

# **T** Transportation Committee

**Meeting date: October 24, 2011**

**Management Committee: October 26, 2011**

**Metropolitan Council: November 9, 2011**

## **ADVISORY INFORMATION**

<b>Date:</b>	<b>October 18, 2011</b>
<b>Subject:</b>	<b>2011 Unified Operating Budget Amendment</b>
<b>District(s), Member(s):</b>	<b>All</b>
<b>Policy/Legal Reference:</b>	<b>MN Statutes Section 473.13, sub. 1 – Council Budget Requirements</b>
<b>Staff Prepared/Presented:</b>	<b>Arlene McCarthy, Director, MTS (651) 602-1754 Sean Pfeiffer, Financial Analyst, MTS, (651) 602-1887</b>
<b>Division/Department:</b>	<b>Transportation / Metro Transit &amp; Metropolitan Transportation Services</b>

### **Proposed Action**

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

### **Background**

Metro Mobility is required by federal law to provide rides to all certified ADA riders within ¾ mile of any all day fixed route service. Metro Mobility also by federal law can have no denials to eligible riders. Furthermore, state law requires that all qualified ADA and non-ADA riders whose communities are served by all day fixed route service are eligible to receive Metro Mobility rides.

Ridership projections for the remainder of 2011 indicate that Metro Mobility ridership will exceed the budgeted growth of 5%. This increased ridership requires Metro Mobility to increase service hours to meet the new demand, costs associated with the increase in service hours is funded using budgeted contingency. The increased fuel usage costs associated with the increase in service hours will be offset by greater than anticipated fare revenues.

The specific changes for MTS are as follows:

### **Metro Mobility**

**Increase/(Decrease) in Revenues: \$500,000; Expenditures: \$500,000; Reserves: \$0**

- Increase anticipated fare revenue \$500,000 to recognize higher than expected ridership and fare collections.
- Increase materials and supplies (fuel) expense by \$500,000 to account for increased fuel usage by Metro Mobility fleet to address additional service demand.

### **Rationale**

This amendment recognizes Metro Mobility's increased ridership demand and the associated fare revenue and expense adjustments required to meet that demand.

**Funding**

The requested increase in expense authority for MTS is offset by higher than anticipated fare revenue. This operating amendment has no fiscal impact on the Council.

**Known Support / Opposition**

No known opposition.

## Metropolitan Council - Transportation Division

### 2011 Annual Budget - Summary of Revisions

#### Operating Budget Amendment - Business Item 2011-258

	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
<b>Revenues</b>											
<b>State Revenues</b>											
Motor Vehicle Sales Taxes	\$ 161,319,680	\$ 157,170,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 157,170,000
State Revenues	58,154,162	45,147,662				-			-	-	45,147,662
<b>Total State Revenues</b>	<b>\$ 219,473,842</b>	<b>\$ 202,317,662</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 202,317,662</b>
<b>Other Revenues</b>											
Federal Revenues	33,297,970	33,723,660	\$ -	\$ -	\$ -	-	-	-	-	-	33,723,660
Local Revenues	14,711,235	14,812,499	-	-	-	-	-	-	-	-	14,812,499
Investment Earnings	749,920	749,920	-	-	-	-	-	-	-	-	749,920
Other Revenues	3,925,635	7,404,035	-	-	-	-	-	-	-	-	7,404,035
Fares - Base	98,083,645	93,048,315	-	-	-	-	500,000	-	-	500,000	93,548,315
Contract & Special Event Revenue	5,703,334	5,703,334	-	-	-	-	-	-	-	-	5,703,334
<b>Total Revenues</b>	<b>\$ 375,945,581</b>	<b>\$ 357,759,425</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 500,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 500,000</b>	<b>\$ 358,259,425</b>
<b>Expenses</b>											
Salaries & Benefits	\$ 227,621,317	\$ 227,137,715	\$ -	\$ -	\$ -	-	-	-	-	-	\$ 227,137,715
Consulting & Contractual Services	15,786,691	19,186,727	-	-	-	-	-	-	-	-	19,186,727
Materials & Supplies	21,456,807	21,095,409	-	-	-	-	500,000	-	-	500,000	21,595,409
Rent & Utilities	7,952,226	7,552,226	-	-	-	-	-	-	-	-	7,552,226
Printing	108,250	108,250	-	-	-	-	-	-	-	-	108,250
Travel	36,000	36,000	-	-	-	-	-	-	-	-	36,000
Insurance	4,808,248	4,491,801	-	-	-	-	-	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 360,123,334</b>	<b>\$ 363,306,851</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 500,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 500,000</b>	<b>\$ 363,806,851</b>
<b>Other Uses</b>											
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	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Uses</b>	<b>\$ 19,343,213</b>	<b>\$ 19,343,213</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 19,343,213</b>
MVST Transfers In	2,825,332	7,162,548	-	-	-	-	-	-	-	-	7,162,548
Transfers (To) / From Other Funds	21,150	8,121,150	-	-	-	-	-	-	-	-	8,121,150
<b>Total Expenses and Uses</b>	<b>\$ 376,620,065</b>	<b>\$ 367,366,366</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 500,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 500,000</b>	<b>\$ 367,866,366</b>
<b>Surplus/(Deficit)</b>	<b>\$ (674,484)</b>	<b>\$ (9,606,941)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ (9,606,941)</b>