

MINNESOTA VALLEY TRANSIT AUTHORITY
Regular Board Meeting
February 24, 2010 – 4:30 p.m.
Mediterranean Cruise Café, Burnsville

Board Members Present:

Gary Hansen, Eagan
Sharon LaComb, Apple Valley
Christine Kelly, Savage
Dan Kealey, Burnsville
William Droste
Wally Lyslo

Others Present:

Beverley Miller, Executive Director
Tom Lovelace, Apple Valley TWG
Robin Selvig, Customer Relations Manager
Michael Abegg, Planning Manager
Tom Bright, Facilities Manager
Lois Spear, Finance Officer
Tom Pepper, Eagan TWG
Shaun Morrell, Planner
Terry Krei, Accountant
James Strommen, Kennedy & Graven

I. Call to Order

The meeting was called to order at 4:34 p.m. by Vice Chair Gary Hansen.

The Oath of Office was administered to a new Board member from Savage (alternate), Christine Kelly. The Oath of Office was also administered to new Burnsville Board member, Dan Kealey.

II. Public Comments

There were no comments from the public.

III. Approval of Agenda

Motion by William Droste and seconded by Wally Lyslo to approve the agenda. Motion carried.

IV. Consent Agenda

Motion by Sharon LaComb and seconded by Dan Kealey to approve the Consent Agenda. Motion carried. Resolutions adopted as part of the Consent Agenda are attached to these minutes. Gary Hansen made one note regarding Committee Assignments, requesting that each Board member serve on a committee. William Droste agreed to serve on the Finance Committee.

V. Old Business

Service Investment Strategy - Michael Abegg presented the Context Review portion of the Service Investment Strategy. His presentation and textual materials are posted on the MVTA web-site at www.mvta.com/. Abegg reminded the Board why we are undertaking this exercise (the Met Council created the need for a regional service investment plan as

part of the Transportation Policy Plan, conditions have changed in our area so it's good to take another look, and the MVTA has a component of this in our own Strategic Plan.

He touched on the regional requirements that are being established, noting that the Suburban Transit Providers have had an opportunity to offer input into the document, but a final document has not been released. He reviewed the current service operated by the MVTA and discussed the MVTA's performance. He noted that the MVTA service is among the most productive in the region, with subsidies staying fairly flat, while the regional threshold has gradually increased. He presented charts that show the regional peer average, and how most MVTA service is below the regional line. There are some areas that are performing above the regional average, and he explained that sometimes it is a function of the type of service or a decision made by the Board to serve a particular area. The MVTA's combined average subsidy for all routes is \$3.15/passenger.

Abegg also compared performance to regional and national transit providers and in all cases, the MVTA performed well. In the Passengers per Hour, the MVTA ranked 12th, but of the 11 ranked higher, 10 were college towns. He also noted that there are few systems that are filling buses better than the MVTA, particularly during the peak-period commuter service. Only four areas performed better than the MVTA in a national peer comparison.

Lastly, Abegg covered an environmental scan – looking at the areas we serve and what potential for continued growth and job growth exists. He commented that the Metropolitan Council continues to project significant growth for the “collar” communities (areas adjacent to those served that are adding users to the system.) He reminded Board members that the MVTA is unique in that it is organized around the freeway system and bridges – virtually every rider has to cross a bridge at some point in their ride. There are challenges and barriers to be addressed, including a limited sidewalk network and high-speed arterials that may be difficult to cross or otherwise limit transit access. Finally, Abegg addressed the transit system itself and conditions that affect the MVTA that are beyond its control.

Next steps in the process include input from the public and stakeholders (Abegg offered to attend City Council meetings, if desired), reviewing data and then establishing goals. The current timeline calls for public input in March/April, followed by a data review, drafting goals likely in June, and then finalizing the goals during the summer of 2010.

Gary Hansen announced that the At-large Alternate Commissioner has been selected by the City of Savage and is Greg Lind – a long-time bus rider and a former member of the City of Savage Planning Commission.

VI. New Business

None

VII. Committee Reports

Motion by William Droste and seconded by Dan Kealey to adopt the STA 2010 Legislative Agenda. Motion carried. Beverley Miller noted that funding continues to be a challenge and this year there is hope that the statutory language regarding the split of MVST could be revisited in terms of the amount going to the Suburban providers.

VIII. Staff Reports / Update

There was a brief review of the UPA Change orders and the process being used (the Board has delegated authority to Beverley for these particular projects due to the very tight timelines). The MVTA is still well within the contingency adopted for both the Apple Valley Transit Station and Cedar Grove Transit Station projects. Miller further noted that there have been some initial inquiries regarding a Grand Opening event at the Cedar Grove Transit Station. Service from the site will begin on March 20, but it has generally been expressed that folks would like to wait until a bit warmer weather. Stay tuned.

Dan Kealey raised a question regarding why the MVTA operates more efficiently than other regional providers. Abegg and Miller noted that the MVTA operates “real transit service” meaning we have large numbers of hours per day of service and there is service seven days per week in some areas. Abegg also noted the MVTA is conservative in how much service is provided – there are few empty seats and that by using our private providers we are very cost conscious. Miller added that the MVTA Board has consistently been conservative in its service plan and focuses on delivery of service above everything else (about 85-90 percent of the MVTA budget goes to cover the cost of service.)

X. Adjournment

The meeting was adjourned at 5:37 p.m. and the Driver of the Year Celebration ensued.

Minutes Prepared By:

Robin L. Selvig

Next Regular Meeting Scheduled: March. 24, 2010, 4:30 p.m. Eagan Bus Garage

All regularly Scheduled Board Meetings will be held on the **FOURTH** Wednesday of the month at the posted time and location unless otherwise notified.

Approved by: _____

Date: _____