

J Joint Report of the Community Development, Transportation and Management Committees

For the Metropolitan Council meeting of May 13, 2009

ADVISORY INFORMATION

Date: April 28, 2009
Subject: 2009-2014 Capital Improvement Plan and Capital Program and
 Budget Amendment

Proposed Action

That the Metropolitan Council:

- Amend the 2009 Authorized Capital Program (Multi-year authorization) by adding spending authority as follows:

Metro Transit	\$ 68,627,098
Metropolitan Transportation Services	\$ 1,492,728
Parks and Open Space	\$ 4,700,000
- Amend the 2009 Capital Budget (annual appropriation) by increasing spending authority as follows:

Metro Transit	\$ 2,110,855
Metropolitan Transportation Services	\$ 1,492,728
- Approve new projects and transfers between capital projects as detailed in Attachment 1

Summary of Committee Discussion / Questions:

Staff presented the proposed amendments to the Community Development Committee on April 20, 2009.

Staff presented the proposed amendments to the Transportation Committee on April 13, 2009 and April 27, 2009.

Staff presented the proposed amendments to the Management Committee on April 22, 2009.

There were no questions or discussion on the proposed amendment.

M Management Committee

Transportation Committee: April 13, 2009
Transportation Committee: April 27, 2009 Amended
Community Development Committee: April 20, 2009
Metropolitan Council: May 13, 2009

Meeting date: April 22, 2009

ADVISORY INFORMATION	
Date:	April 8, 2009
Subject:	2009-2014 Capital Improvement Plan and Capital Program and Budget Amendment
District(s), Member(s):	All
Policy/Legal Reference:	2009 Capital Program and Budget
Staff Prepared/Presented:	Alan Morris, Budget and Evaluation 651-602-1446
Division/Department:	Transportation, Community Development

Proposed Action

That the Metropolitan Council:

- Amend the 2009 Authorized Capital Program (Multi-year authorization) by adding spending authority as follows:

Metro Transit	\$ 68,627,098
Metropolitan Transportation Services	\$ 1,492,728
Parks and Open Space	\$ 4,700,000
- Amend the 2009 Capital Budget (annual appropriation) by increasing spending authority as follows:

Metro Transit	\$ 2,110,855
Metropolitan Transportation Services	\$ 1,492,728
- Approve new projects and transfers between capital projects as detailed in Attachment 1

Background

Transit

The proposed capital amendment 1) programs newly available federal, state and local funding to projects in the approved capital improvement program, 2) reallocates regional bonding between existing capital projects and 3) deletes completed capital projects from the authorized capital program.

The proposed amendment includes \$72.8 million in new federal funds for the capital program. The 2009 Omnibus Appropriation Act signed into law on March 10, 2009 appropriates \$20,000,000 of federal funds to the Central Corridor Light Rail Transit Project for allowable New Starts activities. The proposed amendment also recognizes and programs \$51,376,275 in American Reinvestment and Recovery Act (ARRA) federal funding for the purchase of Metro Transit replacement buses and Metro Mobility vehicles, \$1,000,000 in new federal funds for the Northstar Commuter Rail project and \$461,528 in new federal funds for a Maplewood Mall Transit Center parking ramp. Finally, \$330,855 in Anoka County Regional Rail Authority funding for work on the Fridley commuter rail station is recognized and programmed.

Parks and Open Space

The proposed capital amendment provides \$4,700,000 in regional funding to replenish the Land Acquisition Opportunity Account. The account provides spending authority that can be transferred to land acquisition grants as they are approved by the Council.

Rationale

See attached Transportation Committee and Environment Committee business items.

Fiscal Impact

All of the proposed capital program amendments were consistent with the adopted 2009-2014 Capital Improvement Plan. The proposed amendment for Parks and Open Space includes new regional bonding authority in the Authorized Capital Program, but the regional bond issuance was anticipated in the 2009-2014 Capital Improvement Plan and reflected in the fiscal impact analysis done as part of the plan.

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

See attached Transportation Committee and Environment Committee business items.

Attachments:

Transportation Committee Business Item 2009-121

Community Development Committee Business Item 2009-121

Attachment 1: May 2009 Capital Program Amendment

T Transportation Committee

Management Committee: April 22, 2009

Metropolitan Council: May 13, 2009

Meeting date: April 13, 2009

April 27, 2009 Amended

ADVISORY INFORMATION	
Date:	March 26th, 2009
Subject:	2009-2014 Capital Improvement Program and Capital Program and Budget Amendment
District(s), Member(s):	All
Policy/Legal Reference:	2009 Capital Program and Budget
Staff Prepared/Presented:	Brian Lamb, General Manager, Metro Transit (612-349-7510) Arlene McCarthy, MTS Director (651-602-1754) Ed Petrie, Director of Finance, Metro Transit (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 Metropolitan Council:

- Amend the 2009 Authorized Capital Program (Multi-year authorization) by adding spending authority to the Transportation Division as follows:

Metro Transit	\$ 68,627,098
Metropolitan Transportation Services	\$ 1,492,728

- Amend the 2009 Capital Budget (annual appropriation) by increasing spending authority to the Transportation Division as follows:

Metro Transit	\$ 2,110,855
Metropolitan Transportation Services	\$ 1,492,728

- Approve changes as detailed in Attachment 1.

Background

METRO TRANSIT

Reallocation of Existing Funds

Major Improvements to Facilities – Project 62590

Mall of America Bus Transit Center – Project 63317

These projects have both ended. Remaining RTC funds will be transferred to other Metro Transit projects in this or future amendments.

UPA (Urban Partnership Agreement) Park & Ride Lots – Project 63740

The NexTrip/Transit Line upgrade component within the Transit Technologies project of the UPA needs additional RTC funds to serve as eligible match to Federal 5309 funds. RTC funds are needed as the State General Obligation Bonds assigned to this project can not be used as local match for technology projects. RTC funds will come from projects that are being closed.

Introduction of New Funds & Fund Transfers

Central Corridor LRT – Project 65701

This project will provide light rail transport (LRT) between St. Paul and Minneapolis. The 2009 Omnibus Appropriations Act, which was signed into law on March 10, 2009, appropriates \$20 million of federal funds to the Central Corridor Light Rail Transit Project to continue allowable New Starts activities. This amendment will recognize those funds.

Fridley Commuter Rail Station – Project 62910 - New

Recognize funds from the Anoka County Regional Rail Authority (ACRRA) for fare collection equipment, staff costs and expenses, and a lease agreement with BNSF Railway Company for the Fridley commuter rail station. This action was approved by Council action item 2008-258 on November 12, 2008. It authorized the Regional Administrator to execute with BNSF Railway a Platform Lease Agreement and Underpass Easement Agreement for Fridley Station and to negotiate and execute and interagency cooperation, delegation and funding agreement with ACRRA and MnDot to enable Metropolitan Council to be fully reimbursed for costs incurred (those listed above) valued at \$331,000.

Maplewood Mall Transit Center Parking Ramp - New

Recognize new federal funds for the design of a parking ramp structure at the Maplewood Mall Transit Center. Local match will be State bond funds transferred from MTS project 35735 – Rush Line Corridor. This project will be administered by Metro Transit.

Northstar Rolling Stock & Expenses Project 65510

This amendment will amend the project authorization grant amounts with the Northstar Corridor Development Authority (NCDA) subordinate funding agreements with the Metropolitan Council. It provides for acquisition of spare parts for the five Northstar locomotives as approved by Council Action Item 2009-108.

Bus Replacement Procurement (ARRA) – New

Recognize new Federal Stimulus (ARRA) funds for the purchase of (31) standard 40ft Replacement buses, (30) Hybrid 40ft Replacement buses and (29) Articulated Replacement buses. These buses are currently planned in the 2009-2014 Council Adopted CIP. The purchase of these buses will meet the 50% 180 day obligated funds requirement with the new Federal Stimulus ARRA Funds.

METROPOLITAN TRANSPORTATION SERVICES

Reallocation of Existing Funds to New and Existing Project

Replacement Bus Purchase – Project 35773

This project is reallocating \$260,000 of its existing authority into two more time-critical projects (Anoka and Maple Grove).

Anoka Big Bus Replacement – Project 35783

This project requires an additional \$100,000 to cover the difference between the projects original cost estimate and the anticipated actual project costs.

Rush Line / Maplewood Mall Park-and-Ride Expansion – Project 35735

The \$288,472 of authority for this project is being moved to Metro Transit’s Maplewood Mall Transit Center Parking Ramp project. Metro Transit’s Engineering and Facilities Department is leading the design work for the Maplewood Mall Expansion and will use Rush Line Corridor funds as authorized by the Rush Line Corridor Task Force.

Maple Grove Silver Leaf Park-and-Ride (Design & Scoping) – New Project

\$160,000 will be used to fund the preliminary work necessary to move forward with the future land acquisition and construction of the Silver Leaf Park-and-Ride.

Metro Mobility – Go Green Initiative (ARRA) – New Project

This brings in \$1,781,200 of authority to allow Metro Mobility to move forward with its purchase of one standard propulsion and 15 hybrid vehicles with American Reinvestment and Recovery Act (ARRA) funding.

Rationale

The proposed amendment reallocates funds between new and existing projects. It also programs new federal and matching funds to allow the Council to carry out its long-term capital improvement program for transit.

Funding and Fiscal Impact

This proposed amendment incorporates new federal funds, new funding commitments from other regional entities, and reprograms existing State and RTC funds between existing projects. Also, some RTC funds previously assigned to projects being closed will become available to be reprogrammed in a future amendment. It is consistent with the Council goal to keep the impact of Council property taxes on existing regional taxpayers flat over time.

Known Support / Opposition

None known.

C Community Development Committee

Management Committee: April 22, 2009

Metropolitan Council: May 13, 2009

Meeting date: April 20, 2009

ADVISORY INFORMATION

Date: April 8, 2009

Subject: 2009-2014 Capital Improvement Plan and Capital Program and Budget Amendment

District(s), Member(s): All

Policy/Legal Reference: 2009 Capital Program and Budget

Staff Prepared/Presented: Arne Stefferud (651-602-1360)
Alan Morris, Principal Financial Analyst (651-602-1446)

Division/Department: Community Development

Proposed Action

That the Metropolitan Council:

- Amend the 2009 Authorized Capital Program (Multi-year authorization) by adding \$ 4,700,000 in new spending authority to the Land Acquisition Opportunity Account
- Approve changes as detailed in Attachment 1.

Background

The Parks and Open Space Program within the Community Development Department maintains two accounts to provide funding to acquire land for the regional park system:

- The Parks and Trails Fund (PTF) Acquisition Account is funded with regional funds and, in the future, with state funding from the Parks and Trails Fund. Any parcel within regional park system boundaries is eligible for grants from these state and regional funds.
- The Environmental Trust Fund (EFT) Acquisition Account, funded with state Environmental Trust Fund and regional funding. Environmental Trust Fund grants are more restrictive in terms of which parcels are grant eligible.

The accounts were established to provide spending authority to the Parks and Open Space Program prior to the awarding of specific grants to park implementing agencies. Using these accounts allows grants to be awarded on a timely basis without waiting for a unified capital program amendment. The Council periodically has added authority to the accounts through capital program amendments as regional bonding capacity becomes available.

The balance in the Parks and Trails Fund Acquisition Account has been reduced to \$100,682 as of the end of March, 2009 as grants have been approved and funds transferred from the account. The proposed capital program amendment adds \$4.7 million to the account to provide additional funding for acquisition grants. The \$4.7 million comes from available regional bonding capacity for parks.

The 2009-2014 Parks Capital Improvement Plan adopted by the Council on December 10, 2008 assumes that the Council will issue \$7 million per year or \$14,000,000 per state biennium for parks. Regional bonding is used first to provide the 40 percent match to state funds for projects in the parks capital improvement plan (CIP). Once the Council knows how much of the regional borrowing capacity in a biennium is needed for the CIP match, the balance can be made available for land acquisition. Given the size of the CIP funded in the last biennium, there is \$9.3 million in regional bonding capacity available for land acquisition over the next two years. This amendment proposes adding half of that amount, or \$4.7 million, to the Parks and Trails Fund Acquisition Account. The remainder will be added to the accounts after the \$4.7 million has been awarded.

Rationale

The Metropolitan Council, through its Parks and Open Space Program, places high priority on the acquisition of park land within the regional park system. This capital program amendment helps achieve this goal.

Funding and Fiscal Impact

This funding for this proposed capital program amendment comes from available parks regional borrowing capacity. The 2009-2014 Parks Capital Improvement Plan assumes that the Council will issue an average of \$7 million per year in regional bonds for parks. This amendment is consistent with the approved capital improvement plan. The proposed amendment is also consistent with the Council stated goal to keep the impact of Council property taxes on existing regional taxpayers flat over time.

Known Support / Opposition

None known.