

COMMITTEE OF THE WHOLE
MARQTRAN

The Marquette County Board of Commissioners met as a Committee of the Whole at 7:00 P.M. on January 8, 1985, Room 231, Courthouse Annex, Marquette, Michigan.

Roll call was held and the following roll recorded:

Present: Comm. Berglund, DeFant, Roberts, Valente and Lowe.

Absent : None.

Chairperson Lowe opened the meeting for public comment, none was forthcoming and the public comment section was closed.

It was moved by Comm. Berglund, supported by Comm. DeFant and carried that the agenda be approved as presented.

Chairperson Lowe opened the meeting for a discussion of the Interlocal Agreement to Establish the Marquette County Transit Authority. He advised the persons who were present that the meeting would be held on the order of a public hearing and read County Board of Commissioners Rule #38 as a guideline.

The Clerk read communications from Champion, Ely, Ishpeming, Negaunee, Powell, Republic and Wells Townships stating that these townships were in agreement with the draft and the placing of three township persons on the Board of Directors. A communication from Chocolay Township expressed a desire to have a resident of Chocolay Township on the Board of Directors. This was based on Chocolay Township having a larger population than Negaunee City which is proposed to have one representative on the Board. Marquette Township expressed a desire to have more than three township members on the Board of Directors.

Louis Myefski: Supt., Alger Marquette Intermediate Schools, was present and stated that the Intermediate Schools supported the concept of the agreement and services provided. He pledged the support of the Intermediate Schools to bring about a cost effective transit system.

Joseph Snively: Chair, Marquette Transit Authority, stated that the MTA is in accord with most of the agreement but because of the large amount of property and value that would be transferred from the MTA, they take exception to the membership of the Board of Directors as to number per unit and suggest that nominations of these people who represent Marquette be made by the Marquette City Commission. Mr. Snively quoted statistics to show the growth of the MTA since its beginning.

Stuart Skauge: Representative of Ishpeming City Council, had hopes that this meeting would be more in line of a sit-down exchange of ideas, than a hearing on what would be desired. He objected to the public hearing format and asked if it would be possible to have a sit-down exchange of ideas meeting in the near future. Comm. Lowe explained that the purpose of the meeting was to hear comment and testimony and that this was the reason that the draft of the proposed agreement had been sent to all units of government. Mr. Skauge stated that the major stumbling block for the City of Ishpeming was the appointment of persons to represent the City of Ishpeming. He felt that the City should designate its representatives who would be responsive to the City for their actions. He stated that the City and the Ishpeming Transit Authority would be giving up a great deal of equipment and service know how and would expect their representative to act as a liaison person to the City Council. Whoever the City recommended should be appointed by the County Board to sit on the Board of Directors of the County Transit System.

Comm. Lowe stated it was the thought of the County Board to take applications from anyone who wanted to apply and that the Cities and the Marquette County Township Assoc. would nominate individuals who would also complete applications and from this choice would come the final selection.

Comm. Berglund stated that from what he had heard so far this evening, he had come to believe that two of the three parties to the agreement were not in accord and that further discussion by the County Board was necessary.

Comm. Roberts suggested that if Cities nominate twice the number of persons that would be selected that the County Board would have a choice rather than be limited. He also favored open applications.

Robert Kulisheck: Marquette City Commission, stated that the City had five major points of concern:

1. Appointment of Board of Directors.
2. Number of persons necessary to call a special meeting.
3. Fund balance in MTA.
4. Ownership of Transit System building.
5. Reasons for termination of agreement.

He submitted the following suggested changes:

SUGGESTED CHANGES TO THE INTERLOCAL AGREEMENT
TO ESTABLISH THE MARQUETTE TRANSIT SYSTEM

The first change should come in Section 7.3 regarding Appointments. It would be desirable for the City to select the appointees and also to have some control over whether or not they should continue to sit on the Board. Therefore, some suggested language would be, following the sentence in Section 7.3, the following sentence might be inserted:

"Appointees from the City of Marquette shall be from names forwarded to the County Board of Commissioners by the Marquette City Commission."

Additional consideration might be given to the following language:

"The Marquette County Board of Commissioners shall remove from the Board any City of Marquette Appointees upon a request to do so from the Marquette City Commission."

That is perhaps not as important as the first suggested change.

On Section 7.6 it is suggested that the number of Board members required to call a special meeting be changed from five members to three members in the last sentence of that Section.

In Section 10.1 after the first sentence on the fourth line, following the word Agreement, add:

"Any fund balance remaining upon dissolution shall be deposited in the City's General Fund."

In Section 10.2, in the first sentence on the fourth line after "personal" strike out "or real". This will eliminate any confusion over whether or not the City intends to convey ownership in the MTA building to the Authority, which it is the City's present position we do not wish to do. What the City does wish to accomplish is for the Authority or the Board to assume the UMTA obligations and that the City would then lease the amount of space required by the Authority in the building for the operation of the system. The lease would contain an assumption of MTA's UMTA responsibilities. The City would then operate the building consistent with the Michigan Department of Transportation requirements.

The final change that I might suggest would be in Section 20 which lists (a), (b), and (c) as reasons for termination of the Agreement. I would change the present (c) to (d) and add as a new (c) something to the effect:

"Failure of the Marquette County electors to renew the annual levy of at least .3 mills for operation of the system anytime after 1989."

It was discussed that both the MTA and the ITA have some real and personal property that are involved in the transfer, that haven't been clearly addressed, such as the Transit System Building and the Ishpeming Transfer Station. Marquette City had assumed that the Transit System Building would be leased to the new authority. Chief Civil Counsel, Patricia L. Micklow, suggested that a meeting of the involved units would need to be held to resolve this issue.

In regard to the fund balance in MTA, the question was asked if there was an accurate way to determine whether this was City of Marquette money or if it was MarqTran grant money. Robert Niemi of MarqTran stated that he felt there was a good reason to believe that \$15,000.00 was City of Marquette contribution and not figured in as part of the five year revenue to operate.

Michael Summers: Trustee of Chocolay Township, expressed Chocolay Township's concern in not having the same representation as the City of Negaunee, based on population figures. His concern was that the MCTA have four members and Chocolay Township have one of its own on the Board of Directors of the Authority. It was explained by Comm. Lowe that the City of Negaunee was a part of the ITA as a sort of a silent partner and was given one representative. Chief Civil Counsel stated that the individual townships could not be a signatory of the agreement and it was through the suggestion of the County Board that the MCTA suggest nominees to the Board of Directors but not as a partner to the agreement. This would give the township representation to determine how the system operates.

Robert Atkins: Marquette Township Supervisor, stated that Marquette Township had recommended that the three township members now on the Marquette County Transit Authority Advisory Board be transferred to the new transit system Board of Directors. MCTA had determined that the township membership on the Board of Directors be by nomination of the MCTA and that possibly an additional representative be added from the township.)

Lee Guizzetti: Representative of Ishpeming Transit Authority, gave a brief history of the 15 years that the ITA has been in operation and expressed concern in not having persons responsive to the City of Ishpeming and the ITA on the Board of Directors. He stated that if the new transit system fails or is not refunded through millage in five years then the greatest loss would be to the MTA and the ITA which would have to pick up the pieces and start over. He stated that the Cities and the MCTA should select their representatives. The County Board should then appoint these people. The County Board has provisions in the agreement to remove anyone from the Board of Directors who did not perform in their duties. He also felt that a six year term of office would be more desirable than a three year term.

Gwen Timmons: Former County Commissioner and Citizen of West Branch Township, felt that the agreement was good enough to provide good management and the policy making terms of the agreement would be beneficial to all taxpayers. She stated that appointments should be made by the County Board from applications submitted by persons interested. These people should not be excluded because they are not the choice of the cities or MCTA. She stated that unit of government nomination does not give the general public an opportunity to serve.

Comm. Valente stated that it was his opinion that the County Board should fill the appointments from those names of persons nominated by the unit of government, as long as the person nominated was qualified.

Comm. DeFant stated the comments and suggestions heard at this meeting should be taken under consideration by the County Board to either accept or reject them and that an additional session with units of government be held only if it was absolutely necessary for further discussion. She felt it was the county's responsibility to put together a sound system that will exist five years, and that the County Board would need make a serious and conscientious effort to evaluate all of the information gathered and presented at this meeting.

Comm. Berglund stated that some compromise and concessions would need be made.

Comm. Roberts again stated his concern, that if units of government were allowed to submit nominations, then the numbers of nominations be twice the number of appointments to be made, and that other applications received be taken under consideration also.

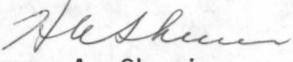
Comm. Lowe stated that the draft agreement was designed as an attempt to be fair and provide the best service for the most people. Actions and comments of the County Board should be tempered to realize the County Board does not want to usurp any power or anything from any other unit of government.

It was agreed that the County Board would take this matter under further discussion as a County Board and at that time consider what the county's stand should be. It will be placed on the January 15, 1984 agenda.

The draft agreement was put together considering the advise and comment of the Marquette County Transportation Advisory Board and the County Board needs time to consider the comments made at this meeting.

There being no further business to come before this group, the meeting was adjourned.

Respectfully submitted,


Henry A. Skewis
County Clerk

AGENDA
Marquette County Board of Commissioners
COMMITTEE OF THE WHOLE

Tuesday, January 8, 1985, 7:00 P.M.
Room 231, Courthouse Annex
Marquette, Michigan 49855

1. ROLL CALL.
2. APPROVAL OF THE MINUTES. (none)
3. PUBLIC COMMENT.
4. APPROVAL OF THE AGENDA.
5. Discussion of the Draft of the Interlocal Agreement to establish the Marquette County Transit Authority.
- 6.
- 7.
- 8.
9. OPEN DISCUSSION.
10. ANNOUNCEMENTS.
11. ADJOURNMENT.