

T Transportation Committee
 Meeting date: April 12, 2010
 Management Committee: April 14, 2010
 Metropolitan Council: April 28, 2010

ADVISORY INFORMATION	
Date:	March 31, 2010
Subject:	2010 Unified Capital Program Amendment
District(s), Member(s):	All
Policy/Legal Reference:	2010 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 2010 Authorized Capital Program (multi-year authorization) by adding spending authority as follows in the Transportation Division:

Metro Transit	\$ 23,300,000
Metropolitan Transportation Services	\$ 0

- Amend the 2010 Capital Budget (annual appropriation) by increasing appropriation as follows in the Transportation Division:

Metro Transit	\$ 2,550,000
Metropolitan Transportation Services	\$ 0

- Approve the changes to capital projects as detailed in Attachment 1

Background

This proposed amendment programs new federal and regional funding to capital projects in the Transportation Division.

METRO TRANSIT

Closing Projects: None.

Reducing Funding Commitments: None.

Increasing Funding Commitments: Authority is requested to commit \$23,300,000 to 4 projects. Federal grants provide \$22,350,000 in funding and regional bonding authority provides \$550,000 in funding and operating funding provides a \$400,000 match. The \$550,000 in Council Bonding Authority comes from previously uncommitted authority granted by the Legislature. All the projects are currently in the Capital Improvement Plan.

Southwest Corridor Alternative Analysis – Project 69915

To assign match funds for work being done by The Metropolitan Council in making application to the Federal Transit Administration (FTA) on behalf of HCRRA (Hennepin County Regional Rail Authority) for this Alternatives Analysis funding. The Southwest Corridor transitway study, under HCRRA, is continuing the process to finalize the locally preferred alternative (LPA) and prepare documentation needed to request FTA approval of the LPA and entry into Preliminary Engineering. The Southwest Corridor transitway is a proposed 14-mile high frequency exclusive transitway serving the communities of Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park and Minneapolis. This project is identified in the CIP.

Technology Upgrades and Enhancements – Project 64690

Add funding to address the 2011 Security & Backup Requirements for processing Fare purchases processed via customer credit cards at Ticket Vending Machines, our Web Site and through our Interactive Voice Response (IVR) phone system. This project is identified in the CIP.

Bus Procurement – Project 61611

Recognize \$20,750,000 in Federal Funds to provide the authority necessary to initiate the request for proposal and a notice to proceed for the purchase of 70 Gillig Diesel Buses to be delivered in June of 2011.

Tire Lease – Project 61390

Add Funding to this ongoing project for payment of tire lease. The federal funds will be matched by operating revenues. This project is identified in the CIP.

Change to Current Year Expenditures: Based on projected expenditures for the proposed amendments, the 2010 Capital Budget is proposed to be increased by \$2,550,000.

METROPOLITAN TRANSPORTATION SERVICES

Closing Projects: None.

Reducing Funding Commitments: Authority is requested to reduce the funding commitment to the 2010 Plymouth Big Bus Replacement project by \$315,000. This reduction is in Council Bonding Authority and is necessary to meet the project timing and cash flow needs of other projects.

Increasing Funding Commitments: Authority is requested to commit \$315,000 to the MVTA Eagan Garage Land Purchase (\$150,000) and the MVTA Lone Oak Bus Shelters (\$165,000) projects. This increase in Council Bonding Authority is necessary to meet cashflow and project timing needs. The land purchase project is in the current Capital Improvement Plan (CIP). The Lone Oak Bus Shelters project is not in our current CIP.

Change in Current Year Expenditures: None

Rationale

This proposed amendment adjusts 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

The proposed amendment adds \$550,000 in new Council Bonding Authority to the Authorized Capital Program for transit projects. There is available, un-programmed regional bonding authority provided by the Legislature to accommodate the additional bonding. 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.

Known Support / Opposition

No known opposition.

2010 Capital Program & Budget Amendment

Transportation Committee - April 12, 2010

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ATTACHMENT 1

ITEM # 2010-116

	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	\$ 264,300,426	\$ 1,871,718,390
																After This Amendment	\$ 266,850,426	\$ 1,895,018,390

INCREASING FUNDING COMMITMENTS

69915	Southwest Corridor Alternative Analysis	\$ 534,375	\$ -	\$ -	\$ -	\$ 534,375	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000	\$ 534,375	\$ -	\$ -	\$ 50,000	\$ 584,375	\$ 50,000	\$ 50,000
64690	Technology Upgrades & Enhancements	\$ 2,690,609	\$ -	\$ -	\$ 672,653	\$ 3,363,262	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000	\$ 2,690,609	\$ -	\$ -	\$ 1,172,653	\$ 3,863,262	\$ 500,000	\$ 500,000
61611	Bus Procurement	\$ 61,949,807	\$ -	\$ -	\$ 19,804,162	\$ 81,753,969	\$ 20,750,000	\$ -	\$ -	\$ -	\$ 20,750,000	\$ 82,699,807	\$ -	\$ -	\$ 19,804,162	\$ 102,503,969	\$ -	\$ 20,750,000
61390	Tire Lease	\$ 6,619,762	\$ -	\$ 854,063	\$ 1,050,323	\$ 8,524,148	\$ 1,600,000	\$ -	\$ 400,000	\$ -	\$ 2,000,000	\$ 8,219,762	\$ -	\$ 1,254,063	\$ 1,050,323	\$ 10,524,148	\$ 2,000,000	\$ 2,000,000
Section Subtotal		\$ 71,794,553	\$ -	\$ 854,063	\$ 21,527,138	\$ 94,175,754	\$ 22,350,000	\$ -	\$ 400,000	\$ 550,000	\$ 23,300,000	\$ 94,144,553	\$ -	\$ 1,254,063	\$ 22,077,138	\$ 117,475,754	\$ 2,550,000	\$ 23,300,000
METRO TRANSIT TOTAL		\$ 71,794,553	\$ -	\$ 854,063	\$ 21,527,138	\$ 94,175,754	\$ 22,350,000	\$ -	\$ 400,000	\$ 550,000	\$ 23,300,000	\$ 94,144,553	\$ -	\$ 1,254,063	\$ 22,077,138	\$ 117,475,754	\$ 2,550,000	\$ 23,300,000

METROPOLITAN TRANSPORTATION SERVICES

Original Adopted	\$ 52,738,028	\$ 118,190,294
After Prior Amendments	\$ 54,400,863	\$ 118,190,294
After This Amendment	\$ 54,400,863	\$ 118,190,294

REDUCING FUNDING COMMITMENTS

35819	2010 Plymouth Big Bus Replacement	\$ -	\$ -	\$ -	\$ 1,860,000	\$ 1,860,000	\$ -	\$ -	\$ -	\$ (315,000)	\$ (315,000)	\$ -	\$ -	\$ -	\$ 1,545,000	\$ 1,545,000	\$ (315,000)	\$ (315,000)
Section Subtotal		\$ -	\$ -	\$ -	\$ 1,860,000	\$ 1,860,000	\$ -	\$ -	\$ -	\$ (315,000)	\$ (315,000)	\$ -	\$ -	\$ -	\$ 1,545,000	\$ 1,545,000	\$ -	\$ -

INCREASING FUNDING COMMITMENTS

35839	MVTA Eagan Garage Land Purchase	\$ -	\$ -	\$ -	\$ 400,000	\$ 400,000	\$ -	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ -	\$ 550,000	\$ 550,000	\$ 150,000	\$ 150,000
New	MVTA - Lone Oak Shelters	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 165,000	\$ 165,000	\$ -	\$ -	\$ -	\$ 165,000	\$ 165,000	\$ 165,000	\$ 165,000
Section Subtotal		\$ -	\$ -	\$ -	\$ 400,000	\$ 400,000	\$ -	\$ -	\$ -	\$ 315,000	\$ 315,000	\$ -	\$ -	\$ -	\$ 715,000	\$ 715,000	\$ -	\$ -
MTS TOTAL		\$ -	\$ -	\$ -	\$ 2,260,000	\$ 2,260,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,260,000	\$ 2,260,000	\$ -	\$ -
TRANSPORTATION TOTAL		\$ 71,794,553	\$ -	\$ 854,063	\$ 23,787,138	\$ 96,435,754	\$ 22,350,000	\$ -	\$ 400,000	\$ 550,000	\$ 23,300,000	\$ 94,144,553	\$ -	\$ 1,254,063	\$ 24,337,138	\$ 119,735,754	\$ 2,550,000	\$ 23,300,000