

Carver County Board of Commissioners
April 28, 2020
Special Session
Carver County Government Center
Human Services Building
Chaska, Minnesota

Agenda Amendment

Add the following:

5.3 Resolution of Support for SouthWest Transit

Carver County Board of Commissioners Request for Board Action

**Agenda Item:****Resolution of Support for SouthWest Transit**Primary Originating Division/Dept: Administration (County) Meeting Date: 4/28/2020

Contact: Dave Hemze Title: County Administrator

Item Type:
Consent Amount of Time Requested: minutesAttachments: Yes NoPresenter: Title: **Strategic Initiative:**Connections: Develop strong public partnerships and connect people to services and information **BACKGROUND/JUSTIFICATION:**

Len Simich, SouthWest Transit's Chief Executive Officer and General Manager, has requested the County Board adopt the attached Resolution of Support.

ACTION REQUESTED:

Adopt Resolution.

FISCAL IMPACT: None If "Other", specify: **FUNDING**County Dollars = **FTE IMPACT:** None **Total** \$0.00 Insert additional funding source

Related Financial/FTE Comments:

Office use only:

RBA 2020 - 6871



**BOARD OF COUNTY COMMISSIONERS
CARVER COUNTY, MINNESOTA**

Date: April 28, 2020

Resolution No.: _____

Motion by Commissioner: _____

Seconded by Commissioner: _____

**CARVER COUNTY RESOLUTION OF SUPPORT
FOR SOUTHWEST TRANSIT**

WHEREAS, a Replacement Transit Service Program was established by the Minnesota Legislature in 1984 to continue Metropolitan Transit Service Program under Minnesota Statutes Section 473.388; and

WHEREAS, the Cities of Chaska, Chanhassen, and Eden Prairie, all being municipal corporations organized under the laws of the State of Minnesota, pursuant to authority conferred upon the parties by Minnesota Statutes Sections 471.59, 473.384, 473.388, and related statutes; and

WHEREAS, the Cities of Chaska, Chanhassen, and Eden Prairie, entered into a Joint Powers Agreement, to provide Replacement Transit Services dated July 21, 1986, which has since been restated in 1994, 1996, 2005, 2012, and in 2016; and

WHEREAS, through this Joint Powers Agreement, the agency “SouthWest Transit” was formed; and

WHEREAS, SouthWest Transit continues to bring a cost-effective, innovative, and entrepreneurial approach to transit to some of the fastest growing areas in the State, has had tremendous ridership growth, continues to have on-time performance and customer satisfaction ranking above 99% annually, and has brought innovations such as transit oriented development; coach vehicles; Wi-Fi, real time mobile apps, and micro-transit to the metropolitan region; and

WHEREAS, the Metropolitan Council was charged to provide financial assistance under Minnesota Section 473.388 which up until 2002 meant 90 percent of the tax revenues which would accrue to the Council from the tax it levied under Section 473.446 in applicant City; and

WHEREAS, in 2002 funding for transit shifted from property taxes collected for transit operations within the metro area transit taxing district to the Motor Vehicle Sales Tax (MVST) account where 21.5% of the MVST collected went towards metro area transit; and

WHEREAS, of the MVST funding allocated for metro area transit, Metro Transit and the Metropolitan Council’s Transit Operations received 82.85 percent of the funding and the suburban transit providers received 17.15 percent of the funding; and

WHEREAS, in 2008 the MVST funding allocation for metro area transit increased from 21.5 percent of the statewide MVST collection to 36 percent; and Metro Transit/Metropolitan Council has retained over 96% of the additional MVST funding leaving 4% for the other suburban providers including SouthWest Transit; and

WHEREAS, SouthWest Transit received \$500,000 in annual transit assistance from the State General Fund through the Metropolitan Council for the 2018-2019 biennium; and beginning with the 2020-2022 biennium, the Metropolitan Council eliminated any share of the State General Fund provided for transit to suburban transit providers; and

WHEREAS, the Council's Vehicle Fleet Policy allows suburban transit providers to procure its own vehicles and receive a 20% local match through the bonding authorized by the State Legislature which is retired using funding generated through local property taxes within the Regional Transit Taxing District; without this option, coach vehicles which were first introduced by SouthWest Transit, and have now become the vehicle of choice by all providers including Metro Transit for longer trips, would never have been introduced to our region; and

WHEREAS, Congress allocated \$226M in Regional CARES Act funding to the Twin Cities Metropolitan area and SouthWest Transits allocation is \$2.5M; and it was understood transit systems would be have the ability to access this funding in a relatively short time; and while greater Minnesota transit systems will receive their funding within the next few weeks, Metro area transit systems are being told by the Metropolitan Council its funding will not be available until the end of June at the earliest; and

WHEREAS, federal grants have become available for transit safety and security but since suburban transit systems are not direct federal recipients, all grant requests have to be submitted by the Metropolitan Council which they have been unwilling to submit on SouthWest Transit's behalf; and

WHEREAS, SouthWest Transit, along with the other suburban transit providers, have not been provided regional capital funding to incorporate regional technologies into SouthWest Transit's systems.

NOW THEREFORE, BE IT RESOLVED, Carver County supports SouthWest Transit efforts to:

- Require the Metropolitan Council to provide a fair share of the Regionally Allocated Motor Vehicle Sales Tax to SouthWest Transit. and
- Require the Metropolitan Council to reinstate the State General Funding for transit operations it took away from the suburban transit providers. and
- Require the Metropolitan Council to adhere to current regional transit policies that allow suburban providers to procure their own vehicles and receive the 20% local matching funds through Regional Transit Capital generated from the bonding authority granted by the State Legislature and retired through funds collected in the regional communities within the transit taxing district. and
- Require the Metropolitan Council to provide SouthWest Transit its federal CARES Act funding needed to continue operations during the COVID-19 pandemic as soon as the federal funding is made available to the State. and
- Require the Metropolitan Council to provide access to federal funding allocated for safety and security. and
- Require the Metropolitan Council to provide capital funding to incorporate regional technologies.

YES

ABSENT

NO

STATE OF MINNESOTA
COUNTY OF CARVER

I, David Hemze, duly appointed and qualified County Administrator of the County of Carver, State of Minnesota, do hereby certify that I have compared the foregoing copy of this resolution with the original minutes of the proceedings of the Board of County Commissioners, Carver County, Minnesota, at its session held on the 28th day of April, 2020, now on file in the Administration office, and have found the same to be a true and correct copy thereof.

County Administrator