



BYLAWS SUBCOMMITTEE MEETING

MEETING MINUTES
13 JUNE 2018 – 2:00 P.M.
MEETING #BSC0618

ATTENDANCE

- City of DeKalb (3 votes): *Tim Holdeman*
- City of Sycamore (2 votes): **Brian Gregory** (Chair)
- DeKalb County (1 vote): **Gary Hanson**
- NIU (1 vote): *John Heckmann*
- DSATS Staff: Brian Dickson
- Others Present:

(BOLD indicates main voting member. Italics indicates proxy-voting member.)

CALL TO ORDER

Chair Gregory called the meeting to order and established a quorum at 2:03 p.m.

BUSINESS

1. Approval of Meeting Agenda

Motion #BSC0618-01 A motion to approve the June 13, 2018 meeting agenda was made by Mr. Hanson. Second by Mr. Holdeman and approved by voice vote.

2. Approval of Previous Meeting Minutes

Motion #BSC0618-02 A motion to approve the April 11, 2018 meeting minutes was made by Mr. Hanson. Second by Mr. Holdeman and approved by voice vote.

3. Public Comment

There were no comments.

4. Review of Proposed DSATS IGA Changes

Mr. Hanson provided members with an overview of a revised Intergovernmental Agreement (IGA) and Policy Committee Bylaws for members review. It was requested that members review the provided IGA and Bylaws and provide comments and revisions at the next Bylaws meeting. It was recommended that each committee develop their own Bylaws.

Mr. Holdeman provided an overview of potential governance models for public transit for the DeKalb metropolitan area. He provided four potential oversight models:

1. Mass Transit District (MTD): An MTD has its own governing board that oversees all transit operations and would be its own fiscal agent. An MTD can be set up with its own taxing authority, or relay on federal, state, and local funds to operate the MTD.
2. Governing Board created by an IGA: In this model an IGA would be written that formed a transit oversight committee made up of member organizations. This board would oversee both the operations and capital expenditures of the transit system. Members would make direct recommendations to the City, as the fiscal agent, on the operations of the transit system.
3. MPO Transit Committee: In this system, the transit system would be overseen by a Transit Committee of the MPO. As the Policy Committee is the governing Committee of the MPO, a Transit Committee would make recommendations to the Policy Committee and the Policy Committee would make recommendations to the City Council. In this system, the Policy Committee could designate special authorities to the Transit Committee as part of its transit oversight responsibilities.
4. Reviewing Body of the City: In this model, the City creates a City organized committee whose members are appointed by the Mayor. The committee, like other City committees, would make recommendations directly to the City Council.

Mr. Holdeman said that he sees the transit oversight committee taking a much larger role in the oversight of the operations of the transit system. Right now, DSATS makes recommendations on large transit purchases, but does not provide an overall accountability of the entire transit system.

There was a question as to the role of the county in the transit system. Members did note that, while the County's role is the oversight of rural transit, the County's input on the urban transit system is important.

Member said that, while VAC's input is very important on the transit committee, as a contractor of the transit system, they should not have a voting role on the Transit Committee.

Members discuss the ability to streamline approval processes. The limitation of the Transit Committee with DSATS is the need for the Policy Committee to make the final approvals for the MPO. Members made some suggestions on how to streamline an MPO approval process.

1. The Policy Committee could approve the overall Transit Budget on an annual basis. The Transit Committee could be allocated the authority to approve actual purchases, once the budget is approved.
2. The City Transit Manager could coordinate with the DSATS Transit Chairman on certain approvals as authorized by the DSATS Policy Committee.

It was noted that no matter what processes are set up, the DeKalb City Council has final authority on all transit issues and purchases.

Members noted, that once the IGA and Policy Committee Bylaws are developed, the Technical Advisory Committee and Transit Committee should develop their own Bylaws.

5. Adjourn

Motion #BSC0618-03 A motion to adjourn at 3:11 p.m. was made by Mr. Holdeman. Second by Mr. Heckman and approved by voice vote.

Respectfully Submitted by: Brian Dickson
Date Approved: July 6, 2018