & Metropolitan Transportation Services

Proposed Action

That the Council amend the 2011 Unified Operating Budget in accordance with the attached table.

Background

The 2011 Legislative Special Session resulted in a \$51.7M one-time State General Fund (GF) appropriation reduction for transit operations for the SFY 2012-2013 biennium. Staff has identified a number of budget solutions which can be applied to reduce the impact of this reduction including increased Counties Transit improvement Board (CTIB) funding for transitway operations, use of excess Suburban Transit Provider (STP) reserves, use of Highway Right-of-Way Acquisition Loan Fund (RALF) balances, Metro Transit administrative and transit service reductions and use of existing MVST fund balances. This amendment reflects the budget solutions recommended to be applied for the remainder of CY 2011 (which constitutes the first six months for SFY2012) covering the period of July 1, 2011 to December 31, 2011.

The specific changes for Metro Transit and MTS are as follows:

Metro Transit

Increase/(Decrease) in Revenues: (\$13,732,216); Expenditures and Uses: (\$13,732,216); Reserves: \$0

Bus Operations

Increase/(Decrease) in Revenues: (\$13,732,216); Expenditures: (\$1,295,000); Transfers In: 12,437,216; Reserves: \$0

- Decrease MVST revenues (\$1,782,939) for Metro Transit Bus Operations.

- Reduce State GF appropriations (\$11,949,277) to reflect the one-time state GF reduction for the period of July 1 to December 31, 2011.
- Recognize a transfer of \$4,337,216 from the MVST reserve fund.
- Recognize a transfer of \$8,100,000 from the Highway Right-of-Way Acquisition Loan Fund (RALF). The transfer authority is statutorily available through December 31, 2011.
- Decrease expenses by (\$1,295,000). This expense decrease is for administrative reductions in Professional Services, Bus Parts and Utilities and for minor service reductions to be implemented in September 2011.

Hiawatha Light Rail Operations Increase/(Decrease) in Revenues: \$0; Expenditures: \$0; Reserves: \$0

- Decrease MVST revenues (\$911,000) for Hiawatha Light Rail Operations.
- Reduce State GF appropriations (\$798,000) to reflect the one-time state GF reduction for the period of July 1 to December 31, 2011.
- Recognize a \$1,709,000 increase in funding from the Counties Transit Improvement Board due to increasing the CTIB contribution from 50% to 75% of net operating costs.

Northstar Commuter Rail Operations

Increase/(Decrease) in Revenues: \$0; Expenditures: \$0; Reserves: \$0

- Decrease MVST revenues (\$1,533,000) for Northstar Commuter Rail Operations.
- Recognize a \$1,533,000 increase in funding from the Counties Transit Improvement Board due to increasing the CTIB contribution from 50% to 75% of net operating costs.

Metropolitan Transportation Services

Increase/(Decrease) in Revenues: \$0; Expenditures: \$0; Reserves: \$0

Metro Mobility

Increase/(Decrease) in Revenues: \$0; Expenditures: \$0; Reserves: \$0

- Reduce state GF appropriations (\$178,523) to reflect the one-time state GF reduction for the period of July 1 to December 31, 2011.
- Increase MVST revenues by \$178,523 to off-set the loss of the GF revenues.

Contracted Services

Increase/(Decrease) in Revenues: \$0; Expenditures: \$0; Reserves: \$0

- Decrease MVST revenues (\$101,264) for Contracted Transit Services.
- Recognize a \$101,264 increase in funding from the Counties Transit Improvement Board due to increasing the CTIB contribution from 50% to 75% of net operating costs.

Transportation Division - Passthrough

Increase/(Decrease) in Revenues: (\$4,675,270); Expenditures: \$8,100,000; Reserves: (\$12,775,270)

Suburban Transit Providers

Increase/(Decrease) in Revenues: (\$4,675,270); Expenditures: \$0; Reserves: (\$4,675,270)

- Decrease anticipated MVST revenues (\$4,675,270) to the STPs due to changes in the February 2010 to 2011 MVST forecast and to reflect the statutory authority to reduce MVST payments to STPs for the period of July 1 to December 31, 2011.

Highway Right-of-Way Acquisition Loan Fund (RALF)

Increase/(Decrease) in Revenues: \$0; Expenditures and Uses: \$8,100,000; Reserves: (\$8,100,000)

- Recognize a transfer out of \$8,100,000 from the Highway Right-of-Way Acquisition Loan Fund (RALF) to Metro Transit Bus Operations. The transfer authority is statutorily available through December 31, 2011.

Rationale

This amendment recognizes changes to the 2011 Transportation Operating Budget resulting from the Minnesota Legislature 2011 First Special Session Laws Chapter 3.

Funding

This amendment recognizes changes in MVST revenue allocation as calculated from the Regional Transit Operating Revenue Allocation procedure, decreases in state GF appropriations, increases in CTIB funding, decreases in Metro Transit Bus Operations expenses and necessary planned use of MVST reserves.

Known Support / Opposition

No known opposition.

**Metropolitan Council - Transportation Division
2011 Annual Budget - Summary of Revisions
Operating Budget Amendment - Business Item 2011-205**

Operating 3rd Quarter Budget Amendment (2011) - Attachment 1
Transportation Committee - August 22nd, 2011
Management Committee - August 24th, 2011
Metropolitan Council - September 14th, 2011

	2011 Adopted Budget	2011 Amended Budget	Metro Transit Bus	Metro Transit Rail	Metro Transit Northstar	Total Metro Transit	Metro Mobility	Contracted Services	Transportation Planning	Total Metropolitan Transportation Services	2011 Revised Budget
Revenues											
State Revenues											
Motor Vehicle Sales Taxes	\$ 161,319,680	\$ 161,319,680	\$ (1,782,939)	\$ (911,000)	\$ (1,533,000)	\$ (4,226,939)	\$ 178,523	\$ (101,264)	\$ -	\$ 77,259	\$ 157,170,000
State Revenues	58,154,162	58,073,462	(11,949,277)	(798,000)	-	(12,747,277)	(178,523)	-	-	(178,523)	45,147,662
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Fares - Base	96,083,645	93,048,315	-	-	-	-	-	-	-	-	93,048,315
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Salaries & Benefits	\$ 227,621,317	\$ 227,621,317	\$ (483,602)	\$ -	\$ -	\$ (483,602)	\$ -	\$ -	\$ -	\$ -	\$ 227,137,715
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Materials & Supplies	21,456,807	21,256,807	(161,398)	-	-	(161,398)	-	-	-	-	21,095,409
Rent & Utilities	7,952,226	7,952,226	(400,000)	-	-	(400,000)	-	-	-	-	7,552,226
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Transit Programs	55,460,947	55,460,947	-	-	-	-	-	-	-	-	55,460,947
Operating Capital	911,422	911,422	-	-	-	-	-	-	-	-	911,422
Grants - Governmental	1,344,928	1,344,928	-	-	-	-	-	-	-	-	1,344,928
Other Operating Expenses	25,981,426	25,981,426	-	-	-	-	-	-	-	-	25,981,426
Capital Outlay	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 360,123,334	\$ 364,601,851	\$ (1,295,000)	\$ -	\$ -	\$ (1,295,000)	\$ -	\$ -	\$ -	\$ -	\$ 363,306,851
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Interdivisional Expense Alloc-MT & LRT	\$ 17,804,183	\$ 17,804,183	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,804,183
A-87 - Metropolitan Transportation Services	1,539,030	1,539,030	-	-	-	-	-	-	-	-	1,539,030
Planning Chargeback Expense	-	-	-	-	-	-	-	-	-	-	-
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Surplus/(Deficit)	\$ (674,484)	\$ (9,606,941)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (9,606,941)



4646 Dakota Street SE
Prior Lake, MN 55372

August 19, 2011

Metropolitan Council Transportation Committee
Attention: LuAnne Major, Recording Secretary
390 Robert Street North
St. Paul, MN 55101

RE: August 22, 2011, Transportation Committee Meeting
Agenda Item #2011-205
2011 Unified Operating Budget Amendment

Dear Committee Members:

I am the transit manager for the City of Prior Lake. Unfortunately, I will be unable to attend the Transportation Committee Meeting on Monday, August 22, 2011, as I will be attending a City of Prior Lake Economic Development Authority meeting at the same time. In lieu of my attendance, I am sending this letter to comment on the City of Prior Lake's concerns about the proposed budget amendment.

The report to the Transportation Committee identifies a \$4,675,270.00 decrease in revenues to the suburban providers. It is unclear to the City of Prior Lake whether or not this amount is appropriate. The recent legislative action pertaining to transit funding clearly states suburban providers are to receive the actual 2011 MVST revenues, less \$3,300,000.00 over the 2012-2013 biennium.

For this reason, the City of Prior Lake respectfully requests the Transportation Committee defer action on the budget amendment as it pertains to suburban transit providers until it can be clearly demonstrated the proposal is consistent with the 2011 legislation.

Thank you for your consideration.

Sincerely,


Jane Kansier, AICP
Assistant City Manager

cc: Frank Boyles, City Manager
STA
Arlene McCarthy



August 19, 2011

Transportation Committee
Metropolitan Council

RE: Proposed "2011 Unified Operating Budget Amendment"

Dear Committee Members:

As I will be unable to attend the meeting on Monday, May 22, 2011, I am sending this letter on behalf of the City of Shakopee to express its concerns about the proposed budget amendment as it relates to the City of Shakopee's transit services, as well as those of other suburban transit providers.

As presented in the report to the Transportation Committee, a decrease of \$4,675,270.00 in revenues to the suburban providers is shown. It is not at all clear to our City that this is appropriate in light of the recent legislative approval that relates to transit funding for suburban providers. According to that bill, the suburban providers are to receive their actual 2011 MVST revenues less \$3.3 million over the 2012-2013 biennium.

For this reason, the City of Shakopee respectfully requests that the Transportation Committee defer action on the budget amendment as it relates to the suburban transit providers unless or until it can be clarified that the proposal is consistent with the 2011 legislation.

Sincerely,

R. Michael Leek, Esq.
Community Development Director

CC. Shakopee City Council
STA
2011 Correspondence File

H:\TRANSIT\Met Council Transit\August 19 letter re. MVST budget.docx