

## Results: Future Needs

### MVTA

EBG Expansion	2013	Space for 40 buses	\$10 Million
Buses	2013-17	52 Replacement	\$39.8 Million
Buses	2013-17	10 Expansion Vehicles	\$ 4.6 Million

### SouthWest Transit

Buses	2012-14	5 Expansion Buses	\$ 2.9 Million
169 Park & Ride (phase I)	2013-15	250 stalls/shelter	\$ 3.2 Million
Garage Preservation	2013-15	PM and Upgrades	\$ 3.1 Million
Buses	2013-15	12 Replacement Buses	\$ 4.2 Million

### Plymouth

Park & Ride	2014-16	250 spaces	\$15 Million
Northwest Metro Garage	2015-16	Storage for 100 buses	\$25 Million

### Maple Grove

Parkway Transit Station	2013	Construct 298-stall ramp	\$ 3 Million
Buses	2013-17	22 buses (5-40', 11 artics, 1 shuttle, 5 DAR)	\$11.6 Million

### BlueXpress (Shakopee/Prior Lake)

Marschall Rd Transit Station	2013	400 spaces	\$ 3.4 Million
Buses	2013	3 Expansion Buses	\$ 1.5 Million

## Results: Recent Projects

### MVTA

AVTS Expansion	2012	Level Boarding Platform, Increased Waiting Area	\$ 1.3 Million
RTS	2012	105 stall park & ride/station	\$ 1.9 Million
Buses	2010-12	8 Replacement, 7 Expansion (BRT)	\$11 Million

### SouthWest Transit

Chanhassen Station	2011	400+ stall ramp/station	\$8.5 Million
East Creek Station	2012	650 stall park & ride	\$9.3 Million
Buses	2010-12	11 Replacement buses	\$6 Million

### Plymouth

Buses	2011-13	11 Replacement buses	\$2.3 Million
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### Maple Grove

Parkway Transit Station	2011-12	500 stall park & ride/station	\$8.8 Million
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### BlueXpress (Shakopee/Prior Lake)

Eagle Creek Transit Station	2010-12	500-stall park & ride	\$2.2 Million
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The **Suburban Transit Association (STA)** was founded in 1995 and brings together 12 suburban communities in the Twin Cities Metropolitan area that elected not to be part of the traditional transit system.

The purpose of STA is to jointly and cooperatively develop programs of mutual interest that would benefit the citizens of the communities served. These transit systems (also referred to as Suburban Transit Providers) provide flexible transit services through a variety of programs, including: flex routes, reverse commute services, local service between communities and/or regional transit centers, dial-a-ride services and elderly/disabled transportation services.

The primary product of the systems, however, is **peak-period express** bus service. STA Providers are *growing*, have *upcoming projects* that need legislative support, *produce strong results* and can be *trusted to deliver on-time and on-budget*.

Innovative approaches and strong customer service are hallmarks of the Suburban Providers. Approaches include focused service from transit hubs and park & rides, and development (retail, housing and more) at many of the transit sites. Adjacent development produces a revenue stream which helps cover the ongoing cost of such sites. Other innovations include the use of coach-style buses for long-distance commutes and the use of penalties and incentives to manage the private providers who operate the transit service.

### Suburban Transit Association Providers

BlueXpress (Prior Lake, Shakopee)

Maple Grove Transit

Minnesota Valley Transit Authority (Apple Valley, Burnsville, Eagan, Rosemount, Savage)

Plymouth Metrolink

SouthWest Transit (Chanhassen, Chaska, Eden Prairie)

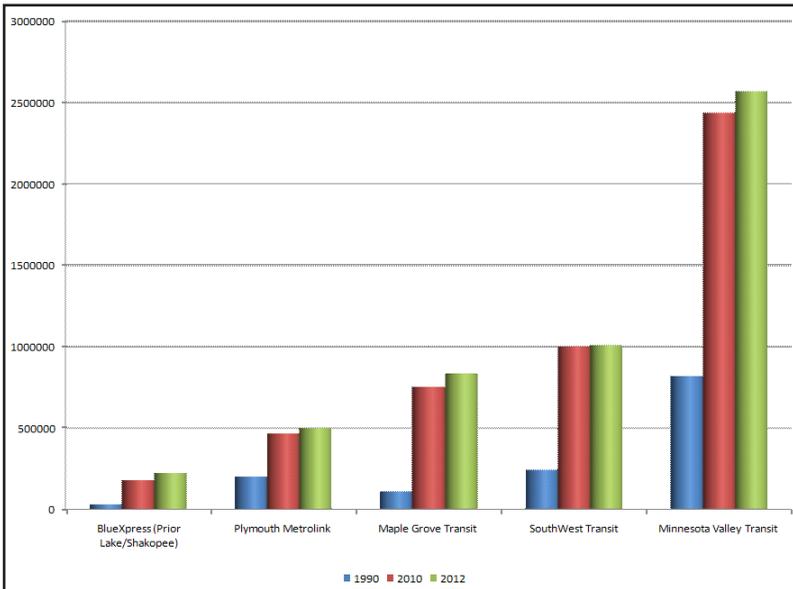
<http://suburbantransitassociation.com>

# 2013 Legislative Priorities - Growth

The Suburban Transit Association has seen significant growth in the 12 communities served - both in population and employment. This creates additional demand for services, which in turn requires additional funding. We have identified several potential funding sources and one additional item for which we ask your support:

- Remove Motor Vehicle Sales Tax (MVST) cap.
- Support additional transit operating funding, with specific allocation to STPs.
- Provide greater transparency by separating rail and bus budget items.

City/Transit System	1990	2010	2030 Proj	2010 to 2030		Employment Growth		
				1990 to 2010 growth	2030 (est)	2010 growth	2010	2030 proj
BlueXpress (Prior Lake, Shakopee)	23,221	59,872	92,000	58%	54%	11,500	26,597	43,500
Maple Grove Transit	38,736	61,567	84,000	59%	36%	7,750	29,877	63,500
Minnesota Valley Transit (Apple Valley, Burnsville, Eagan, Rosemount, Savage)	151,823	225,775	288,000	49%	28%	65,260	108,875	153,200
Plymouth Metrolink	50,889	70,576	78,500	39%	11%	38,103	46,227	64,500
SouthWest Transit (Chaska, Chanhassen, Eden Prairie)	62,556	107,519	150,800	72%	40%	50,083	70,803	97,700
<b>Totals</b>	<b>327,225</b>	<b>525,309</b>	<b>693,300</b>	<b>61%</b>	<b>37%</b>	<b>172,696</b>	<b>282,379</b>	<b>422,400</b>



## Results:

Ridership at the Suburban Providers has consistently grown from 1.5 million rides in 1990 to more than 5 million rides by year-end 2012. Many systems have experienced double-digit growth for multiple years.

As is shown above, there is still significant ridership potential as populations in the Suburban cities increase and employment in these cities continues on an upward trend.

Recent projects are listed on the reverse.

# 2013 Legislative Priorities - Buses

A critical priority for the Suburban Transit Association providers is maintaining support for the BUS system. Funding of light- and commuter-rail projects is high and all the expansion dollars should not be spent in that arena. Operating dollars are needed to maintain and enhance the BUS system (given the growth displayed). The Suburban Providers have delivered on their promises to customers: projects are consistently delivered on-time and on-budget; customer surveys show a high level of satisfaction with the service and the providers; and performance reports show that the suburban providers keep their fleets in the highest state of repair. We have identified three items for which we would like your support:

- Support **BUS** system
- Continue to support STA
- Fund Demonstration projects (BlueXpress would procure funding to provide feeder service from southern Scott County to existing park & ride facilities for a 3-year period of time, in order to demonstrate the need to serve rapidly growing outlying areas or SouthWest Transit would seek funding to serve growing areas adjacent to the three cities served.)

## Results

Customer satisfaction is very high with the Suburban Providers:

- Plymouth Metrolink customers give an overall 98% satisfaction rating (fleet, facilities, drivers & service)
- 97% of MVTA customers say service “meets” or “exceeds” expectations
- 97% of BlueXpress customers rates their service as “excellent” or “good”
- 99% of SouthWest Transit riders rates their service as “excellent” or “good”

The Suburban Providers Fleets are well maintained:

Agency	Year	Measure	Annual Miles
• Minn. Valley Transit	2011	26,126 miles between breakdowns	4,038,927
No deficiencies in DOT Inspections in 118-bus fleet for past three years.			
• Maple Grove Transit	2012	36,285 miles between breakdowns	1,777,992
• Southwest Transit	2012	33,457 miles between breakdowns	1,480,000
100% compliant for Vehicle DOT inspections with zero vehicles removed from service for six years.			
• BlueXpress	2012	389,552 miles between breakdowns	389,552
100% compliant for Vehicle DOT inspections with zero vehicles removed from service.			

# 2013 Legislative Priorities - Future Needs

Given the growth that STA providers have seen, there are many projects waiting for funding sources, just to maintain facilities and replace old buses. Funds are also needed to expand service when there is demand (full- to overflowing buses on express routes day-in and day-out do not create happy customers). Specific projects included in each agency's and the regional Capital Improvement Program are listed on the back and many of them are unfunded. Here are two areas that would address these issues and for which we would like your support:

- Seek state General Obligation Bonds for additional capital projects
- Advocate for larger regional transit bond authority, including an amount specifically for the Suburban Transit Providers.

## Results

Future project needs are outlined on the reverse.