

# T Transportation Committee

Meeting date: October 26, 2009

Management Committee: October 28, 2009

Metropolitan Council: November 4, 2009

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