



Minnesota Regional Transit
Board: Records.

Copyright Notice:

This material may be protected by copyright law (U.S. Code, Title 17). Researchers are liable for any infringement. For more information, visit www.mnhs.org/copyright.

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 October 8, 1984 at 3:00 P.M. Room E of the Metropolitan Council offices.

A copy of the Agenda is enclosed.

Elliott Perovich
Chairman

JA034A

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

REGIONAL TRANSIT BOARD
Monday, October 8, 1984
Metropolitan Council Offices
Room E
3:00 P.M.
Special Meeting

AMENDED AGENDA

- I. Call to Order
- II. Adoption of Agenda
- III. Approval of Minutes
- IV. Designation of Optional Holidays
Action Needed
- V. Tax Levy
Enclosure
- VI. Chairman's Report
- VII. Resolution of Recognition
Louis B. Olsen
- VIII. Adjournment

Elliott Perovich
Chairman

JA034A

COMMENTS TO REGIONAL TRANSIT BOARD

BY FRANK BOYLES

October 8, 1984

Handout RTB
Frank Boyles
10/8/84

First and foremost, I would like to congratulate members of the Regional Transit Board for the proposed early implementation of the Transit Tax feathering proposal. Implementation of tax feathering in 1984, rather than 1985, as mandated by 1984 legislation, clearly communicates to metropolitan area constituents the Board's aggressive posture with respect to enhancing the regional transit system and meeting Board objectives as set forth in the 1984 legislation.

The implementation of the tax feathering feature in 1984 represents growing consensus between agencies responsible for regional transit on two important concepts. Both concepts are drawn from the 1984 legislation establishing the Regional Transit Board and authorizing tax feathering. The first concept is that regardless of direct transit service received by a municipality, each metropolitan area community should be responsible for some level of support to the regional transit system. The basic premise is that all metropolitan area communities receive some measure of indirect benefit because of the existence of a metropolitan wide transit system even though the community may not receive direct transit services. The legislature established this minimum contribution to be 1.25 mills for each community in the Metropolitan Transit Taxing District. The second concept is that the metropolitan area transit taxing mechanism for each community should be

revised to more accurately relate municipal tax contributions to the actual transit service received by its residents.

Focusing on the proposed tax feathering proposal as it relates to Plymouth, I would ask your consideration of a reduction in the proposed mill levy to Plymouth taxpayers for 1984 payable 1985 taxes. As shown in the materials provided by your staff, a full 2 mill levy is proposed for the City of Plymouth. This 2 mill levy amounts to approximately \$1,120,000.

As most of you are aware, as of September 1, 1984, Plymouth was in the unique situation among all metropolitan area communities in that the bulk of our transit services are provided through our Metropolitan Transit Demonstration Program known as Plymouth Metrolink. If Plymouth Metrolink were discontinued, the City of Plymouth, like other "opt out eligible communities" would be levied 1.25 mills to support the regional transit system. This would amount to approximately \$700,000. If we add the actual cost of transit services in Plymouth to this basic amount required to support the regional transit system, the total levy due from Plymouth would be approximately \$909,000.

As I indicated earlier, Plymouth is an unique position in the entire metropolitan area. I believe that we are the only community for which the 1984 costs for direct transit services can be identified. Therefore, it seems to me that the most equitable way to determine the property tax levy

for the City of Plymouth is to add the 1.25 mill basic contribution to the regional transit system to the actual costs of providing services in our community to determine the total tax obligation of Plymouth taxpayers. This amount would be \$909,000 or just over 1/3 of one mill less than the full two mill levy.

By approving the \$909,000 tax levy in Plymouth, the Regional Transit Board can accomplish a number of objectives. First, this method of calculating the tax contribution for the City of Plymouth is more accurate and is clearly consistent with 1984 legislative objectives. Second, the adoption of this proposal will tend to encourage communities to become and remain more actively involved in supporting public transportation rather than be satisfied with tax feathering which provides property tax relief, but no improvement whatsoever to transit services. Moreover, the Board's adoption of this method of calculating Plymouth's tax contribution for 1984 will not establish an undesirable precedence since no other community is in the same position in the metropolitan area with respect to transit services. I hope that you will give this proposal your positive consideration.

FAREWELL RECEPTION

— FOR —

DAVID L. GRAVEN

RECEPTION MARKING DAVID
GRAVEN'S DEPARTURE AS CHAIRMAN
OF THE TRANSPORTATION ADVISORY
BOARD WILL BE HELD ON
WEDNESDAY OCTOBER 17th

WHERE: METROPOLITAN COUNCIL
CHAMBERS

TIME: AFTER TAB MEETING
APPROXIMATELY 3:30-5:00 PM

RSVP BY OCTOBER 16
to Emil Brandt
291-6347

REGIONAL TRANSIT BOARD

402 Metro Square Building, St. Paul, Minnesota 55101

Minutes of the Meeting of the
REGIONAL TRANSIT BOARD
Metropolitan Council Offices, Room E
October 8, 1984

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

STAFF PRESENT: Ghaleb Abdul-Rahman and Mary Fudenberg

The chairman called the meeting was called to order at 3:00 p.m. and the roll was taken. Joyce moved approval of the agenda; Skrebes seconded the motion. Motion carried unanimously.

DESIGNATION OF OPTIONAL HOLIDAYS

The chair read the proposed Resolution No. 84-8, designating that Christopher Columbus Day shall not be a holiday observed by Regional Transit Board, but that the Friday after Thanksgiving shall be observed as a holiday by the Regional Transit Board. The rationale is that this is a state-wide trend. Lefko moved approval of the resolution, Newland seconded the motion. Motion carried unanimously.

RESOLUTION LEVYING AD VALOREM PROPERTY TAXES

The chairman presented the memorandum, dated September 24, 1984, from the Joint Committee of staff members from the Metropolitan Council, Metropolitan Transit Commission (MTC) and Minnesota Department of Transportation (Mn/DOT) regarding the transit tax levy. The levy must be certified by October 10. At an earlier board meeting, members had asked for more information. A letter was sent to the communities on October 5, 1984. Brooklyn Park and Chanhassen made inquiries to MTC and were satisfied with the response.

Franklin said there are other cities in Blaine's situation. Using Blaine as an example, they do not qualify for tax feathering, but it is a large city, covering many square miles, and she hoped the board will be able to address that issue in the future. If we cannot develop alternate transit, we can look at the tax levy or feathering. Perovich said that the board has been very explicit that this is a one-year kind of procedure and it is important to continue to evaluate the whole process of service to communities. We will pick a date each year and evaluate the level of service. This year the special paratransit services were not included. It would be worthwhile to get a written statement and the board can consider changes to the process.

Lefko said "service" should be defined. If a city has paratransit services along with the MTC, they may be getting better service than if they had MTC only. The chair suggested this be discussed again next week at the regular meeting. MTC representatives will be invited to discuss the formula. Members discussed the kinds of information on service they would like available.

Barry Stock, transit coordinator from Shakopee, said they have just begun the third week of replacement service and things are going very well. He read the letter dated October 5, 1985 from the city administrator of the City of Shakopee into the record.

Lefko moved approval of the recommendation and Resolution 84-7. The chairman noted that on Page 2 of the Resolution the language should be amended to state "...an amount payable in 1985 of \$406,999, estimated to represent ten (10) percent of the rate for the levies in 1 through 5 above, pursuant to Minn. Statute...." Fuhr moved approval of the recommendation and amended resolution; Joyce seconded the motion. Motion carried unanimously.

CHAIRMAN'S REPORT

Abdul-Rahman said Peter Bachman lead the team that devised a solution to the levy problem, without which the board could not deal with this issue. Perovich said it was a good effort and helped the board start out well.

RESOLUTION OF RECOGNITION - LOUIS B. OLSEN

The chairman was the Washington trip was very successful, with over 11,000 registrants at the conference. The courses were excellent, and the board members had a chance to spend some time together and with MTC people to talk about what the board is doing. Another bonus of the trip for this area was that Lou Olson was named by the American Public Transit Association (APTA) as this year's recipient of the Jesse L. Haugh Outstanding Transit Manager of the Year Award. The chairman read Resolution No. 84-9 into the record. Franklin moved approval of the resolution; Acosta seconded the motion. Motion carried unanimously.

Perovich said he found at the conference that MTC has one of the finest transit systems in the country. Lefko said there should be a better way to recognize people within the area. These kinds of thing should also be done locally.

Newland said Jean Wiley did a fine job of organizing the trip.

The chairman said the board needs representation on the Transportation Advisory Board (TAB), Alternatives Analysis Committee, and the 35-W Expansion Corridor Committee. He has asked Ruth Franklin to serve on the TAB; Steve Loeding to serve on 35-W Expansion and Paul Joyce to serve on the Alternatives Analysis Committee. From time to time others will be asked to take on other activities.

In response to Newland's question on 394, Natalio Diaz said there will be a presentation on that to the board.

The chairman noted that David Graven has resigned from the Transportation Advisory Board and the board members have been invited to a reception in his honor.

Frank Boyle addressed the committee regarding the tax levy. Perovich said the board recognizes that the process is far from perfect. The board was unable to deal with all the issues this year, but it will look at the total transit issue every time and hopes it will be more fair and equitable in the future. Boyle said it is clear that the board is off to a good start.

Lefko said he is uneasy dealing with something without seeing all the ramifications. The board should work closely with Plymouth and other communities and try to devise a fair system by next year. Acosta said one major goal is to eliminate the need for tax feathering. The Metrolink system is excellent.

Snesrud said the board had earlier discussed a Christmas party. She has tentatively reserved Saturday, January 19, at the Activity Center in Brooklyn Park.

Abdul-Rahman noted that the Minnesota Public Transit Conference is October 30 through November 1 at the Radisson Plaza in St. Paul. The agenda will be distributed to the board.

Newland said the Midwest Engineers Conference will discuss transit and he suggested that some members attend. The conference is Wednesday, October 24, at the Normandy Hotel.

Abdul-Rahman briefly reviewed next week's meetings. At the next board meeting the members will be presented with the first cut on budgeting and staffing.

There being no further discussion, the meeting adjourned at 4:00 p.m.

Respectfully submitted,

Mary Fudenberg

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

RESOLUTION NO. 84-8

RESOLUTION DESIGNATING OPTIONAL HOLIDAYS

WHEREAS, the Regional Transit Board is authorized by Minn. Stat. §645.44, subd. 5 (1982) to determine whether Christopher Columbus Day and the Friday after Thanksgiving shall be recognized holidays.

NOW, THEREFORE, BE IT RESOLVED:

1. THAT Christopher Columbus Day shall not be a holiday observed by the Regional Transit Board.
2. THAT the Friday after Thanksgiving shall be a holiday observed by the Regional Transit Board.

Adopted this 10th day of Oct, 1984.

Elliott Perovich, Chairman

Mary Fudenberg, Secretary

RTBPB3

CA + net. for file



CITY OF SHAKOPEE

INCORPORATED 1870

129 E. First Ave. - Shakopee, Minnesota 55379-1376 (612) 445-3650

October 5, 1984

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

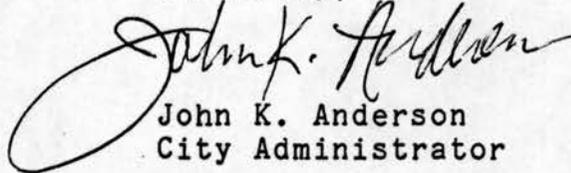
Re: Regional Transit Board (RTB) Proposed Schedule of Property
Tax Relief

Dear Chairman Perovich:

The City of Shakopee has received your memorandum of September 27, 1984 which outlined the RTB's proposed schedule of property tax relief for the 1984/85 property tax levy. The Shakopee City Council, at its regular October 2, 1984 meeting, voted unanimously to support the RTB's proposed property tax levy which sets the mill levy for Shakopee at 1.25 mills.

We are aware that the RTB has had an ambitious schedule in recent months, and commend you for making the property tax relief question one of your top priorities. Your proposal when implemented for the 1984/85 property tax levy will bring equity to a regional financing scheme that was long overdue. More importantly, it will significantly enhance the RTB's credentials in dealing with transit issues from a regional perspective.

Sincerely,


John K. Anderson
City Administrator

JKA/jms

cc: Governor Rudy Perpich
Senator Bob Schmitz
Rep. Chuck Dimler

REGIONAL TRANSIT BOARD

Record of Attendance and Vote

Date 10/8/84

Dist.	Member Name	Present	Holiday Vote	Top Day Vote	Just Vote	Vote	Vote
Chair	Elliott Perovich	X					
A	Todd Lefko	X					
B	Ruben Acosta	X					
C	Bernard Skrebes	X					
D	Doris Caranicas	X					
E							
F	Gail Marks Jarvis	X					
G	James Newland	X					
H	Margaret Snesrud	X					
I	Alison Fuhr	X					
J	Juanita Collins	X					
K	Steve Loeding	X					
L	Ruth Franklin	X					
M	Paul Joyce	X					
N	Edward Kranz	X					

(?)

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

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	-----		1,835,263	-----		
	2,963,580	-----		3,006,245	-----		
	777,239			2,415,505			1,638,266

GLA/RCB/vkw



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

September 28, 1984

MEMORANDUM

TO: Regional Transit Board
FROM: Metropolitan Transit Commission
SUBJECT: Property Tax Relief By Community

The RTB is considering property tax relief for communities within the transit taxing district based on the level of transit provided to the community. The criteria used in determining the property tax levy was established in recent legislation and is as follows:

- I. Full peak and off-peak service (2.0 mills)
- II. Full peak service and limited off-peak service (1.50 mills)
 - Limited off-peak service is defined as weekday mid-day service with a service frequency (headway) of more than 60 minutes on the route with the greatest frequency.
- III. Limited peak service (1.25 mills)
 - Limited peak is defined as peak service only.

A community is considered to receive service if one or more bus routes penetrate the municipality's boundary or one or more bus routes serve a street or highway that defines the boundary of a municipality, if a portion of the municipality's population resides near that street.

You have asked for an inventory of transit services provided to the communities within the transit taxing district and based on aforementioned criteria, a determination of property tax levy by community.

Attached as Exhibit #1 is that listing. In the preparation of this list, we included service provided by the Metropolitan Transit Commission, Medicine Lake Lines, North Suburban Lines and Valley Transit on September 1, 1984.

JJC:jao
Enc.

SERVICE LEVELS IN COMMUNITIES WITHIN TRANSIT TAXING DISTRICT

COUNTY/CITY	FREQUENCY		GOVERNING ROUTE	MILL RATE
	PEAK	OFF-PEAK		
<u>ANOKA</u>				
Anoka	5-10 min.	60 min	MTC 27	2.0
Blaine	10-20 min.	60 min.	MTC 24	2.0
Centerville	1 trip	-0-	NSL	1.25
Circle Pines	30 min.	60 min.	NSL	2.0
Columbia Heights	5 min.	12 min.	MTC 10	2.0
Coon Rapids	5-10 min.	60 min.	MTC 27	2.0
Fridley	10-15 min.	60 min.	MTC 10	2.0
Hilltop	5 min.	24-30 min.	MTC 10	2.0
Lexington	30 min.	60 min.	NSL	2.0
Lino Lakes	30 min.	60 min.	NSL	2.0
Spring Lake Park	10-20 min.	40-60 min.	MTC 10	2.0
<u>CARVER</u>				
Chanhassen (part)	3 trips	3 trips	MTC 53J/67	1.50
Chaska	3 trips	-0-	MTC 53J	1.25
<u>DAKOTA</u>				
Apple Valley	4 trips	-0-	MTC 35M	1.25
Burnsville	8 trips	-0-	MTC 35N	1.25
Eagan	5 trips	-0-	MTC 77E	1.25
Inver Grove	15 min.	60 min.	MTC 8	2.0
Lilydale	3 trips	-0-	MTC 72	1.25
Mendota	-0-	-0-	--	1.25
Mendota Heights	15-20 min.	50-60 min.	MTC 5	2.0
Rosemount	1 trip	-0-	MTC 46	1.25
South St. Paul	15 min.	30 min.	MTC 8	2.0
Sunfish Lake	-0-	-0-	-0-	1.25
West St. Paul	15 min.	30 min.	MTC 8	2.0
<u>HENNEPIN</u>				
Bloomington	15-30 min.	30 min.	MTC 47	2.0
Brooklyn Center	5 min.	30 min.	MTC 5	2.0
Brooklyn Park	10 min.	60 min.	MTC 5	2.0
Champlin	10 min.	120 min.	MTC 26	1.50
Chanhassen (part)	3 trips	-0-	MTC 53J	1.25
Crystal	20-30 min.	60 min.	MTC 14	2.0
Deephaven	20 min.	120 min.	MTC 67	1.50
Eden Prairie	3 trips	-0-	MTC 53J	1.25
Edina	10-15 min.	20 min.	MTC 6	2.0
Excelsior	20 min.	120 min.	MTC 67	1.50
Golden Valley	15-20 min.	40-60 min.	MTC 19	2.0
Greenwood	20 min.	120 min.	MTC 67	1.50
Hopkins	10 min.	30 min.	MTC 12	2.0

SERVICE LEVELS IN COMMUNITIES WITHIN TRANSIT TAXING DISTRICT

COUNTY/CITY	FREQUENCY		GOVERNING ROUTE	MILL RATE
	PEAK	OFF-PEAK		
<u>HENNEPIN</u>				
Long Lake	30 min	2 trips	MTC 51	1.50
Maple Grove	3 trips	-0-	MTC 45	1.25
Medicine Lake	-0-	-0-	-0-	1.25
Minneapolis	3 min.	6-10 min.	MTC 18	2.0
Minnetonka	20 min.	60 min.	MTC 12	2.0
Minnetonka Beach	20-30 min.	60 min.	MTC 51	2.0
Mound	20-30 min.	60 min.	MTC 51	2.0
New Hope	20 min.	60 min.	MTC 14	2.0
Orono	20-30 min.	60 min.	MTC 51	2.0
Osseo	3 trips	-0-	MTC 45	1.25
Plymouth	30 min.	60 min.	MLL	2.0
Richfield	10 min.	15-20 min.	MTC 18	2.0
Robbinsdale	5 min.	20 min.	MTC 14	2.0
St. Anthony	20 min.	40 min.	MTC 4	2.0
St. Louis Park	5 min.	20-30 min.	MTC 17	2.0
Shorewood	20 min.	120 min.	MTC 67	1.50
Spring Park	20-30 min.	60 min.	MTC 51	2.0
Tonka Bay	2 trips	-0-	MTC 67	1.25
Wayzata	20-30 min.	60 min.	MTC 51	2.0
Woodland	-0-	-0-	-0-	1.25
Wold-Chamb. Field	20 min.	40 min.	MTC 7	2.0
<u>RAMSEY</u>				
Arden Hills	20 min.	4 trips	NSL	1.50
Blaine	10-20 min.	60 min.	MTC 24	2.0
Falcon Heights	30 min.	60 min.	MTC 6	2.0
Gem Lake	2 trips	-0-	MTC 15	1.25
Lauderdale	10-15 min.	30 min.	MTC 5	2.0
Little Canada	30 min.	60 min.	NSL	2.0
Maplewood	20-30 min.	40-60 min.	MTC 9	2.0
Mounds View	10 min.	70 min.	MTC 25	1.50
New Brighton	20-30 min.	60 min.	MTC 4	2.0
North Oaks	-0-	-0-	-0-	1.25
North St. Paul	20-30 min.	60 min.	MTC 9	2.0
Roseville	10-20 min.	20 min.	MTC 4	2.0
St. Anthony	20 min.	40-60 min.	MTC 4	2.0
St. Paul	4-6 min	8 min.	MTC 16	2.0
Shoreview	30 min.	60 min.	NSL	2.0
Spring Lake Park	10-20 min.	40-60 min.	MTC 10	2.0
Vadnais Heights	20 min.	4-5 trips	MTC 2	1.50
White Bear Lake	20 min.	60 min.	MTC 15	2.0
White Bear Lake Twnshp.	2 trips	-0-	MTC 15	1.25
<u>SCOTT</u>				
Prior Lake	2 trips	-0-	MTC 35N	1.25
Savage	2 trips	-0-	MTC 35N	1.25
Shakopee	-0-	-0-	-0-	1.25

SERVICE LEVELS IN COMMUNITIES WITHIN TRANSIT TAXING DISTRICT

COUNTY/CITY	FREQUENCY		GOVERNING ROUTE	MILL RATE
	PEAK	OFF-PEAK		
<u>WASHINGTON</u>				
Bayport	60 min.	60 min.	VT	2.0
Baytown	30-60 min.	120+ min.	MTC 12	1.50
Birchwood	1 trip	-0-	MTC 35A	1.25
Cottage Grove	20 min.	120 min.	MTC 18	1.50
Dellwood	30 min.	120 min.	MTC 15	1.50
Lake Elmo	30-60 min.	120+ min.	MTC 12	1.50
Landfall	20-30 min.	60 min.	MTC 3	2.0
Mahtomedi	30 min.	120 min.	MTC 15	1.50
Newport	20 min.	120 min.	MTC 18	1.50
Oakdale	20-30 min.	60 min.	MTC 3	2.0
Oak Park Hts.	60 min.	60 min.	VT	2.0
Pine Springs	-0-	-0-	-0-	1.25
St. Paul Park	20 min.	120 min.	MTC 18	1.50
Stillwater	60 min.	60 min.	VT	2.0
Willernie	30 min.	120 min.	MTC 15	1.50
Woodbury	20-30 min.	2 trips	MTC 94W/3	1.50
White Bear Lake	20-30 min.	60 min.	MTC 15	2.0

NSL = North Suburban Lines
 MLL = Medicine Lake Lines
 VT = Valley Transit
 MTC = Metropolitan Transit Commission

JJC:jao
 9/27/84

RESOLUTION OF COMMENDATION
FOR
LOUIS B. OLSEN, CHIEF ADMINISTRATOR AND GENERAL MANAGER
OF THE
METROPOLITAN TRANSIT COMMISSION

WHEREAS, Louis B. Olsen, Chief Administrator and General Manager of the Metropolitan Transit Commission (MTC), has been associated with the MTC for over fourteen years, and

WHEREAS, Mr. Olsen, during that time, has directed several major improvements at the MTC, including the completion of a major capital improvements program, introduction of a major staff reorganization plan and institution of a performance measurement reporting system, and

WHEREAS, Mr. Olsen's primary emphasis on improving the quality and efficiency of MTC transit operations has resulted in a 99.5% reliability factor for buses departing on schedule, and

WHEREAS, Mr Olsen's most significant and innovative recent accomplishments have been in the area of human resources development, pursuing an exhaustive program to upgrade employees' skills, improve communications and provide greater opportunity for participation at all levels, and

WHEREAS, Mr. Olsen, on October 2, 1984, was announced by the American Public Transit Association (APTA) as this year's recipient of the Jesse L. Haugh Outstanding Transit Manager of the Year Award;

THEREFORE, BE IT RESOLVED, That the Regional Transit Board recognizes Mr. Louis B. Olsen for outstanding performance and commitment to transit and commends him for his receipt of this prestigious award before his transit industry peers for his many contributions to the transit industry during his years in public transit service.

ADOPTED: _____