

M Management Committee

Transportation Committee February 8, 2010
Metropolitan Council: February 24, 2010

Meeting date: February 24, 2010

**Business Item
AMENDED 2010-45
Same Week**

ADVISORY INFORMATION

Date: February 22, 2010

Subject: 2010 Unified Capital Program Amendment

District(s), Member(s): All

Policy/Legal Reference: 2010 Capital Program and Budget

Staff Prepared/Presented: Alan Morris, Principal Financial Analyst 651-602-1446

Division/Department: Transportation/Metro Transit

Proposed Action

That the Metropolitan Council:

- Amend the 2010 Authorized Capital Program (Multi-year authorization) by adding spending authority as follows:

Metro Transit	\$ 10,183,600
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- Amend the 2010 Capital Budget (annual appropriation) by increasing appropriation to the Transportation Division as follows:

Metro Transit	\$ 10,183,600
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- Amend the total project cost for the Central Corridor Light Rail Project from \$941,316,000 to \$956,916,000 and amended the 2010-2015 Capital Improvement Plan for the Central Corridor Light Rail Project from \$870,478,821 to \$886,078,821.
- Approve the changes to capital projects as detailed in Attachment 1

Background

This amendment increases the total project cost from \$ 941,316,000 to \$956,916,000 to provide for above grade work to complete stations at Hamline Avenue, Victoria Street and Western Avenue. Fifty percent of the increased costs are funding with Federal revenues and the other 50 percent is funded by the City of St Paul, the County Transportation Improvement Board (CTIB), the Ramsey County Regional Rail Authority (RCRRA) and the Central Corridor Funders Collaborative. There is no state or regional funding for this portion of the project.

This amendment also programs \$2,253,600 of regional transit capital funds to fulfill the State 10% match for the Central Corridor Project. The total project cost is \$956,916,000 and the state share is \$94,131,600 (the state is funding 10 percent of the project excluding the cost of the three additional stations. To-date, \$91,548,000 of state bond funds have been authorized from the State of Minnesota, leaving a balance of \$2,583,600 to fulfill the State required 10% match. This required match was not included in the Governor’s proposed bonding package, and the Council has been asked to fulfill the balance of the state funding commitment with regional funds.

All Local Funds must be identified and committed prior to FTA Approval into Final Design which is anticipated in March 2010. To meet this commitment, the Council is requested to approve the use of \$2,583,600 in regional capital funds to complete the state funding commitment and \$7,800,000 in local and private funds to complete the balance of the Local funding commitment to the project. The Council has reviewed its 6 year CIP plan and has identified a balance of

uncommitted RTC funds that can be used without materially impacting the multi-year CIP plan and will not impact any planned project in 2010.

In addition to adding the regional and local funding, the amendment reduces the federal funding by \$200,000 to match the current Federal Transit Administration grant.

Rationale

See attached Transportation Committee business item.

Fiscal Impact

With this amendment, 100% of the local funds for the Central Corridor project will have been committed. The project costs and funding shown here does not include the recently announced fiscal year 2011 federal grant for the project and does not include the additional funding and costs for construction of the proposed stations at Western, Victoria and Hamline.

	Current Authorized	This Amendment	Future	Total Project
Federal	\$ 37,875,225	(\$ 200,000)	\$ 440,782,775	\$ 478,458,000
State	91,548,000	0	0	91,548,000
CTIB	282,394,800	1,560,000	0	283,954,800
Hennepin RRA	28,239,480	0	0	28,239,480
Ramsey RRA	65,892,120	520,000	0	66,412,120
St Paul	0	5,200,000	0	5,200,000
Funders Collaborative	0	520,000	0	520,000
Regional	0	2,583,600	0	2,583,600
Total	\$ 505,949,625	\$ 10,183,600	\$ 440,774,775	\$ 956,916,000

Local Commitment through This Amendment \$478,458,000 equals 50% of total project cost

The proposed amendment adds \$ 2,583,600 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 for Central Corridor was not anticipated in the 2010 Unified Capital Program and not reflected in the fiscal impact analysis done as part of the plan, but the bond issuance for Central Corridor will be offset with a reduction in bond issuance for other elements of the capital program.

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	<u>\$ 62,789,000</u>	<u>\$ 38,011,000</u>	<u>\$ 100,800,000</u>
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
	300,000	3,728,710	4,028,710
Total Programmed	<u>\$ 35,489,885</u>	<u>\$ 37,891,160</u>	<u>\$ 73,381,045</u>
Plus:This Amendment	2,583,600	0	2,583,600
Unprogrammed	\$ 24,715,515	\$ 119,840	\$ 24,835,355

Known Support / Opposition

See attached Transportation Committee business item.

Attachments:

Transportation Committee Business Item 2010-45 AMENDED

Attachment 1 AMENDED

T Transportation Committee

Meeting date: February 8, 2010 / February 22, 2010

Management Committee: February 24, 2010

Metropolitan Council: February 24, 2010

ADVISORY INFORMATION

Date: January 28, 2010
Subject: 2010 Unified Capital Program Amendment
District(s), Member(s): All
Policy/Legal Reference: 2010 Capital Program and Budget
Staff Prepared/Presented: Brian J. Lamb, General Manager, 612-349-7510
Edwin D. Petrie, Finance Director, 612-349-7624
Alan Morris, Principal Financial Analyst, MC
651-602-1446
Division/Department: Metro Transit

Proposed Action

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Background

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project excluding the cost of the three additional stations. To-date, \$91,548,000 of state bond funds have been authorized from the State of Minnesota, leaving a balance of \$2,583,600 to fulfill the State required 10% match. This required match was not included in the Governor's proposed bonding package, and the Council has been asked to fulfill the balance of the state funding commitment with regional funds.

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In addition to adding the regional and local funding, the amendment reduces the federal funding by \$200,000 to match the current Federal Transit Administration grant.

Rationale

This proposed amendment programs new RTC and Local funds to allow the Council to carry out its long-term capital improvement program for transit.

Funding

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 - February 8, 2010 / Amended February 22, 2010

Management Committee - February 24, 2010

Metropolitan Council - February 24, 2010

AMENDED ATTACHMENT 1

		CURRENTLY AUTHORIZED					PROPOSED CHANGE					AMENDED					2010 Budget	Multi-Year Authorization	
		Federal	State	Other	Regional	Total	Federal	State	Other	Regional	Total	Federal	State	Other	Regional	Total			
METRO TRANSIT																	Original Adopted	\$ 243,988,320	\$ 1,849,406,284
																	After Prior Amendments	\$ 243,988,320	\$ 1,849,406,284
																	After This Amendment	\$ 254,171,920	\$ 1,859,589,884
NEW FUNDING and REALLOCATION OF EXISTING FUNDS																			
65701	Central Corridor LRT	\$ 37,875,225	\$ 91,548,000	\$ 376,526,400	\$ -	\$ 505,949,625	\$ (200,000)	\$ -	\$ 7,800,000	\$ 2,583,600	\$ 10,183,600	\$ 37,675,225	\$ 91,548,000	\$ 384,326,400	\$ 2,583,600	\$ 516,133,225	\$ 10,183,600	\$ 10,183,600	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Section Subtotal	\$ 37,875,225	\$ 91,548,000	\$ 376,526,400	\$ -	\$ 505,949,625	\$ (200,000)	\$ -	\$ 7,800,000	\$ 2,583,600	\$ 10,183,600	\$ 37,675,225	\$ 91,548,000	\$ 384,326,400	\$ 2,583,600	\$ 516,133,225			
METRO TRANSIT TOTAL		\$ 37,875,225	\$ 91,548,000	\$ 376,526,400	\$ -	\$ 505,949,625	\$ (200,000)	\$ -	\$ 7,800,000	\$ 2,583,600	\$ 10,183,600	\$ 37,675,225	\$ 91,548,000	\$ 384,326,400	\$ 2,583,600	\$ 516,133,225	\$ 10,183,600	\$ 10,183,600	
TRANSPORTATION TOTAL		\$ 37,875,225	\$ 91,548,000	\$ 376,526,400	\$ -	\$ 505,949,625	\$ (200,000)	\$ -	\$ 7,800,000	\$ 2,583,600	\$ 10,183,600	\$ 37,675,225	\$ 91,548,000	\$ 384,326,400	\$ 2,583,600	\$ 516,133,225	\$ 10,183,600	\$ 10,183,600	