



Minnesota Regional Transit
Board: Records.

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REGIONAL TRANSIT BOARD
Mears Park Centre, 230 East 5th Street
St. Paul, Minnesota 55101

**Meeting of the
REGIONAL TRANSIT BOARD**
Mears Park Centre Chambers
November 16, 1992
4 p.m.

AGENDA

- A. CALL TO ORDER AND ROLL CALL**
- B. APPROVAL OF AGENDA**
- C. APPROVAL OF MINUTES**
 - 1. Regional Transit Board, October 26, 1992
 - 2. Policy Committee, October 26, 1992
 - 3. Regional Transit Board, November 2, 1992*
 - 4. Legislative Committee, November 2, 1992*
 - 5. Administration and Finance Committee, November 9, 1992*
- D. CHAIR'S REPORT**
- E. MEMBERS' REPORTS**
- F. EXECUTIVE DIRECTOR'S REPORT**
 - 1. Success by Six-Northwest Presentation by Gretchen Farnetz
- G. REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE
(Ruth Franklin, Chair)**
 - 1. Financial Statements - September 1992
 - 2. 1993 Regional Transit Board Agency Budget
 - 3. Actual Ad Valorem Property Tax Levy for 1992, Payable 1993,
Resolution No. 92-07
 - 4. Approval of City of Shakopee 1992 Contract Amendment
 - 5. Approval of 1993 Jobseekers Program
 - 6. Approval of 1993 Transit Service Contracts
 - 7. Metropolitan Transit Commission Federal Transit Administration 1993 Section 9
Grant Application for Operating and Capital Funds
- H. ADVISORY COMMITTEE REPORTS**
- I. OTHER BUSINESS**
- J. PUBLIC COMMENT**

Michael J. Ehrlichmann
Chair

mff
11/10/92

* Will be mailed separately.

6/15/92

REGIONAL TRANSIT BOARD

ROLL CALL AND ATTENDANCE SHEET

DATE: 11/16/92

Member Name	Present	Vote							
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ISSUE

92

Motion by me

Mike Ehrlichmann

✓

Y

Y

Maryann Campo

✓

Y

N

Doris Caranicas

✓

Y

Y

Sharon Feess

✓

Y

N

Ruth Franklin

✓

Y

N

Val M. Higgins

✓

Y

N

Sandra Hilary

Ruby Hunt

✓

Y

Y

Tom Sather

exc.

Don Scheel

✓

Y

N

Tom Workman

.

Y

N

Visitors

M

Gretchen Farneth

Belgen

Bruce Mc Jaddy

Jerry Acker

T. Paulson, T. Johnson, M. Chuter

m ff B Thompson, R. Mann

Mark Hessler

Dick

A. Entz
N. Diaz

Staff

hb, gla, jh.
du

M. Roberts

ky
eko
Y
sh



REGIONAL TRANSIT BOARD
Mears Park Centre, 230 East 5th Street
St. Paul, Minnesota 55101
612/229-2700

**Minutes of the Meeting of the
REGIONAL TRANSIT BOARD
October 26, 1992**

MEMBERS PRESENT: Michael J. Ehrlichmann, Chair; Maryann Campo; Doris Caranicas; Sharon Feess; Ruth Franklin; Val M. Higgins; Ruby Hunt; Tom Sather; Don Scheel; Tom Workman

MEMBERS EXCUSED: Sandra Hilary

OTHERS PRESENT: Karen Lyons, Metropolitan Council; Arnie Entzel, Amalgamated Transit Union; Tom Weaver, Bev Auld, Bob Thompson, Leonard Oppenheimer, Metropolitan Transit Commission; George Bentley; Gregory L. Andrews, Judy Hollander, Howard Blin, Ed Kouneski, Randy Rosvold, Suzanne Hanson, Mary Fitzgerald, RTB staff

CALL TO ORDER AND ROLL CALL

The chair called the meeting to order at 4:10 p.m. and roll was taken.

APPROVAL OF AGENDA

Caranicas moved and Higgins seconded approval of the agenda. The motion carried unanimously.

APPROVAL OF MINUTES

Hunt moved and Feess seconded approval of the following minutes:

Policy Committee, September 28, 1992
Public Hearing, September 28, 1992
Regional Transit Board, October 5, 1992
Legislative Committee, October 5, 1992
Joint Meeting, RTB/MTC, October 7, 1992
Administration and Finance Committee Meeting, October 12, 1992
Administration and Finance Committee Meeting, October 15, 1992

Feess noted that she was present at the September 28 public hearing. With that change, the motion carried unanimously.

CHAIR'S REPORT

The chair reported that the Transportation Alliance lawsuit concerning the Governor's veto has been dismissed.

EXECUTIVE DIRECTOR'S REPORT

Approval of Five-Year Transit Plan

Blin reviewed his memorandum, dated October 19, 1992, which lists the revisions made to the draft plan in response to external review by other agencies. Feess moved and Hunt seconded:

That the Regional Transit Board approve the five-year transit plan, Vision '97. Making the Vision a Reality, with the amendments as shown in the October 19, 1992 staff report.

Caranicas asked if Congestion Mitigation Air Quality (CMAQ) funds are dependent upon the 20-percent state match? Blin said a match is necessary but making that match is not a problem because any portion of the budget could be considered to be the match. The use of this source of funding is limited to starting new service in congested corridors such as I-394. The motion was unanimously approved.

Retreat

Munyon said the joint retreat with the Metropolitan Transit Commission will be on November 11 at 4:00 p.m.

REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE

Committee Chair Franklin reported on the recommendations approved by the committee at its meeting on October 12, 1992.

Regional Regular Route Fare Increase

Franklin moved and Feess seconded:

That the Regional Transit Board:

1. Adopt the following regular route fare structure:

Cash Fares

	<u>Peak</u>	<u>Off-Peak</u>
Local	\$1.25	\$1.00
Express	\$1.75	\$1.25
Downtown	\$.50	\$.25
Social Fare	N/A	\$.25

Convenience Fares

	<u>10-Ride</u>	<u>Monthly Pass</u>	<u>Tokens</u>
Local Peak	\$10.00	\$40.00	N/A
Local Off-Peak	\$7.50	\$30.00	\$.75
Express Peak	\$15.00	\$60.00	N/A
Express Off-Peak	\$10.00	\$40.00	N/A

2. Eliminate the zone-crossing charge from the Metro Mobility fare structure.
3. Implement these fare changes on or before July 1, 1993, allowing for the benefits of the MTC's efforts to contain costs and the RTB's pursuit of new federal funds to be achieved.
4. Direct staff to explore an option separating the youth fares from other social fares.

Ehrlichmann said he believes this increase should be delayed until July so legislators will understand transit needs the kind of support that will prevent this increase. He is more optimistic about receiving federal funding. He will accept stating "on or before." Hunt said staff has developed a Solomon-like proposal. It addresses MTC concerns but it is also pragmatic. Higgins clarified that the zone crossing change applies to both fixed route and to Metro Mobility.

In response to Campo's question, Franklin said this action is to approve the fare increase, but the implementation date will be come before the board at a later date. Campo said that while she agrees with the chair that it is unwise to rate fares until the legislators decide what participation they want, she would like to be on record as opposing it because of its impact on her constituents. She has not received the MTC's documentation that this is the only course open and does not feel the case is proven. She has not yet seen the scenario for their response if there is no increase. Campo said she participated at the fare hearings and it is clear there are people who cannot afford this increase, although there are more people in the suburbs who may not have a problem. With farebox revenue below the standards, she is concerned about giving free rides if that is done on the backs of people who cannot afford it. Therefore, she asked for a roll call vote. On a roll call vote, the motion was approved. (Campo voted no and Workman was absent.) The motion was unanimously approved.

Additional Options for the Regular Route Fare Increase

Kouneski reviewed the October 16, 1992 staff report. Staff was directed to develop an option of increasing the social fare for teenagers only. Feess said she made the recommendation. It is possible the school districts could contribute for those students who need assistance. They provide other transportation and there is no reason for RTB to subsidize them. She moved and Franklin seconded:

That the Regional Transit Board:

1. Approve free fares in the downtown zone for registered carpoolers and vanpoolers and direct Programs staff to arrange a means for this to be administered.
2. Direct Planning staff to:
 - a. Compile research to profile the demographics of social fare riders, particularly youth, and engage in discussions with the school districts to consider setting a youth fare;
 - b. Examine the need to restrict the size of the downtown zone and develop a recommendation for changing the boundaries; and
 - c. Report back to the Administration and Finance Committee on these activities no later than March 1993.

The motion was unanimously approved.

Financial Statement - August 1992

Franklin moved and Sather seconded:

That the Regional Transit Board receive the August 1992 financial statements and direct that they be placed on file.

The motion was unanimously approved.

Amendments to 1992 Regional Transit Board Budget

Franklin moved and Caranicas seconded:

That the Regional Transit Board amend the 1992 Budget, adopted in December 1991, recognizing the following:

• Beginning Fund Balance	\$3,033,648
• Total Revenues	\$93,763,034
• Total Expenditures	\$93,278,055
• Ending Total Fund Balance	\$3,518,627

The motion was unanimously approved.

Closing the New Services/Test Marketing Fund

Franklin moved and Caranicas seconded:

That the Regional Transit Board close the New Services/Test Marketing Fund, effective January 1, 1992, and transfer the fund balance to the General fund, designating \$1,473,020 of the balance as restricted for funding of new transit services.

The motion was unanimously approved.

Insurance Renewals

Franklin moved and Feess seconded:

That the Regional Transit Board authorize the executive director to renew the RTB's insurance policies for General Liability, Property, Business Auto, Fidelity Bond, and Workers Compensation for the period of October 24, 1992 to October 24, 1993 at a premium of \$8,829 with Insurance and Surety Specialists being the agent of record; and

That the Regional Transit Board authorize the executive director to place \$56,000 into the Designated Risk Reserve fund for the purpose of self-insuring Public Officials Liability Coverage.

The motion was unanimously approved.

Addition of New Metro Mobility Provider

Franklin moved and Sather seconded:

That the Regional Transit Board direct the executive director to execute a contract with United Services to provide Metro Mobility Service for the City of Minneapolis for the period from October 27, 1992 through December 31, 1992.

The chair said Jim LeTourneau, Vice President of Yellow Taxi Service Corporation, called before the meeting and faxed a letter to members, dated October 26, in which he raised several concerns. Kouneski said the United Services will provide only paratransit rides in the City of Minneapolis and will not serve the general public. The contract is limited to the city because that is where the greatest number of problems with service quality have occurred and we need to offer an alternative. This is seen as a last resort. United will be subject to the same rules as the other providers.

Franklin said the Administration and Finance Committee raised those concerns at their meeting. The motion was unanimously approved.

REPORTS OF ADVISORY COMMITTEES

Rideshare Advisory Committee

Sather reviewed the Rideshare Advisory Committee report of its meeting on October 15.

Transportation Accessibility Advisory Committee

Higgins reported on the Transportation Accessibility Advisory Committee meeting of October 14. He commented that he has been somewhat critical of the committee's lack of progress in the past but as one of the two board liaisons, he thinks the last two meetings were very fruitful and the committee is starting to do a good job. There has been a great deal of improvement in the past two months.

Local Officials Advisory Committee

Kuehn presented the committee report. Carol Johnson, the committee chair, will attend the next meeting of the board to present the committee's recommendations in greater detail.

Bicycle Task Force

Campo said the group has been meeting for the last three months. She thanked Sherry Munyon for putting it together for her. They are meeting monthly and meet in subcommittees in between in order to develop legislative recommendations. The people on the committee represent many areas of the bike community in the Seven-County Metropolitan Area. She has asked Dan Murray to organize a meeting with the task force and the Metropolitan Council in December. An enormous amount of information has been gathered and she will supply to any member who requests it. She invited member to attend the meetings.

OTHER BUSINESS

Sather said he, Don Scheel and Tom Workman have been working with Sherry Munyon to develop a comprehensive legislative package for the next session. As part of the discussion, it was agreed that a survey should be done by Decision Resources, Ltd., to determine what funding mechanisms the transit users might find palatable. Until now the legislators have differed with local officials on how to develop and implement funding mechanisms. The survey of 800 residents would contain approximately 50 questions. The cost would be no more than \$12,000. There is approximately \$30,000 left in the 1992 budget for surveys and special projects. The idea is to get an sense of what areas are sensitive in the coming biennium. The 2 mil levy is in place and could be raised rather than find a new source of funds. Legislators have not found that acceptable, but local officials consider that proposal more equitable since legislators are considering other sources. He moved and Workman seconded:

That the Regional Transit Board authorize the executive director to negotiate and enter into a contract with Decision Resources, Ltd. in an amount not to exceed \$12,000 to develop and conduct a survey of 800 residents. The survey will include no more than 50 questions. The objective of the survey is to develop a reasonable legislative package and must be completed prior to the beginning of the 1993 Legislative Session.

Higgins said that possibly this matter should be referred to the Administration and Finance Committee or the Policy Committee first. This issue is entitled to more discussion. He is not familiar with this company and there may be others that could do a better job. Sather said the company has performed citizens surveys for the City of Arden

Hills and in their experience most people have been willing to answer as many as 90 questions. The problem with trying to take it through committee is that it could take 30 days, which would leave only 30 days to develop any legislative initiative. We need to be prepared by the end of November.

Ehrlichmann said it is important to do this quickly but issues have been raised before about bidding procedures. Sather said state law requires that bids be solicited for contracts over \$15,000. Franklin said she agrees that the amount is not large and normally she would not support going outside the proper channels. She likes the idea because legislators have not had much input from the public. Sather said the intent is to examine data and develop a sense of funding criteria. The consultant will rank the criteria. The hope is that we find information that is contrary to what legislators are thinking. It is easier to raise a small tax than create a new one.

Hunt raised the possibility of getting a negative reaction from citizens since they do not want to pay any more taxes. It could pull the rug out from under whatever proposal we come up with. Ehrlichmann said the questions will be phrased toward "which" rather than "if."

Campo called the question, adding that she has several questions she would like included in the survey. Higgins said he will vote against it; While he has faith in the members of the task force, he does not know enough about it and because the general public does not know the RTB exists. The motion carried (Higgins voted no).

There being no other business, Sather moved and Feess seconded that the meeting be adjourned. The motion was unanimously approved and the meeting was adjourned at 5:00 p.m. p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's meeting of October 26, 1992.

Respectfully submitted,

Mary Fitzgerald
Secretary

Approved by the Regional Transit Board on this 16th day of November 1992.



REGIONAL TRANSIT BOARD
Mears Park Centre, 230 East 5th Street
St. Paul, Minnesota 55101

**Minutes of the Meeting of the
POLICY COMMITTEE
October 26, 1992**

MEMBERS PRESENT: Val M. Higgins, Acting Chair; Maryann Campo; Doris Caranicas; Sharon Feess; Ruth Franklin; Val M. Higgins; Ruby Hunt; Tom Sather; Don Scheel; Tom Workman

MEMBERS EXCUSED: Sandra Hilary

OTHERS PRESENT: Ken Hosen, Ecosometrics, Inc.; Peter Ognibene, ASI, Inc.; Michael J. Ehrlichmann, Ruth Franklin, Doris Caranicas, Tom Sather, Sharon Feess, Regional Transit Board; Karen Lyons, Metropolitan Council; Arnie Entzel, Amalgamated Transit Union; Tom Weaver, Bev Auld, Bob Thompson, Leonard Oppenheimer, Metropolitan Transit Commission; George Bentley, 33Gregory L. Andrews, Judy Hollander, Howard Blin, Ed Kouneski, Dave Jacobson; Suzanne Hanson, Mary Fitzgerald, RTB staff

CALL TO ORDER AND ROLL CALL

The chair called the meeting to order at 5:10 p.m. and roll was taken.

APPROVAL OF AGENDA

Workman moved and Campo seconded approval of the agenda. The motion carried unanimously.

METRO MOBILITY SERVICE OPTIONS

Dave Jacobson introduced Ken Hosen of Ecosometrics, Inc., the RTB's Metro Mobility operations Planning Consultant, who reviewed Technical Memorandum No. 2: Review of Key Issues and Alternatives.

Members asked for more information on the implications of RTB-owned vehicles. One approach would take capital costs out of the operating budget, leaving more operating money available to work with and it is easier to secure operating funds. Either way, RTB pays for the vehicles although we are prohibited by statute from owning them. Potential providers can be asked to submit bids on the basis of supplying their own vehicles or having them provided by RTB. Campo asked for background information on how other systems supply vehicles and what functions they assume. The item was placed on the agenda for discussion only--no action was taken.

METRO MOBILITY SMART CARD PROJECT

Peter Ognibene of ASI, Inc., the RTB's consultant on the Smart Card, used slides to illustrate the smart card and the device used by the vehicle driver to handle data. No action was taken.

Regional Identity: Use of Regional Transit Board's Logo on Vehicles and Printed Materials

Hanson reviewed the October 19 staff report. Workman moved and Campo seconded:

That the Regional Transit Board approve the placement of the RTB logo and the words "Part of the Regional Transit Board System" on all transit vehicles and provider-developed printed materials in the metropolitan region.

Higgins added that the providers have finally agreed to this action and are reasonably satisfied with it. It is time RTB did something and time MTC realizes it is part of the team and no more important. All the providers should put it on. The consultants recommended it and in some systems the buses have to be uniformly painted. Hunt said she is not sure this is the appropriate time since no one knows if the Legislature will continue the RTB and she questions how this will be viewed by legislators.

Responding to Sather, Hanson said the Marketing Committee recommended that this be accomplished within the next six months. Sather recommended that be included as a friendly amendment. Mover and seconder agreed that the following language should be added:

The addition of the logo must be accomplished within the next six months.

The main motion, as amended was approved (Hunt voted no).

REGULAR ROUTE RIDERSHIP

Blin presented the historical perspective on ridership trends and Auld discussed the recent MTC experience with ridership and revenues.

Entzel said that during the 1960s ridership declined. Twin Cities Lines and other private providers were cutting service and kept only the lucrative lines operating. The reason for public takeover of service was that they were interested in making money, not providing a public service. Higgins said he remembers that period. The main provider in Minneapolis and St. Paul was violently unpopular.

OTHER BUSINESS

Ehrlichmann said the bill increasing tax deductions to employers for bus passes is ready for the President's signature. The bill also imposes a \$155 cap on the deduction for parking.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's Policy Committee meeting of October 26, 1992.

Respectfully submitted,

Mary Fitzgerald
Secretary

Approved by the Regional Transit Board on this 16th day of November 1992.



REGIONAL TRANSIT BOARD
Mears Park Centre, 230 East 5th Street
St. Paul, Minnesota 55101
612/229-2700

REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE

At its meeting of November 9, 1992 the committee reviewed and approved the following recommendations:

Financial Statements - September 1992

That the Regional Transit Board receive the September 1992 financial statements and direct that they be placed on file

1993 Proposed Budget "Undesignated Savings" In the General Fund

That the Regional Transit Board further define its Proposed 1993 Budget by

Increase salaries and benefits	\$72,800
Decrease consulting	(100,000)
Recognize 1992 Savings (50%)	<u>(318,200)</u>
Total General Fund Savings	(\$345,400)

The \$36,000 originally budgeted for Professional Services (federal representation) shall be expended on the basis of hourly contractual service as opposed to a retainer basis.

Actual Ad Valorem Property Tax Levy for 1992, Payable 1993, Resolution No. 92-07

That the Regional Transit Board adopt Resolution 92-07, "Resolution Certifying Actual Ad Valorem Property Taxes for 1992, Payable 1993."

Approval of City of Shakopee 1992 Contract Amendment

That the Regional Transit Board authorize its executive director to amend the City of Shakopee's 1992 contract (Contract No. 91/18/11-15) by \$17,015, from \$236,360 to \$253,375.

Approval of 1993 Jobseekers Program

That the Regional Transit Board approve the Jobseekers program budget of \$430,660 for calendar year 1993 to offer discounted convenience fares through participating agencies.

Metropolitan Transit Commission Federal Transit Administration 1993 Section 9
Grant Application for Operating and Capital Funds

That the Regional Transit Board approve the Metropolitan Transit Commission's application to the Federal Transportation Administration for federal fiscal year 1993 funding under the Section 9 program in the amount of \$14,750,000.

Approval of 1993 Transit Service Contracts

That the Regional Transit Board:

Authorize the executive director to renew annual operating assistance contracts effective January 1, 1993 with the following transit service providers in amounts not to exceed those listed below:

Replacement (Opt-Out) Service	
City of Maple Grove	\$512,892
Minnesota Valley Transit Authority	2,211,235
City of Plymouth	1,383,043
City of Shakopee	307,567
Southwest Metropolitan Transit Commission	<u>1,511,484</u>
	\$5,926,221

<u>Regular Route</u>	
North Suburban Lines	\$762,029
Valley Transit	<u>110,117</u>
	\$872,146

<u>County/Rural Special Transportation Service</u>	
Anoka County Traveler	\$444,824
Anoka Volunteer Program	23,500
Carver County	124,332
DARTS (Dakota County)	393,912
Human Services, Inc. (Washington County)	227,047
Lakeville (Dakota)	27,510
Linwood Volunteer (Anoka)	15,796
Scott County	119,519
Senior Community Services	48,521
Senior Transportation Program	24,179
Westonka Rides	<u>31,715</u>
	\$1,480,855

<u>Small Urban Communities</u>	
City of Columbia Heights	\$83,000
City of Hastings (TRAC)	82,172
City of Hopkins	34,752
Northeast Suburban Transit (NEST)	111,434
St. Louis Park Emergency Program (STEP)	10,800
White Bear Area Transit (WBAT)	<u>90,626</u>
	\$4312,864

Grand Total \$8,692,086

Other Business

The committee members reviewed the BE Line Holiday Promotion Service and discussed the Metropolitan Transit Commission budget. No action was taken.

Ruth Franklin
Chair

11/10/92
mff

REGIONAL TRANSIT BOARD
Mears Park Centre, 230 E. Fifth Street, St. Paul, MN 55101

RESOLUTION NO. 92-07

RESOLUTION LEVYING **ACTUAL** AD VALOREM PROPERTY TAXES FOR LEVY YEAR 1992,
PAYABLE 1993

WHEREAS, the Regional Transit Board is authorized by Minnesota Statutes 473.446, as amended, to levy certain property taxes in the seven-county metropolitan area; and

WHEREAS, the Regional Transit Board is required by Minnesota Statutes 473.446, subd. 8 to levy a **actual** property tax levy to the Minnesota Department of Revenue by

NOW THEREFORE BE IT RESOLVED THAT, the Regional Transit Board hereby levies upon all taxable property with the Metropolitan Transit Taxing District, as defined in Minnesota Statutes 473.446, subd. 2, the following amounts:

1.) **\$65,020,258** for use by the Regional Transit Board for payment of the expenses of operating transit and paratransit services. This levy is on all taxable property within the Metropolitan Transit Taxing District, except that the levy on taxable property in the following communities is reduced by the following net tax capacity percentages:

County	Community	Reduction
Anoka	Anoka	.510
	Centerville	.765
	Circle Pines	.510
	Coon Rapids	.510
	Lexington	.510
	Lino Lakes	.510
Carver	Chanhassen (part)	.765
	Chaska	.765
Dakota	Apple Valley	.510
	Burnsville	.510
	Eagan	.510
	Lilydale	.765
	Mendota	.765
	Mendota Heights	.510
	Rosemount	.510
Sunfish Lake	.765	

County	Community	Reduction
Hennepin	Chanhassen (part)	.765
	Deephaven	.510
	Eden Prairie	.765
	Excelsior	.510
	Greenwood	.510
	Long Lake	.510
	Maple Grove	.765
	Medicine Lake	.765
	Minnetonka Beach	.510
	Osseo	.765
	Plymouth	.765
	Shorewood	.510
	Spring Park	.510
	Tonka Bay	.765
	Woodland	.765
Ramsey	Gem Lake	.765
	North Oaks	.510
	Spring Lake Park (part)	.510
	Vadnais Heights	.510
	White Bear Lake (part)	.510
	White Bear Township	.765
Scott	Prior Lake	.765
	Savage	.765
	Shakopee	.765
Washington	Baytown Township	.510
	Birchwood	.765
	Cottage Grove	.510
	Dellwood	.510
	Lake Elmo	.510
	Mahtomedi	.510
	Newport	.510
	Pine Springs	.765
	St. Paul Park	.510
	Willernie	.510
	White Bear Lake (part)	.510
	Woodbury	.510

- 2.) **\$527,575** for principal and interest payments on general obligation certificates of indebtedness of 1979.
- 3.) **\$1,350,720** for principal and interest payments on general obligation certificates of indebtedness of 1985.
- 4.) **\$1,103,608** for principal and interest payments on the Series 1987C issue.
- 5.) **\$2,401,114** for principal and interest payments on the Series 1988B issue.
- 6.) **\$4,748,232** for principal and interest payments on the Series 1990A issue.
- 7.) **\$369,456** for principal and interest payments on the Series 1991B issue.
- 8.) **\$386,544** for principal and interest payments on the Series 1991G issue.

BE IT FURTHER RESOLVED THAT, the Regional Transit Board hereby levies upon all taxable property within the Metropolitan Transit Taxing Area an amount payable in 1993 of **\$574,309** estimated to be 10 percent of the levies 1 through 8 above, pursuant to Minnesota Statutes 473.446, subd. 1a.

BE IT FURTHER RESOLVED THAT, the Executive Director of the Regional Transit Board, on behalf of the board, shall certify these preliminary levies to the Commissioner of the Minnesota Department of Revenue on or before.

Adopted this _____ day of _____ 1992

Michael Ehrlichmann, Chair

Mary Fitzgerald, Secretary