



Minnesota Regional Transit  
Board: Records.

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

MEETING OF THE REGIONAL TRANSIT BOARD  
 Monday, January 6, 1986  
 Council Chambers  
 4:00 p.m.

AGENDA

1. Call to Order and Roll Call
2. Approval of Agenda ✓
3. Approval of Minutes of December 2, 1985 Meeting ✓
4. Slide Presentation on European Transit by Jim Newland
5. REPORT OF THE POLICY COMMITTEE Todd Lefko,  
Chair
6. REPORT OF ADMINISTRATION AND FINANCE COMMITTEE Ruth Franklin,  
Chair
  - a. 1986 Exurban Grant Approvals\* - *Resolution 86-1*
  - b. 1986 Rideshare Contract Approval\* *Resolution 86-2*
  - c. Pay Agent Agreement/Tax Anticipation Notes\*
  - d. Public Financial Systems Proposal\*
7. REPORT OF THE NOMINATING COMMITTEE Paul Joyce,  
Chair
8. OTHER BUSINESS
  - a. Chairman's Report
  - b. Members' Reports
  - c. Staff Reports

*M + K Day - 1/27*  
*New day - 1/27*
9. PUBLIC COMMENT

Elliott Perovich  
 Chairman

\* Please bring committee packets to meeting.

J. McCant  
Hollander  
Kuehn

Arnie Engel  
Jerry Butland  
C. Wigen  
Dietrich

addr  
Tim Marx  
N. King  
LJ

REGIONAL TRANSIT BOARD

Record of Attendance and Vote

Date 1/6/86

RT B

Dist.	Member Name	Present	86-1 Vote	86-2 Vote	Vote	Vote
Chair	Elliott Perovich	✓	✓	✓		
A	Todd Lefko	✓	✓	✓		
B	<del>Ruben Acosta</del>					
C	Bernard Skrebek	✓	✓	✓		
D	Doris Caranicas	✓	✓	✓		
E	<del>John Doyle, Sr.</del>					
F	<del>Gail Marks Jarvis</del>					
G	<del>James Newland</del>					
H	<del>Margaret Snestrud</del>					
I	Alison Fuhr	✓	✓	✓		
J	<del>Juanita Collins</del>					
K	<del>Steve Leeding</del>					
L	Ruth Franklin	✓	✓	✓		
M	Paul Joyce	✓	✓	✓		
N	Edward Kranz	✓	✓	✓		

Bedon

not here.

REGIONAL TRANSIT BOARD

270 Metro Square Building, St. Paul, Minnesota 55101

Minutes of the Meeting of the  
REGIONAL TRANSIT BOARD  
Metropolitan Council Chambers  
December 16, 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, Judith McCourt, Julie Opsahl, Randy Rosvold, Mark Ryan, Ed McMenemy and Jerry Brechlin, Regional Transit Board Staff; and Charles Weaver and Larry Wertheim, legal counsel; Arnie Entzel

The meeting was called to order at 4:00 p.m. and roll taken. Skrebes moved approval of the agenda; Fuhr seconded the motion. Motion carried unanimously. Lefko offered a friendly amendment to the agenda, adding the approval of the Transportation Handicapped Advisory Committee. The mover and seconder accepted the amendment. Motion carried unanimously.

REPORT OF THE POLICY COMMITTEE

Lefko referred to his memorandum, dated December 10, 1985, which proposes additions to Recommendation 8 of the staff recommendations dated October 23, 1985. Lefko said we are beginning a process that will continue through the summer and into October 1986, when the final decision for implementation will be made. He said he is proud to be a member of this group; no one has been shy about his or her concerns and people have approached this from a perspective of how to build the highest quality service in the most cost-effective manner. It has not been easy. It is not an issue where there is good and evil. He is impressed with the dedication and commitment of the drivers. One of our major tasks will be to insure the commitment and quality of the service at the same level they have demonstrated. The committee heard from a great many people. This is an issue that touches people as perhaps no other we will deal with and we have heard questions for which we do not yet have complete answers, but we will have those answers before we make a final decision. We have committed that, if major questions and issues of quality of service are outstanding, this board will not act. We will not act unless we have reasoned judgment that a high quality level of service can be provided.

Lefko said the questions and issues raised by committee members have been reflected in the recommendations. The marketing and training programs were added to the proposal because of Joyce's concern for call-ins by the speech-impaired. Bedeau's concern for costs for the low-income users and affirmative action will be seriously dealt with, as will Kranz' concern that the MTC not be shut out of bidding, but that requirements for participation by providers be fair to all. Lefko is convinced that MTC has not only a challenge but an opportunity, if they wish to view it that way, and he encourages their high level of participation.

Lefko moved approval of the recommendations as amended; Caranicas seconded the motion that.

1. The Regional Transit Board directs its staff to develop an implementation plan by June 1, 1986, to propose and organize the specific operational details for implementing the following actions. This plan should be developed in conjunction with the Minnesota Department of Transportation, the Metropolitan Transit Commission, and reviewed by the RTB Transportation Handicapped Advisory Committee. This implementation plan should contain a comprehensive monitoring and evaluation element so that improvements in Metro Mobility service can be monitored by the board on a regular basis. A draft timetable and outline of tasks necessary to accomplish this effort follows.
2. Beginning in October 1986, the Metro Mobility program should be reorganized to operate on a modified user-side subsidy basis, as described by Option X in the staff memo dated October 23, 1985. This option promises the greatest travel benefits for users, while at the same time, presents the greatest opportunity to reduce per trip costs. The modified user-side subsidy arrangement would allow users to contact providers directly to arrange for their ride requests. All qualified providers would be able to participate in the program and the Metro Mobility Transportation Center would monitor trip requests. Competition among providers promises cost savings as well as increases in service quality.

It is further recommended that the Metro Mobility Transportation Center be retained to certify eligible users, monitor daily performance of providers, provide computer facilities and deal with consumer concerns. The Transportation Center should continue to be operated by the Metropolitan Transit Commission. Additionally, it is recommended that a consumer liaison be added to the Transportation Center staff to assist users with trip plans and concerns.

3. The Regional Transit Board should pursue dialogue with social service agencies to determine how the needs of their clients can best be met and what level of financial support they can provide to support their clients using Metro Mobility service. The best way to provide large group trips should also be a key agenda item of this discussion.
4. A monitoring system should be established by the Transportation Center to adequately measure the quality of service to assist in the identification of additional and necessary ongoing service improvements. Information relating to consumer satisfaction and service performance should also be used to evaluate service on an ongoing basis.

5. Metro Mobility service should be expanded throughout the transit taxing district with the savings realized from this restructuring effort. Expansion should take place in a staged manner as funding permits. The RTB should work toward ensuring transportation services for elderly and handicapped persons throughout the seven-county area, emphasizing coordination with existing community providers.
6. Using the Service Needs Assessment as a starting point, the Regional Transit Board should conduct a review of county transportation programs to evaluate service quality and adequacy. Once these evaluation efforts are completed, agreement on the type and extent of coordination with Metro Mobility should be outlined.
7. The RTB should similarly begin discussions with other providers of transportation for handicapped persons to determine the level and type of coordination required to best meet the needs of the disabled community. An effort to define the appropriate role of these providers in relation to the Metro Mobility program should be a key element of these discussions.
8. Based on the forthcoming results of the Metro Mobility user survey and a refined monitoring system, attention should be focused on finding solutions to deal with issues related to quality of service and user satisfaction. Attention should be focused on user concerns expressed at public meetings.

- confirmation of ride requests in a timely manner;
- inconvenient call-in requirements;
- late pick-ups;
- prohibition on additional standing orders;
- limited weekend hours;
- developing of a marketing plan to ensure that riders are knowledgeable of changes to Metro Mobility service;
- transfers, if necessary, will be scheduled and made with the greatest ease to both users and providers;
- as part of the implementation plan, staff shall determine the transitional costs associated with the changeover;
- the RTB is committed to working with community groups throughout the development of the implementation plan;
- investigating the standardization of service hours throughout the entire service area in the development of the implementation plan;
- addressing the concerns of service quality during the development of standards for Metro Mobility providers, including:

- driver training
- staff competency
- vehicle specifications
- provision for backup service
- order-taking capacity and quality
- confirmation of rides in a timely manner
- timely arrivals and departures

9. The Regional Transit Board should consider Metro Mobility fares as one of the issues to address as part of its overall consideration of fare policies later this year. The following general guidelines should be considered in this discussion. Metro Mobility fares should be established at an affordable rate, easy to understand, but should be greater than fares charged to users of regular route transit service to improve the revenue to cost ratio. Fares should be designed to create a disincentive for long trips. A hardship policy should be established for those unable to pay the established fare. Discussion about premium fares for standing orders or longer trips should also take place to determine impacts on revenue recovery and service provision.

Skrebes cautioned the board that it will be difficult to acquire increased funding and it must make a determined effort to ensure that expenditures are cost-effective. He is concerned that private providers will come in higher every year. The chairman said that can be controlled the the process of setting zones and maximum fares that can be charged in each area. The board will control the subsidy of the fare and will have full control. Drivers must be trained and that cost will go into the system.

Lefko said another factor is discussed in Item 4 on page 14 of the staff report. The amount and kind of information people had in the past was not adequate to check on trends. The monitoring system will help define the relationship between service and cost.

Caranicas said staff has been directed to develop an implementation plan in cooperation with the Minnesota Department of Transportation and the Metropolitan Transit Commission. She views this document as beginning development of improvement in Metro Mobility.

Joyce said he had concerns earlier that have been resolved, but the board has to choose to do something with the system or do nothing. The funds are shrinking and the system will collapse if something is not done.

Lefko said he met on Saturday, December 14, with the Transit Access Coaliton. All the drivers will have jobs. People are worried about the role of MTC and the idea that they have to bid. Because of their service, if they can agree with the union, they will have an opportunity to examine their operations and continue to enjoy strong support in the community.

Arnie Entzel said that from public testimony at four or five meetings, in overwhelming numbers, indications are that people want to keep the service in general as it is now. Only at the last meeting did people speak in favor of what was suggested here. If that has weight, he would like to consider that.

Vote was taken; the motion carried unanimously.

REGIONAL TRANSIT BOARD REVIEW OF THE METROPOLITAN DEVELOPMENT AND INVESTMENT FRAMEWORK

Lefko reviewed the committee report dated December 16, 1985, and moved:

That the Regional Transit Board submit the comments contained within the memorandum on the Metropolitan Development and Investment Framework to the Metropolitan Council for their consideration.

Fuhr seconded the motion. The motion carried unanimously.

REVIEW OF FINAL ENVIRONMENTAL IMPACT STATEMENT FOR CONSTRUCTION OF THE MINNEAPOLIS CITY CENTER, PHASE II, IN DOWNTOWN MINNEAPOLIS

Lefko reviewed the committee report dated December 16, 1985, and moved:

That the Regional Transit Board find the Minneapolis City Center Phase II Final Environmental Impact Statement consistent with the Regional Transit Board's Interim Implementation Plan, but expresses its concern that three important transit elements of the project are addressed. These are the reestablishment of a bus stop and shelter on Marquette between Sixth and Seventh Streets, the capacity of the transit system to accommodate the projected transit riders, and the developer's commitment to the transit and rideshare program, including the priority parking for rideshare vehicles.

Caranicas seconded the motion.

The chairman said the board has a number of concerns that should be discussed at a joint meeting of the Regional Transit Board, Metropolitan Council and Metropolitan Transit Commission. Abdul-Rahman said the council is doing a transportation study of Downtown Minneapolis. When the report is published the RTB will review it and will be heavily involved in the evaluation of downtown transit service.

Vote was taken; the motion carried unanimously.

TRANSPORTATION HANDICAPPED ADVISORY COMMITTEE

Lefko reviewed the committee report dated December 16, 1985, and moved:

That the Regional Transit Board approve each board member's appointees to the Transportation Handicapped Advisory Committee. It is further recommended that two-year terms be established for the committee members with the at-large and District A, B, C and D terms initially expiring in January 1987, and appointments from Districts E, F, G and H initially expiring in January 1989.

Fuhr seconded the motion. The motion carried unanimously.

## REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE

### NICOLLET GARAGE

Chair Franklin reviewed the committee report dated December 16 and moved:

That the Regional Transit Board temporarily delay action on the Nicollet Garage project with the understanding that, when further analysis of the alternatives is complete and the Metropolitan Transit Commission takes action on the Nicollet project, the Regional Transit Board will act expeditiously in considering an amendment to the Metropolitan Transit Commission's capital budget.

Joyce seconded the motion. The motion carried unanimously.

### 1985 BUDGET ADJUSTMENTS, RESOLUTION NO. 85-23

Chair Franklin reviewed the action taken by the committee and moved approval of Resolution 85-23. Joyce seconded the motion. Roll call vote was taken; the motion carried unanimously.

## OTHER BUSINESS

### CHAIRMAN'S REPORT

The chairman reported that the bylaws require that the board officers be elected at the first meeting in January each year. He asked the board for requests and recommendations.

The chairman reported on the recent legislative hearings on outstate transit programs, transit subsidy and Metropolitan Transit Commission contracts. The Semi-States Committee will hold hearings next week. He made a trip to south-west Minnesota to visit three outstate legislators who are interested in transit. That series of trips is completed. Approximately 29 legislators were visited. The chairman met today with Senator Ramstad, who is very interested in Metro Mobility. Caranicas commended the chairman on his activities; from the board's perspective, the trips were valuable.

There will be an executive session of the board after the regular meeting on January 6 to discuss salary and fringe benefits for staff. By January 27 the benefit package will be ready for board action so salary adjustments can be made.

### MEMBERS REPORTS

The annual Christmas party, organized by Alison Fuhr, will be tentatively scheduled for January 25.

Kranz said, with regard to changes to Metro Mobility, he would like to see MTC's involvement encouraged in the planning process and would like to see board involvement as well. Lefko said there should be a half-day session for the board to talk about the modifications.

PUBLIC COMMENT

Ruth B. Steele said that trying to get a Metro Mobility ride is very difficult. People are kept on hold for a long time and sometimes disconnected. Lefko said the committee heard repeatedly that there should be more people taking the calls. Tim Anthony said there should be a phone answering service to print out the information instead of waiting for an operator. He also recommended a 24-hour service for people with severe problems who need to visit doctors frequently. There should be 24-hour phone service for emergency cases and Medi-cab should be considered.

Franklin moved that the meeting be adjourned; Caranicas seconded the motion. Vote was taken; meeting adjourned.

Respectfully submitted,

Mary Fitzgerald  
Secretary

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: January 6, 1986  
TO: Regional Transit Board  
FROM: Administration and Finance Committee  
SUBJECT: Rideshare Contract and Resolution

ACTION REQUESTED

At its meeting January 2, 1986, the Administration and Finance Committee reviewed the staff recommendation to enter into contract with the Metropolitan Transit Commission to provide ridesharing services in 1986.

RECOMMENDATION

The Administration and Finance Committee recommends the Regional Transit Board authorize the Executive Director to negotiate a contract with the Metropolitan Transit Commission for the delivery of ridesharing services in the metropolitan area in an amount not to exceed \$622,809.

RUTH FRANKLIN  
CHAIR

BD0186  
Attachment

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: January 6, 1986  
TO: Administration and Finance Committee  
FROM: Judith McCourt, Programs Manager  
SUBJECT: Rideshare Contract

ACTION REQUESTED

Staff recommends that the Regional Transit Board authorize the Executive Director to enter into contract with the Metropolitan Transit Commission to provide ridesharing services in 1986.

BACKGROUND

In August of 1985, the Regional Transit Board (RTB) assumed the policy and program responsibility for ridesharing programs in the seven-county metropolitan area. When the RTB assumed the responsibility for ridesharing, it directed staff to establish an eleven-member Rideshare Advisory Committee (RAC) to advise the board on ridesharing programs and policies. The RTB also directed staff to develop a management plan for ridesharing and to begin to develop a contract with the MTC to provide ridesharing services from January 1, 1986 to December 31, 1986.

DISCUSSION

For the past several months, staff from the RTB and MTC have been working together to establish a work plan. This is now in its final stages and will be sent to the Rideshare Advisory Committee for review and comment in January.

The MTC requested \$622,809 from the RTB to operate ridesharing services in the metropolitan area. The RTB approved the ridesharing program budget when it approved the MTC operating budget. It is, however, necessary at this time to negotiate the contract specifically for ridesharing services. It is, therefore, requested at this time that the Executive Director be directed to negotiate a contract with the MTC for ridesharing services.

FINDINGS AND CONCLUSIONS

The Regional Transit Board has approved the rideshare budget in the context of its approval of the Metropolitan Transit Commission 1986 operating budget and authorization is now needed to negotiate a contract for service in 1986.

RECOMMENDATION

It is recommended that the Regional Transit Board authorize the Executive Director to negotiate a contract with the Metropolitan Transit Commission for the delivery of ridesharing services in the metropolitan area in an amount not to exceed \$622,809.

RDSHRE

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, St. Paul, Minnesota 55101

RESOLUTION NO. 86-\_\_\_\_

RESOLUTION

WHEREAS, the Regional Transit Board has assumed responsibility for ridesharing programs August 1, 1985, in the Twin Cities Metropolitan Area as specified in Minnesota Statute 473.375, Section 117, Subdivision 11; and,

WHEREAS, the Regional Transit Board desires to fund the provision of ride-sharing services in the metropolitan area and wishes to enter into contract with the Metropolitan Transit Commission for such services between January 1, 1986 through December 31, 1986;

NOW, THEREFORE, BE IT RESOLVED:

- 1) That the Regional Transit Board authorizes the Executive Director to enter into contract with the Metropolitan Transit Commission for the provision of ridesharing services for January 1, 1986 to December 31, 1986 for an amount not to exceed \$622,809.

Adopted this \_\_\_\_\_ day of \_\_\_\_\_, 1986.

\_\_\_\_\_  
Elliott Perovich, Chairman

\_\_\_\_\_  
Mary Fitzgerald, Secretary

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: December 30, 1985  
TO: Regional Transit Board  
FROM: Administration & Finance Committee  
SUBJECT: 1986 Rideshare Contract Approval

At its meeting on January 2, the Administration and Finance Committee will be discussing the 1986 Rideshare Contract regarding recommending that the executive director be authorized to negotiate a contract with the Metropolitan Transit Commission for the delivery of ridesharing services in the Metropolitan Area in an amount not to exceed \$662,829.

LJ

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: December 27, 1985  
TO: Administration and Finance Committee  
FROM: Judith McCourt, Programs Manager  
SUBJECT: Rideshare Contract

ACTION REQUESTED

Staff recommends that the Regional Transit Board authorize the Executive Director to enter into contract with the Metropolitan Transit Commission to provide ridesharing services in 1986.

BACKGROUND

In August of 1985, the Regional Transit Board (RTB) assumed the policy and program responsibility for ridesharing programs in the seven-county metropolitan area. When the RTB assumed the responsibility for ridesharing, it directed staff to establish an eleven-member Rideshare Advisory Committee (RAC) to advise the board on ridesharing programs and policies. The RTB also directed staff to develop a management plan for ridesharing and to begin to develop a contract with the MTC to provide ridesharing services from January 1, 1986 to December 31, 1986.

DISCUSSION

For the past several months, staff from the RTB and MTC have been working together to establish a work plan. This is now in its final stages and will be sent to the Rideshare Advisory Committee for review and comment in January.

The MTC requested \$622,829 from the RTB to operate ridesharing services in the metropolitan area. The RTB approved the ridesharing program budget when it approved the MTC operating budget. It is, however, necessary at this time to negotiate the contract specifically for ridesharing services. It is, therefore, requested at this time that the Executive Director be directed to negotiate a contract with the MTC for ridesharing services.

FINDINGS AND CONCLUSIONS

The Regional Transit Board has approved the rideshare budget in the context of its approval of the Metropolitan Transit Commission 1986 operating budget and authorization is now needed to negotiate a contract for service in 1986.

RECOMMENDATION

It is recommended that the Regional Transit Board authorize the Executive Director to negotiate a contract with the Metropolitan Transit Commission for the delivery of ridesharing services in the metropolitan area in an amount not to exceed \$662,829.

RDSHRE

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: January 6, 1986  
TO: Regional Transit Board  
FROM: Administration and Finance Committee  
SUBJECT: Paying Agent Agreement--1985 Property Tax Anticipation  
Certificates of Indebtedness

ACTION REQUESTED

At its meeting January 2, 1986, the Administration and Finance Committee reviewed the staff recommendation regarding approving the paying agent agreement with First Trust Company, Inc. for payment of \$16,500,000 property tax anticipation certificates which become due and payable April 1, 1986.

RECOMMENDATION

The Administration and Finance Committee recommends approval of the paying agent agreement covering payment of the 1985 tax anticipation certificates of indebtedness.

RUTH FRANKLIN  
CHAIR

BD0186

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: December 30, 1985  
TO: Regional Transit Board  
FROM: Administration & Finance Committee  
SUBJECT: Pay Agent Agreement/Tax Anticipation Notes

At its meeting on January 2, the Administration & Finance Committee will be discussing the approval of a paying agent agreement with First Trust Company of Saint Paul for payment of the Metropolitan Transit Commission's 1985 tax anticipation certificates, issued by the RTB, due and payable April 1, 1986. An oral report and the committee's recommendation will be presented at the January 6 board meeting.

LJ

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: December 27, 1985  
TO: Administration and Finance Committee  
FROM: Leslie Johnson, Director of Administration  
SUBJECT: Paying Agent Agreement--1985 Property Tax Anticipation  
Certificates of Indebtedness

ACTION REQUESTED

The Administration and Finance Committee is asked to review the attached paying agent agreement with First Trust Company, Inc. This agreement would be utilized for the payment of the \$16,500,000 property tax anticipation certificates which become due and payable April 1, 1986.

BACKGROUND

First Trust Company, Inc. of St. Paul is the escrow agent for the property tax anticipation certificates. The escrow account now reflects sufficient funds for the scheduled April 1, 1986 payment obligation of \$16,500,000 (principal) and \$917,400 (interest). Approval of this agreement will cause First Trust to also act as paying agent. The estimated paying agent cost is for the payment of 3,300 certificates at \$2.50 each, a total of \$8,250.

This paying agent agreement has been reviewed by Barbara Portwood of the Holmes & Graven staff.

RECOMMENDATION

That the Administration and Finance Committee approves the paying agent agreement covering payment of the 1985 tax anticipation certificates of indebtedness.

PAYING



# First Trust Company

First Trust Company, Inc.  
First National Bank Building  
Saint Paul, Minnesota 55101

December 17, 1985

Mr. Jerry Brechlin  
Regional Transit Board  
270 Metro Square  
St. Paul, Minnesota 55101

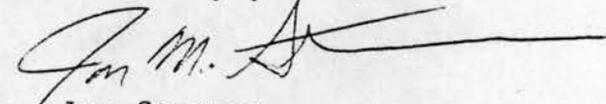
Re: Paying Agent Agreement for Regional Transit Board

Dear Jerry:

Per our discussion on Monday, December 16, 1985, I am enclosing a copy of what I sent on to Barbara Portwood along with a copy of our paying agent charges for non-registered bond issues. Also, as we had discussed, the fee for the escrow agreement will be identical to the amount listed therein, which was \$4,520.

Please give me a call with any questions or comments that you may have on the enclosed material. I would be more than happy to discuss them with you.

Sincerely yours,



Jon Stevens  
Trust Officer

/meb

Enclosure

wpl251d

RECEIVED

DEC 19 1985

REG. TRANS. BRD.

PAYING AGENT AGREEMENT

THIS AGREEMENT made this 11th day of April, 1985, by and between FIRST TRUST COMPANY OF SAINT PAUL, a Minnesota corporation located in St. Paul, Minnesota (the "Trust Company") and The Regional Transit Board, a Political Subdivision of the State of Minnesota (the "Issuer").

WITNESSETH that WHEREAS:

(A) The Trust Company is a Minnesota corporation incorporated under the laws of the United States and duly authorized to exercise corporate trust powers.

(B) By resolution, a certified copy of which is attached hereto as Exhibit A, the Issuer has authorized the issuance of \$16,500,000.00, the principal and interest of which (and Premium, if any) are hereafter referred to as "Obligations").

(C) By resolution, a certified copy of which is attached hereto as Exhibit B, the Issuer has designated the Trust Company as paying agent for the Obligations, and has authorized the Trust Company to destroy the Obligations under the conditions herein stated.

(D) The Issuer may from time to time issue other bonds, notes, or obligations and in connection therewith may designate the Trust Company as paying agent therefor under the terms and conditions of this Agreement then in effect, in which event the principal and interest (and premium, if any) of such bonds, notes, or obligations shall be deemed Obligations for purposes of this Agreement.

(E) The Trust Company and the Issuer desire to state the terms and conditions by which the Trust Company shall serve as paying agent for and provide destruction of the Obligations.

(F) "Destruction" or "destroy" as herein used shall mean destruction by shredding, cremation or by any other means now or hereafter permitted by applicable law.

NOW THEREFORE, in consideration of the premises and mutual agreements herein contained, it is agreed by the Trust Company and the Issuer as follows:

1. The Issuer hereby appoints the Trust Company as paying agent to perform the duties herein described, and the Trust Company hereby accepts such appointment. This Agreement shall be effective on the date first above written and shall be in full force and effect for the full term of the Obligations unless terminated as hereinafter provided.

2. In the performance of its duties as paying agent, the Trust Company shall:

(a) Keep true and accurate accounts of the outstanding principal balances of the Obligations.

(b) Not less than twenty (20) days before the due date of Obligations, send a statement to the Issuer of the amount which will be required to pay the Obligations on such date.

(c) With the funds received from the Issuer pay such Obligations as are due upon presentation of the Obligations for payment.

(d) Forthwith upon presentation and payment of the Obligations, cancel the same by perforation or other appropriate means and from time to time forward to the Issuer all cancelled Obligations, or, at the option of the Issuer, destroy the cancelled Obligations and certify such action on Destruction Certificates in the form of Exhibit D.

(e) Prepare and forward to Issuer such additional reports and information as may from time to time be required by applicable law, rule or regulation relating to paying agents and the destruction of Obligations.

3. The Issuer shall:

(a) Cause to be remitted to the Trust Company on the payment date, the sum needed for payment of the Obligations due on said date pursuant to the Escrow Agreement dated as of April 11, 1985 by and between the Issuer and First Trust Company of Saint Paul as Paying Agent.

(b) Pay to the Trust Company within thirty (30) days of each statement therefor the following fees and charges for services performed hereunder:

See Attached Exhibit "C"

The fees and charges of the Trust Company shall in no event become a charge against the funds remitted by the Issuer for payment of Obligations.

4. The Trust Company shall not be required to pay interest on any funds remitted by the Issuer for payment of the Obligations for any period during which such funds are held by the Trust Company awaiting presentation of Obligations for payment.

5. In the event that the Issuer shall call any Obligations for redemption, the responsibility for notifying the holders of the Obligations of such call shall rest solely with the Issuer. The Trust Company does not by this Agreement undertake any responsibility or assume any obligation to notify holders known or unknown of any such call for redemption.

6. The Trust Company shall indemnify and hold harmless the Issuer from any loss to the Issuer in the event of duplicate payment, wrongful or improper payment to unauthorized persons, or non-payment to authorized persons occurring as a result of any destruction of Obligations by the Trust Company; provided, however, that:

(a) With respect to Obligations payable to bearer the Trust Company may treat the bearer or presenter of any such Obligation as the owner thereof, and such bearer or presenter shall be conclusively presumed to be a person authorized to receive payment thereof regardless of whether or not any other person may assert a claim to, or ownership of, or an interest in any such Obligations;

(b) With respect to Obligations registered as to principal, or as to both principal and interest, the person in whose name such Obligation is registered as shown by the registration books of the Issuer, or the registration books maintained by the Trust Company in the event the Trust Company acts as registrar for the Issuer, shall be conclusively presumed to be the owner and authorized person for purposes of receiving payment of such obligation. An "authorized person" shall be deemed to include such registered holder or the assignee of such registered holder (provided a written assignment in form satisfactory to the Trust Company and executed by the registered owner, or a written assignment in blank executed by such registered owner in form satisfactory to the Trust Company, accompanies such Obligation when presented for payment), regardless of whether any other person may assert a claim to, or ownership of, or an interest in any such Obligation.

7. The Trust Company shall not be liable for and the Issuer shall indemnify and hold harmless the Trust Company from any loss arising out of any act or omission of the Issuer or any officer, employee, or agent thereof.

8. The Trust Company shall not pay any claims for alleged lost or destroyed Obligations unless duplicates have been issued by the Issuer in accordance with law and the Trust Company has been notified by the Issuer of such issuance of said duplicates. The Trust Company shall not be responsible for any duplicate payment resulting from the issuance of such duplicates.

9. The Trust Company shall not pay any Obligation after the statute of limitations for the payment thereof has barred the claim therefor, and any funds remaining in the possession of the Trust Company for payment of Obligations on which the statute of limitations has run shall be returned to the Issuer upon execution by the Issuer of an indemnity agreement in form satisfactory to the Trust Company.

10. The terms and conditions of this Agreement may be reevaluated and by mutual agreement in writing amended every four years, provided, however, that the Trust Company or Issuer at any time without cause upon 90 days written notice to the other party may terminate this Agreement in which event any funds remaining in the possession of the Trust Company for payment of Obligations shall be returned to the Issuer upon execution by the Issuer of an indemnity agreement in form satisfactory to the Trust Company.

IN WITNESS WHEREOF, the Issuer and the Trust Company have caused this agreement to be executed in their respective names by their duly authorized representatives in two counterparts, each of which shall be deemed an original.

ISSUER \_\_\_\_\_

By: \_\_\_\_\_

(SEAL)

Attest: \_\_\_\_\_

FIRST TRUST COMPANY OF SAINT PAUL

By *[Signature]* \_\_\_\_\_

Its Senior Vice President

By *[Signature]* \_\_\_\_\_

Its Assistant Secretary

(SEAL)

wpl734K

EXHIBIT C

I Paying Agent Charges

A. Coupons

1. 15¢ per coupon paid, exclusive of any additional paying agent.
2. Fully registered bonds - 1/4 of 1% of amount disbursed plus an additional charge of 25¢ per check
3. Minimum Fee - \$50 per payment

B. Principal

1. \$2.50 per bond, exclusive of any additional paying agent
2. Minimum fee each payment - \$50

II Destruction Charges

A. Coupons

1. If paid by First Trust Company - 3¢ per coupon
2. If paid by agents other than First Trust Company 5¢ per coupon - minimum fee \$10
3. If we are required to count pre-sorted coupons and verify as to total coupons per interest payment date - 2¢ per coupon
4. Minimum charge for each destruction - \$25

B. Bonds

1. If sorted and listed by First Trust Company 10¢ per certificate
2. If First Trust Company is merely required to examine and destroy - 3¢ per certificate
3. Minimum charge for each destruction - \$25

The above charges are subject to change.

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: January 6, 1986  
TO: Regional Transit Board  
FROM: Administration and Finance Committee  
SUBJECT: Public Financial Systems Proposal

ACTION REQUESTED

At its meeting January 2, 1986, the Administration and Finance Committee reviewed the staff recommendation to authorize the Executive Director to enter into a contract with Public Financial Systems to provide financial consulting services to the Regional Transit Board.

RECOMMENDATION

The Administration and Finance Committee recommends the board approve authorizing the Executive Director to enter into a contract with Public Financial Systems at a rate of \$70.00 per hour not to exceed \$5,000.

RUTH FRANKLIN  
CHAIR

BD0186

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: December 30, 1985  
TO: Regional Transit Board  
FROM: Administration & Finance Committee  
SUBJECT: Public Financial Systems Proposal

At its meeting on January 2, The Administration and Finance Committee will be discussing the proposal of Public Financial Systems to provide the Regional Transit Board with financial consulting services regarding recommending that the executive director be authorized to enter into an initial contract with Public Financial Systems at a rate of \$70 per hour not to exceed \$5,000. An oral report and the committee's recommendation will be presented at the January 6 board meeting.

LJ

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: December 26, 1985  
TO: Administration and Finance Committee  
FROM: Leslie M. Johnson, Director of Administration  
SUBJECT: Public Financial Systems Proposal

ACTION REQUESTED

The Administration and Finance Committee is asked to review the attached proposal from Public Financial Systems and to authorize the Executive Director to enter into a contract with Public Financial Systems to provide financial consulting services to the Regional Transit Board.

BACKGROUND

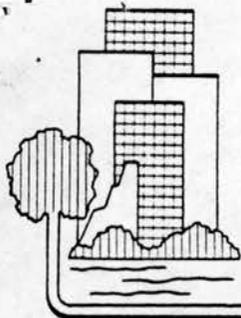
The Regional Transit Board has received a proposal from Public Financial Systems to undertake an analysis of the Regional Transit Board's financial management system. The RTB staff met with Mr. Eugene Franchett of Public Financial Systems and determined the major needs of the the RTB financial system and the areas where the RTB could utilize the services of the Public Financial Systems staff. These major areas where Public Financial Systems would provide their services to the RTB are:

1. The design of a budget monitoring and control system.
2. The design of a cost allocation plan in conformance with the Federal Office of Management and Budget regulations.
3. Cash flow analysis and investment policies and procedures.

The proposal from Public Financial Systems is enclosed for your review.

RECOMMENDATION

It is recommended that the Administration and Finance Committee authorize the Executive Director to enter into a contract with Public Financial Systems at a rate of \$70.00 per hour not to exceed \$5,000.



# PUBLIC FINANCIAL SYSTEMS

512 NICOLLET MALL, SUITE 550 MINNEAPOLIS, MINNESOTA 55402 TELEPHONE: (612) 333-9177

December 20, 1985

Mr. Ghaleb Abdul-Rahman  
Executive Director  
Regional Transit Board  
Seventh and Robert Streets  
St. Paul, MN 55101

Dear Ghaleb:

The following are the major needs of the Regional Transit Board's financial management system that have surfaced in our conferences with the RTB staff since November 5. They are:

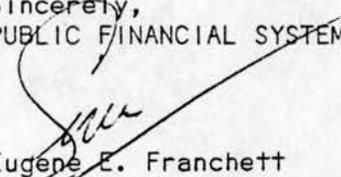
1. The design and construction of a budget monitoring and control system that is effective, accurate, timely and capable of producing monthly reports on expenditures and receipts.
2. The inventory and design of a cost allocation plan in compliance with federal Office of Management and Budget regulations.
3. Preparation of a cash flow analysis and development of investment policies and procedures.

In view of the fact that additional inventory work is necessary to accurately determine the scope and depth of Needs 1 and 2, it is proposed that Public Financial Systems be retained at a rate of \$70.00 per hour for an amount not to exceed \$5,000. PFS would scope these needs and begin the accumulation of information and data which would be necessary to have in hand in order for the Board to make the appropriate priority decisions in proceeding further in meeting these needs.

It is understood that any subsequent work on these tasks will not proceed without further specific authorization by the Board.

This signed letter could suffice as the basis for our agreement or the more formal proposed services contract submitted on November 12 could serve as the format of the agreement by inserting the basic provisions of this letter in Section 1, Scope of Work.

Sincerely,  
PUBLIC FINANCIAL SYSTEMS, INC.

  
Eugene E. Franchett

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SCOPE OF WORK

CASH FLOW MANAGEMENT  
AND  
INVESTMENT POLICIES

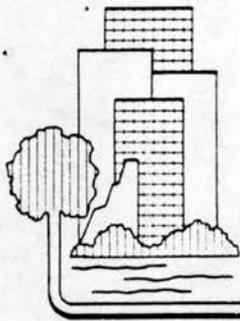
REGIONAL TRANSIT BOARD

December 12, 1985



512 NICOLLET MALL, SUITE 550  
MINNEAPOLIS, MINNESOTA 55402  
TELEPHONE: (612) 333-9177

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# PUBLIC FINANCIAL SYSTEMS

512 NICOLLET MALL, SUITE 550    MINNEAPOLIS, MINNESOTA 55402    TELEPHONE: (612) 333-9177

Ghaleb Abdulrahman  
Executive Director  
Regional Transit Board  
7th & Robert St.  
St. Paul, MN 55101

Dear Ghaleb:

Public Financial Systems is pleased to present to the Regional Transit Board this scope of services to undertake the cash flow analysis and investment practices study.

Effective cash management is a critical element in day-to-day organizational management. In government, the timing of receipts and the timing of disbursements are seldom, if ever, coincidental. Therefore, in order to meet disbursement requirements with adequate cash balances, and also obtain additional revenue through the investment of temporary excess funds in marketable securities, it is necessary to manage cash resources with a month-to-month cash flow budget.

Public Financial systems has prepared many cash flow studies for a variety of units of government. The clients of the firm range in size and complexity from the City of Minneapolis and Milwaukee County, Wisconsin, on the one hand, to small cities such as Mora, Minnesota and Lead, South Dakota on the other. We serve over sixty cities, counties and special districts throughout the upper Midwest.

The three owners of Public Financial Systems are Kathleen Aho, Daniel O'Neill and Rebecca Yanisch. The majority female ownership makes it the only Women Minority Business Enterprise among financial advisory firms in the Midwest.

During the course of working with the R.T.B. staff in this proposal, other financial administrative needs were identified which Public Financial Systems would be pleased to work with the Regional Transit Board in the future. They are:

1. Development of an overall budget management system and monitoring structure to provide for effective day-to-day budget administration and grant administration. Development of a computer model to be used by the Regional Transit Board in the process.

2. Preparation of a cost allocation plan showing the distribution of direct and indirect labor costs and other costs for Regional Transit Board functions.

3. Analysis and review of Regional Transit Board's Debt management process.

4. Other projects for which there is a need, and which Public Financial Systems, Inc. would be pleased to provide assistance, are the preparation of a capital improvement program and a complete overview of the R.T.B's computer usage and software needs.

We are prepared to undertake this project on cash flow analysis and investment practices study immediately and complete it within 60 days of the date to procede.

If you have any questions, please feel free to call me at any time.

Sincerely,



PUBLIC FINANCIAL SYSTEMS, INC.  
Eugene E. Franchett

FIRM PROFILE



## Firm Profile

Public Financial Systems was established in 1981 to meet the growing needs of government finance. Traditionally, financial advisors have focused their efforts primarily on the bond related aspects of government finance. While the ability to structure a successful debt offering is a fundamental requirement, the increasing complexity and demands of governmental finance have created the need for a more extensive range of services. It was in response to those needs that the principal partners founded Public Financial Systems and established a service philosophy of providing creative and comprehensive services that are responsive to the current and anticipated needs of local government.

Since 1981, PFS has established a strong client base serving as ongoing financial advisor for a variety of cities, counties, school districts, and housing and redevelopment agencies. The development of this substantial and diverse client base demonstrates the responsiveness of PFS in making available the skills and expertise required by local government. The development of these on-going advisory relationships attests to the quality and integrity of the services provided by PFS. The experience of PFS staff transcends the life of the firm. PFS staff have combined experience in governmental finance in excess of 150 years. That experience spans all aspects of public financing activities. Nine members of the PFS staff have direct experience in city, county, school, metropolitan, and state level organizations. This experience creates an enhanced understanding of the complex issues faced in the development of government financing.

The combined experience within PFS not only provides the technical skills to react to current needs but establishes a base of information to implement a proactive role in analyzing the future impact of financing alternatives and changing economic conditions. The financial advisor must strive to assist clients in finding better solutions. Techniques that were appropriate yesterday, may not be adequate to meet the needs of today or tomorrow.

Public Financial Systems is wholly owned by the firm's three principal partners: Kathleen A. Aho, Daniel T. O'Neill, and Rebecca D. Yanisch. PFS is the only women-minority business enterprise (W-MBE) financial advisory firm in the Midwest.

Public Financial Systems is an independent financial advisory firm. We do not engage in any trading or dealing in securities. Our only interests are providing our clients with the best possible objective advice and guidance.

PERSONNEL



## Professional Resumes

### Daniel T. O'Neill

Mr. O'Neill is involved in all day-to-day activities of the firm, but concentrates in the field service area.

Prior to establishing Public Financial Systems, he served as a project consultant and later as Director of the Public Finance Department for Evensen-Dodge, Inc. His knowledge of public finance, local government and the financial industry combine to produce an excellent resource for our clients.

Mr. O'Neill was employed by the Aetna Life and Casualty Company, Hartford, Connecticut, for four years in the company's Surety Underwriting Department. He was primarily responsible for review and analysis of pension fund investment portfolios and for extending corporate guarantees to qualifying plans. Mr. O'Neill has a broad understanding of insurance industry operations and matters that would be useful to any client considering insurance related funding mechanisms for pension plans.

Mr. O'Neill is one of the leading experts in law enforcement facility financing. He has a complete understanding of jail financing tools, from general obligation to lease-revenue bonds.

Mr. O'Neill holds a Bachelor of Arts degree in history and government from St. Benedicts College, Atchinson, Kansas. He also attended the Language and Cultural Institute of the University of Brussels, Belgium, and the University of Maryland School of Business. He is an active member of the Minnesota Chapters of NAHRO and MFOA. Mr. O'Neill serves as Director of "The Minnesota Project," a public policy and economic development institute serving smaller out-state Minnesota communities and acts as Treasurer of the Vermillion River Watershed Commission, a two-county water resource board whose purpose is planning, design and management of storm water control.



## Professional Resumes

### Kathleen A. Aho

Ms. Aho is a principal and President of Public Financial Systems. In addition to her administrative activities, she is in charge of the firm's analytical department.

She has over ten years of experience in public financial management and has applied her talents to a wide variety of projects. These include advanced refunding, tax increment financing, housing finance, school building and cash flow financing, and long-range capital planning. Past work experience with the Data Services Division of Control Data has enabled her to develop software designed specifically to address the needs of governmental units. Furthermore, in this capacity she has served as a consultant to pension administrators and was instrumental in designing, installing and operating a pilot software program for identifying funding liabilities of pension plans. She has also worked in association with underwriters and health programs for Blue Cross-Blue Shield. Ms. Aho is in charge of Public Financial Systems software development program.

Ms. Aho has worked with the City of Minneapolis on a complex refinancing plan for over 30 existing tax increment districts. In addition, as head of our technical services, she has played a key role in the development of our tax increment analysis software.

Ms. Aho's experience also includes work as Business Administrator for the Cambridge-Isanti School District. Her duties included full responsibility for the internal fiscal management of the District, including payroll, accounts payable, purchasing and receiving, budgeting and budget management (including the District, three self-sustaining agencies for which the District served as fiscal agent, and all Federal programs hosted by the District), cash flow management and investment policy, census and enrollment projections, and labor relations (including collective bargaining, meet and confer and contract interpretation). During this time the District's computer resources were managed by Ms. Aho and she served as a member of the Finance Advisory Board of a regional computer service.

Ms. Aho has a Bachelor of Science degree in Mathematics, with honors, from the University of Minnesota, complemented by selected studies in business administration. In addition to her professional qualifications, Ms. Aho has the insight gained as a chairman and treasurer of a Minnesota school district and as a member of her city's planning commission. In recognition of her expertise, she has been asked to address the 1983 and 1984 national conferences of the Association of Local Housing Finance Agencies.



## Professional Resumes

Rebecca D. Yanisch

Rebecca D. Yanisch is involved in all day-to-day activities of the firm. She concentrates on financial feasibility field services.

Ms. Yanisch has an educational and professional background in real estate and finance. She has a BS/BA degree with a major in finance and an MBA degree from the University of Minnesota. She has extensive experience in housing and commercial development in both the private and public sectors.

After graduating from the University of North Dakota summa cum laude, Ms. Yanisch accepted her first professional position in housing finance with the Minneapolis Housing and Redevelopment Authority, now the Minneapolis Community Development Agency. Ms. Yanisch worked in the Home Improvement Loans and Grants Division and the Low-Interest Mortgage program. She was Administrative Assistant to the Chief of Mortgage Operations. Her duties included reviewing mortgage loans placed by the 20 lenders participating in the program and responding to policy questions raised by the lenders.

Moving from government to the private sector, Ms. Yanisch joined Diversified Equities Corporation, a real estate development firm in 1979. There she served in a variety of functions, including involvement in multi-family development, preparing operating budgets for existing developments and instituting a computer system for financial reporting.

In 1980, Ms. Yanisch was accepted into the Graduate School of Business Administration at the University of Minnesota. As part of her coursework, she conducted a research study for Sussel Homes, segmenting the housing market in the Twin Cities Metropolitan Area and advising Sussel on a new product development program to reach these markets.

Ms. Yanisch completed her MBA and joined James B. McComb & Associates, a real estate consulting firm. Ms. Yanisch consulted on financial feasibility analyses for housing, office, retail, light industrial, hotel and mixed-use developments. She conducted product analyses for both public and private clients on developments ranging in value from \$500,000 to \$200 million. In addition to financial feasibility analyses, Ms. Yanisch participated in market analyses and financial packaging assignments, using tax increment, UDAG, HRB and other public financing tools.



## Professional Resumes

### Eugene (Gene) E. Franchett

Mr. Franchett brings twenty four years of governmental experience in positions of major responsibility in administration, planning and financial management to PFS clients.

Mr. Franchett served as Executive Director of the Twin Cities Metropolitan Council. As Executive Director, he administered annual budgets averaging \$10 million and annual grants programs of \$30 million. He was responsible for all functions of the Council including policy administration for the Metropolitan Operating Commissions for transit, waste water treatment, airports, parks, and sports facilities; the issuance of general obligation bonds for waste treatment and revenue bonds for the Metrodome Stadium; and the coordination of metropolitan plans with city and county development plans and capital improvement programs.

Prior to being commissioned Executive Director, Mr. Franchett directed the Metropolitan Council's Department of Planning and Physical Development. His duties included policy planning and capital approval for wastewater treatment facilities, airports, solid waste disposal systems, transit facilities, and major highway improvements. Growth management, overall development planning, and metropolitan capital investment were also under his direction.

Mr. Franchett also brings an enthusiasm for local government. It stems from his experience as Executive Director of the Twin Cities Association of Metropolitan Municipalities where he identified and advocated municipal concerns with the Minnesota Legislature. In addition he served a board of directors of mayors and other elected officials as Executive Director of the Fox Valley Council of Governments and Regional Planning Commission in Appleton, Wisconsin.

In 1983 Mr. Franchett was recognized for his outstanding professional performance in public affairs by the Minnesota Chapter of the American Society for Public Administration with the Lloyd M. Short annual award. He was also recognized as the outstanding regional council Executive Director in the country with the Walter M. Schreiber annual award presented by the National Association of Regional Councils.

Mr. Franchett's major academic education was at St. Louis University in St. Louis, Missouri, where he received B.S. and M.A. degrees in Geography and Planning.

Mr. Franchett is a full member of the International City Management Association, a full member and past president of the Wisconsin Chapter of the American Institute of Certified Planners, a member of the American Planning Association and a member of the Minnesota Planning Association.



## Professional Resumes

### Gregory L. Anderson

Mr. Anderson is a project consultant and senior technical analyst for Public Financial Systems.

Mr. Anderson brings to PFS a broad background of planning and financial experience from both the public and private sector. After completing his undergraduate education in Eau Claire, he served as financial analyst for the finance division of International Telephone and Telegraph developing and analyzing planning projections and anticipated P & L balances. Licensed in Minnesota, under the requirements of the investment banking industry, he is experienced in the operation of capital markets and municipal issues. Mr. Anderson also brings an understanding of the client's perspective to his work. He has over four years of experience in county government with Ramsey County.

Mr. Anderson applies this experience in providing clients service in all aspects of public finance. His background blends well with his areas of expertise: Jail facilities, housing, economic development and advance refunding. His experience with computers and data analysis give him additional skills in structuring financing plans and analyzing project feasibility.

Mr. Anderson holds a Bachelor of Business Degree from the University of Wisconsin (Eau Claire) in Business Administration with an emphasis in finance. He is completing requirements for a Masters Degree in Business Finance from the College of St. Thomas in Saint Paul, Minnesota.



## Professional Resumes

### Mark Winkelhake

Mr. Winkelhake possesses expertise in such technical areas as financial software development and support, municipal credit analysis, debt structuring and official statement preparation and review.

He is a graduate of Iowa State University with a Bachelor of Science degree in Business-Finance and two minor degrees in Computer Science and Economics. Mr. Winkelhake is presently enrolled in the Management Information Systems (MIS) certificate program at the University of Minnesota. He is also a current member of The Municipal Finance Officers Association of America, and Local Apple and IBM PC computer user groups.



## Professional Resumes

### Don W. Perlich

Mr. Perlich is a senior technical analyst with Public Financial Systems. He brings over twenty-seven years of experience in public financial planning, consultation and analysis to our firm.

During his career, Mr. Perlich has helped many units of government in this area solve their financial problems. Included in his background is nine years of service with the Minnesota Department of Revenue. While with the department, he worked in a wide range of areas including property tax administration, analysis and programming, sales ratio determination (the basis for the State Foundation aid to school districts), indebtedness limitation, and state property equalization.

Mr. Perlich holds a Bachelor of Arts degree in economics and psychology from the University of Minnesota. In addition, he has completed several years of additional study in the areas of public health and education.

SCOPE OF WORK

## SCOPE OF WORK

### TASK

1. Inventory all sources of revenue:
  - Property taxes
  - State appropriations, grants and aids
  - Federal grants and aids
2. Forecast amounts and dates when each revenue will be received, based on past experience and anticipated fluctuations.
3. Inventory cash disbursements:
  - Wages
  - Other operating expenses
  - Capital expenses
  - Debt service, if any
4. Forecast Cash Disbursements
5. Determine timing and magnitude of:
  - Projected cash needs
  - Projected cash surpluses
6. Prepare cash budget with monthly internal forecasts, showing aggregate of cash expenditures and cash inflows for each interval period.
7. Prepare recommendations for maximum efficiency of cash management to improve income from investments and minimize interest payments on short term notes.
8. Identify and recommend cash balance constraints:
  - Minimum compensating balance imposed by commercial bank
  - Self-imposed constraint based on transaction costs, cash-out risks and current interest rates
  - Cash needed to meet weekly (biweekly) expenditures
9. Advise on investment program and policy standards for investing in marketable securities.
  - Amount of liquid assets
  - Optimum mix of securities for the portfolio
10. Prepare report summarizing all analyses and presenting recommended cash management and investment policies.

PERSON HOURS

AND

PROJECT COSTS

CASH FLOW MANAGEMENT & INVESTMENT  
STUDY & POLICIES  
REGIONAL TRANSIT BOARD

TASK	Estimated Hours Required	Proposed Hourly Rate	Extended Cost
1. Inventory all sources of revenue:	8	\$ 70	\$ 560
* Property taxes			
* State appropriations, grants and aids			
* Federal grants and aids			
2. Forecast amounts and dates when each revenue will be received, based on past experience and anticipated fluctuations.	11	70	770
	3	50	150
3. Inventory cash disbursements:	8	70	560
* Wages			
* Other operating expenses			
* Capital expenses			
* Debt service, if any			
4. Forecast Cash Disbursements	11	70	770
	3	50	150
5. Determine timing and magnitude of:			
* Projected cash needs			
* Projected cash surpluses	8	70	560
6. Prepare cash budget with monthly internal forecasts, showing aggregate of cash expenditures and cash inflows for each interval period.	16	70	1120
	13	50	650
7. Prepare recommendations for maximum efficiency of cash management to improve income from investments and minimize interest payments on short term notes.	8	70	560
8. Identify and recommend cash balance constraints:	11	70	770
* Minimum compensating balance imposed by commercial bank			
* Self-imposed constraint based on transaction costs, cash-out risks and current interest rates			
* Cash needed to meet weekly (biweekly) expenditures			
9. Prepare investment program and policy standards for investing in marketable securities.	8	70	560
	12	50	600
10. Prepare report summarizing all analyses and presenting recommended cash management and investment policies.	21	70	1470
	4	50	<del>600</del> 200
11. Provide clerical support.	16	30	480
	<hr/> 161		<hr/> \$9,930



FEES



512 NICOLLET MALL, SUITE 550  
MINNEAPOLIS, MINNESOTA 55402  
TELEPHONE: (612) 333-9177



## FINANCIAL ADVISORY SERVICES

As shown on the previous Table, the Total amount of the project would be \$ 9,940.

The financial advisory services to be prepared for the Regional Transit Board is based on the following rate table:

Partner/Senior Associate	\$ 70.00 per hour
Technical Support	\$ 50.00 per hour
Clerical Support	\$ 30.00 per hour

Direct expenses out of the ordinary would be added to the above rate, subject to the Regional Transit Board's approval.

REFERENCES



## References

Rochester: Paul Utesch, Finance Director  
507-285-8089  
City Hall  
Rochester, Minnesota 55901

Mankato: William Bassett, City Manager  
507-625-3161  
City Hall, 202 E. Jackson St.  
Mankato, Minnesota 56001

LaCrosse (Wis.): Patrick Zielke, Mayor  
608-782-5585  
City Hall, 505 No. 6th St.  
LaCrosse, WI 54601

Eau Claire (Wisc.): Don Norrell, City Controller  
715-839-4916  
City Hall  
Eau Claire, WI 54701

Austin: Darrell Stacy, City Administrator  
507-437-7671  
City Hall, 500 4th Ave. NE  
Austin, Minnesota 55912

St. James: David Osberg, City Manager  
507-375-3241  
P.O. Box 70, 124 Armstrong Blvd. So.  
St. James, Minnesota 56081

St. Cloud: Elmer Malinen, City Administrator  
612-251-5541  
City Hall  
St. Cloud, Minnesota 56301

Dickinson (N.D.): James Gerou, City Auditor  
701-225-6765  
City Hall  
Dickinson, ND 58601

Wahpeton (N.D.): Arden Anderson, City Auditor  
701-642-8448  
City Hall  
Wahpeton, ND 58075

Little Falls: Tom Manninen, City Administrator  
612-632-2341  
City Hall, 100 7th Ave. NE  
Little Falls, Minnesota 56345

Waseca (MN): Tim Madigan, City Manager  
507-835-3840  
508 South State Street  
Waseca, Minnesota 56093

Vermillion (SD): Jim Antonen, City Manager  
605-624-2668  
25 Center Street  
Vermillion, South Dakota 57069

Newton (Iowa): Rollie Boeding, City Administrator  
515-792-4604  
P.O. Box 399  
Newton, Iowa 50208

Mora: Robert Filson, City Administrator  
612-679-1511  
117 S.E. Railroad Avenue  
Mora, Minnesota 55051

Luverne: Mary Guhin, City Administrator  
507-283-2388  
203 East Main  
Luverne, Minnesota 56156

Bird Island: Frank Saunders, City Clerk  
612-365-3600  
Bird Island, Minnesota 55310

Fergus Falls: James Nitchals, City Administrator  
218-739-2251  
City Hall  
Fergus Falls, Minnesota 55310

Cold Spring: Verena Weber, City Clerk  
612-685-3653  
City Hall  
Cold Spring, Minnesota 56320

Marshalltown (Iowa): Elaine Gundacker, Finance Director  
515-754-5705  
City Hall  
Marshalltown, Iowa 50158

Spring Valley (MN): Dan Elwood, City Administrator  
507-346-7367  
112 W. Courtland  
Spring Valley, Minnesota 55975

Crookston (MN): Al Chesley, City Clerk-Treasurer  
218-281-4503  
City Hall  
Crookston, Minnesota 56716

North Branch: Joe Rudberg, City Administrator  
612-674-8113  
City Hall  
North Branch, Minnesota 55056

Isanti: Lester Peterson, City Clerk-Treasurer  
612-444-5512  
City Hall  
Isanti, Minnesota 55040

Branch: Rozelia Shultz  
612-674-4144  
P.O. Box 4  
North Branch, Minnesota 55056

Elysian: Patricia Nusbaum, City Clerk  
507-267-4327  
P.O. Box 1  
Elysian, Minnesota 56028

Rush City: Joel Hanson, City Administrator  
612-358-4744  
City Hall  
Rush City, Minnesota 55069

St. Paul Housing Redevelopment  
Authority: Ken Johnson, Director of Housing  
612-292-1577  
25 W. 4th St.  
St. Paul, Minnesota 55102

St. Cloud Housing  
Redevelopment Authority: Dean Otterson, Director  
612-252-0880  
14 So. 5th St.  
St. Cloud, Minnesota 56301

Dakota County Housing  
and Redevelopment Authority: Carol Schultz, Director  
612-423-4800  
2496 145th Street West  
Rosemount, Minnesota 55068

Washington County Housing  
and Redevelopment Authority: Keith Jans  
612-458-0936  
900 3rd Street  
St. Paul Park, Minnesota 55071

Carver County: William Scott, Fiscal Manager  
Richard Stolz, County Auditor  
Virginia Harris, Director of Planning & Zoning  
612-448-3435  
600 East 4th  
Chaska, Minnesota 55318

Ramsey County: Warren Schaber, Chairman of the Board  
612-776-2706  
Suite 316 Court House  
973 Payne Avenue  
St. Paul, Minnesota 55101

Washington County: John Devine, Controller  
(612)439-3220  
Courthouse  
Stillwater, Minnesota 55082

Olmsted County: Richard Devlin, County Administrator  
507-285-8100  
Olmsted County Courthouse  
Rochester, Minnesota 55901

Marshall County: Charles Cheney, County Auditor  
218-745-4851  
Marshall County Courthouse  
Warren, Minnesota 56762

Polk County: Lawrence Fontaine, County Auditor  
218-281-4503  
Polk County Courthouse  
Crookston, Minnesota 56716

Wilkin County: William E. McCullough, County Auditor  
218-643-4981  
Wilkin County Courthouse  
Breckenridge, Minnesota 56520

Linn County (Iowa): B. Joseph Rinas, Chairman, Board of Supervisors  
319-398-3421  
Linn County Courthouse South  
930 First Street S.W.  
Cedar Rapids, Iowa 52404

Jasper County (Iowa): Ken Walker, County Attorney  
515-792-3595  
Jasper County Courthouse  
Newton, Iowa 50208

Black Hawk County (Iowa): Sonia Johannsen, Board of Supervisors  
319-291-2416  
Blackhawk County Courthouse  
Waterloo, Iowa 50701

Cook County: William Corcoran, Board of Commissioners  
Courthouse  
218-387-2282  
Grand Marais, Minnesota 55605

Yellow Medicine County: Mayme Kompelien, County Auditor  
612-564-3132  
Courthouse  
Granite Falls, Minnesota 56241

Todd County: Gaylord Saetre, County Attorney  
612-732-6181  
Long Prairie, Minnesota 56347

Kittson County: Elden M. Johnson, County Auditor  
218-843-2655  
Courthouse  
Hallock, Minnesota 56728

Dakota County: Jeff Connell, Director of Planning  
612-437-3191  
Government Center  
Hastings, Minnesota 55033

Cass County: Mike Milligan, County Attorney  
218-547-3300  
Courthouse  
Walker, Minnesota 56484

Otter Tail County: Michael Kirk, County Attorney  
(218) 739-2271  
Courthouse  
Fergus Falls, Minnesota 56537

Norman County: Kenneth Benesh, County Auditor  
218-784-2101  
Courthouse  
Ada, Minnesota 56510

Blue Earth County: Milt Owens, County Auditor  
507-625-3031  
Courthouse  
Mankato, Minnesota 56001

Mower County: Daryl Franklin, Director of Planning  
507-433-1846  
Courthouse  
Austin, Minnesota 55912

Woodbury County (Iowa): Roger McEntaffer, Asst. to County Board  
712-279-6525  
7th and Douglas  
Sioux City, Iowa 51101

Pennington County, (SD): Neil Van Sickle, Chairman of the Board  
605-394-2171  
Courthouse  
Rapid City, South Dakota 57701

Mankato Public Schools: R.J. Rehwaldt, Superintendent  
507-387-3167  
1000 North Broad & Lafayette  
Mankato, Minnesota 56001

Little Falls School District: Jere Phillips, Business Manager  
612-632-2921  
109 NE 2nd Ave.  
Little Falls, Minnesota 56345

Mapleton Public Schools: Richard Kuball, Superintendent  
507-524-3915  
P.O. Box 365  
Mapleton, Minnesota 56065

Cloquet Public Schools: Joe Mackai, Business Manager  
218-879-6721  
509 Carlton Ave.  
Cloquet, Minnesota 55720

Minnesota Department of  
Energy & Economic Development: Dave Mocal, Direct-Financial Management Division  
(612)297-1170  
980 American Center Building  
St. Paul, Minnesota 55101

Borge and Pitt: Charles Martin, Attorney  
312-726-6080  
120 S. LaSalle St. Suite 1440  
Chicago, IL 60603

Briggs and Morgan, P.A.: Mary Ippel, Attorney  
612-291-1215  
2200 First National Bank Building  
St. Paul, Minnesota 55101

Moody's Investors Service: Emory Dawson  
212-553-0300  
Municipal Bond Department  
99 Church St.  
New York NY 10007

Piper, Jaffray & Hopwood: Rod Pakonen, Vice President  
612-371-8281  
733 Marquette Ave.  
Minneapolis, Minnesota 55402

Minneapolis Community  
Development Agency: Jay Jensen, Director  
612-348-7101  
217 South 3rd Street  
Minneapolis, Minnesota 55401

Belin, Harris, Helmick &  
Hartney, DesMoines: Robert E. Josten, Attorney  
515-243-7100  
2000 Financial Center  
Des Moines, IA 50309

Ahlers, Cooney, Dorweiler,  
Haynie, & Smith, Des Moines:

Philip I. Dorweiler, Attorney  
515-243-7611  
300 Liberty Bldg., Grand Ave. & 6th St.  
Des Moines, IA 50309

First Wisconsin National Bank  
of Milwaukee:

Jeffrey Belongia, Public Finance  
414-765-4171  
777 E. Wisconsin Ave.  
Milwaukee, WI 53202

Dorsey and Whitney:

Verlane Endorf, Attorney  
612-340-2600  
2200 First Bank Place East  
Minneapolis, Minnesota 55402

Holmes and Graven:

James S. Holmes, Attorney  
612-338-1177  
470 Pillsbury Center  
Minneapolis, Minnesota 55402

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: December 30, 1985  
TO: Regional Transit Board  
FROM: Nominating Committee  
SUBJECT: Nominations for Officers of the Board

BACKGROUND

The Bylaws of the Regional Transit Board require the board members to elect officers at the first meeting in January. The Nominating Committee, consisting of Alison Fuhr, Ed Kranz and Paul Joyce, has agreed to the following slate of candidates, all of whom were appointed to those positions in August 1985.

RECOMMENDATION

That the Regional Transit Board appoints the following people to the positions listed below:

Doris Caranicas, Vice Chair  
Paul Joyce, Treasurer  
Mary Fitzgerald, Secretary

Paul Joyce  
Chair

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: January 6, 1986  
TO: Regional Transit Board  
FROM: Administration and Finance Committee  
SUBJECT: Exurban Funding Requests for Calendar Year 1986

ACTION REQUESTED

At its meeting January 2, 1986, the Administration and Finance Committee reviewed the staff recommendation to enter into contract with all transportation providers that have submitted application for funding whose applications are within the established guidelines and are responsive to exurban travel needs. It has been further recommended that staff be directed to work with the Hastings Bus Company to develop a proposal which is responsive to the exurban guidelines.

RECOMMENDATION

The Administration and Finance Committee recommends approval of authorization to the Executive Director to enter into contract for service from January 1, 1986 to December 31, 1986, with each of the responsive transportation providers in an amount not to exceed \$299,469.

RUTH FRANKLIN  
CHAIR

Attachment  
BD0186

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: January 6, 1986  
TO: Administration and Finance Committee  
FROM: Judith McCourt, Programs Manager  
SUBJECT: Exurban Funding Requests for Calendar Year 1986

ACTION REQUESTED

It is recommended that the Executive Director be authorized to enter into contract with all transportation providers that have submitted application for funding who's applications are within the established guidelines and are responsive to exurban travel needs. It is further recommended that staff be directed to work with the Hastings Bus Company to develop a proposal which is responsive to the exurban guidelines.

BACKGROUND

In September, the Regional Transit Board (RTB) approved the 1986 funding guidelines for the exurban program and authorized staff to solicit proposals from parties interested in providing services in the exurban area (see Attachment 1). Twelve requests for funding were received for a total dollar request of \$328,060. The amount available for distribution in 1986 is \$462,200.

DISCUSSION

Information concerning the availability of funds was sent to twenty-one parties (see Attachment 2). In addition to the distribution of information by the RTB, some of the area transportation projects, including the West Metro Coordinated Transportation project, made known the availability of funds through their monthly newsletter.

Requests for funding were received from twelve providers: Anoka County Senior Transportation System, Anoka County Social Services Client Transportation, Anoka County Coordinated Transportation Services, DARTS Inc., Dakota County Volunteer Transportation Program, City of Hastings TRAC, Hastings Bus Company, Scott County Human Services, Suburban Community Services, Washington County Human Services and Westonka Community Service. The total amount requested for 1986 equals \$331,060. The amount contracted in 1985 was \$289,336. The increase in funding is primarily due to the addition of two new programs, Hastings Bus Company and Westonka Community Services.

A summary of the 1985 exurban allocations and the 1986 funding request for each project is shown below:

<u>Projects</u>	<u>1985 Contract</u>	<u>1986 Request</u>
Anoka County Senior Transportation	\$9,117	\$9,027
Anoka County Social Services Client Transportation	15,366	10,994
Anoka County Transportation Coordination Project	40,567	29,178
Carver County Transportation Service	29,701	28,859
DARTS, Inc.	85,054	91,800
Dakota County Volunteer Transportation Program	20,338	19,888
City of Hastings, TRAC	10,642	9,162
Hastings Bus Company*	--	28,591
Scott County Human Services	24,709	27,191
Suburban Community Services	22,548	26,930
Washington County Human Services	28,604	31,344
Westonka Community Services*	--	15,096

\$328,060

\*new projects in 1986

All projects were evaluated against two categories of guidelines. First, projects were screened against the legislative guideline:

The legislation specifies in Section 473.446, Subdivision 1(a)

For purposes of Section 473,401 to 473,451 and the metropolitan transit system, the Regional Transit Board shall levy upon all taxable property within the metropolitan transit area but outside of the Metropolitan Transit Taxing District defined in Subdivision 2, a transit tax which shall be equal to ten percent of the sum of the levies provided in Subdivision 1 clause (a) to (c). 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.

All projects except Hastings Bus Company met the legislative guideline.

Those projects that met the legislative guideline were then screened against the RTB guidelines:

- 1) Project shall predominantly serve persons residing within the exurban area (see Attachment 1).
- 2) Project shall be predominantly subregional in nature and should provide access to existing service wherever possible.
- 3) Funding preference will be granted to programs providing accessible service.

- 4) Funding participation from the RTB shall not exceed fifty percent of the project deficit. The project deficit shall be determined by taking the total operating cost and subtracting federal, state and operating revenues from it. A local match shall be provided by the applicant, which is not less than the amount contributed by the RTB. If the program provides service in other than the exurban area, the funding provided by the RTB shall not exceed the actual deficit incurred by providing services to the exurban areas.
- 5) Funding preference will be granted to programs that are cost-effective.
- 6) Programs wishing to apply for financial assistance must submit final proposals no later than November 1, 1985.

A summary of the project's ability to meet the established guidelines is shown in Attachment 3. Variances are discussed below.

The City of Hastings, TRAC and Suburban Community Services are exclusively exurban and do not provide access to MTC service due to their remote locations. For either of these programs, to provide direct access to MTC service would not be cost-effective.

Anoka County Senior Transportation and Anoka County Social Service Client Transportation do not provide accessible service. The Anoka County Coordination Project is addressing the accessible needs in Anoka County. This project provides referrals to the current providers in Anoka County as well as developing transportation services, through purchase of service agreements, to fill the transportation gaps.

Subsidy limits vary between programs. This is due to many factors, including the cost of labor force, paid versus volunteer drivers, length of passenger trip, project location and population density. It should be noted that all of these projects provide service in areas where regular route transit is economically unfeasible.

All of the projects that requested funding are consistent with the interim transit service policies as stated in the Interim Implementation Plan.

- \* RTB programming decisions shall be made on the basis of transit service needs, the availability of financial resources and adopted RTB transit policies and plans.
- \* Transit service needs assessments and transit investment decisions shall recognize and balance the special service needs of the central cities, suburban and exurban areas in the Metropolitan Area.
- \* The most cost-effective transit providers, whether public or private, shall be selected to provide specific transit services.
- \* Metropolitan transit services shall be responsible to the needs of the young, disabled, elderly and economically disadvantaged.

## FINDINGS AND CONCLUSIONS

- \* In response to a request for proposals issued by the RTB, twelve proposals were received. Eleven of the proposals were responsive to the guidelines, the remaining proposal was not responsive to the legislative guideline.
- \* All of the projects are consistent with the interim transit policies established by the RTB in its Interim Implementation Plan.
- \* The programs exhibit a wide range of operating characteristics. These differences are attributable to many factors including geographic area serviced, cost of the labor force, use of volunteer drivers, project location and population density.

## RECOMMENDATION

Eleven of the twelve applicants provide transit service that meets the legislative and RTB guidelines and are responsive to the travel needs of exurban residents. It is recommended that the Regional Transit Board authorize the Executive Director to enter into contract for service from January 1, 1986 to December 31, 1986, with each of the responsive transportation providers in an amount not to exceed that which is shown below:

Anoka County Senior Transportation Service	\$9,027
Anoka County Social Services Client Transportation	10,994
Anoka County Transportation Coordination Project	29,178
Carver County Transportation Service	28,859
Dakota County Human Services	19,888
DARTS, Inc.	91,800
City of Hastings, TRAC	9,162
Scott County Human Services	27,191
Suburban Community Services	26,930
Washington County Human Services	31,344
Westonka Community Services*	15,096

It is further recommended that staff be directed to work with the Hastings Bus Company to develop a proposal that is responsive to the guidelines and that meets the travel needs of residents of the exurban area.

Attachments

XURBAN

GUIDELINES	Anoka County Senior Transportation System	Anoka County Social Service Client Transportation	Anoka County Coordinated Transportation	Carver Co. Transportation Service	Dakota Human Service
<b>FIRST RANKING</b>					
Legislative guideline (Section 473.446, Subdivision 16). The proceeds of this tax shall be used only for paratransit or ridesharing programs designed to serve persons located within the transit area but outside of the transit taxing district.	yes	yes	yes	yes	yes
<b>SECOND RANKING</b>					
Projects shall be predominantly service; persons residing within the exurban area (Attachment 1).	yes	yes	yes	yes	yes
Projects shall be predominantly subregional in nature and must provide access to existing service wherever possible.	yes	yes	yes	yes	yes
Funding preference will be granted to programs that provide accessible services.	No accessible service provided, service is provided solely with volunteers using personal auto.	No accessible service provided, service is provided solely with volunteers using personal auto.	The project develops programs accessible elements where needed.	yes	No accessible service provided, service is provided solely with volunteers using personal auto.
Funding participation from the RTB shall not exceed 50 percent of the project deficit. The project deficit shall be determined by taking the total operating cost and subtracting federal, state and operating revenues from it. A local match shall be provided by the applicant, which is not less than the amount contributed by the RTB. If the program provides service in other than the exurban area, the funding provided by the RTB shall not exceed the actual deficit incurred by providing services to the exurban areas.	State funding. Amount requested: \$9,027 -- 17% of deficit.	No state or federal funding. Amount requested: \$10,994 -- 50% of deficit.	Federal funding. Eligible for 50%. Amount requested: \$29,178 -- 21% of deficit.	State and federal funding. Amount requested: \$28,859 -- 30% of deficit.	No state or federal funding. Amount requested: \$9,888 -- 30% of deficit.
Funding preference shall be given to projects that are cost-effective.	subsidy/passenger \$2.14 cost/mile .42	subsidy/passenger \$5.49 cost/mile .36	The purpose of this program is to coordinate transportation services. Operating data is not expected.	subsidy/passenger \$1.54 cost/mile .29	subsidy/passenger \$8.65 cost/mile .4
Programs wishing to receive financial assistance in 1986 should submit proposals no later than November 1, 1985.	yes	yes	yes	yes	yes
Recommended funding allocation.	\$9,027	\$10,994	\$29,178	\$28,859	\$19,888

GUIDELINES	DARTS	Hastings TRAC	Hastings Bus Co.	Scott Co. Human Serv.	Suburban Comm. Serv.
<b>FIRST RANKING</b>					
Legislative guideline (Section 473.446, Subdivision 16). The proceeds of this tax shall be used only for paratransit or ridesharing programs designed to serve persons located within the transit area but outside of the transit taxing district.	yes	yes	no	yes	yes
<b>SECOND RANKING</b>					
Projects shall be predominantly service; persons residing within the exurban area (Attachment 1).	yes	yes	--	yes	yes
Projects shall be predominantly subregional in nature and must provide access to existing service wherever possible.	yes	No access to MTC service. Hastings is located entirely within the exurban area.	--	yes	No access to MTC service. Project is entirely in the exurban area.
Funding preference will be granted to programs that provide accessible services.	yes	yes	--	yes	yes
Funding participation from the RTB shall not exceed 50 percent of the project deficit. The project deficit shall be determined by taking the total operating cost and subtracting federal, state and operating revenues from it. A local match shall be provided by the applicant, which is not less than the amount contributed by the RTB. If the program provides service in other than the exurban area, the funding provided by the RTB shall not exceed the actual deficit incurred by providing services to the exurban areas.	State funding. Amount requested: \$91,800 -- 17% of deficit.	State and federal funding. Amount requested: \$9,162 -- 9% of deficit.	--	State and federal funding. Amount requested: \$27,191 -- 16% of deficit.	No state or federal funding. Amount requested: \$29,930 -- --50% of deficit.
Funding preference shall be given to projects that are cost-effective.	subsidy/passenger \$5.56 cost/mile \$2.03	subsidy/passenger \$3.62 cost/mile \$1.60	--	subsidy/passenger \$4.20 cost/mile .78	subsidy/passenger \$10.7 cost/mile \$2
Programs wishing to receive financial assistance in 1986 should submit proposals no later than November 1, 1985.	yes	yes	--	yes	yes
Recommended funding allocation.	\$91,800	\$9,162	--	\$27,191	\$26,930

GUIDELINES	Washington Co. Human Serv.	Westonka Comm. Serv.
<u>FIRST RANKING</u>		
Legislative guideline (Section 473.446, Subdivision 16). The proceeds of this tax shall be used only for paratransit or ridesharing programs designed to serve persons located within the transit area but outside of the transit taxing district.	yes	yes
<u>SECOND RANKING</u>		
Projects shall be predominantly service; persons residing within the exurban area (Attachment 1).	yes	yes
Projects shall be predominantly subregional in nature and must provide access to existing service wherever possible.	yes	yes
Funding preference will be granted to programs that provide accessible services.	yes	yes
Funding participation from the RTB shall not exceed 50 percent of the project deficit. The project deficit shall be determined by taking the total operating cost and subtracting federal, state and operating revenues from it. A local match shall be provided by the applicant which is not less than the amount contributed by the RTB. If the program provides service in other than the exurban area, the funding provided by the RTB shall not exceed the actual deficit incurred by providing services to the exurban areas.	State funding. Amount requested: \$31,334 -- 18% of deficit.	Federal funding. Amount requested: \$15,096 -- 20% of deficit.
Funding preference shall be given to projects that are cost-effective.	subsidy/passenger \$7.69 cost/mile \$1.35	subsidy/passenger \$3.08 cost/mile \$1.48
Programs wishing to receive financial assistance in 1986 should submit proposals no later than November 1, 1985.	yes	yes
Recommended funding allocation.	\$31,334	\$15,096

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, St. Paul, MN 55101

RESOLUTION NO. 85-

RESOLUTION

WHEREAS, the Regional Transit Board, in accordance with Minnesota Statutes 473.446, Subdivision 1, shall levy upon all taxable property within the Metropolitan Transit Area but outside of the Metropolitan Transit Taxing District a transit tax equal to ten percent of the levies provided in Subdivision 1(a) to (c); and

WHEREAS, The Regional Transit Board, in accordance with Minnesota Statutes 473.466, Subdivision 1(a), shall use the proceeds of this tax for paratransit services or ridesharing programs designed to serve persons located within the transit area but outside of the Metropolitan Transit Taxing District hereinafter referred to as the exurban area; and

WHEREAS, these agencies are presently providing services in the exurban area and are willing to provide such paratransit services for the Metropolitan Transit Commission in accordance with all of the terms, provisions and conditions stated in the contract;

NOW, THEREFORE, BE IT RESOLVED:

1. That the Executive Director is authorized to execute the following contracts for an amount not to exceed that which is shown below for the provision of paratransit services in the exurban area from January 1, 1986 to December 31, 1986:

Anoka County Senior Transportation Service	\$9,027
Anoka County Social Services Client Transportation	10,994
Anoka County Transportation Coordination Project	29,178
Carver County Transportation Service	28,859
Dakota County Human Services	19,888
DARTS, Inc.	91,800
City of Hastings, TRAC	9,162
Scott County Human Services	27,191
Suburban Community Services	26,930
Washington County Human Services	31,344
Westonka Community Services	15,096

\$299,469

Adopted this \_\_\_\_\_ day of \_\_\_\_\_, 1985.

\_\_\_\_\_  
Elliott Perovich, Chairman

\_\_\_\_\_  
Mary Fitzgerald, Secretary

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: December 30, 1985  
TO: Regional Transit Board  
FROM: Administration & Finance Committee  
SUBJECT: 1986 Exurban Grant Approvals

At its meeting on January 2, the Administration & Finance Committee will be discussing the Exurban Funding Requests for Calendar Year 1986 regarding recommending that the Board authorize the executive director to enter into contracts with exurban transit providers. An oral report and the committee's recommendation will be presented at the January 6 board meeting.

LJ