



Minnesota Regional Transit
Board: Records.

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REGIONAL TRANSIT BOARD
Suite 402 Metro Square Building, St. Paul, Mn 55101
291-6640

NOTICE OF SPECIAL MEETING

(As Required by the RTB Bylaws)

There will be a special meeting of the Regional Transit Board on September 24, 1984 at 3:00 P.M. Room B & C of the Metropolitan Council offices.

A copy of the Agenda is enclosed.

JA022A

REGIONAL TRANSIT BOARD
Suite 402 Metro Square Building, St. Paul, Mn 55101
291-6640

REGIONAL TRANSIT BOARD
Monday, September 24, 1984
Metropolitan Council Offices
Room B & C
3:00 P.M.
Special Meeting

AGENDA

- I. Call to Order
- II. Adoption of Agenda
- III. Approval of Minutes
- IV. Communications to the Board
- V. RTB Property Tax Levy
Action Needed
- VI. Presentation of the Interim Implementation Plan Study
- VII. Chairmans' Report
 - 1. Executive Director
 - 2. Executive Secretary
 - 3. Recommendation for Advertising for additional staff
- VIII. The APTA Conference
- IX. Adjournment

Elliott Perovich
Chairman

REGIONAL TRANSIT BOARD
Suite 402 Metro Square Building, St. Paul, Minnesota 55101
291-6640

Minutes of a Regular Meeting of the
REGIONAL TRANSIT BOARD
September 24, 1984
Metropolitan Council Offices, Room E
3:00 p.m.

PRESENT: Elliott Perovich, Todd Lefko, Ruben Acosta, Bernard Skrebes, Doris Caranicas, Gail MarksJarvis, Jim Newland, Peg Snesrud, Alison Fuhr, Juanita Collins, Steve Loeding, Ruth Franklin, Paul Joyce, Edward Kranz

OTHERS PRESENT: Dirk deVries, Ghaleb Abdul-Rahman

Call to Order

Chairman Perovich called the meeting to order at 3:02.

Approval of Agenda

The agenda was approved as submitted.

Approval of Minutes

Motion was made by Newland, seconded by Caranicas, recommending approval of the minutes of the meeting held September 17, 1984, as submitted. Motion carried.

Communications to the Board

There were none.

RTB Property Tax Levy

Peter Bachman, Council staff, presented a memorandum and timetable to the Board regarding the property tax levy. A joint committee was formed to meet and identify options the Board has in certifying the tax levy and to identify issues the Board should be aware of in choosing between the various options. The Board was presented with Resolution 84-6 establishing its intent to certify the tax levy. The Board's property tax levy will consist of three components: (1) the general property tax levy; (2) MTC debt service levy; and (3) the exurban levy.

Bachman also discussed the options of the Board in certifying the transit tax levy which were: (1) MTC 1983 feathering plan, to certify taxes the same as last year; (2) full feathering, certify taxes to provide the full tax relief specified in the 1984 legislation; or (3) moderate feathering, certify taxes to provide more tax relief than achieved by minimal feathering but less than that achieved by full feathering. It was recommended that the Board go with the second option, that of full feathering. The Board discussed the options and recommendation. Snesrud requested a list of all the communities and their levy amounts.

Greg Andrews of the MTC addressed the Board on how the levy is calculated, and the Board asked questions and discussed his presentation.

Lefko then moved and Loeding seconded to adopt Resolution #84-6 establishing the Board's intent to certify the tax levy. There was discussion on the criteria used in determining which cities were eligible for feathering. This information will be given to the Board members. After the discussion, the question was called, and the motion carried unanimously.

Presentation of the Interim Implementation Plan Study

Peter Fausch of Strgar-Roscoe, Inc., gave a presentation on the study and stated that their two priorities were (1) getting done by December 1, and (2) getting a handle on the issues. He discussed the steps to be taken and the schedule which were in the hand-out given to the Board members. There was no action taken on this item.

Chairman's Report

1. Executive Director. The Chairman recommended to the Board the appointment of Ghaleb Abdul-Rahman as Executive Director at an annual salary of \$53,000. He discussed the rationale of his decision which was also in a memorandum given to the Board. Loeding discussed some of the processes the Screening Committee used with regard to selecting a candidate. The Committee had decided that transit experience was important to the position, and Abdul-Rahman was the most qualified in that area. Fuhr moved and Caranicas seconded to approve the recommendation that Ghaleb Abdul-Rahman be appointed Executive Director to the Regional Transit Board. The motion carried unanimously.

2. Executive Secretary. The Chairman recommended that Mary Fudenberg be hired as the Executive Secretary to the Board. There was considerable discussion regarding the salary of this position, and it was the general consensus that it was too low. Lefko moved to approve the recommendation of the Chairman to hire Fudenberg as the Executive Secretary to the Board with an amendment to increase the salary to \$23,500. Franklin seconded the motion. The motion carried.

3. Recommendation for advertising for additional staff. The Chairman recommended that the Board advertise immediately for three additional staff: (1) Director of Administration, (2) Director of Transit Planning, and (3) General Office Secretary. Franklin moved and Loeding seconded to advertise for the three additional staff as recommended by the Chairman. It was also recommended that it be worked out with the Chair of the Council to use Peter Bachman of Council staff on a 1/2 time basis as legal counsel to the Board. The motion carried unanimously.

The Chairman announced that the Board will move its offices to the second floor of Metro Square. He also stated that the members would not be receiving large volumes of paper in the mail. If there were items they were particularly interested in, they could be viewed and/or copied in the office.

Minutes of the RTB Meeting
September 24, 1984
Page three

The Chairman introduced Charles Weaver of the Holmes and Graven law firm who will be serving as the Board's outside legal counsel.

APTA Conference

The Chairman requested that the members attending the conference meet after the reception in his hotel room about 9:00 on Sunday evening.

Caranicas mentioned that a meeting has been scheduled with Martin Sabo on October 3, at 9:30 a.m. in his office and asked what agenda items she could present to him. It was suggested that they discuss funding and legislation for fixed rail transit.

There being no further business, Loeding moved and Franklin seconded to adjourn the meeting at 5:15 p.m.

Respectfully Submitted,

Chris Yankovec, Acting Secretary

REGIONAL TRANSIT BOARD
Suite 402 Metro Square Building, St. Paul, Minnesota 55101
(612) 291-6640

RESOLUTION NO. 84-6

RESOLUTION ANNOUNCING INTENT
TO LEVY AD VALOREM PROPERTY TAX

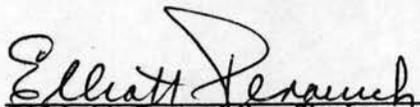
WHEREAS, the Regional Transit Board is authorized by 1984 Minn. Laws Chapter 654, Article 3, Section 136, to levy certain property taxes in the metropolitan area on or before October 10, 1984; and

WHEREAS, the Regional Transit Board desires to provide notice of the proposed tax levy and an opportunity for comment to affected communities, county auditors, the State Board of Equalization, and other affected parties;

NOW, THEREFORE BE IT RESOLVED:

1. THAT the Regional Transit Board hereby announces its intent to adopt proposed Resolution No. 84-7, attached hereto as Exhibit A, at a special meeting of the Board on October 8, 1984, at 3:00 p.m.
2. THAT the Secretary of the Board is instructed to mail a copy of this Resolution, including Exhibit A, to each community in the metropolitan area subject to the tax levy, to the county auditor of each of the seven counties, and to the State Board of Equalization.
3. THAT comments from affected communities, county auditors, the State Board of Equalization, and other affected parties on the proposed tax levy are hereby invited.
4. THAT failure to send or receive the notice specified in this Resolution shall in no way affect the validity of the planned tax levy.
5. THAT the Regional Transit Board reserves its right to modify or amend proposed Resolution No. 84-7.

Adopted this 24th day of September, 1984.


ELLIOTT Perovich, Chairman


Christine Jankovic, Acting Secretary

CZ0272

METROPOLITAN COUNCIL
Suite 300 Metro Square Building, Saint Paul, Minnesota 55101

DATE: September 24, 1984
TO: Metropolitan Parks and Open Space Commission
FROM: Bob Nethercut
SUBJECT: The Attached

Thought you would be interested in the tenor of the discussion of the Scott-Hennepin Park Advisory Board on the commission's Issues Paper. John Heimkes reported on this at the Burnsville meeting, but the minutes are still interesting.

JOINT MEETING
SCOTT-HENNEPIN PARK ADVISORY BOARD WITH
SCOTT COUNTY BOARD OF COMMISSIONERS AND
HENNEPIN COUNTY PARK RESERVE DISTRICT BOARD OF COMMISSIONERS

Wednesday, July 25, 1984
Cleary Lake Regional Park Pavilion

Park Advisory Board Members Present: John B. Heimkes, Chairman
Roland Boegeman
Philip Bradley
John Casey
George Muenchow
Raymond Seagren
Edward Townsend

Members Absent: William Mangan
Stephen Mayberry

Scott County Commissioners Present: R. Boegeman
William Koniarski
Richard Mertz
Anthony Worm

Hennepin County Park Reserve
District Board of Commissioners: Judith Anderson

Others Present: Clifton E. French, Vern J. Hartenburg,
John W. Christian, Donald K. Cochran,
Michael Henry, Greg. A. Mack - Hennepin
County Park Reserve District

There being a quorum present of the Scott-Hennepin Park Advisory Board the meeting was called to order by Chairman John Heimkes, who welcomed the Scott County Commissioners and the Hennepin County Park Reserve District Board Commissioners representative.

Approval of June 26, 1984 Minutes

The minutes of the June 26, 1984 meeting were approved as mailed.

Discussion of Recreation Open Space Development Guide/Policy Plan Issues Paper

Chairman Heimkes reviewed the "Issues Paper" and its 13 identified issues. A series of public meetings will be scheduled throughout the Metropolitan Area soliciting comments on these 13 policy issues. It is anticipated that Metropolitan Parks and Open Space Commission will consider the issues in 1984 as part of the Metropolitan Council's revision of the Recreation Open Space Development Guide/Policy Plan.

Chairman Heimkes noted a change in the direction the Metropolitan Parks and Open Space Commission appears to be heading in its relationship with regional park implementing agencies. A review of actions taken and positions supported by the Metropolitan Parks and Open Space Commission indicate that it is moving in the direction of operating control of the implementing agencies. There is no single action that indicates this direction, and members of the staff and Commission have said operating control is not their intent. However, when taken as a whole, the effect of Metropolitan Parks and Open Space Commission's recent actions is to move closer to that step.

The Board addressed a wide range of issues as presented in the Council's "Issues Paper." To summarize the Advisory Board's comments the Board concurred that the concept of a single regional park operating authority has been discussed for some time. Actions of the Metropolitan Parks and Open Space Commission appear to be designed to implement a regional park operating authority in gradual phases.

Chairman Heimkes indicated that throughout the development of the position paper on regional park operation and maintenance funding, it was clearly the interest of the staff and Commission for Metropolitan Parks and Open Space Commission to become the primary or only funding source for regional parks. In response to strong opposition, the final position paper approved by the Metropolitan Parks and Open Space Commission and Metropolitan Council proposes only a supplementary funding system, but continues to contain clear language indicating a strong interest in expansion beyond the supplementary level.

A financing system for regional park operating and maintenance costs might be devised and implemented in a manner that preserves the authority of the policy-making boards of the implementing agencies. There are indications, however, that the funding system being pursued by the Metropolitan Parks and Open Space Commission would not preserve such authority at the implementing agency level. In fact, policy plan revisions suggested in the draft "Issues Paper" suggest moving some of that authority to the Metropolitan Parks and Open Space Commission in advance of a funding program.

The draft "Issues Paper" includes a proposal to include service level guidelines for operations, maintenance and development in the guidelines, the boards of implementing agencies will lose some of their ability to establish by policy the levels of service and maintenance they deem appropriate to serve the needs of the citizens they serve.

In addition, the draft "Issues Paper" includes recommendations that the Metropolitan Parks and Open Space Commission determine the propriety of and guidelines for implementation of fees and charges by implementing agencies. While the question of the propriety of fees and charges is a legitimate policy question to be discussed, the Advisory Board felt it is not appropriate for discussion by the Metropolitan Parks and Open Space Commission. Determining whether fees are to be charged and establishing the guidelines for such fees are clearly operational questions and as such are the prerogative of the policy boards of implementing agencies. Removing this prerogative from implementing agency boards will lend further credence to an argument that the Metropolitan Parks and Open Space Commission is making all important policy decisions for regional park operations.

In reviewing Heimkes' proposed remarks at the July 26, 1984 public meeting in Burnsville, Heimkes indicated that the legislation creating the Metropolitan Parks and Open Space Commission states its role in a relatively succinct manner. The law mandates the Metropolitan Parks and Open Space Commission to develop a long-range system plan for regional recreation open space, authorizes it to make grants for the acquisition and development of regional recreation open space, and empowers it to sell bonds and levy taxes to raise funds to make grants. Until it is changes by legislation, this is the appropriate role for Metropolitan Parks and Open Space Commission.

While a significant amount of acquisition and development has occurred in the decade of Metropolitan Parks and Open Space Commission's existence, the work of planning for regional recreation is far from completed. To date, Metropolitan Parks and Open Space Commission has planned recreation open space to meet certain basic recreation needs, and implementing agencies have done a very good job of providing and operating the facilities and services to meet those needs.

Judging from the results of research conducted by Metropolitan Parks and Open Space Commission, however, the recreation opportunities provided by the regional system serve only the interests of a relatively small portion of the region's population. If, in fact, the regional recreation system is to be "balanced" and "equitable," then the system plan must be expanded to include the full spectrum of recreational opportunities.

The Advisory Board suggested that on its behalf the Chairman express the Advisory Board's concerns about the direction in which Metropolitan Parks and Open Space Commission appears to be heading relative to operating control over regional park implementing agencies.

The meeting was temporarily adjourned for supper and then reconvened with Chairman Heimkes expressing thanks and appreciation to Greg Mack and staff for the excellent barbeque supper.

Changing Name of Cleary Lake Regional Park to James Wilkie Regional Park

Chairman Heimkes stated this matter had been brought up at the June 26, 1984 meeting and the minutes of that meeting gave a detailed written account of reasons and justification for the request. Copies of a letter received from Mr. William M. Baker as one of the original charter members of the Metropolitan Parks Foundation enlisting support of the name change were distributed, Attachment No. 1

Nearly each one of the Scott County members expressed discomfort or outright opposition to the idea. Suggestion was made into investigating possibility of combining Wilkie with Cleary Lake into the name. Another was made to reviewing again with the Wildlife Refuge people into keeping the Wilkie name there. All speakers were careful and willing to accord to Wilkie all the credit due him for his many significant contributions.

Another compromise suggestion was to consider naming the picnic pavilion the Wilkie Pavilion, or perhaps the Wilkie Recreation Area in Cleary Lake Regional Park.

July 25, 1984

French strongly defended the action explaining he felt legitimately obligated to follow through on this matter. However, because of the negativeness expressed he felt it would be best to lay the matter over to allow opportunity for a full scale public information program to occur; that because of present immediate projects this thrust would not be able to begin until the middle of November. Perhaps with a well informed public the concept could become acceptable.

Chairman Heimkes concluded the matter by saying that laying the matter over to allow for time to inform the public on the issue was reasonable.

Setting Next Meeting Date

The date for the next meeting was set for 3:00 p.m., Wednesday, October 3, 1984 at the Scott County Courthouse.

Upon appropriate motion the meeting was adjourned.

John B. Heimkes, Secretary

Clifton E. French, Secretary

TABLE 1
 METROPOLITAN TRANSIT TAXING DISTRICT
 LEVY LIMITATIONS BY COUNTY
 TAXES PAYABLE 1985

	<u>Anoka</u>	<u>Carver</u>	<u>Dakota</u>	<u>Hennepin</u>	<u>Ramsey</u>	<u>Scott</u>	<u>Washington</u>	<u>Total</u>
1. 1984 Real & Personal Property Assessed Values	\$ 878,927,640	\$ 102,923,393	\$ 1,089,098,427	\$ 7,858,396,440	\$ 3,268,401,279	\$ 169,800,945	\$ 536,055,145	\$ 13,903,603,269
2. 1966 Exempt Property Assessed Values	8,087,013	818,622	2,414,611	133,267,608	55,613,147	491,500	5,881,998	206,574,499
3. 1984 Class 3b and 3c Assessed Value Adjustments	503,770,657	53,786,454	584,445,678	3,597,056,060	1,499,680,285	83,301,776	292,429,193	6,614,470,103
4. Levy Limit Assessed Value (1 + 2 + 3)	\$ 1,390,785,310	\$ 157,528,469	\$ 1,675,958,716	\$ 11,588,720,108	\$ 4,823,694,711	\$ 253,594,221	\$ 834,366,336	\$ 20,724,647,871
5. Statutory Mill Rate Limit	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
6. Exempt Class 2 Adjustment Factor	1.068689	1.079172	1.042005	1.044094	1.035339	1.064875	1.060419	
7. Adjusted Mill Rate Limit (5 x 6)	2.137	2.158	2.084	2.088	2.071	2.130	2.121	
8. Levy Limit (4 x 7)	\$ 2,972,108	\$ 339,946	\$ 3,492,698	\$ 24,197,248	\$ 9,989,872	\$ 540,156	\$ 1,769,691	\$ 43,301,719

9-12-84
 RCB:de/m3

TABLE 2

Metropolitan Transit Taxing District Limited Levy Determination
Where The Total Certified Levy Is Equal To The Total Levy Limit
Taxes Payable 1985
Certified Levy = Levy Limit

1983 Adjusted Assessed Values

<u>County</u>	<u>Value</u>	<u>Percent Distribution</u>	<u>Levy Distribution*</u>	<u>Levy Limit</u>	<u>Limited Levy**</u>	<u>Distribution Shortfall***</u>	<u>Excess Distribution****</u>
Anoka	\$ 1,012,314,933	6.27	\$ 2,715,018	\$ 2,972,108	\$ 2,715,018	\$(257,090)	\$ 0
Carver	120,189,360	0.74	320,433	339,946	320,433	(19,513)	0
Dakota	1,414,778,817	8.76	3,793,231	3,492,698	3,492,698	0	300,533
Hennepin	8,971,873,137	55.55	24,054,105	24,197,248	24,054,105	(143,143)	0
Ramsey	3,730,607,293	23.10	10,002,697	9,989,872	9,989,872	0	12,825
Scott	220,520,037	1.36	588,903	540,156	540,156	0	48,747
Washington	681,100,350	4.22	1,827,332	1,769,691	1,769,691	0	57,641
Total	\$16,151,383,927	100.00	\$43,301,719	\$43,301,719	\$42,881,973	\$(419,746)	\$419,746

* 1983 Adjusted Assessed Value percent distribution multiplied by the total levy.

** Lessor of the levy distribution or levy limit.

*** Limited levy less the levy limit.

**** Levy distribution less the limited levy.

TABLE 3

Metropolitan Transit Taxing District Limited Levy Determination
Where The Total Certified Levy Generates A Total Limited Levy
Equal To The Total Levy Limit
Taxes Payable 1985
Limited Levy = Total Levy Limit

County	<u>1983 Adjusted Assessed Values</u>						
	<u>Value</u>	<u>Percent Distribution</u>	<u>Levy Distribution*</u>	<u>Levy Limit</u>	<u>Limited Levy**</u>	<u>Distribution Shortfall***</u>	<u>Excess Distribution****</u>
Anoka	\$ 1,012,314,933	6.27	\$ 2,972,108	\$ 2,972,108	\$ 2,972,108	\$ 0	\$ 0
Carver	120,189,360	0.74	350,775	339,946	339,946	0	10,829
Dakota	1,414,778,817	8.76	4,152,419	3,492,698	3,492,698	0	659,721
Hennepin	8,971,873,137	55.55	26,331,834	24,197,248	24,197,248	0	2,134,586
Ramsey	3,730,607,293	23.10	10,949,872	9,989,872	9,989,872	0	960,000
Scott	220,520,037	1.36	644,668	540,156	540,156	0	104,512
Washington	681,100,350	4.22	2,000,366	1,769,691	1,769,691	0	230,675
Total	\$16,151,383,927	100.00	\$47,402,042	\$43,301,719	\$43,301,719	\$ 0	\$4,100,323

* 1983 Adjusted Assessed Value percent distribution multiplied by the total levy.

** Lessor of the levy distribution or levy limit.

*** Limited levy less the levy limit.

**** Levy distribution less the limited levy.

FIGURE 1
 SCHEDULE
 REGIONAL TRANSIT BOARD
 INTERIM TRANSIT SERVICE IMPLEMENTATION PLAN DEVELOPMENT

TASK	WEEKS															
	SEPT.		OCT.					NOV.				DEC.				
	17	24	1	8	15	22	29	5	12	19	26	3	10	17	24	31
1. Organize Interim Plan Development Team	■															
2. Identify Issues	■ ●															
3. Select Plan Issues	■															
4. Develop Plan Outline			●													
5. Assign Plan Preparation Responsibilities			■													
6. Prepare Draft Plan			■													
7. Prepare Financial and Staff. Pln.							■									
8. Prepare Final Draft Plan			■ ●					●	●	●						
9. Publish Plan											■					
10. Monitor Metro Council Review												■				

● Meetings with the Board

Board meets 1st and 3rd Mondays
 Policy Committee meets 2nd and 4th Wednesdays
 Finance and Administration Committee meets
 1st and 3rd Thursdays
 Management Team meets every Friday

DRAFT OUTLINE
FOR DISCUSSION
REGIONAL TRANSIT BOARD
INTERIM TRANSIT SERVICE IMPLEMENTATION PLAN
DUE DECEMBER 1, 1984

I. Preface

- A. Authorizing legislation directing development of plan by December 1
- B. Purpose and organization of plan

II. Introduction

- A. History of transit planning in Twin Cities
- B. Legislative Study Commission
- C. Enabling legislation
- D. Role of Regional Transit Board

III. Goals

- A. Summary of Metropolitan Council goals and policies/philosophy
- B. Metropolitan Transit Commission goals, policies/operating philosophy.
- C. Mn/DOT goals/policies/objectives
- D. Providers
- E. Regional Transit Board interim goals

IV. Inventory of Existing Facilities, Services and Financial Arrangements

- A. Facilities
- B. Public and private services
- C. Financial Arrangements:
 - 1. Source of Funds
 - a. Fares
 - b. Property tax
 - c. State funds
 - d. Federal funds
 - e. Local matching
 - 2. Distribution of Funds
 - a. Public providers
 - b. Private providers

V. Issues (by Category)

- A. Identification of issues before the Regional Transit Board
- B. Work plan for issues to be resolved

- VI. Interim Policies
- VII. Interim Service Plan, 1985-87
- VIII. Development Program, 1985-87
 - A. Proposed capital and operating costs and financing of public and private operators
 - B. Distribution of assistance funds by provider
- IX. C. Work plans for development of first plan are due August 1, 1986.
- X. Appendicies

JK:bba

DRAFT FOR DISCUSSION

SUBJECT AREAS FOR TRANSIT ISSUES TO BE SCREENED FOR DEVELOPMENT OF INTERIM TRANSIT SERVICE IMPLEMENTATION PLAN.

1. Roles and Responsibilities
2. Metro Mobility
3. Opt-Out
4. Private Operators
5. Ex-Urban
6. Fares
7. Regulation
8. Service Grants
9. Federal Assistance
10. Information Program
11. Rideshare
12. Demonstration Projects
13. Taxis
14. Light Rail Transit
15. Park/Ride
16. Miscellaneous

EXHIBIT A

OVERALL WORK PROGRAM FOR DEVELOPMENT OF REGIONAL TRANSIT BOARD
INTERIM TRANSIT SERVICE IMPLEMENTATION PLAN DUE DECEMBER 1, 1984
PREPARED BY STRGAR-ROSCOE, INC., SEPTEMBER 12, 1984

1. Organize a Consultant/Public Agency "Interim Plan Development Team" (referred to in this work plan as the Management Team). The Consultant will have basic responsibility for managing the development of and delivery of the plan, with available and appropriate support from RTB staff and/or public agencies (e.g. Transition Team). The Consultant and Management Team will develop a final work plan and reporting schedule as the first product of this effort. The Management Team will meet on a regular basis through December 1, 1984 and meet with the Board to review final work plan and issues.
2. Identify Legislative mandates and transit issues that could be considered in the interim and final implementation plans. Conduct necessary research to cover all possible areas of concern.
3. Determine what issues will be addressed and covered in the Interim Implementation Plan and which issues will be deferred to the final plan, referred to other agencies, or not addressed at this time.
4. Develop detailed outline of Interim Implementation Plan and determine work to be done in order to complete plan by December 1, 1984. Review final issues and outline with RTB.
5. Make assignments for research, analysis and drafting of individual sections of the Plan. Consultant will manage overall process and develop specific sections of the Plan. RTB and public agency staff will provide information or specialized expertise as necessary or appropriate.
6. Prepare individual sections of the Plan.
 - a. Gather available data and previous plans, programs, policy, practices and other applicable data.
 - b. Conduct appropriate level of new research, analysis and evaluation.
 - c. Develop draft plan language. The Management Team and other appropriate agencies' staff or technical resources.
 - d. Review draft materials with the Management Team.

- e. Review plan elements against the enabling legislation and Metropolitan Council Transportation Policy Plan for consistency.
 - f. Prepare individual sections, tables, figures and supporting technical materials.
 - g. Review individual sections with the Management Team and RTB as necessary.
7. Assist in the preparation of draft financial and staffing plan as appropriate.
 8. Prepare final draft of Interim Implementation Plan document with supporting material and appendices.
 - a. Prepare first complete draft.
 - b. Review with Management Team.
 - c. Make appropriate revisions.
 - d. Present draft to RTB for review.
 - e. Make appropriate changes.
 9. Publish RTB Interim Transit Implementation Plan document and submit to Metropolitan Council for review by December 1, 1984.
 10. Monitor Metropolitan Council review.

REGIONAL TRANSIT BOARD

Suite 402 Metro Square Building, Saint Paul, Minnesota 55101

DATE: September 24, 1984
TO: Board Members
FROM: Elliott Perovich, Chairman
SUBJECT: Selection of Executive Director

I am presenting to you Ghaleb Abdul-Rahman for ratification as our first executive director. This recommendation is a result of a long and tedious process beginning with 76 candidates, screened down to 21, further screened to 11 semi-finalists by the screening committee and chairman, 11 interviews conducted, recommendations by the screening committee to the chairman and final selection by the chairman.

Ghaleb has many outstanding credentials for the position of executive director. First, he is a highly respected transit and transportation planner. He has been a part of transportation and transit planning with the Metropolitan Council for 11 years. It is interesting that every project he has handled has been successful and this includes some of the most controversial and difficult projects the metro area has had, such as T.H. 610 North Crosstown, I-94 in Washington County, the Shakopee Bypass, and several legislatively mandated studies such as the study of the Incomplete Segment of the Interstate System, Interstate Substitution Program, I-35E, and the LRT Feasibility Study. One of his most valuable skills is his ability to work well with people and to get people to work through a project together to a satisfactory solution. His philosophy is teamwork. He knows the actors well and is successful at getting them all actively involved and working together to solve the problem. This matches our board's philosophy and general operational goals.

Ghaleb is well-known, not only in transit and transportation, but throughout government in the metro area. In my final evaluation of the finalists for the position, I received nothing but praise and positive reactions about him. The comments came from government officials, agency heads, co-workers, consultants, local officials and many more. Ghaleb knows our metro area and systems very thoroughly. He knows his way around and where to go to get things accomplished. His involvement with the Regional Transit Board legislation and the transition team makes him very knowledgeable about our circumstances and needs.

Finally, Ghaleb is a very intelligent, capable and energetic man who works very well with people, communicates openly and up front, is totally honest and highly motivated. He will do an excellent job for the board and I am looking forward to working with him. I am impressed with him more each day.

We have settled on a starting base salary at mid-point of our set range, which is \$53,000. I will submit to the board through the Administration and Finance Committee, a full salary package that will be similar to executive directors' salaries of comparable metro agencies. Ghaleb is receptive to this.

RECOMMENDATION:

That the Regional Transit Board approve the appointment of Ghaleb Abdul-Rahman to the position of executive director of the Regional Transit Board.

RTBLTR
PHADM1

REGIONAL TRANSIT BOARD

Suite 402 Metro Square Building, Saint Paul, Minnesota 55101

DATE: September 24, 1984
TO: Board Members
FROM: Elliott Perovich, Chairman
SUBJECT: Additional Staff

We will be advertising for additional necessary staff immediately to meet our very demanding time lines and mandated tasks. They will be:

Director of Administration
Director of Planning
General Office Secretary

We have decided not to advertise for a full-time, in-house attorney at this time. Our tasks for the next several months do not merit a full-time position. It is our plan to negotiate with the Metropolitan Council chair and the executive director to have Peter Bachman on assignment, one-half time to serve as our in-house counsel. When our regular on-going legal workload merits it, we will advertise for a full-time counsel and set up a legal office.

We are also looking ahead to a position of director of programs at some time in the not-too-distant future. Other administrative and transit personnel will be sought as our workload demands it.

RECOMMENDATION:

That the Regional Transit Board approve the initiation of the recruitment process to fill the following positions:

Director of Administration
Director of Planning
General Office Secretary

EP/mf

RTBLTR
PHADM1

REGIONAL TRANSIT BOARD

Suite 402 Metro Square Building, Saint Paul, Minnesota 55101

DATE: September 24, 1984
TO: Board Members
FROM: Elliott Perovich, Chairman
SUBJECT: Appointment of Executive Secretary

I am presenting to you Mary Fudenberg for ratification as our executive secretary. Mary is my selection from more than 40 applicants and 10 very fine semi-finalists that were interviewed for the position.

Mary Fudenberg is presently the executive secretary to the executive director of the Metropolitan Council, Moe Dorton. She has background experience as an executive secretary since February of 1960 when she was the senior executive secretary to the controller-treasurer of Univac Division of Sperry Rand Corporation. Her experience includes executive secretary to presidents of several private corporations and in government. The past five and one-half years have been with metro government planning agencies, including the Metropolitan Parks and Open Space Commission.

Mary is a very talented secretary with excellent skills and is very creative. She is highly organized, extremely efficient and likes challenges and responsibility. Her experiences, energy level, motivation and ability level make her a very outstanding candidate for the position. The recommendations I received on her were excellent.

We have agreed on a base starting salary of \$22,880 per year. I will present a full salary package to the board through the Administration and Finance Committee that will be comparable to executive secretary positions in other metro agencies. She will come to us full-time starting October 8, 1984.

I request your ratification on this recommended appointment.

RECOMMENDATION:

That the Regional Transit Board approve the appointment of Mary Fudenberg as executive secretary to the Regional Transit Board.

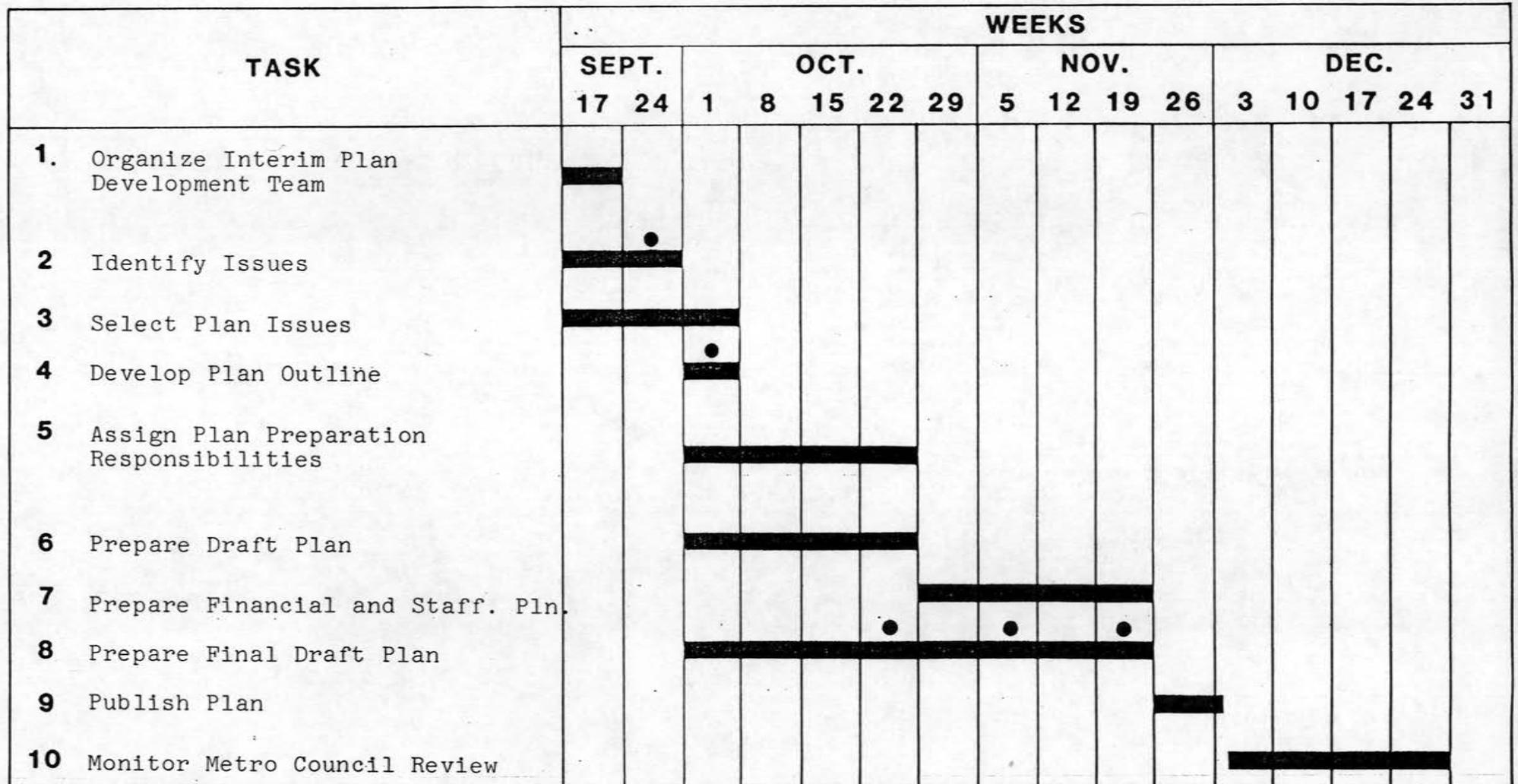
RTBLTR
PHADMI

REGIONAL TRANSIT BOARD
Suite 402 Metro Square Building, St. Paul, Mn 55101
291-6640

TO: Board Members
FROM: Chairman, Elliott Perovich
Subject: New Office Location

We have finally secured a more adequate office space for our agency. Sometime in the next two months we will be moving to the second floor of the same building into larger and more appropriate offices. It will be more satisfactory for board members and staff.

FIGURE 1
 SCHEDULE
 REGIONAL TRANSIT BOARD
 INTERIM TRANSIT SERVICE IMPLEMENTATION PLAN DEVELOPMENT



● Meetings with the Board

Board meets 1st and 3rd Mondays
 Policy Committee meets 2nd and 4th Wednesdays
 Finance and Administration Committee meets
 1st and 3rd Thursdays
 Management Team meets every Friday

DRAFT OUTLINE
FOR DISCUSSION
REGIONAL TRANSIT BOARD
INTERIM TRANSIT SERVICE IMPLEMENTATION PLAN
DUE DECEMBER 1, 1984

I. Preface

- A. Authorizing legislation directing development of plan by December 1
- B. Purpose and organization of plan

II. Introduction

- A. History of transit planning in Twin Cities
- B. Legislative Study Commission
- C. Enabling legislation
- D. Role of Regional Transit Board

III. Goals

- A. Summary of Metropolitan Council goals and policies/philosophy
- B. Metropolitan Transit Commission goals, policies/operating philosophy.
- C. Mn/DOT goals/policies/objectives
- D. Providers
- E. Regional Transit Board interim goals

IV. Inventory of Existing Facilities, Services and Financial Arrangements

- A. Facilities
- B. Public and private services
- C. Financial Arrangements:
 - 1. Source of Funds
 - a. Fares
 - b. Property tax
 - c. State funds
 - d. Federal funds
 - e. Local matching
 - 2. Distribution of Funds
 - a. Public providers
 - b. Private providers

V. Issues (by Category)

- A. Identification of issues before the Regional Transit Board
- B. Work plan for issues to be resolved

- VI. Interim Policies
- VII. Interim Service Plan, 1985-87
- VIII. Development Program, 1985-87
 - A. Proposed capital and operating costs and financing of public and private operators
 - B. Distribution of assistance funds by provider
- IX. C. Work plans for development of first plan are due August 1, 1986
- X. Appendicies

JK:bba

DRAFT FOR DISCUSSION

SUBJECT AREAS FOR TRANSIT ISSUES TO BE SCREENED FOR DEVELOPMENT OF INTERIM TRANSIT SERVICE IMPLEMENTATION PLAN.

1. Roles and Responsibilities
2. Metro Mobility
3. Opt-Out
4. Private Operators
5. Ex-Urban
6. Fares
7. Regulation
8. Service Grants
9. Federal Assistance
10. Information Program
11. Rideshare
12. Demonstration Projects
13. Taxis
14. Light Rail Transit
15. Park/Ride
16. Miscellaneous

EXHIBIT A

OVERALL WORK PROGRAM FOR DEVELOPMENT OF REGIONAL TRANSIT BOARD
INTERIM TRANSIT SERVICE IMPLEMENTATION PLAN DUE DECEMBER 1, 1984
PREPARED BY STRGAR-ROSCOE, INC., SEPTEMBER 12, 1984

1. Organize a Consultant/Public Agency "Interim Plan Development Team" (referred to in this work plan as the Management Team). The Consultant will have basic responsibility for managing the development of and delivery of the plan, with available and appropriate support from RTB staff and/or public agencies (e.g. Transition Team). The Consultant and Management Team will develop a final work plan and reporting schedule as the first product of this effort. The Management Team will meet on a regular basis through December 1, 1984 and meet with the Board to review final work plan and issues.
2. Identify Legislative mandates and transit issues that could be considered in the interim and final implementation plans. Conduct necessary research to cover all possible areas of concern.
3. Determine what issues will be addressed and covered in the Interim Implementation Plan and which issues will be deferred to the final plan, referred to other agencies, or not addressed at this time.
4. Develop detailed outline of Interim Implementation Plan and determine work to be done in order to complete plan by December 1, 1984. Review final issues and outline with RTB.
5. Make assignments for research, analysis and drafting of individual sections of the Plan. Consultant will manage overall process and develop specific sections of the Plan. RTB and public agency staff will provide information or specialized expertise as necessary or appropriate.
6. Prepare individual sections of the Plan.
 - a. Gather available data and previous plans, programs, policy, practices and other applicable data.
 - b. Conduct appropriate level of new research, analysis and evaluation.
 - c. Develop draft plan language. The Management Team and other appropriate agencies staff or technical resources.
 - d. Review draft materials with the Management Team.

- e. Review plan elements against the enabling legislation and Metropolitan Council Transportation Policy Plan for consistency.
 - f. Prepare individual sections, tables, figures and supporting technical materials.
 - g. Review individual sections with the Management Team and RTB as necessary.
7. Assist in the preparation of draft financial and staffing plan as appropriate.
 8. Prepare final draft of Interim Implementation Plan document with supporting material and appendices.
 - a. Prepare first complete draft.
 - b. Review with Management Team.
 - c. Make appropriate revisions.
 - d. Present draft to RTB for review.
 - e. Make appropriate changes.
 9. Publish RTB Interim Transit Implementation Plan document and submit to Metropolitan Council for review by December 1, 1984.
 10. Monitor Metropolitan Council review.

REGIONAL TRANSIT BOARD
Suite 402 Metro Square Building, St. Paul, Minn. 55101

RESOLUTION NO. 84-7

RESOLUTION LEVYING AD VALOREM
PROPERTY TAXES

WHEREAS, the Regional Transit Board is authorized by 1984 Minn. Laws Chapter 654, Article 3, Section 136, and Minn. Stat. §473.446, as amended, to levy certain property taxes in the metropolitan area on or before October 10, 1984; and

WHEREAS, the Metropolitan Transit Commission fund balance in 1985 is estimated to be sufficient to cover property tax revenue losses caused by voluntarily feathering property taxes in accordance with the provisions of 1984 Minn. Laws Chapter 502, Article 3, Section 25, for the 1984 property tax levy;

WHEREAS, the Regional Transit Board has defined the level of service provided to communities as the frequency of service received from the Metropolitan Transit Commission and private providers, excluding paratransit services, as specified in the service plans in effect on September 1, 1984.

NOW, THEREFORE, BE IT RESOLVED THAT the Regional Transit Board hereby levies upon all taxable property within the Metropolitan Transit Taxing District, as defined in Minn. Stat. §473.446, subd. 2(1982) the following amounts:

1. \$47,402,042 for use by the Regional Transit Board for payment of the expenses of operating transit and paratransit services. This amount represents a two(2) mill levy on all taxable property within the Metropolitan Transit Taxing District, except that the levy on taxable property located in the following communities is reduced by the following dollar amounts:

<u>County</u>	<u>Community</u>	<u>Levy Reduction</u>
Anoka	Centerville	\$ 5,325
Carver	Chanhassen (part)	43,847
	Chaska	61,684
Dakota	Apple Valley	160,671
	Burnsville	370,168
	Eagan	257,963
	Rosemount	48,105
	Lilydale	8,418
	Mendota	1,443
	Hennepin	Chanhassen (part)
	Deephaven	33,664
	Excelsior	17,485
	Eden Prairie	297,134
	Greenwood	6,698
	Woodland	12,767
	Tonka Bay	20,922
	Shorewood	38,778

<u>County</u>	<u>Community</u>	<u>Levy Reduction</u>
	Long Lake	10,606
	Medicine Lake	5,227
	Maple Grove	202,781
	Osseo	19,825
	Champlin	39,393
Ramsey	Arden Hills	69,272
	Gem Lake	6,535
	North Oaks	57,600
	Vadnais Heights	37,491
	White Bear Township	51,057
	Mounds View	50,029
Scott	Prior Lake	63,222
	Savage	39,126
	Shakopee	100,202
Washington	Baytown	4,621
	Birchwood	9,160
	Cottage Grove	86,239
	Dellwood	9,903
	Lake Elmo	28,141
	Mahtomedi	19,641
	Newport	18,073
	Pine Springs	3,714
	St. Paul Park	17,990
	Willernie	2,146
	Woodbury	77,739

2. \$457,800 for principal and interest payments on general obligation certificates of indebtedness of 1976, including allowance for uncollectible taxes; and
3. \$974,040 for principal and interest payments on general obligation certificates of indebtedness of 1979, including allowance for uncollectible taxes; and
4. \$1,281,000 for principal and interest payments on general obligation certificates of indebtedness of 1982, including allowance for uncollectible taxes; and
5. \$1,926,750 for principal and interest payments on general obligation certificates of indebtedness to be issued by the Metropolitan Transit Commission in 1984, including allowance for uncollectible taxes.

BE IT FURTHER RESOLVED that the Regional Transit Board hereby levies upon all taxable property within the Metropolitan Transit Area but outside the Metropolitan Transit Taxing District an amount payable in 1985 of _____, estimated to represent ten (10) percent of the rate for the levies in 1 through 6 above, pursuant to Minn. Stat. §473.446, subd. 1a (1982).

BE IT FURTHER RESOLVED that the Treasurer of the Regional Transit Board, on behalf of the Board, shall certify these levies to the respective county auditors of the counties in which the taxable property is located on or before October 10, 1984.

Adopted this _____ day of _____, 1984.

Elliott Perovich, Chairman

, Secretary

RTBPB2
CHLGL1



METROPOLITAN TRANSIT COMMISSION
560-6th Avenue North, Minneapolis, Minnesota 55411-4398 612/349-7400

PERSONAL AND CONFIDENTIAL

August 27, 1984

Mr. Elliott Perovich
Chairman
Regional Transit Board
402 Metro Square Building
St. Paul, MN 55101

Dear Elliott:

You will recall that, via a telephone call, then later after the Commission meeting last week, I mentioned to you that there was an issue that had a hair trigger and that should be looked after by the RTB expeditiously.

The MTC, and now the RTB, is required to set the millage levy for operating purposes within the seven-county metropolitan area no later than close of business October 10, 1984.

The law currently in effect with regard to millage levies for operating purposes allows the MTC (now the RTB) to levy up to 2 mills within the transit taxing district and .2 mills in the exurban area.

Last year, the MTC chose to levy 2.0, 1.75 and 1.65 mills, instead of 2 mills as allowed by a change in the statutes that originally directed that the MTC shall levy 2 mills.

The legislation creating the RTB directed that the RTB levy 2 mills, 1.50 mills and 1.25 mills beginning with the levying year, 1985. Further, it provided compensation for the lost revenues resulting from the decreased levy from general revenues again beginning in 1985.

Simply put, the RTB must levy by October 10 and must decide whether it will levy 2 mills, the current levy of 2.0, 1.75 and 1.65 mills, or the levy prescribed in the recent RTB legislation of 2 mills, 1.50 mills and 1.25 mills.

Tied up in the above decision is the whole question of MTC fares and who shall determine what they shall be. Typically (but not always), fare adjustments have been considered during the budget process along with expenses which eventually will be, of course, determining annual, or for that matter, biennial subsidy requirements. My hope would be that, with the

Mr. Elliott Perovich
Page Two

new board being seated today, the budget would have nothing less than the highest priority in order that the MTC's budget request gets in your hands at the earliest possible time. Hopefully, soon enough that it can be taken into consideration prior to the setting of the millage levy. I suspect this will take some speed-up by both the MTC and RTB. Last year, the detailed operating budget was presented to the Commission in early November with summary budget information presented in early October for the property tax levy.

My own personal view is that the RTB may wish to have the MTC wrestle with the issue of fares inasmuch as the RTB has a final review process. Additionally, fares always seem to be an issue that generate more heat than light and are so sensitive that the RTB may want to delegate this responsibility, at least for the time being.

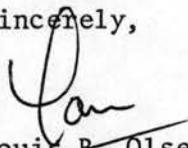
Politically, the Minnesota Senate, particularly Senator Novak, insisted upon levy reductions for communities in the taxing district that have little or no transit services. However, the Minnesota House is adamant that there should be no reduction in millage levels. In terms of the two houses, it is sort of an issue of being damned if you do and damned if you don't.

My own feeling is that you may want to remain with the current levy putting into effect the new levy next year when the RTB will be compensated for the difference.

However, I would suggest, and strongly urge, that you talk to Senator Novak about this matter.

If we, at the MTC, can be of any assistance to you at all in this matter, please do not hesitate to call upon us.

Sincerely,


Louis B. Olsen
Chief Administrator and
General Manager

LBO:jao

METROPOLITAN COUNCIL

8/29/84

Authorized by: Minnesota Statutes, Chapter 473
Appointed by: Governor, State confirmation required.
Membership: 17 members, 16 appointed as representatives from equal-
population districts; chairman appointed on at-large
basis.
Term: Members serve staggered four-year terms; terms expire
first Monday in January in odd-numbered years; Chairman
serves at pleasure of governor.
Qualifications: Members must live in district from which they are
appointed; Chairman must be resident of seven-county
area.

Chair: Sandra S. Gardebring 646-1609 Jan. 1987
4177 West California Avenue
Falcon Hts., Mn. 55113

Council District

1	Mary (Liz) Anderson 914 Parkview Ave. St. Paul, Mn. 55117	488-9494 h 296-8898 o	Jan. 1985
2	Michael McLaughlin 275 Summit St. Paul, Minn. 55102	228-9111 h	Jan. 1987
3	Charles Wiger 2630 E. Burke Avenue No. St. Paul, Mn. 55109	770-0283 h	Jan. 1985
4	Carol Flynn 4741 Elliot Ave. Mpls. Mn. 55407	827-2016 h 296-8887 o	Jan. 1987
5	Alton Gasper 5406 Hampshire Drive Minneapolis 55419	833-4198 h 733-4326 o	Jan. 1985
6	Joan Campbell 947 - 17th Av. S.E. Mpls. 55414	331-8251 h 373-8500 o	Jan. 1987

METROPOLITAN COUNCIL

8/29/84

7	Mary Hauser 616 Hall Avenue Birchwood, Minn. 55110	426-2732 h	Jan. 1985
8	Donald E. Stein 11721 Evergreen Circle NW Coon Rapids, Mn. 55433	757-1949 h 786-3300 o	Jan. 1987
9	Josephine Nunn 401 Elm Creek Road Champlin, Mn. 55316	421-1547 h	Jan. 1985
10	Philip C. Carruthers 7852 Yates Avenue North Brooklyn Park, Mn. 55443	560-5515 h 338-1919 o	Jan. 1987
11	Dorothy Rietow 1317 Kilmer Avenue South St. Louis Park, Mn. 55426	522-5200 o 545-5848 h	Jan. 1985
12	Gertrude Ulrich 7601 Aldrich Avenue Richfield, Mn. 55423	866-8171 h	Jan. 1987
13	Dirk deVries 18600 Woolman Drive Minnetonka, Mn. 55343	474-7527 h 473-0251 o	Jan. 1985
14	Ray Joachim 109 West 6th Street Jordan, Mn. 55352	492-6847 h	Jan. 1987
15	Carol Wold Sindt 1323 Bayard Avenue St. Paul, Mn. 55116	690-5820 h 348-8857 o	Jan. 1985
16	Patrick Scully 1617 Ashland St. Hastings, Mn. 55033	437-9201 h	Jan. 1987

CR0007

METROPOLITAN COUNCIL
Suite 300 Metro Square Building, St. Paul, Minnesota 55101

MEMORANDUM

TO: Judith McCourt, John Capell, Greg Andrews, Al Schenkelberg,
Ghaleb Abdul-Rahman, and Nacho Diaz

FROM: Office of Staff Counsel, Peter Bachman

SUBJECT: Proposed Procedure for Certification of Tax Levy by the RTB

DATE: September 24, 1984

As you are all aware, the RTB is required to certify its tax levy to the auditors of each metropolitan county by October 10. Prompt action is required to meet this deadline. I propose that the following procedure be followed:

1. Sept. 19 Meeting with staff of the MTC, MC, and Mn/DOT to identify issues and options
2. Sept. 19-21 Prepare memo to RTB identifying issues and options; prepare proposed resolution(s) certifying tax levy
3. Sept. 24 RTB meets and passes resolution establishing intent to certify a particular tax levy on October 8, 1984
4. Sept. 25 Mail copy of resolution(s) to all affected communities and invite comments
5. Sept. 25 - Oct. 8 Receive comments from affected communities
6. Sept. 28 Receive exurban tax levy from MTC
7. Oct. 8 RTB meets and certifies tax levy
8. Oct. 9 Delivery, by registered mail, of tax levy to the auditor of each metropolitan county
9. Oct. 12 Follow-up telephone call to each county auditor.

The procedure proposed above is flexible. Your suggestions for improvement are welcome. I anticipate that there will be opportunity at the September 24 meeting of the Board for presentations by the MTC, MC, and Mn/DOT.

CZ0270

REGIONAL TRANSIT BOARD
Suite 402 Metro Square Building, St. Paul, Minn. 55101

RESOLUTION NO. 84-7

RESOLUTION LEVYING AD VALOREM
PROPERTY TAXES

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BE IT FURTHER RESOLVED that the Regional Transit Board hereby levies upon all taxable property within the Metropolitan Transit Area but outside the Metropolitan Transit Taxing District an amount payable in 1985 of _____, estimated to represent ten (10) percent of the rate for the levies in 1 through 6 above, pursuant to Minn. Stat. §473.446, subd. 1a (1982).

BE IT FURTHER RESOLVED that the Treasurer of the Regional Transit Board, on behalf of the Board, shall certify these levies to the respective county auditors of the counties in which the taxable property is located on or before October 10, 1984.

Adopted this _____ day of _____, 1984.

Elliott Perovich, Chairman _____, Secretary

RTBPB2
CHLGL1

METROPOLITAN COUNCIL

Suite 300 Metro Square Building, Saint Paul, Minnesota 55101

DATE: September 24, 1984
TO: Members of the Regional Transit Board
FROM: Members of the Joint Committee
SUBJECT: Transit Tax Levy

BACKGROUND

On September 19 and again on September 21, 1984, staff members from the Metropolitan Council (MC), the Metropolitan Transit Commission (MTC), and the Minnesota Department of Transportation (Mn/DOT) (hereinafter "Joint Committee") met at the request of Chairman Perovich to discuss the 1984 metropolitan transit tax levy.

The purpose of the meetings was to identify the options the Board has in certifying the tax levy and to identify issues the Board should be aware of in choosing between the various options. The Joint Committee adopted a proposed timetable, attached hereto, to accomplish certification of the tax levy on or before October 10, 1984. The timetable proposes that the Board pass a resolution at its meeting on September 24 announcing its intent to certify the tax levy at a special meeting to be called on October 8, 1984. This will allow affected communities the opportunity to submit comments to the Board on the proposed tax levy before the Board takes final action on October 8.

Based primarily on financial information supplied by MTC staff, the Joint Committee recommends that the Board incorporate "full feathering" (explained below) in its 1984 tax levy. Full feathering results in a loss of approximately \$1,638,000 in property tax revenue when compared to the limited feathering done by the MTC in 1983. The Director of Finance of the MTC informed the Joint Committee that the surplus fund balance of the MTC could cover such a revenue loss for one year.

This memorandum reviews several key provisions of the law pertaining to the 1984 tax levy and summarizes several issues and options identified by the Joint Committee.

POLICY ISSUES

- What is the ability of the MTC (or RTB) to absorb revenue reductions caused by tax feathering?
- How should the phrase "level of service" be defined? On a "cost of service provided" basis? On a "frequency of service provided" basis?

- Is the tax equitable? Have the concerns of potential opt-out communities been adequately addressed?

A brief review of the law helps to put these issues in context.

STATUTORY HISTORY AND AUTHORITY

Prior to 1983, the MTC was required by law to levy a fixed mill rate (2 mills) on all property within the transit taxing district regardless of the level of service provided to each community. In 1983, the legislature authorized the MTC to establish a tiered or "feathered" property tax system by tying a community's transit tax levy to the level of transit service received. The MTC interpreted this legislation in such a way that tax relief was provided only to communities eligible for the "opt-out" program. Some of those communities had their mill levy rate reduced from 2 mills to 1.75 mills; others had their mill levy rate reduced to 1.65 mills. Several communities, however, were not satisfied with the MTC tax relief program. In response to this, the legislature acted in 1984 to mandate further transit property tax relief according to the following formula:

<u>Level of Service</u>	<u>Statutory Mill Rate</u>
full, all-day service	2 mills
full peak and limited off-peak service	1.5 mills
limited peak service	1.25 mills

This formula incorporates what is referred to in this memorandum as "full feathering." The statutory formula is not, however, effective until the 1985 tax levy for taxes payable in 1986.

The 1984 legislation also requires the Commissioner of Revenue, beginning in fiscal year 1987 and thereafter, to reimburse the Board from the state's general fund for the amount of transit tax proceeds lost because of statutorily mandated tax feathering. There is no state reimbursement for tax relief the Board provides in the 1984 levy for taxes payable in 1985.

Because the 1984 legislation is not yet effective, the 1984 tax levy is primarily controlled by Minn. Stat. §473.446, subd. 1 (Supp. 1983), which provides:

Subdivision 1. Taxation within transit taxing district. For the purposes of sections 473.401 to 473.451 and the metropolitan transit system, except as otherwise provided in this subdivision the metropolitan transit commission shall levy each year upon all taxable property within the metropolitan transit taxing district, defined in subdivision 2, a transit tax consisting of:

(a) An amount up to two mills times the assessed value of all such property, based upon the level of transit service provided for the property, the proceeds of which shall be used for payment of the expenses of operating transit and paratransit service;

(b) An additional amount, if any, as the commission determines to be necessary to provide for the full and timely payment of its certificates of indebtedness and other obligations outstanding on July 1, 1977, to which property taxes under this section have been pledged; and

(c) An additional amount necessary to provide full and timely payment of certificates of indebtedness, bonds, or other obligations issued or to be issued pursuant to section 473.436 for purposes of acquisition and betterment of property and other improvements of a capital nature and to which the commission has specifically pledged tax levies under this clause.

In addition, Subdivision 1a of Minn. Stat. §473.446 (1982) requires that an additional levy be made in the exurban area (the area inside the metropolitan transit area but outside the metropolitan transit taxing district) in the amount of 10 percent of the sum of the levies made under the statute quoted above. The proceeds of this tax can be used only for paratransit or ridesharing programs in the exurban area.

Summarizing the law, the Board's property tax levy will consist of three components:

1. The general property tax levy (based upon the level of service provided, not to exceed 2 mills);
2. MTC debt service levy; and
3. The exurban levy.

The amount of the MTC debt service levy is set by the MTC (RTB enabling legislation, §137) and the amount of the exurban levy is set by statute at 10 percent of the sum of the general levy and debt service levies. The Board has discretion only in establishing the amount of the general property tax levy.

DISCUSSION OF OPTIONS AND ISSUES

The Board has essentially three options in certifying the transit tax levy:

1. MTC 1983 Feathering Plan

Certify taxes the same as last year, i.e., provide limited tax relief to communities eligible for "opt-out" by reducing their levy to 1.75 or 1.65 mills, based upon the level of transit service provided to those communities. Total tax levy reduction - \$777,000. See Exhibit A.

2. Full Feathering

Certify taxes to provide the full tax relief specified in the 1984 legislation, i.e., 2.0 mills, 1.50 mills, and 1.25 mills depending on certain defined levels of service.

Total estimated tax levy reduction - \$2,415,000. See Exhibit A.

3. Modified Feathering

Certify taxes to provide more tax relief than achieved by the MTC 1983 feathering plan but less than that achieved by full feathering.

The Joint Committee considered each of these options in detail. Financial data supplied by the MTC indicates that the MTC can fund any revenue losses caused by full-feathering out of its surplus fund balances in calendar year 1985. The full-feathering option has the advantage of providing maximum tax relief to affected communities while still being affordable due to existing fund reserves. In the absence of an existing budget for the RTB showing a need for additional transit funds, the Joint Committee recommends that the 1984 tax levy incorporate the full-feathering option.

Referring back to the policy issues mentioned previously, the adoption of the full-feathering option effectively answers these issues. The MTC can absorb for one year the revenue reductions caused by full feathering. If the full-feathering option is chosen, the phrase "level of service" must be defined on a "frequency of service provided" basis because that is the way it is defined in the 1984 legislation governing full-feathering. If any other option were chosen, the issue would be open. The Board should note in its resolution certifying the tax levy that the frequency of service provided to each community is measured according to the level of service provided to the community as specified in the MTC service plan effective on a particular date. Service provided includes service by private providers. The Joint Committee recommends that the service plan in effect on September 1, 1984, be used as the benchmark for measuring level of service provided to each community. Finally, addressing the last policy issue raised, the Joint Committee believes that a tax levy incorporating full-feathering is equitable and adequately balances the financial needs of the Board with the concerns of the affected communities, particularly potential opt-out communities. The fairness of plan is demonstrated by the fact that its supporting rationale is established by statute.

RECOMMENDATION

It is the recommendation of the Joint Committee that the Regional Transit Board adopt the attached Resolution No. 84-6.

RTBPB1
CHLGL1

REGIONAL TRANSIT BOARD
SCHEDULE OF PROPERTY TAX RELIEF
SEPTEMBER 24, 1984

EXHIBIT A

COUNTY/CITY	1983/84 TAX RELIEF PLAN			1984/85 PROPOSED TAX RELIEF PLAN			ADDITIONAL TAX RELIEF PROPOSED
	2.0 MILLS	1.75 MILLS	1.65 MILLS	2.0 MILLS	1.50 MILLS	1.25 MILLS	
<u>Anoka</u>							
Centerville	14,200		11,715	14,200		8,875	2,840
<u>Carver</u>							
Chanhassen (part)	175,389	153,465		175,389	131,542		21,923
Chaska				164,489		102,805	61,684
<u>Dakota</u>							
+ Apple Valley	428,455		353,475	428,455		267,784	85,691
+ Burnsville	987,115	863,726		987,115		616,947	246,779
+ Eagan	687,902		567,519	687,902		429,939	137,580
+ Rosemount	128,280		105,831	128,280		80,175	25,656
Lilydale				22,449		14,031	8,418
Mendota	3,848		3,175	3,848		2,405	770
<u>Hennepin</u>							
Chanhassen (part)	1,868	1,635		1,868		1,168	467
Deephaven				134,654	100,990		33,664
Excelsior				69,938	52,453		17,485
Eden Prairie	792,358		653,695	792,358		495,224	158,471
Greenwood				26,792	20,094		6,698
Woodland	34,044		28,086	34,044		21,277	6,809
Tonka Bay	55,791		46,028	55,791		34,869	11,159
Shorewood				155,112	116,334		38,778
Long Lake				42,422	31,816		10,606
Medicine Lake	13,939		11,500	13,939		8,712	2,788
Maple Grove	540,748		446,117	540,748		337,967	108,150
Osseo	52,866		43,614	52,866		33,041	10,573
Champlin				157,571	118,178		39,393
<u>Ramsey</u>							
Arden Hills				277,088	207,816		69,272
Gem Lake				17,426		10,891	6,535
North Oaks	153,600		126,720	153,600		96,000	30,720
Vadnais Heights				149,965	112,474		37,491
White Bear Township	136,152		112,325	136,152		85,095	27,230
Mounds View				200,116	150,087		50,029

That Area (handwritten note with arrows pointing to the Dakota section)

COUNTY/CITY	1983/84 TAX RELIEF PLAN			1984/85 PROPOSED TAX RELIEF PLAN			ADDITIONAL TAX RELIEF PROPOSED
	2.0 MILLS	1.75 MILLS	1.65 MILLS	2.0 MILLS	1.50 MILLS	1.25 MILLS	
<u>Scott</u>							
Prior Lake	168,593		139,089	168,593		105,371	33,718
Savage	104,337		86,078	104,337		65,211	20,867
Shakopee	267,204		220,443	267,204		167,002	53,441
<u>Washington</u>							
Baytown				18,486	13,865		4,621
Birchwood	24,427	21,374		24,427		15,267	6,107
Cottage Grove				344,955	258,716		86,239
Dellwood				39,612	29,709		9,903
Lake Elmo				112,564	84,423		28,141
Mahtomedi				78,564	58,923		19,641
Newport				72,292	54,219		18,073
Pine Springs	9,903		8,170	9,903		6,189	1,981
St. Paul Park				71,962	53,972		17,990
Willernie				8,583	6,437		2,146
Woodbury				310,954	233,215		77,739
Subtotal	4,781,019	1,040,200	2,963,580	7,257,013	1,835,263	3,006,245	1,638,266
	1,040,200	-----J		1,835,263	-----J		
	2,963,580	-----J		3,006,245	-----J		
	777,239			2,415,505			1,638,266

GLA/RCB/vkw