



Minnesota Regional Transit
Board: Records.

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SPECIAL MEETING OF THE REGIONAL TRANSIT BOARD

Monday, September 9, 1985
Board Room
4:30 p.m.

1. ✓ Call to Order and Roll Call
2. ✓ Approval of Agenda
3. REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE
 - a. Approval of Resolution Announcing Intent to Levy Ad Valorem Property Tax, Resolution No. 85-16
4. OTHER BUSINESS
 - a. Chairman's Report
 - b. Members' Reports
 - c. Staff Reports
5. PUBLIC COMMENT

Elliott Perovich
Chairman

REGIONAL TRANSIT BOARD
270 Metro Square Building, St. Paul, Minnesota 55101

Minutes of the Meeting of the
REGIONAL TRANSIT BOARD
Metropolitan Council Offices, Rooms A and B
September 3, 1985

BOARD MEMBERS PRESENT: Elliott Perovich, Chairman; Kenneth Bedeau, Doris Caranicas; Ruth Franklin; Alison Fuhr; Paul Joyce; Edward Kranz; Todd Lefko and Bernard Skrebes

OTHERS PRESENT: Ghaleb Abdul-Rahman, Mary Fitzgerald, Judy Hollander, Katie Turnbull, Judith McCourt, Cindy Fish, Karen Ross Grant, Leslie Johnson, Jerry Brechlin and Mike Kuehn, Regional Transit Board Staff; Larry Wertheim, legal counsel; Randy Halvorson, Minnesota Department of Transportation (MnDOT); Rick Mussett, City of Bloomington; and Dick Wolsfeld, BRW, Inc.

The meeting was called to order at 4:00 p.m. and roll taken. The chair asked that the agenda be amended to insert Item 3.a., Randy Halvorson. Caranicas moved that the amended agenda be approved; Joyce seconded the motion. Motion carried unanimously. (Skrebes and Kranz not present.)

Fuhr moved approval of the minutes of the meetings of July 15, July 29, August 6, and August 19, 1985 with an amendment to the minutes of August 6, noting that Bill Hopkins is the president of Suburban Paratransit. Caranicas seconded the motion; Motion carried unanimously. (Skrebes and Kranz not present.)

RANDY HALVORSON

The chairman introduced Randy Halvorson, the new director of the Office of Transit at MnDOT. He was been appointed to replace Al Schenklerberg.

Hollander introduced the new project administrator, Karen Ross Grant, who joined the staff of RTB this week.

PRESENTATION ON THE BLOOMINGTON PROJECT

Rick Mussett, Community Development Director for the City of Bloomington, and Dick Wolsfeld from BRW, presented a brief overview of the process on the proposed Bloomington mega mall project. Plans for the mall were distributed.

REPORT OF THE POLICY COMMITTEE

HANDICAPPED ADVISORY COMMITTEE PROPOSAL

Committee Chair Lefko reviewed the August 28, 1985 memorandum and moved:

That the Regional Transit Board authorize staff to proceed with the establishment of the Transportation Handicapped Advisory Committee in accordance with the guidelines established.

Fuhr seconded the motion. The chairman recommended that people be encouraged to apply before the deadline. Press releases will be made on September 6. Applications should be received by approximately October 10. Hollander said the board took action to modify the eligibility rules for Metro Mobility on an interim basis to allow the blind to be certified. It will be reviewed again later this fall. Vote was taken; Motion carried unanimously.

1986 TRANSIT ASSISTANCE PROGRAM REVIEW

Lefko reviewed the August 28, 1985 memorandum and moved:

That the Regional Transit Board approve the submittal of a Section 18 request for federal transit funding assistance from the City of Hastings, the County of Scott, and the County of Carver.

Joyce seconded the motion; motion carried unanimously.

REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE

PRESENTATION ON TAX LEVY AND TAX FEATHERING

Committee Chair Ruth Franklin explained that the matter will be acted upon at the committee meeting of September 5, 1985. Johnson read the legislation to the members. He said the board will act on the tax levy and financial plan at its special meeting of September 30, 1985.

Skrebes said some smaller communities complain that they have not been notified about tax feathering eligibility. The chairman said the information is sent to all local units of government. There have been occasions where the village clerk receives the information and fails to communicate with the council. Last year the information was sent to over 190 local units of government that are listed on the master government list. The board could meet next week to allow a longer review period by local units.

Johnson said the information scheduled to be sent on September 16 includes the Resolution of Intent to Levy and Tax Feathering Plan showing the mill levy. Last year they received a pro forma resolution certifying the tax levy. That may not have been necessary.

The chairman said we jumped the gun last year because it was the first time; it was not required until this year. The levy will be the same as last year. The communities may wish to dispute what "full peak and off peak" service is. They will argue that it is unfair if they do not have Metro Mobility, but that is included in the law.

Kranz said some municipalities are staffed on a part-time basis and prior notice would be alert them in time to react. Franklin suggested that the board meet on September 9 to avoid two mailings. Lefko moved:

That a special Regional Transit Board meeting be held September 9, 1985 at 4:30 p.m. for the purpose of approving the Resolution of Intent to Levy Ad Valorem Property Tax.

Kranz seconded the motion. Motion carried unanimously.

OTHER BUSINESS

CHAIRMAN'S REPORT

Legislative Initiatives

The chairman said he has reservations about initiating legislation at the mini-session. If something develops, it can be added later.

Selection Committee:

The chairman reviewed his memorandum dated September 3, 1985. The application deadline is September 10, 1985.

The chairman discussed his forthcoming trip to Europe. In August he was notified that he had been invited to participate and discussed it with the Governor, who encouraged him to join the study group. The trip was carefully designed to illustrate the very best transit systems in the world.

RTB RETREAT

A draft schedule for the board retreat on September 11, 1985 was distributed to the members. The chairman explained that he is required to testify at the Senate Transportation Committee hearing at 11:00 a.m. that day.

MODIFICATION OF WEEKLY REPORT

The chairman reviewed the August 28 memorandum prepared by Mike Kuehn. Kranz moved that:

That the Regional Transit Board amend its original motion requiring a weekly communication and allow staff to produce such a communication on a biweekly basis. The report could be produced weekly, however, during high-activity periods.

Caranicas seconded the motion; Motion carried unanimously.

Skrebes reported on the lunch meetings being held by Metropolitan Council Member Charles Wiger for legislators and city officials. The meetings were productive and it was suggested that they be held every five to six weeks.

There being no further business, Skrebes moved that the meeting be adjourned; Fuhr seconded the motion. Motion carried unanimously. The meeting was adjourned at 6:00 p.m.

Respectfully submitted,

Mary Fitzgerald
Secretary

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 S. John
 J. Hollander
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REGIONAL TRANSIT BOARD
ROLL CALL AND ATTENDANCE SHEET

DATE: 9/9/85

BOARD OR COMMITTEE RTB

MEMBER NAME	PRESENT	^{Vote.} VOTE	VOTE	VOTE	VOTE	VOTE
Chairman	✓	X				
Kenneth Bedeau	✓	X				
Doris Caranicas	✓	X				
Ruth Franklin	✓	X				
Alison Fuhr	✓	X				
Paul Joyce	✓	X				
Edward Kranz	✓	X				
Todd Lefko	✓	X				
Bernard Skrebes	✓	X				

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: August 30, 1985
TO: Regional Transit Board
FROM: Administration & Finance Committee
SUBJECT: RTB Property Tax Levy

ACTION REQUESTED

The board is asked to review materials regarding the 1985 (payable 1986) Tax Levy Certification and recommend adoption of Resolution No. 85-____ Announcing Intent to Levy Ad Valorem Property Tax.

INTRODUCTION

The Regional Transit Board (RTB) is directed by Minnesota Statute 473.446 to "levy each year upon all taxable property within the metropolitan transit taxing district a transit tax consisting of 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."

In addition, the board shall levy an amount necessary to provide for full and timely payment, as the Metropolitan Transit Commission determines, of its certificates of indebtedness and other obligations outstanding on July 1, 1985.

Finally, the board shall levy upon all taxable property within the metropolitan transit area, but outside of the metropolitan transit taxing district, a transit tax known as the exurban tax, which shall be equal to ten percent of the sum of the levies provided above. The proceeds of this tax shall be used only for paratransit services or ridesharing programs designed to serve persons located within the transit area but outside of the transit taxing district.

The RTB is required (Minnesota Statutes 473.446) to certify these levies to the auditor of each metropolitan county on or before October 10 of each year. The tax levy certification for 1985 (payable 1986) is embodied in Resolution No. 85-____, attached. The key issue of the levy is the plan for "tax feathering".

Following is the proposed schedule for review of the tax levy and tax feathering plan toward board approval of the certification September 30, 1985:

September 9--Board approval of Resolution No. 85-____ regarding intent to levy.

September 9-24--Communities' review period.

September 19--Further Administration & Finance Committee review of tax levy certification.

September 26--Special Administration & Finance Committee meeting: Review of communities' comment and recommendation to the full board of Resolution No. 85-____, tax levy certification.

September 30--Board approval of tax levy certification.

BACKGROUND

The transit tax levy has been a statutorily mandated levy administered by the Metropolitan Transit Commission (MTC) until passage of the RTB enabling act. The RTB certified its first tax levy in 1984 (payable 1985).

A part of the tax levy certification is the determination of the level of service provided the individual metropolitan communities. RTB enabling legislation specified that in 1985 (payable 1986) the board would adjust the former two-mill levy based upon the level of service provided respective communities. The statute language provides definitions of levels of service and millages. As board members know, a board decision to implement full tax feathering was made in 1984--one year ahead of the legislative requirement. At that time, the board indicated its intention to review the "tax feathering plan" again this year with the jurisdictions.

1986 Tax Feathering Plan

The following sets forth our proposed 1986 tax feathering plan:

- 1) A community is considered to receive service if one or more regular route bus routes penetrate the municipality's boundary or one or more regular route 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.
- 2) "Regular route" service is defined as a regularly scheduled transit service operating over a set route; that is, Metropolitan Transit Commission, Medicine Lake Lines, North Suburban Lines, Valley Transit and Metrolink Services.
- 3) The defined levels of service and mill rates, as mandated in 1985 Minnesota Laws, First Special Session, Chapter 10, Section 12, are:
 - A. Full peak and off-peak service (2.0 mills).
 - B. Full peak service and limited off-peak service (1.5 mills). Defined as peak period regular route service, plus weekday midday regular route service at intervals longer than 60 minutes on the route with the greatest frequency.

C. Limited peak service (1.25 mills).
Defined as peak period regular route service only.

- 4) Levels of service are to be determined on the basis of the service plans of regular route providers as of the first of September 1985. Each community's level of service is embodied in Exhibit No. 1 to Resolution No. 85-____.
- 5) "Peak Service" means those hours of service Monday through Friday between the first bus each morning and 9:00 a.m., and between 3:30 and 6:30 p.m.
- 6) "Off-Peak Service" means the hours of service from 9:00 a.m. to 3:30 p.m., and 6:30 p.m. until the last bus on Monday through Friday of each week and all day Saturday, Sunday, and holidays designated by the Metropolitan Transit Commission.

RECOMMENDATION:

That the Regional Transit Board approve Resolution No. 85-____, "Resolution Announcing Intent to Levy Ad Valorem Property Tax".

CH048A

REGIONAL TRANSIT BOARD
Suite 270 Metro Square Building
St. Paul, Minnesota 55101
612/292-8789

RESOLUTION NO. 85-_____

RESOLUTION ANNOUNCING INTENT
TO LEVY AD VALOREM PROPERTY TAX

WHEREAS, the Regional Transit Board is authorized by Minnesota Statute 473.446 to levy certain property taxes in the metropolitan area on or before October 10, 1985; 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. 85-_____, attached hereto as Exhibit 2, at a special meeting of the board on September 30, 1985 at 4:00 p.m.
- 2) THAT the tax feathering requirements of Minnesota Statute 473.466, Subdivision 1, are embodied in Resolution No. 85-_____ in accordance with the following tax feathering plan:
 - 1) Service is defined as "A community is considered to receive service if one or more regular route bus routes penetrate the municipality's boundary or one or more regular route 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.
 - 2) Service shall be "Regular Route" service defined as public transit service on a defined route at defined times; that is, Metropolitan Transit Commission, Medicine Lake Lines, North Suburban Lines, Valley Transit, and Metrolink Services.
 - 3) The defined levels of service and mill rates, as mandated in 1985 Minnesota Laws, First Special Session, Chapter 10, Section 12, are:
 - I. Full peak and off-peak service (2.0 mills).
 - II. Full peak service and limited off-peak service (1.5 mills).
Defined as peak period regular route service, plus weekday midday regular route service at intervals longer than 60 minutes on the route with the greatest frequency.

III. Limited peak service (1.25 mills).
Defined as peak period regular route service only

- 4) Levels of service are to be per the service plans of regular route providers as of the first of September, 1985, embodied in Exhibit No. 1 to this Resolution.
 - 5) "Peak Service" means those hours of service Monday through Friday between the first bus each morning and 9:00 a.m. and between 3:30 and 6:30 p.m.
 - 6) "Off-Peak Service" means the hours of service from 9:00 a.m. to 3:30 p.m. and 6:30 p.m. until the last bus on Monday through Friday of each week and all day Saturday, Sunday, and holidays designated by the (Metropolitan Transit) Commission.
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- 3) THAT the secretary of the board is instructed to mail a copy of this Resolution, including Exhibits 1 and 2, 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.
 - 4) THAT comments from affected communities, county auditors, the State Board of Equalization, and other affected parties on the proposed tax levy are hereby invited and requested in writing on or before September 24, 1985.
 - 5) THAT failure to send or receive the notice specified in this resolution shall in no way affect the validity of the planned tax levy.
 - 6) THAT the Regional Transit Board reserves its right to modify or amend proposed Resolution No. 85-_____.

Adopted this _____ day of _____, 1985.

Elliott Perovich, Chairman

Mary Fitzgerald, Secretary

REGIONAL TRANSIT BOARD
Suite 270 Metro Square Building, St. Paul, Minnesota 55101

RESOLUTION NO. 85-_____

RESOLUTION LEVYING AD VALOREM
PROPERTY TAXES

WHEREAS, the Regional Transit Board is authorized by 1984 Minnesota Laws, Chapter 654, Article 3, Section 136, and Minnesota Statutes 473.446, as amended, to levy certain property taxes in the metropolitan area on or before October 10, 1985; and

WHEREAS, the provisions of 1984 Minnesota Laws, Chapter 502, Article 3, Section 25 require the Regional Transit Board to reduce the property tax to those properties receiving less than full peak and off-peak service; and

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, 1985.

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 Minnesota Statutes 473.446, Subd. 2 (1982) the following amounts:

1. \$48,458,222 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>Reduced Mill Rate</u>	<u>Levy Reduction</u>
Anoka	Centerville	1.25	\$ 5,364
Carver	Chanhassen (part)	1.50	43,986
	Chaska	1.25	64,293
Dakota	Apple Valley	1.25	170,923
	Burnsville	1.25	401,210
	Eagan	1.25	266,317
	Rosemount	1.25	52,392
	Lilydale	1.25	8,372
	Mendota	1.25	1,311
	Sunfish Lake	1.25	7,070
Hennepin	Chanhassen (part)	1.25	723
	Deephaven	1.50	34,945
	Excelsior	1.50	18,121
	Eden Prairie	1.25	301,060
	Shorewood	1.50	40,568

<u>County</u>	<u>Community</u>	<u>Reduced Mill Rate</u>	<u>Levy Reduction</u>
Hennepin	Greenwood	1.50	\$ 6,829
	Woodland	1.25	13,235
	Tonka Bay	1.25	21,359
	Long Lake	1.50	10,429
	Medicine Lake	1.25	5,285
	Maple Grove	1.25	213,752
	Osseo	1.25	21,019
	Champlin	1.50	42,403
Ramsey	Arden Hills	1.25	104,907
	Gem Lake	1.25	6,391
	North Oaks	1.25	58,470
	Vadnais Heights	1.50	38,403
	White Bear Township	1.25	51,952
	Mounds View	1.50	51,051
Scott	Prior Lake	1.25	71,961
	Savage	1.25	43,780
	Shakopee	1.25	103,194
Washington	Baytown	1.50	5,222
	Birchwood	1.25	9,617
	Cottage Grove	1.50	91,544
	Dellwood	1.50	11,031
	Lake Elmo	1.50	30,543
	Mahtomedi	1.50	21,948
	Newport	1.50	20,402
	Pine Springs	1.25	4,128
	St. Paul Park	1.50	19,105
	Willernie	1.50	1,792
Woodbury	1.50	87,950	

2. \$331,380 for principal and interest payments on general obligation certificates of indebtedness of 1976, including allowance for uncollectible taxes; and
3. \$941,280 for principal and interest payments on general obligation certificates of indebtedness of 1979, including allowance for uncollectible taxes; and
4. \$1,231,125 for principal and interest payments on general obligation certificates of indebtedness of 1982, including allowance for uncollectible taxes; and
5. \$2,122,470 for principal and interest payments on general obligation certificates of indebtedness of 1985, 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 \$432,109, estimated to represent ten (10) percent of the rate for the levies in 1 through 5 above, pursuant to Minnesota Statutes 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, 1985.

Adopted this _____ day of _____, 1985.

Elliott Perovich, Chairman

Mary Fitzgerald, Secretary

CH006B