

T Transportation Committee
Meeting date: April 11th, 2011
Management Committee: April 13th, 2011
Metropolitan Council: May 11th, 2011

ADVISORY INFORMATION

Date: April 11th, 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
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Division/Department: Transportation/Metropolitan Transportation Services

Proposed Action

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

Background

Metro Transit: This amendment requests a decrease in operating revenues offset by operating reserves.

Metropolitan Transportation Services: This amendment reduces previously budgeted federal revenues within the Transportation Division's 2011 Operating Budget. Each year, the Council earns federal transit formula funds that are eligible to be used for transit capital purposes. Typically these federal funds are allocated for various capital purposes in the Council's Transit Capital Budget. However, some eligible capital expenditures, such as for preventive maintenance purposes or capital cost of contracting, appear in the Transit Operating Budget and are also an allowable use of the federal transit formula funds. Each year, as part of the overall budgeting process, the Council determines what level of federal funds should be used in the operating budget, with the remainder used in the capital budget. This determination balances the need to use federal funds for smaller, on-going eligible capital costs in the operating budget, against the need to preserve these funds for larger capital projects such as bus replacements and facility repairs and construction. During 2010, Metro Mobility and Contracted Transit Services operating reserve balances increased due to a number of factors described below. This amendment reduces the adopted use of federal revenues for these services in the 2011 operating budget and instead spends down the existing operating reserves. This action will allow the federal revenues to be used for future capital purposes or to be drawn into the operating budget in later years.

The specific changes for Transportation are as follows:

Metro Transit

Increase/(Decrease) in Revenues: (\$5,116,030); Expenditures: \$(516,447); Reserves: (\$4,599,583)

- Reducing Ridership estimates in 2011 from 83,000,000 rides to 80,000,000 rides. Other factors effecting Bus Revenue is the change in the passenger fare product mix resulting in a lower average fare per passenger. With the use of reserves, the Bus, Hiawatha and Northstar reserve balances are forecasted to exceed the council target of 8.3% for 2011.
- Legislative action during the 2010 Session transfers \$80,700 of State Appropriations to the Minnesota Department of Transportation (MNDOT) for administrative expenses of the Minnesota Council on Transportation Access. The Council was originally appropriated the funding in 2009 with the requirement to pay MNDOT.

Metropolitan Transportation Services

Increase/(Decrease) in Revenues: (\$4,300,000); Expenditures: \$0; Reserves: (\$4,400,000)

- In 2010, Metro Mobility received higher than anticipated fare revenue while also coming in 3% under budgeted expenses. These additional revenues and expense savings resulted in an increase in Metro Mobility's 2010 year-end fund balance. As of year-end 2010 Metro Mobility's fund balance exceeds the 10% adopted minimum policy reserve level (see table below). This amendment will decrease Metro Mobility's anticipated use of federal funds in 2011 by \$1.5 M resulting in a \$1.5 M use of reserves in 2011. The reduction in the use of 2011 federal operating funds will allow these funds to be used in Metro Mobility's capital budget while continuing to maintain a fund balance above minimum policy reserve levels.
- In 2010, Contracted Transit Services also received higher than anticipated fare revenue and came in 12% under budgeted expenses. The expense savings was generated by Transit Link dial-a-ride provider contract rates which came in lower than the budgeted rates and by lower than anticipated participation in the VanGO! vanpool program. In addition, during 2010, federal revenues for Contracted Transit Services were inadvertently drawn in \$1.0 M more than originally budgeted. These factors combined to result in a 2010 year-end fund balance for Contracted Transit Services that exceeds the 10% minimum policy reserve level (see table below). This amendment will decrease the Contracted Transit Services use of federal revenues in 2011 by \$2.8 M resulting in a \$2.8 M use of reserves in 2011. The reduction in the use of 2011 federal operating funds will allow these funds to be used in Contracted Transit Service's capital budget while continuing to maintain a fund balance above minimum policy reserve levels.

Rationale

This amendment also reduces the use of federal funds in the Metro Mobility and Contracted Transit Services 2011 transit operating budget allowing these funds to be used for future capital purposes and continuing to maintain adequate operating policy reserve levels.

Funding

The table below shows 2010 year end fund balance status and the impact of this amendment on the use of reserves during 2011. The amendment will maintain policy reserves above the minimum target levels.

MT & MTS - Status of Fund Balances / Reserves							
	<u>Unaudited 12/31/2010</u>	<u>2011 Changes</u>		<u>Net Balance</u>	<u>Reserve Targets</u>		
		<u>Adopted</u>	<u>Amendments</u>		<u>Min</u>	<u>Max</u>	<u>Range</u>
Metro Transit							
Bus	25.8	2.7	(4.1)	24.4	21.6	31.2	8.3-12%
Hiawatha	3.2	(0.7)	(0.3)	2.2	2.2	3.2	8.3-12%
Northstar	1.7	0.2	(0.3)	1.6	1.4	2.0	8.3-12%
Metro Mobility	5.5	0.4	(1.5)	4.4	4.1	6.1	10-15%
Contracted Services	7.6	(2.5)	(2.8)	2.3	2.1	3.2	10-15%

Known Support / Opposition

No known opposition.

Metropolitan Council - Transportation Division 2011 Annual Budget - Summary of Revisions Operating Budget Amendment - Business Item 2011-064

	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	\$ 164,145,012	\$ 164,145,012	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 164,145,012
State Revenues	58,154,162	58,154,162	(80,700)	-	-	(80,700)	-	-	-	-	58,073,462
Total State Revenues	\$ 222,299,174	\$ 222,299,174	\$ (80,700)	\$ -	\$ -	\$ (80,700)	\$ -	\$ -	\$ -	\$ -	\$ 222,218,474
Other Revenues											
Federal Revenues	33,297,970	38,023,660	\$ -	\$ -	\$ -	-	\$ (1,500,000)	\$ (2,800,000)	\$ -	(4,300,000)	33,723,660
Local Revenues	14,711,235	14,711,235	-	-	-	-	-	-	-	-	14,711,235
Investment Earnings	749,920	749,920	-	-	-	-	-	-	-	-	749,920
Other Revenues	3,925,635	4,162,035	-	-	-	-	-	-	-	-	4,162,035
Fares - Base	98,083,645	98,083,645	(3,960,798)	(308,085)	(766,447)	(5,035,330)	-	-	-	-	93,048,315
Contract & Special Event Revenue	5,703,334	5,703,334	-	-	-	-	-	-	-	-	5,703,334
Total Revenues	\$ 378,770,913	\$ 383,733,003	\$ (4,041,498)	\$ (308,085)	\$ (766,447)	\$ (5,116,030)	\$ (1,500,000)	\$ (2,800,000)	\$ -	\$ (4,300,000)	\$ 374,316,973
Expenses											
Salaries & Benefits	\$ 227,621,317	\$ 227,621,317	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 227,621,317
Consulting & Contractual Services	15,786,691	19,436,727	-	-	-	-	-	-	-	-	19,436,727
Materials & Supplies	21,456,807	21,456,807	-	-	(200,000)	(200,000)	-	-	-	-	21,256,807
Rent & Utilities	7,952,226	7,952,226	-	-	-	-	-	-	-	-	7,952,226
Printing	108,250	108,250	-	-	-	-	-	-	-	-	108,250
Travel	36,000	36,000	-	-	-	-	-	-	-	-	36,000
Insurance	4,808,248	4,808,248	-	-	(316,447)	(316,447)	-	-	-	-	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	\$ 365,118,298	\$ -	\$ -	\$ (516,447)	\$ (516,447)	\$ -	\$ -	\$ -	\$ -	\$ 364,601,851
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	-	-	-	-	-	-	-	-	-	-	-
Transfers (To) / From Other Funds	21,150	21,150	-	-	-	-	-	-	-	-	21,150
Total Expenses and Uses	\$ 379,445,397	\$ 384,440,361	\$ -	\$ -	\$ (516,447)	\$ (516,447)	\$ -	\$ -	\$ -	\$ -	\$ 383,923,914
Surplus/(Deficit)	\$ (674,484)	\$ (707,358)	\$ (4,041,498)	\$ (308,085)	\$ (250,000)	\$ (4,599,583)	\$ (1,500,000)	\$ (2,800,000)	\$ -	\$ (4,300,000)	\$ (9,606,941)