

Regional Transit Authority
October 8, 1993

Members present:
King County:

Don Davidson, Bellevue Councilmember
Mary Gates, Federal Way Councilmember
Bruce Laing, Chair; King County Councilmember
Jim White, Kent Councilmember
Paul Barden, King County Councilmember

Pierce County

Sharon Boekelman, Bonney Lake Councilmember
Ken Madsen, Pierce County Councilmember
Paul Miller, Tacoma Councilmember
Bill Stoner, Vice Chair; Pierce County Councilmember

Snohomish County

Pete Kinch, Mayor, City of Everett

Washington State Department of Transportation
Sid Morrison, WSDOT Secretary

Call to Order

The meeting was called to order at 1:45 p.m. by Mr. Laing, Regional Transit Authority (RTA) Chair, in the Municipality of Metropolitan Seattle (Metro) Council Chambers, 17th floor, Pacific Building, 720 Third Avenue, Seattle, Washington.

Report of the Chair

Mr. Laing asked the board to recognize Alice Hanson as temporary clerk for this meeting.

It was moved by Ms. Gates, seconded by Ms. Boekelman to recognize Alice Hanson as Clerk of the Board for the October 8, 1993 RTA meeting. MOTION CARRIED UNANIMOUSLY.

Mr. Laing mentioned that videotaping the RTA meetings is a very real possibility and staff will come back with a proposal. In the meantime, I suggest we videotape the workshop. Denny Fleenor, Metro staff, is available to answer questions about videotaping future meetings. The Board had no questions.

Mr. Laing brought to the Board's attention a letter dated October 7, 1993 from Metro Councilmember Fred Jarrett about the "Conversations about the Future" TV Project. The memo explains a project in which Metro is participating. RTA members may be interested in the program which will be aired on Channel 9 on Tuesday, November 23rd at 8:00 p.m. Denny Fleenor is available to answer questions. The Board had no questions.

Mr. Laing briefly reviewed the proposed agenda for the upcoming workshop Saturday, October 16th at the Museum of Flight. A summary of his remarks is as follows:

The best date for most board members is October 16th. Coffee will be served from 8:30 -9:00 a.m. Discussion of the first agenda item will begin at 9. Nine of the 18 members responded to a survey on issues that should be discussed at the workshop. The workshop will address major issues brought up by the survey, but discussion is not limited to those issues. All issues are fair game. In developing priorities, this body has to satisfy the expectations of its membership and the voters. The purpose of the workshop is to identify issues that should be addressed by this body in its work program. Subsequently, this body needs to come up with a work program and decide how it wants to organize that program.

Mr. Morrison asked did these workshop items spin off from the membership survey? Mr. Laing replied that the issues originated from the membership survey, but others may be raised at the workshop. Mr. Laing continued his remarks as follows:

During the first part of the workshop, a synopsis of regional planning will be presented to allow common understanding among board members. Objectives and issues will be discussed after 9:30 a.m. Board members could place other issues on the agenda at this time. After lunch, the intent is to hear:

1. A summary of issues raised by the three county legislative bodies about the system plan and their participation in the RTA;
2. A summary of the public involvement process used in the past. The purpose of this summary is to help the RTA decide whether or not it should use a process similar to the JRPC (Joint Regional Policy Committee) or some other process.
3. A discussion about items that staff should be directed to prepare for the October 22nd meeting related to the draft work program.

As a final item, Mr. Laing mentioned that timelines for accomplishing the RTA Board's workplan had previously been distributed and is also included in today's agenda packet. Mr. Laing asked David Kalberer, Metro staff, to review the three alternative scenarios.

Mr. David Kalberer, Metro staff, summarized the schedule alternatives in the agenda packet. A synopsis of his comments is

as follows:

The schedule is built around requirements in the state law. The RTA has two years to advance a system plan as a 20-year vision for the region and a description of that portion of the system plan that would be funded in the initial term, either all or a portion of the system.

The scheduling decision is an important one. The RTA needs to decide how long it wants to take to make these decisions and formulate descriptions of the proposal that arises from those decisions.

During the two years the RTA has to make decisions, federal and state agencies will meet, conduct business, and take actions that could influence the ability to pay for any system the RTA advances. During this time, the federal government will determine how much money is available for a high capacity transit project, and determine which projects should be funded. Currently, the federal government has authorized, but not appropriated, \$300 million to this region's project.

The material in the agenda shows the actions of other agencies. The (Puget Sound Regional Council) will update its transportation plan and the Vision 2020 statement in late 1994 or early 1995.

Another factor is the time required to bring an RTA decision to a public vote. How much time will be required between the time the RTA makes a decision on a proposal and the date when voters are asked to approve that proposal? What's the timeframe for a campaign led by some private sector group?

There appear to be two or three general options open to this body. The public vote could be delayed until 1995. Because any RTA decision would have to obtain the approval of each of the three participating county councils, the latest date the RTA could make a decision and still reach a November 1995 vote is March 1995. If the vote is delayed to 1995, however, the RTA risks losing federal funding in the 1994 and 1995 cycles, and would not be as influential in advancing its position with the State.

Alternatively, the RTA could propose a public vote in 1995 but make a more rapid decision on the system by September 1994. The advantage to this date is that it meshes well with the 1995 congressional cycle. During 1995, the Congress may redo ISTEA (Intermodal Surface Transportation Efficiency Act)

appropriations. This is an important time frame. If the RTA knows its position by the end of 1994, it will be in a stronger position to benefit from congressional changes during 1995.

If the RTA decides to pursue a November 1994 vote, it would have to advance a description of the system by March of 1994. The RTA needs to weigh the advantages of having a position by 1994 with the aggressiveness that such a schedule entails. This option has the opportunity of engaging the federal government this year and get technical amendments to authorizing legislation. It would put the RTA in a better position to show the program it's advancing. The date a vote is scheduled is a significant decision for this body.

Mr. Laing confirmed that options B and C have the same decision date. They differ on the content that goes to the vote. Mr. Kalberer replied as follows:

Both options require a decision in 1994, but the dates differ. Option B gives until September 1994 while option C requires during Spring 1994. The more aggressive date, however, affords the RTA more credibility and ability to work with possible legislative changes.

Mr. Morrison asked is it premature at this stage to ask the State to modify the statute so the RTA could forward a full system plan description but then segment out the portions that would appear for public vote? Mr. Kalberer replied the response to the question is yes. The RTA could submit a whole system plan, but also can consider framing segments of that plan for a public vote. For now, the RTA has to consider a larger picture, but it may have to phase it.

Mr. Morrison said I raise the question of requesting a statute modification because of the State legislature's schedule. The Governor has items going to his desk now that will be considered in the next legislative session.

Public Comment

Mr. Laing called attention to two letters which have been distributed to the Board members at the beginning of the meeting. The letters are from the Cities of Renton and SeaTac and refer to items five and six on today's agenda.

Mr. Ted Pankowski circulated a letter to board members and made the following remarks about Resolution 6, which appears as a discussion

item on today's meeting agenda:

I often state affiliation with SMART and the Washington Environmental Council. I speak on my own behalf today because these groups just received a copy of Resolution 6 and have not had time to fully review this item. My comments concern Resolution 6 and the \$300 million in federal funds that will be available in 1995.

I cannot support Resolution 6 if its sole intent is to accelerate the North Corridor and I urge you to reject this resolution as premature. I am not persuaded by staff that its intent is to just hold our place in line for federal funds. These actions have a tendency to take on a life of their own. Forwarding the North Corridor segment, as it appears in the JRPC plan, as an initial rapid rail segment is premature.

If the intent is to reevaluate all the issues in this corridor that were not resolved during the JRPC planning process, please proceed with Resolution 6. On page three of my letter, I listed the most vexing issues that were raised and left unresolved during last year's JRPC planning process. These issues need to be resolved before forwarding this corridor on any further. I can support Resolution 6 if it come to grips with these issue and results in their judicious solution.

Issues listed in my letter include:

1. Agreement of all organizations in the corridor to accelerate work on this rail segment
2. Resolution to reaffirm that in the process of re-evaluation there will be more public input and least-cost planning.
3. The work program has to include: study of alternative alignments in the North Corridor, including the Duwamish alignment; study of alternative rail, including surface light rail--or some hybrid; additional alternative(s) station locations consistent with the forthcoming Vision 2020 revision; possible connections with SR 520 and other multimodal possibilities; the alternatives of the I-5 express lanes and the ship canal bridge; alternatives to the Capitol Hill tunnel--the cost savings realized from not building a tunnel represents a \$600 million reduction from North Corridor project's \$1.5 billion cost.

Also, Resolution 6 might be stretched to begin at Northgate, where density is high and transit works well, and have the corridor end at SeaTac.

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We need to deal with these issues. If Resolution 6 will facilitate this, fine. If not, do not approve this action.

PETE KINCH ARRIVED AT THIS TIME.

Phyllis Lamphere, Co-Chair RTP Task Force of the Seattle-King County Economic Development Council (EDC), congratulated members who had been chosen to serve on the RTA Board. Ms. Lamphere distributed copies of the EDC's position that was reached last April on the RTP. A summary of her comments are as follows:

You have a huge responsibility and a great opportunity. I am pleased to see Mayor Kinch arrive. We had representation today from King and Pierce County, but not Snohomish County.

During April 1993, the EDC issued its position paper in which it recommended adoption of the JRPC's system plan as long as it included the incremental buildout of rail and that the specific alignment alternatives should be determined through alternatives analysis and project level planning. We still expect those issues to be addressed.

We also asked for a local vote on at least a .04 % sales tax equivalent to support this system as soon as possible. This would support implementing bus improvements, TSM, and commuter rail in the near term while the longer term questions about the system are being addressed. We don't want to see the momentum of this project lost. Lots of people have been involved. People are becoming more aggravated because they don't perceive any progress is being made.

The public expects us to act wisely, but anything we can do to resolve our transportation problems, the better off we'll all be.

The second points of our position deal with coordination with the Growth Management Act (GMA) and early completion of the HOV system. We need the support of the general public, and this body needs to accelerate its decisionmaking to ensure that support.

The EDC supports a regional rail system linking the four centers incrementally. This allows us to test performance and ridership in the each segment before proceeding.

We have to look at the statute that created the RTA to ensure it gives this body all the flexibility it needs to move forward. We also support commuter rail service between Tacoma

and Everett.

The local vote shouldn't be held up. Gauging from the state legislators we've talked to, they want to see us put our own dollars toward the project before they are willing to commit funding from the state.

My major message is that you consider an accelerated work schedule. If the project can get to a vote in 1994, the project can take advantage of the momentum gained from the JRPC planning process and establishment of the RTA. If there is anyway possible to reach the required basic decisions by March 1994, this body should do its level best to decide by then.

Commit to making the earliest possible vote and calculate the RTA's work schedule back from that date. My group will do everything we can to make timely input as this body moves along.

Jay Covington, Executive Assistant, City of Renton, forwarded the Mayor's regrets that he could not attend. Mr. Covey brought the board's attention to a letter that had been distributed to the board dated October 4, 1993 from Earl Clymer, the City of Renton. A summary of Covey's subsequent remarks is as follows:

The Mayor's letter supports a south corridor commuter rail system that operates through Renton. The portion of the system that passes through Renton was analyzed by Metro and Renton staff. At that time, three alternatives, (bus, rail and commuter rail) were considered. The analysis determined that commuter rail was the most effective alternative. The City of Renton encourages the RTA to adopt Resolution No. 04 before you today and not delay.

Mr. Laing called the Board's attention to Agenda Item 4 to approve Resolution No. 3 authorizing performance of feasibility studies for commuter rail services between Seattle and Everett and between Tacoma and Lakewood. Mr. Laing explained that this resolution includes actions to: Establish the RTA as the policy oversight body for this work; establish a budget of \$200,000 for the studies; allow Metro to amend consultant contracts as needed; and authorize staffing assignments for the work.

David Kalberer made the following remarks:

At the September 24th meeting, the RTA Board passed a resolution to apply for funds for project level planning for

the Seattle-Everett and Tacoma-Lakewood commuter rail segments, assuming that a feasibility study would first be conducted. This resolution would establish a budget for that feasibility study. It designates this body as the planning body and directs joint staffs to formulate a staff recommendation to the Board. That recommendation would take four months to complete. The recommendation would meet the state grant funding requirements and help this body determine whether or not it should pursue project level planning.

The first thing staff would do is to meet with the RTA board, make sure that the work program in attachment A of Resolution No. 3 is pertinent and that the work schedule is one the RTA wants to pursue. Staff will discuss the study with the RTA as it progresses to ensure that the study addresses issues that are important to this board.

It was MOVED BY MR. MORRISON, SECONDED BY MR. DAVIDSON to adopt Resolution Number three.

Mr. Davidson asked what further information will result from this study. Kalberer replied as follows:

The study will result in more detailed ridership information and reconfirm the capital cost. Work needs to be done with Community Transit to learn how Community Transit's bus system would support a commuter rail system. Staff would code that information into a model, discuss that information with the RTA board, and also, Burlington Northern railroad. Burlington Northern (BN) would learn how many people might use a commuter rail system that operated on its Everett-Seattle BN tracks. This study also includes working with the jurisdictions in Snohomish County to see what investments are needed to implement stations and stopping points.

THE MOTION TO APPROVE RESOLUTION THREE CARRIED UNANIMOUSLY.

Mr. Laing called the Board's attention to Agenda Item 5 to approve Resolution Number four authorizing initiation of project level planning and environmental assessment for the South Corridor Commuter Rail Project, including service between Tacoma, Renton and Seattle. Mr. Laing explained that this resolution includes actions to: Establish the RTA as the policy oversight body for this work; establish a project planning budget of \$2.35 million through 1994; allow Metro to act as the receiving agency for federal grant funds allocated for this work; allow Metro to amend current consultant contracts as necessary to complete the work; and authorize interim staffing assignments from Metro and Pierce Transit to conduct this

work.

David Kalberer made the following remarks:

This resolution represents the first step in project level planning for the RTP. It establishes this body as the policy body to direct a \$2.35 million consultant contract, which will be covered by a \$1.8 million federal grant, \$370,000 from King County Metro, and \$100,000 from Pierce Transit. The dollars could be available as soon as next week. All funds have already been approved. This action assumes that staff will come back to the RTA with specific staffing details.

It is important to note that this action does not commit the RTA to build this segment. It will resolve issues about alignment (BN and UP tracks will be considered), station locations, environmental impacts, operating characteristics, park and ride lots, and access by bus, car and pedestrians. The resulting environmental assessment, which would be completed in about 14 months, would put the RTA in a position of deciding whether to proceed with this line.

This item is being brought for action now in response to several factors: the JRPC asked that the RTA move forward as fast as possible on this portion of the plan; the communities along the alignment want the project planning to begin as soon as possible; and the project needs to move forward to spend the \$20 million of federal funds that have been appropriated for this purpose. If there is no action, we will have to go before the appropriations board and try to represent the need for additional federal funds without having spent what we already have.

It was MOVED BY MR STONER, SECONDED BY MR MILLER to approve Resolution number four.

Mr. Kinch asked will this action affect the amount of money that is available to study high capacity transit and other needed studies. Mr. Kalberer replied no, this action poses no significant constraints on the use of high capacity transit dollars for other work.

Mr. Barden distributed a letter dated October 8, 1993 and a news release that was supposed to be attached to the letter. Mr. Barden made the following remarks:

I became involved in the Regional Transit Project several years ago as part of the incorporation of the City of SeaTac

and studying ways to better access a gridlocked SeaTac Airport. Most of the surrounding hotels and car rental companies were spending considerable dollars operating shuttle vans to and from the airport. Because of the congestion and the dollars being spent privately to try to address the problem, the City of SeaTac allocated funds to study personal rapid transit (PRT) systems. The news release I distributed talks about a PRT system Raytheon is working on with the City of Chicago. This PRT system is in Phase II of its development there. At this point, it will cost \$1.8 million to develop software and hardware, and vehicle guideway prototypes. Phase III is the next step. The entire project is expected to cost approximately 13 million dollars per mile.

The City of SeaTac received grant funds to study PRT. I was surprised when Parsons Brinkerhoff Quade and Douglas (PBQ&D), the consultants for the regional transportation project, out of hand dismissed PRT as a viable option for the Renton area. PRT is an emerging technology that is cheaper than rail and is particularly suited for giving access between commuter rail operations and adjacent communities.

It is prudent to make a specific reference to this technology and allocate a portion of the study dollars for the Everett-Tacoma system. It does not make sense to spend dollars on a Tacoma to Everett commuter rail system, without revisiting, and possibly correcting, PBQ&D's dismissal of this technology.

Mr. Kalberer made the following remarks:

Staff would hope for the opportunity to discuss what type of studies Mr. Barden wants and come back to this body with a recommendation about what should be done. The recommendation would advise the RTA board about the amount of budget available and whether or not the PRT study would require additional funding.

I also wanted to ask Mr. Barden if he is posing a generic question about PRT as a technology, or a more specific question about how PRT applies to Renton and the SeaTac area. It was originally assumed that the SeaTac study on PRT would be used to determine factors that make PRT attractive to other settings in the region.

Mr. Barden replied as follows:

I did not prepare a motion on this because I wanted staff to prepare the recommendation that Mr. Kalberer just suggested.

If PRT works in SeaTac and between Tukwila and SeaTac, it could also work to Renton. If the door is kept open to discuss this at subsequent meetings I will have accomplished what I set out to do today.

Mr. Laing asked if Mr. Barden's intent with regard to approving Resolution No. 04 is that he would support the Resolution with the understanding that it is for the purpose of determining if additional studies could be included in that planning. Mr. Barden replied yes, that is correct.

Mr. Morrison said between San Francisco and San Diego, half of the commuter rail riders access the commuter rail by bus. The commuter rail ticket is good on the bus system too. I support Mr. Barden's suggestion because we don't fully understand how people access rail systems. Our minds are not closed. We should look at emerging technologies.

Ms. Gates said I will support this and also tasks 4.0 and 5.0 of the scope of work, which leaves open alternative technologies to keep up with changes that are out there. By approving this action, the RTA is making a commitment to move forward on project level planning.

Mr. Laing asked Mr. Stoner and Mr. Miller, the makers of the main motion, if they agreed to incorporate the intent of Mr. Barden's comments where: Resolution number four would be adopted with the intent that staff bring back a work program for the RTA board's approval that included information about an alternative technologies portion of the work effort so the RTA board can decide whether or not to include such a work effort in its overall work plan.

Mr. Stoner and Mr. Miller agreed to encompass this concept in the main motion.

THE MAIN MOTION TO APPROVE RESOLUTION NUMBER FOUR AND DIRECT STAFF TO BRING BACK A WORK PROGRAM FOR THE RTA BOARD'S APPROVAL WHICH INCLUDED INFORMATION ABOUT AN ALTERNATIVE TECHNOLOGIES WORK EFFORT, WHICH COULD BE APPROVED TO BE PART OF THE WORKPLAN, CARRIED BY THE UNANIMOUS VOTE OF THE RTA BOARD.

Mr. Laing called the Board's attention to Agenda item four to approve Resolution number five endorsing the execution of c agreements by Metro and SNO-TRAN passing through state high capacity transit planning funds to local agencies and jurisdictions, and authorizing related planning work to proceed.

Mr. Paul Matsuoka, Metro Staff, made the following remarks:

First, I want to present a brief history about the grant application process and why this item appears before the board today.

In early 1993, a grant application was compiled to apply to the State DOT. Metro Transit took the lead to coordinate needs for jurisdictions within King County. SNO-TRAN collected needs for Everett Transit and Community Transit.

The applications from Pierce Transit, SNO-TRAN, Metro and PSRC were combined into one JRPC package. It was presented to the JRPC for approval and submitted to the WSDOT (Washington State Department of Transportation). The WSDOT awarded funding for the first year of the biennium, which lasts between July 1, 1993 - June 30, 1994. The JRPC received some funding, but not all of the funding requested.

Ordinarily, when receiving funding, staff would go to the policy boards to receive approval to execute interlocal agreements. The interlocal agreements would be approved by participating jurisdictions and allow the funds to be passed back to the project for which the grant was awarded.

However, by the time the funds were awarded, the JRPC had finalized its business and the RTA board did not exist yet. There was no policy board. Within King County, staff briefed Metro's Planning Subcommittee and Transit Committee, and received the Metro Council's approval to execute the agreements with the participating cities so the funds could pass through. The interlocal agreements have not been executed because the RTA now exists.

This action asks the RTA to endorse the execution of interlocal agreements by Metro and SNO-TRAN and authorize passing the money through to the participating local jurisdictions.

Mr. Davidson noted from Exhibit A that the WSDOT is listed as a local agency. Does the DOT qualify as a local jurisdiction? Mr. Matsuoka explained that the WSDOT is a pass-through recipient, although it is not a "local" jurisdiction" as the list implies.

Mr. Morrison said this issue is a function of timing. The authorized amounts were decided at the point in time in the biennium year that the funds are awarded. Each item fits with the work product the DOT needs from the RTA. As the end of the fiscal

year approaches, the DOT will devise new mechanisms for high capacity transit (HCT) planning funding. This means we will avoid the problems of timing in the future.

Mr. Davidson asked if there was allocation criteria that helped determine the amount of funding received for each jurisdiction. Mr. Matsuoka replied there was no specific allocation criteria, though the work had to be consistent with the state's definition of high capacity transit to qualify.

It was MOVED BY MORRISON, SECONDED BY KINCH to approve Resolution Number five. MOTION CARRIED UNANIMOUSLY.

Mr. Laing called the Board's attention to Agenda Item 7, a future action to approve Resolution No. 06 authorizing the submittal of a Project Justification Report identifying an initial segment of the recommended rapid rail system for federal funding support. Mr. Laing commented that if approved, this action: puts the RTA in line to request federal funds; does not obligate the RTA to request federal funds; defines an initial rail segment for federal funding but does not preclude redefinition of that segment; does not preclude planning on other rail segments using other funding sources.

Mr. Kalberer made the following remarks:

This is not an action item for today, but could be in about one month so it can be discussed today, at the workshop and on October 22nd before considering action. Staff wanted to alert the RTA that this action will be coming before the board due to the federal funding process. The Project Justification Report must be submitted in November of this year if the project wants to receive any consideration for federal funding during the 1994 cycle. These federal funds would not be received until 1995 if it were successful in the appropriation process. In order to receive money in 1995, the project must request it now.

This action requires for the first time in the RTP's history a definition of a specific rapid rail segment for which the funds would be used. The proposal is to submit the corridor between N.E. 65th Street and the Boeing access road. This segment of the project is being proposed for submission because it best meets Federal criteria of cost effectiveness (ridership, new riders, cost, and riders now using the system). It is important to understand that this is a judgement to seek federal funds or not. This is separate from a decision on what goes to the voters.

The RTA could determine another segment to submit. If the 65th/Boeing Access Road segment is chosen, other funds may be used to advance other parts of the project. The application would say that the study alignment would go from N.E. 65th to the Boeing access road. Unless the RTA is totally uncertain about proceeding with this segment, it is certain that there are questions that need to be answered about this segment before it is actually selected for implementation.

I cannot emphasize enough that this action assumes that Board is prepared to address all the lingering issues about this segment in 1994. Not to be misleading, the report will describe a specific segment. But there are many questions about tunnels, alignments, and even more basic, rapid rail at all.

By approving Resolution No. 6 and pursuing the process in this action, all questions about the 65th/Boeing segment would be assessed during 1994 calendar year with HCT account funds. Not all funds received from that account would have to be used for that purpose, so those funds could also be used to address other issues and other corridors in the region too.

Ideally, the RTA would adopt its work plan first, but we are forced to take this action now to secure our place in the federal funding line. Not submitting this report in November almost ensures that the project will not receive any of the \$300 million during the next appropriation cycle. There are two years left in the existing authorization cycle. During those two years, the funds could be used for project level planning. It is unlikely we will be able to expend all \$300 million in the authorizing period if we don't begin now.

I stress that in no way should the RTA pursue this now unless it is equally committed to put the unresolved issues back on the table in 1994. Submitting the report does not mean we will get funds in 1995, but not submitting it certainly ensures we won't. If funds are received in 1995, the RTA needs to have decided a preferred alternative and the alignment that will be implemented. Staff proposes spending federal dollars, as well as HCT funds in 1994 to resolve questions about the segment between N.E. 65th and the Boeing Access Road.

Mr. Miller said I hear Mr. Kalberer's concerns. They are well stated and I share those concerns.

Mr. Morrison made the following remarks:

This state has been spoiled by Mr. Magnusson's legacy--"all we want is our fair advantage". The current federal funding situation doesn't look good, however, for inter-city rail. We should err on the aggressive side for the sake of getting our place in line and take advantage of the \$300 million appropriation we've already received for this project. That appropriation doesn't mean anything until we place our order and tell the federal government what we want to build. I hope we can address Mr. Pankowski's concerns and we can help staff respond to the federal funding requirements in a timely fashion.

Mr. Davidson asked is high speed rail the only technology the RTA can propose for funding? Mr. Kalberer replied a rail proposal must be submitted by November, but the RTA has to tell the federal government what the system would be comprised of before it uses the dollars. The proposal is based on what the JRPC adopted, but in 1994, the RTA would have to address all the outstanding issues.

Mr. Davidson asked could the RTA propose transitways? Mr. Kalberer replied yes, that is an option. The RTA has to specify what technology is proposed.

Mr. Davidson asked could the RTA submit a November 1993 proposal for a transitway and upgrade it to a rail proposal a year from now? How does the RTA communicate that it needs federal funding, but is dealing with federal criteria that does not fit this region well. Mr. Kalberer replied as follows:

The RTA needs to make a judgement about what the whole system is, how much it wants to proceed with, how much the project might cost, and when the revenues are needed. One suggestion is to select parts of the project that the federal government would support most, and propose those for federal support.

If that is the decision, the project must compete to receive federal funds. If the project goes before the voters, the project is very likely to be bigger than the federal funds appropriated or the amount of funds available from local sources. The objective is to maximize the amount of federal funding to defray the total cost of the project. As the date for implementation gets closer, the RTA may find the need for federal funding relevant - or irrelevant - depending on the size of the project.

Mr. Laing asked staff to look at Mr. Pankowski's letter and identify issues that should be included in the RTA's workplan.

Mr. Laing asked what is the deadline for submitting the Project Justification Report? Mr. Kalberer replied mid-November of this year.

Other Business

Mr. Laing commented that the RTA agreed to look at a work program before deciding organizational issues, but in the interim, a task force was assigned to recommend staffing arrangements. Mr. Laing sent copies of his memorandum to Mr. Brubaker, Chair of that Task Force, to the Board members for their information. Also, the RTA may want to set up an ad hoc committee to address the RTAs legislative agenda and identify issues the board wants to bring to the legislature.

Mr. Miller agreed. The RTA needs to set up three committees: a Finance Committee, a Legislative Strategies Committee, and Personnel Committee. The Legislative Strategies Committee should be set up as soon as possible.

Mr. Davidson asked when will the personnel task force report back to the Board? Mr. Laing said Mr. Brubaker hasn't said, but hopefully by the October 22nd meeting.

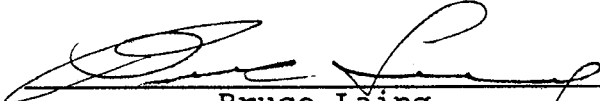
Mr. Davidson asked if this issue could be discussed at the October 16th Workshop during the lunch period. Mr. Laing responded that he is open to this idea, but we did delegate this issue to the task force, so such a discussion could be input the task force.

Ms. Gates said that she's heard that the task force may meet on the 15th, but no date has been confirmed. Given there is no scheduled discussion during lunch at the workshop, we could use that time.

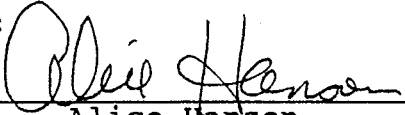
Mr. Davidson remarked that was responsive to his question.

Adjourn

With no further business or public comment, the meeting was adjourned at 3:35 p.m.


Bruce Laing
Chair, RTA Board

ATTEST:


Alice Hanson
Interim Clerk, RTA Board