



Minnesota Valley Transit Authority - Red Line Service  
Legislative Commission on Metropolitan Government

November 23, 2020



# Communications

- 90-day termination notice delivered to MVTA Sept. 4, prior to any discussions with MVTA Board, Met Council representatives, local legislators and cities of Apple Valley and Eagan.
- Met Council hasn't engaged in good faith communication.



# Justification for 90 Day Termination??

- This was solely a MET Council Staff decision not even discussed in the Met Council's own Transportation Committee.
- All justifications came after the fact to elected stakeholders with some being misleading and factually in error.

## Met Council justifications

- **Metro Transit driver availability** –Incredibly short sighted when just prior to pandemic and historically Metro Transit has faced driver shortages.
- **Security Alignment** - MVRTA stations – like many in the region before pandemic – have seen increase of non transit activity at stations along Red Line.
  - Metro Transit Police are regional -- all providers have access to services.
    - In past years during budget shortfalls the Council cut the hours of the patrols on Red Line.
    - Changing providers doesn't better align security it shuts out input by local elected officials in Apple Valley and Eagan on public safety at transit stations, while still placing the burden on their local law enforcement who respond primarily based on proximity.



# Operational Efficiencies

- Met Council's argument for taking over the Red Line is the false contention the Council can deliver Red Line service more economically and efficiently.
- Faulty assumptions, include:
- The Council's current transit labor contract is expiring, and most recent offer of a \$3/hour wage increase has been rejected. The cost estimate is both speculative and too low.
- Council attributes \$500,000 in future security costs to MVRTA; however, additional security costs will be borne regardless of who operates service.

# Customer Impacts

- MVTA and Metro Transit have different models for service, performance, facilities maintenance, security, and responsiveness.
- MVTA has a 95% Customer Satisfaction Rating, and we provide a clean, efficient, and safe Red Line customer experience that mirrors award-winning suburban services.
- Pandemic Response - Station Management  
Growing security concerns on Cedar Avenue corridor with non transit riders.
  - MVTA facilities have been closed during pandemic to restrict public congregating; unlike Metro Transit, many of our stations provide restrooms and with reduction in express ridership during pandemic many stations saw large decrease in Ridership.
  - Stations reopen December 5<sup>th</sup>



# Employee Impacts

- Red Line provides significant number of jobs in south metro. Our service vendor employs drivers, mechanics, and other service personnel who live in our communities.
- About 25% of workforce contributes to Red Line. Without the Red Line, these jobs would disappear.
- Red Line is substantial part of MVRTA operations, representing 6% of weekday hours and 25% of weekend hours.

Willis



18 YEARS OF SERVICE

Browyn



8 YEARS OF SERVICE

Audrey •



7 YEARS OF SERVICE

Brian



6 YEARS OF SERVICE



# Justification - Transition Savings?

- The termination letter was sent Sept. 4 and actual referenced Transition savings weren't provided in written form until Oct. 19.

2021 Budget with Metro Transit: Approximately \$2.72M\*

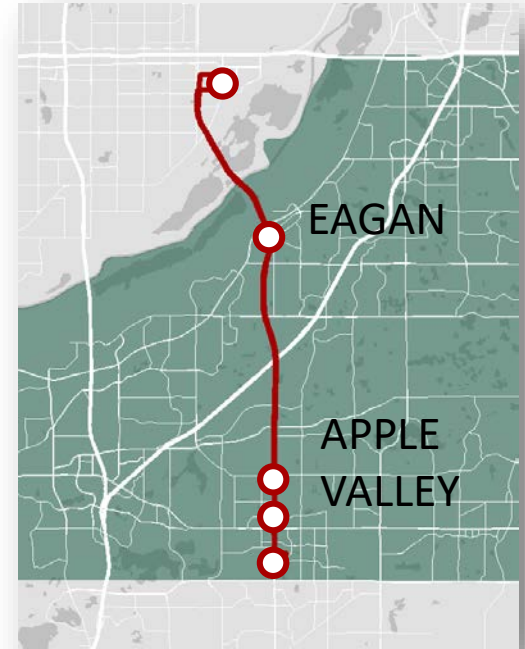
2021 Proposed budget (MVTA): Approximately \$2.2M\*

\*Utilizing only the platform hour rate.

- MVTA has not provided proposed budget for 2021 due to termination process, but our estimate is based on actual \$2M in 2020 budget.
  - Transit Services are charged by Platform Hour Rate.
  - Facilities Maintenance are charged by Indirect Rate.
- The Red Line Platform Hour Rate identified in Met Council's data is \$16.91 more than MVTA's 2020 Platform Hour Rate.
- Unclear where Met Council's 2021 proposed budget with MVTA of \$3.98M comes from. The figure is inaccurate.

# Legal Authority

- Red Line primarily serves Cedar Avenue in MVRTA service area.
  - It is a contradiction to MN Statute 473.388 for Metro Transit to operate local service in a suburban provider area.
- MN Statute 473.388 provides the right of communities to have independent operation of public transit services.
- Cities of Apple Valley and Eagan seek reconsideration.





# Solutions Proposed by MVTA

- Because of the Metro Transit driver pick, Luther Wynder offered to provide a temporary authorization allowing Metro Transit to operate Red Line until (3/13/20), enabling policymakers to continue the discussion. That was rejected by Nick Thompson. Therefore, MVTA supports a stronger resolution to bring Met Council to negotiating table.
- MVTA is willing to absorb Red Line as local service into MVTA's operations. MVTA has been requesting this since 2017.
- MVTA commits to a serious, good faith discussion of Red Line operations going forward. MVTA is confident that a superior agreement can be reached, regardless of what transit agency ultimately operates the Red Line.

**LOCAL SERVICE** should have  
**LOCAL CHOICE** when it comes to  
**Service Providers.**

- Red Line service operates primarily in Apple Valley and Eagan and those cities and local elected officials should have input on who serves their communities.



Discussion