



Transportation Committee

Management Committee: February 28, 2007

Metropolitan Council: March 14, 2007

Meeting date: February 12, 2007

Executive Summary

Item: 2007-66

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 Hiniker, 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."