

Regional Transit Authority
November 12, 1993

Members present:

Bruce Laing, Chair; King County Councilmember
Bill Brubaker, Vice-Chair; Snohomish County Councilmember
Bill Stoner, Vice-Chair; Pierce County Councilmember

King County

Martha Choe, Seattle Councilmember
Don Davidson, Bellevue Councilmember
Mary Gates, Federal Way Councilmember
Audrey Gruger, King County Councilmember
Greg Nickels, King County Councilmember
Cynthia Sullivan, King County Councilmember

Pierce County

Sharon Boekelman, Bonney-Lake Councilmember
Ken Madsen, Pierce County Councilmember
Paul Miller, Tacoma Councilmember

Snohomish County

Dave Earling, Edmonds Councilmember

Washington State Department of Transportation

Sid Morrison, Secretary

The meeting was called to order at 1:42 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.

Recognize Official Clerk for this Meeting

Mr. Laing asked the Board to recognize Ms. Debi Milham as temporary clerk for this meeting.

It was moved by Mr. Nickels, seconded by Ms. Gates and carried by the unanimous vote of all Board members present that Ms. Debi Milham be recognized as Clerk of the Board for the November 12, 1993 RTA meeting.

Report of the Chair

Mr. Laing said the RTA Board has scheduled a workshop on December 3, 1993, to be held at the Museum of Flight. The purpose of this workshop is to address the work program that has been adopted by the Board in draft form; we will review the system plan and the financing work that has been prepared to date. He suggested Board members be familiar with the full system plan prior to the workshop.

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Mr. Laing said distributed today are copies of a memo, dated November 8, 1993, I sent to RTA Board Members proposing committee and task force membership assignments.

It was moved by Ms. Gates, seconded by Ms. Boekelman and carried by the unanimous vote of all Board members present that the committee and task force membership assignments proposed in Mr. Laing's November 8, 1993 memo to the RTA Board Members be adopted as distributed today.

Mr. Laing made the following comments:

At the second RTA Board meeting, there was a request that the staff make arrangements to have the meetings videotaped so those tapes could be made available to the public access channels and other outlets that might be available for advising the public of our activities.

Staff has researched this issue and a memo addressed to me from Mr. Denny Fleenor, dated November 12, 1993, has been distributed today. This memo indicates there is a definite relationship between the Board determining ahead of time where its regular meetings will be held, and the cost and practicality of videotaping the meetings. I believe the underlying proposition and desire to have the meetings videotaped was expressed, and I read consensus into that. If that is incorrect, I would like to know. If this is the case, I believe it is appropriate to refer the issue to the Communications Task Force.

Also, the question of a regular meeting location needs to be addressed. The Board could refer information on meeting locations to the Rules Committee and authorize them to determine where the specific meeting locations will be in each of the three counties. The Board has reached a policy decision that one of every six meetings will be held in Snohomish County and one of every six meetings will be held in Pierce County. If it is agreeable to the Board, it is my intention to send this issue to the Rules Committee and delegate authority for them to make the determination of a regular meeting location within at least King County, and to advise the Board of their decision.

Ms. Choe said given the cost and change in cost estimates for videotaping the RTA Board meetings, I believe the possibility of utilizing alternative methods which would be less costly on a per meeting basis is worthy of discussion. I raise this issue as Chair of the Budget Committee, she noted. Have we made arrangements for the public access channels to broadcast these meetings?, she asked. Mr. Fleenor said the public access channels will

broadcast the meetings if they are videotaped in a viewable form. One of the technical problems is that each channel has a different tape format, he noted.

Ms. Choe said I am not ready to say each RTA Board meeting should be videotaped, given the significant cost. I do want to provide the public with access to these meetings, she added.

Ms. Sullivan suggested the Board bear in mind how many people may be reached with this alternative method.

Mr. Davidson asked if the meetings could be videotaped with a personal camcorder. Mr. Fleenor said it would be difficult to record the comments of all 18 RTA Board members with a single camera and to provide the sound quality people are accustomed to.

Ms. Gates asked will these videotapes be shown on Channel 28? Mr. Fleenor said yes; Channel 28 has indicated each meeting would be televised several times.

Ms. Gates asked would it be possible to determine how many people are viewing the meetings when shown on public access channels? Mr. Fleenor said it would be possible to determine how many households have access to Channel 28, but we could not tell how many people actually view the program. These tapes could be made available to public libraries and to staffs from jurisdictions, he added.

Mr. Nickels said Seattle and King County cooperated on a video Voters Pamphlet. A telephone number was provided for people to provide comments, he said, which gave some sense of the number of people watching the program.

Ms. Boekelman said the public may be more willing to watch a summation, rather than an hours long tape, of the RTA Board meetings; this possibility could be presented to the Public Involvement Committee.

Mr. Davidson said Mr. Fleenor's memo indicates it could cost \$72,000 per year to videotape the RTA Board meetings. Mr. Fleenor said the approximate figure of \$72,000 per year is correct. It is my intention to have these meetings broadcast in all three counties, he said, and it is easier to start with a higher quality tape and to work down from there than vice-versa.

Mr. Laing said it is clear there is a strong feeling that the issue of videotaping the meetings and the specifics of doing so should be referred to the Public Involvement Task Force for a recommendation back to the full RTA Board.

Mr. Laing said there is the related proposition of identifying a consistent location for Board meetings.

It was the consensus of the Board that the issue of meeting location be delegated to the Rules Committee for action.

Mr. Laing said a brochure relating to the November 23 broadcast on Channel 9 of "Conversations About the Future" has been distributed today. Board members may want to watch this program, he noted.

Public Comment

Mr. Laing said this is the appropriate time for public comment. He added that this meeting is especially the time for public comment on the RTA's proposed Resolution No. 07, which adopts procedures for complying with the State Environmental Policy Act (SEPA) requirements. This is the next agenda item, he continued, and the availability of this comment period was published in the Everett Herald, Seattle Times and the Tacoma News Tribune. Any other public comment may also be submitted at this time, he concluded.

Mr. Ted Pankowski made the following comments:

As a professional and citizen activist, I appreciate the emphasis the RTA has given to public involvement in the creation of the task forces. But I feel there are some things that are not quite happening. Most of my recommendations should appropriately go to the task forces instead of the RTA Board, but I do not receive notices of those meetings. Today is the first time I have seen rosters for the task forces.

At the last RTA Board meeting in Tacoma, staff pointed out the enormous amount of money and effort being spent on a public involvement program as a one way exercise where information goes out from the Joint Regional Policy Committee (JRPC) to the public in an attempt to sell a product. Very little money or effort has gone towards creation of a dialogue. To avoid a catch-as-catch-can approach to public involvement, the RTA should look at it as a more formal process where the people who participate have rights and responsibilities.

Without taking up issues that should be discussed by a task force, I would like to present a couple of ideas: 1) stakeholders who have been involved in the past should be involved in evaluation of what did and did not work in the last program; and 2) the RTA should be reviewing the language in the JRPC's plan in looking at goals and objectives. Many of us worked on that language as part of a plan amendment. I am

concerned about item three which eliminates the corridor plan. It says the Public Involvement Task Force to meet and define goals at two levels: 1) system plan and 2) community specific project plan. It appears to eliminate the need for corridor planning and public involvement on that. Those who believe corridor issues are only neighborhood issues are wrong. That is where we have had our hang-ups. I urge that we stay with the language that is now in the JRPC's recommended plan for a three-tier plan: system, corridor and neighborhood planning.

I recommend that the RTA consider formation of a broadly based advisory committee made up of people with an interest in, or who are affected by the project, to serve as a way to focus a lot of the input you will be receiving from the public and to provide an opportunity for peer review and ideas. I have some materials on this subject and will pass them on to Ms. Cynthia Sullivan. My recommendation is that an advisory committee be established to balance the technical review panel.

Mr. Laing thanked Mr. Pankowski for his comments. The RTA just today appointed the task forces, he said, and they have not yet had an opportunity to meet. The task forces will be discussed under item 7 on today's agenda, he noted; Mr. Pankowski's comments are very timely.

Mr. Laing asked for any other public comment at this time and there was none.

Approve Resolution No. 07 Adopting Procedures for Complying with SEPA Requirements - Action

Mr. Laing said Resolution No. 07 would adopt interim rules and procedures to implement the Washington SEPA. He asked Mr. Gunter to summarize the underlying proposition.

Mr. Gunter said the adoption of Resolution 07 is a procedural action necessary before the RTA may proceed with any environmental work. It would adopt interim rules and procedures necessary to implement the SEPA, he noted. Page 5-4 of Resolution No. 07, Section 3a, states that the SEPA responsible official for the RTA is the Executive Director or, until such time as the RTA names an Executive Director, the Chair of the RTA Board or his/her designee shall serve as the SEPA responsible official, he explained.

It was moved by Mr. Morrison, seconded by Ms. Choe and carried by the unanimous vote of all Board members present that Resolution No. 07 be approved, with Page 5-4, Section 3a stating the following: "The responsible official for the RTA is the Executive Director of the RTA. Until such time as the RTA names an Executive Director, the Chair of the RTA Board or his/her designee shall serve as the SEPA responsible official."

Approve Resolution No. 06 Authorizing Submittal of a Project Justification Report for Federal Funding Appropriation - Action

Mr. Laing said Resolution No. 06 would authorize submittal of a Project Justification Report for federal funding appropriation. Materials have been distributed today, he explained, including a memo from me describing an alternate resolution for consideration. All attachments are enumerated on the front page of the hand-out, entitled "Agenda Item No. 6", he said. Mr. Laing continued his remarks:

This is the third time Resolution No. 06 has come before the Board. The report, which is referred to in the Transportation Funding Section 3(j), is due by mid-November. The Board designated today's meeting for action on Resolution No. 06.

The draft resolution, which begins on Page 6-3, proposes a specific segment of a high capacity rail system as the segment which we would describe in the report as our placeholder for funding with the Federal Transit Administration (FTA). In our discussions, concern was expressed about whether we would be sending a message that we had made a decision on that element as opposed to using the existing strategy to arrive at the final plan. Because of that concern, I asked that staff prepare an alternate resolution, which is on Page 6-17, which describes where we are in our process as what we put before the federal government. The relative merits or effects of those two approaches are summarized on Page 6-20. Mr. David Kalberer is here to respond to any questions. I am open for any questions or discussion.

Mr. Miller said I am aware that three Board members have amendments they wish to propose today. I would suggest all three of these proposed amendments be distributed prior to discussing Resolution No. 06, he stated. Mr. Laing said this is acceptable, but doing so is not intended to cut off any questions from Board members.

Ms. Choe said copies of a suggested amendment to Section 2 of Resolution No. 06 (not alternate Resolution No. 06) have been distributed. The intent is to further clarify the options for this Board on other non-rail portions of the system as we go ahead and designate a central corridor, she stated. The proposed language is as follows:

Section 2. The RTA Board recognizes that approval of this resolution does not: obligate the Board to proceed with a federal grant request to implement an initial rail segment; preclude a redefinition of the scope of the initial segment for federal funding; or preclude the RTA Board from performing project level planning studies on other segments of the recommended regional rail system using other funding sources. It also does not preclude the RTA Board from proceeding with planning for

other, non-rail portions of the system (such as improved bus service, infrastructure improvements, or HOV lanes), especially in areas not directly served by rail, based on priorities identified by those areas.

Mr. Davidson said my proposed amendments are directed to the first draft of Resolution No. 06, rather than alternate Resolution No. 06, and staff is distributing copies. He read the following proposed amendments:

Section 2. The RTA Board recognizes that approval of this resolution does not: obligate the Board to proceed with a federal grant request to implement an initial rail segment; preclude a redefinition of the scope of the initial segment for federal funding, including modifications to the grade profile; or preclude the RTA Board from performing project level planning studies on other segments of the recommended regional system using other funding sources.

Section 3. Issues related to corridor equity shall be considered coincident with decisions to implement project level planning associated with the federal grant application.

In response to an inquiry from Ms. Choe, Mr. Davidson explained that the purpose of the proposed Section 3 is to address the concern that other issues raised regarding equity (financial, value, etc.) are inherent in the resolution. The language proposed in Section 3 is intended to address that concern, he said.

Ms. Choe said I would like a better definition of corridor equity or some examples provided. Mr. Davidson said there was concern that if we go ahead with this corridor, is there any language that says that is not all that will ever be done? There are values in Snohomish and Pierce Counties and on the Eastside, he said, that may not be addressed. The proposed language is an attempt to say the equity issue will be addressed in some manner before project level planning is undertaken, he concluded.

Ms. Choe said it sounds like some of the issues have to do with phasing. Mr. Davidson said that is correct; we could have dealt with this in March but I am trying to put this language in Resolution No. 06.

Mr. Earling made the following statements:

My concern is not addressed as an amendment. I do agree with Mr. Davidson that the Board is free to discuss both Resolution No. 06 and alternate Resolution No. 06. My concern is that if the Board approves Resolution No. 06 in its entirety, I would

like the Board to examine some things it has already talked about and agreed to. This language could be incorporated as an amendment, but it was drafted as a motion to be considered prior to the adoption of Resolution No. 06.

The proposed motion is as follows: "Be it moved that the Board of Directors of the RTA states for the record that it has not yet reviewed or approved the full system plan as recommended by the JRPC. Passage of Resolution No. 06 therefore should not be construed to imply that the RTA Board of Directors endorses or approves all elements of the plan such as the need for rapid rail or the need for extensive tunneling."

Mr. Morrison said language in Resolution No. 06 refers to the 1994 appropriation cycle; you should know that deliberations in 1994 lead to a decision that affects fiscal 1995 funding.

Ms. Sullivan said if I am reading Ms. Choe's proposed amendment to Resolution No. 06 correctly, it would preclude commuter rail. Ms. Choe said this is not the intent.

Ms. Sullivan said you understand that regional rail is the subway portion of the system. I believe this is the way a lot of us have been construing regional rail, she said. Ms. Choe's language says the resolution does not preclude other non-rail portions of the system, she continued, but the only element not mentioned is commuter rail. Ms. Choe said my definition includes commuter and rapid rail, which are the subway and non-subway portions of the system. It is not my intent to preclude commuter rail, she stated.

Mr. Laing said it is my recollection that the federal government authorized \$325 million for the RTA, \$25 million of which has been identified for potential commuter rail funding and \$300 million of which is potentially available for high capacity rail. Is this terminology correct?, he asked. It is the high capacity section which could mean rail, he said, but it could be redefined to include busways or other exclusive fixed transitways. The question is whether or not, in the Section 3(j) report, mentioning commuter rail is significant considering the amount of funding available. Mr. Kalberer said in the Section 3(j) report, the RTA would move forward to try to take a portion of the rapid rail funding and continue to seek the remaining portion of the \$25 million available for commuter rail.

Ms. Choe suggested the proposed language be amended to read as follows: "...It also does not preclude the RTA Board from proceeding with planning for commuter rail or for other, non-rail portions of the system...."

Ms. Sullivan said it seems we have moved to alternate Resolution No. 06, which advances the system plan. Ms. Choe said I do not see how this proposed amendment would move us

to alternate Resolution No. 06. This includes commuter rail but it does not preclude other issues, such as buses and high occupancy vehicles (HOVs), that have been identified by other jurisdictions as priority items, she concluded.

Ms. Sullivan said I believe the system plan includes HOVs and buses as well as commuter rail and rapid rail. We need new terminology, she stated; for that reason it seems the alternate Resolution No. 06, which is inclusive and advances the system plan and clearly defines the process and defines that we are a new government and we are in a process of evaluating not only segments but alternate configurations and more accurately portrays the task before us, is desirable.

Ms. Choe said my biggest concern is that alternate Resolution No. 06 suggests commuter rail would be the emphasis. My concern with adopting alternate Resolution No. 06 would be the RTA's ability to compete for funding on the federal level given the other competition and demands on funding, she stressed. I believe we have an obligation to make a decision about going forward with an application that is as competitive as possible, she stated. I have had indications from Congresswomen Cantwell and Murray that they would be willing to assist the RTA in obtaining funding, she continued, but it would be unrealistic for them to try to push something that is this general. I believe the emphasis differs between Resolution No. 06 and alternate Resolution No. 06, she concluded.

Ms. Sullivan said this is my greatest concern; the RTA has not yet made a decision that this tunneling project is our highest priority or that any specific segment will even be part of the system. To advance this language does tie into a decision, she said. Ms. Choe said I do not believe that would be the case if the Board were to adopt the language proposed by Mr. Davidson.

Mr. Davidson said I have a question about alternate Resolution No. 06 and for what purposes federal funds may be used. I recently read an article in the Seattle Times that indicated federal funds would go to areas to the south if the RTA does not take action soon, he said; it indicated the criteria used for that decision were different from that used here. My other question is could federal funds be used for commuter rail? At the workshop, he continued, the Board seemed to have agreed on commuter rail. Can federal funds be used for the northern commuter rail segment?, he asked.

Mr. Kalberer responded as follows:

I would like to respond to the question about how to obtain more federal funds for commuter rail. Presently the RTA has a \$25 million authorization for commuter rail. We have an appropriation of approximately \$20 million towards that \$25 million.

The steps we would need to take to put more federal funding into commuter rail is to seek an authorization during the period of time beginning in January 1994 when the authorizing committees are reassessing the current authorizations for transit and highway programs. During that process is an opportunity for the RTA if, after Board discussion, we want to consider the possibility of advancing a large authorization for commuter rail which could go to the appropriating committee to seek a higher appropriation towards commuter rail. We might be able to do that on the basis of decisions to expand to the north, to Renton, etc. It is likely that increase in authorization would, if achieved, come off of the \$300 million we have for this core rapid rail program for the central Puget Sound region. It seems reasonable for the Board to consider this possibility. It is doubtful that the RTA will obtain the full \$300 million in the next three years for any set of programs. Anything close enough would be the commuter rail program so it would be wise to take some off the \$300 million and put it into commuter rail if we decide we want to pursue a commuter rail program. Therefore, to have this reauthorization of funds occur it would not be useful to send in a request to FTA. They are not in a position to change the authorization themselves. If the Board decides that it intends to pursue commuter rail and seek a higher level of federal funding without losing funds in other areas, that is how to proceed.

Mr. Davidson said the Board could adopt alternate Resolution No. 06, which is a more general system resolution; by March we may have more definition of the central core segment or we may want to take the \$300 million and redistribute more for commuter rail, some to the central core and maybe some funding for another corridor across the water. Maybe our initial justification would look different after March, he said, as opposed to going ahead today.

Mr. Kalberer made the following remarks:

We are not seeking money yet from the appropriation process. We are sending a communication to the FTA, whose job it will be to look at all projects and to propose what they think might be in line and reasonably in a position to achieve funding in 1995. Therefore, it seems to me we are not precluding an adjustment in March by making this request now. If we send the message that we are still in the system planning phase, the FTA will not ask for any monies from the appropriation process in 1995. If we do not ask for a significant amount of money for system planning, their interpretation would be that we are in a position where we need more time, and I imagine they would request no funds. If the RTA adopts Resolution No. 06, it may get the FTA to suggest an expenditure between \$10 million and \$25 million for preliminary engineering in 1995. The Legislative Task Force may be willing to

support that application if you decide in March to continue. In March, if you decide to do something else, the adoption of alternate Resolution No. 06 will not be helpful to you. This is only useful if we send it in now and the RTA supports us and we decide in March to follow, more or less, this central rail system.

I think we could change the end points of the rail system; that would be easy to do. Changing the alignment would be harder because the numbers would shift. If you decide not to pursue it and to do something entirely different, the fact that you adopted Resolution No. 06 would not help at all. This action is only useful if you think it is possible that in March you will be seeking a request for funding. It does not preclude a judgment previous to that that you want to seek more authorization and appropriation for commuter rail. I think we would be in a situation where we still have room to advance aggressively money for commuter rail even if we adopt Resolution No. 06 now. Resolution 06 is really only useful in trying to get the federal bureaucracy to support us only if in March you decide to proceed with rapid rail as part of the plan.

Ms. Gruger said some people believe Resolution 06 is too specific and that alternate Resolution 06 is too general; would it be possible to list a series of various projects under consideration and to state that by March we will know what we intend to do. Mr. Kalberer responded as follows:

This is what staff intended to do with alternate Resolution 06. Everyone is committed to reviewing the system plan, and it is possible to make adjustments. Alternate Resolution 06 reflects where the Board is right now; unfortunately that is not the most competitive position in trying to obtain FTA support for funding in 1995.

Mr. Morrison made the following comments:

The questions and answers raised today help make my point. In the last several weeks we have talked with the chairs of the authorizing committee and appropriating committee for transportation. There is no love lost between the two, which does not help us. More than ever before, if you are not authorized, do not try to receive appropriations. All of a sudden the \$325 million has a special significance. I would urge the Board to be as specific as possible, even if subsequent language says we mean to do many other projects in addition to those noted. The RTA should lead with a segment that is important to it, even if we modify it later to get it before the right people. My argument would be for Resolution 06 and then we could add modifying language later about selecting a specific segment. This does not affect the appropriation process.

It was moved by Mr. Nickels and seconded by Ms. Choe that the RTA Board approve Resolution 06 (rather than alternate Resolution 06).

Mr. Laing said the Board may now consider amendments to Resolution 06 and could later consider substitution of alternate Resolution No. 06 for Resolution No. 06.

Mr. Nickels made the following statements:

It seems to me we are attempting to allow the Chair and our staff to be somewhat strategic in obtaining funds from the federal government to advance our overall project. To the extent we get federal funds for a specific corridor, it frees up local funds to be used in other areas. In authorizing the Chair and staff to seek these funds, the RTA should put its strongest foot forward instead of giving a status report on the overall system plan and our feelings about that. I have had the dubious pleasure of testifying in front of the Appropriating Committee. My own judgment is we are unlikely to obtain funding until we have had a positive public vote. To obtain any appropriation before the public vote would be a great achievement by the Chair and staff. There are many other projects seeking funding, and the Appropriating Committee looks for ways to screen them; the lack of a public vote and public funding for a project would be a good screen. We should be building consensus and getting to the ballot. If we can obtain appropriations, we have advanced the project significantly and this will make future decisions more meaningful. Resolution 06 is specific; I cannot imagine a rail system that would not go north to Roosevelt or south to the Boeing Access Road. I do not believe this will do us any harm, but it puts us in our strongest position.

Mr. Miller commented:

I would like to support and echo the comments made. I think we are putting our best foot forward without committing ourselves. It is important to distinguish between the two resolutions the message we are sending ourselves and the federal government. We want to be as clear as possible when telling the federal government we may move ahead with a rail system, but not confuse that with the message to ourselves that we are open to discussing alternatives. We always have the opportunity to amend or change our minds. I see two messages: 1) telling the federal government it is more than likely that a rail system will be an element of the system; and 2) telling ourselves we are not closing any doors.

It was moved by Ms. Choe and seconded by Mr. Nickels that the amendment to Resolution 06 proposed and read earlier by Ms. Choe (copies distributed) be approved.

Ms. Sullivan made the following statements:

I would like to respond to Mr. Morrison's comments about the system going north to 65th and south to Boeing Access Road. I am concerned about taking that position now. When we went through our workshop, the consensus items did not include rapid rail.

The other thing is it is important that we understand the costs associated with this decision. This is \$65 million for preliminary engineering; this is a substantial portion of the \$300 million. It is only 10% of the cost of this rail segment as of today. This means we are looking at \$2.7 million local match, which, with debt service over 30 years at 4.5% interest, is \$164 million per year. This is not an inconsequential act; it means we would be charging each person inside the RTA boundary \$82 per year for debt service. This is a substantial action.

If we drop this in the future, we will have wasted a substantial amount of our federal match that could have gone to the system plan that represents committee-wide consensus. I am very concerned about going ahead with Resolution 06 instead of the alternate Resolution 06. I do not think it reflects accurately the consensus of the Board.

Mr. Earling said I agree with Ms. Sullivan.

Mr. Laing said the issue before the Board is the amendment proposed by Ms. Choe.

Mr. Davidson said I am trying to determine what Ms. Choe's amendment would accomplish. Ms. Choe said the project level planning language pertains to rail. The reason for the second sentence is in talking with members from Pierce and Snohomish Counties and the Eastside, she said, there were concerns that this Board not ignore the priorities identified by those areas. We would continue to look at ways to advance how we implement services, she explained, whether they are HOV or interim bus services. The purpose of the amendment is to send a signal that we are interested in working with other jurisdictions and this does not preclude the importance of advancing those other projects, she stated.

Mr. Davidson asked why the word "rail" is necessary when referring to the regional system. Ms. Choe said the word "rail" was added because the sentence talks about project level planning.

Mr. Davidson asked if it is the intent of this amendment to remove transitways from the regional system. Ms. Choe said that is correct; the resolution designates a corridor for a rapid rail segment instead of a transitway.

Mr. Davidson said it is for this reason that I will vote against the proposed amendment. He said I have proposed other amendments to Section 2 of Resolution 06.

Mr. Earling said I agree with Mr. Davidson. He said I seem to recall some discussion of why rapid rail was chosen and the alternative to that would be busways.

Mr. Laing said it is my understanding that in March, the RTA will have completed its work program which will lead it to its initial decision about the system. I understand that at that time, the RTA would be responding to the question we raised at the workshop, he said, which had to do with comfort levels. If the RTA adopts a resolution identifying a specific corridor for high capacity rail, he continued, this would be the point at which we would decide whether we want to continue with what we have told the RTA or make changes. It is my reading of Ms. Choe's amendment that it does not change that circumstance, he stated. It would identify a rail segment, he continued, but it does not change the fact that in March we can change what we have said to the RTA.

Ms. Choe said that is correct. The board identified certain issues that are early threshold issues, such as rail or transitways. This amendment does not suggest the Board should not engage in that discussion and make that decision, she stated; that is clearly not my intent. It is a very important decision, she said.

Mr. Morrison asked if the request for funding the RTA is making for a specific segment is designated for new rail starts. Mr. Kalberer said it is my understanding that technically, Mr. Morrison is correct; however, there are circumstances where a project began with the assumption of rail but funding for busways is now coming from this category of funds. There is some grandfathering of that possibility, he said. It is confusing in the legislation versus the regulatory language, he said; there are two different legislations. I do not believe there is anything in the spirit of the federal transit legislation which would cause us to feel that if we abandoned rail and went to a busway system, the authorization of the \$300 million could not be utilized, he stated.

Mr. Morrison asked is it an option now or in March or should we be specific and stay within the rail category with this resolution? Mr. Kalberer said in my opinion, we do not have any plan, except that delivered by the JRPC, on which to base any request for funds. The logical process would be to submit every piece of the existing plan along with Resolution 06. To submit anything else would have to come after changing that plan, he stated.

Ms. Sullivan suggested, and Ms. Choe agreed, to a friendly amendment so that the language contained in parentheses would include a reference to exclusive bus transitways. The language would read as follows: "... (such as exclusive bus transitways, improved bus service, infrastructure improvements or HOV lanes), ..."

Mr. Davidson again expressed his concern about adding the word "rail" in the reference to the regional system. Ms. Choe said this gives a signal that the RTA is looking at the other options before it; it does not preclude us from looking at other options. It says we want our best option to go forward to obtain some federal funding, she said.

Mr. Davidson said I feel this restricts our options. Ms. Choe said my intent was the opposite.

Mr. Miller asked are we engaged in project planning for the commuter rail system? Mr. Kalberer said yes.

Mr. Miller suggested, and Ms. Choe agreed, that the word "rail" be stricken and that the remaining language proposed by Ms. Choe remain.

Ms. Sullivan said what we are doing with Resolution 06 is identifying \$300 million for the rapid rail segment of the project. All other planning and other projects associated are competing for these "other funding sources", she said. If that is the case, she continued, we are committing ourselves to rapid rail for this specific pot of money, which we may not want build. I would like, therefore, to have the maximum flexibility to go back and ask for \$300 million to be reauthorized for the highest priority project, she concluded.

Ms. Choe said regardless of whether we go forward with rail, there will be other initiatives for which we must identify funding sources. The federal government will not provide 100% funding, she said; there must be local funding for some of these other efforts. Ms. Sullivan said no one disputes this fact. The problem is we have projects and funding sources segregated right now, she noted, which seems to limit the opportunities to shift one project to an other funding source.

Ms. Choe said I do not believe that is the case; I think we will have flexibility. I think this gives us the option to seek additional federal funds, she said, and I do not agree with Ms. Sullivan's conclusion.

Ms. Sullivan said Ms. Choe is saying this funding source cannot be used for other projects. Ms. Choe said I do not think local bus service was to be paid for with federal funds.

Ms. Sullivan said we are precluding that possibility with this language. Ms. Choe said I do not agree.

Mr. Brubaker said I question how the FTA will perceive this amendment; does it show any timidity on our part?

Mr. Gunter read the amendment proposed by Ms. Choe, as amended:

Section 2. The RTA Board recognizes that approval of this resolution does not: obligate the Board to proceed with a federal grant request to implement an initial rail segment; preclude a redefinition of the scope of the initial segment for federal funding; or preclude the RTA Board from performing project level planning studies on other segments of the recommended regional system using other funding sources. It also does not preclude the RTA Board from proceeding with planning for commuter rail or for other, non-rail portions of the system (such as exclusive bus transitways, improved bus service, infrastructure improvements, or HOV lanes), especially in areas not directly served by rail, based on priorities identified by those areas.

The amendment proposed by Ms. Choe was carried by the unanimous vote of all Board members present.

It as moved by Mr. Davidson and seconded by Mrs. Gruger that the following phrase be added to Section 2 of Resolution 06: "...scope of the initial segment for federal funding, including modifications to the grade profile; or preclude the RTA Board..."

Mr. Davidson said the intent of this proposal is to make sure we highlight alternatives to the possibility of tunneling.

Mr. Nickels asked if "modifications to grade profile" really refers to a change in the alignment. Mr. Kalberer said there is one instance where the grade profile could change without changing the alignment: tunneling under First Hill and Capitol Hill.

Mr. Nickels asked if it is Mr. Davidson's intent that there not be tunneling which would require a different alignment. Mr. Davidson said my intent is not to preclude us from that discussion.

Ms. Gruger said I would prefer the use of the word "alignment" rather than "grade profile." Mr. Kalberer said I understand this amendment is offered to clarify what we intend to do, which is to put back on the table the alignment between Seattle and 65th Street. It would, as I understand it, include more than just looking at grade profiles, he continued, which include

different alignments such as I-5 or Eastlake. It might also include some modifications in the grade under Capitol Hill, he noted. I assume what you want to insure here is that the whole issue could be reopened and we could decide to look at a series of options and modifications to the alignments, he noted. I think the use of the word "alignment" is more encompassing, he concluded.

Mr. Davidson agreed to the use of the word "alignment" in place of "grade profile" in his proposed amendment.

Ms. Gruger said I served on the JRPC; I was assured by the JRPC that the alignment was not firm and that others would be considered right up until the end. This is why I voted no at the JRPC, she explained. We need to keep an open mind because we do not have the opportunity behind us to pass the necessary funding if we do not change alignments, she stated.

Mr. Madsen commented as follows:

I would like to speak against this amendment. We seem to be negotiating with ourselves over our wording to protect our own interests. If we do not get the federal government to fund this project, this will have been a great academic discussion. I think we should be sensitive to what these amendments will cause as conversation in Washington, D.C. I do not believe the amendment proposed by Ms. Choe was needed; the underlying section is sufficiently broad. The more we try to get our own specifics into this language, the more difficult the conversations will become in Washington, D.C. The fact is that as Ms. Sullivan said, in order to have a \$10- to \$13 billion project funded one-third by the federal government, one-third by the state, and one-third by the public, we would have to get a huge amount of funding from Congress over 10 to 15 years. By using truth, justice and the American way, we may be shooting ourselves in the foot. I would say we not approve the proposed amendments to Sections 2 and 3 or Mr. Earling's amendment.

Mr. Davidson said I am having trouble with the fact this is only \$300 million on a \$1.8 billion project. We have not discussed a total rapid rail program, he said; I am trying to have flexibility so I can assure myself that the \$300 million is really not what is driving me. I am trying to develop a legitimate piece of work that is acceptable to the federal government, he said, and I am asking for a little flexibility so that those with major concerns may have them addressed.

Mr. Brubaker said I look at this as a financing strategy; if we do not go for it, we will not obtain the funding. There is a lot of tough competition, he said, and I am concerned about

the RTA's timidity. The FTA could say there are people far more deserving than we are, he said, and I do not believe we will obtain very much funding from the state.

Mr. Miller said I agree with my colleague from Pierce County. I think we need to distinguish our message to the federal government and the message to ourselves. We are clear that we have all doors open, he said, and we do not need to continue to repetitively put this language in the resolution.

The motion to approve the following amendment to Section 2, proposed by Mr. Davidson, failed by a vote of 10 to 4. (Those voting in the minority were Ms. Sullivan, Mr. Davidson, Ms. Gruger and Mr. Earling): "Section 2. The RTA Board recognizes....initial segment for federal funding, including modifications to the alignment; or preclude the RTA Board...."

It was moved by Mr. Davidson and seconded by Mr. Brubaker that the following Section 3 be added to Resolution 06: "Section 3. Issues related to corridor equity shall be considered coincident with decisions to implement project level planning associated with the federal grant application."

Mr. Brubaker asked for an explanation of this proposed language. Mr. Davidson responded as follows:

This is an attempt to indicate that issues related to corridor equity will be discussed prior to undertaking project level planning. It means we are doing a corridor of heavy rail through the middle of this segment at a cost of \$1.8 billion without a commitment for TSM or projects in other areas or a commitment to other equity issues.

Ms. Choe said it seems it might be helpful to clarify that phasing is the primary motivation behind this proposed amendment. I would offer some alternate wording, she said: "By seeking or accepting federal funds the FTA is not deciding how to phase construction implementation of the system." Mr. Davidson said I would not agree to Ms. Choe's proposed language.

Mr. Brubaker asked who are we trying to make feel good? The federal government or ourselves? Mr. Davidson said I hope we can make both parties feel good, but I would hope we would consider the people of this region. They will have to feel good about the project in order to vote in its favor, he noted.

Mr. Brubaker asked why is this language necessary in Resolution 06? Mr. Davidson said there are people who are concerned that 88 miles of rapid rail will go through the middle of

the corridor without any further review. I do not believe such a proposal would receive approval by the voters, he said. Some of the equity issues are very important, he stated, and the intent was to clarify that we intend to deal with those kinds of issues.

Mr. Brubaker said dealing with the equity issues is part of the RTA's work plan, which has yet to be dealt with. Is this action premature?, he asked.

Ms. Gates said I am not supporting this amendment, not because it isn't a good idea, but because the JRPC has been dealing with equity issues and Mr. Lukens and myself had amended the plan with the suggestion that a decision on the central corridor is in no way linked to decisions on phasing. All these things are stated in the system plan, she continued; we have not changed the system plan and it is not necessary for the federal government to read the language being proposed in Section 3. I have already voted on this, she said, and I think it is a good idea.

The motion to add the new Section 3 proposed by Mr. Davidson was defeated by the majority vote of 13 to 1. (Mr. Davidson voted in the minority.)

Mr. Earling said copies of a proposed motion have been distributed today. I had intended to make this motion prior to discussion of Resolution 06, he said, but that is no longer the case. I believe we must be clear about the direction this Board has chosen to take, he continued, and that is to give ourselves the next several months to review the system plan and come up with our own recommendations regarding that plan.

It was moved by Mr. Earling and seconded by Mr. Davidson that the following language be incorporated into Resolution 06 in the form of a new "Whereas" paragraph at the bottom of page 6-4:

"The Regional Transit Authority Board has not yet reviewed or approved the full system plan as recommended by the JRPC, and passage of this resolution, therefore, should not be construed to imply that the RTA Board of Directors endorses or approves all elements of the plan, such as the need for rapid rail or the need for extensive tunneling."

Mr. Earling said the RTA has clearly set its own work plan; this language acknowledges that fact. I do not read this as a threat to the federal government, he said. At the retreat there was a sense that people had decided we were, in fact, a new government charged with certain responsibilities. Part of that responsibility is to review parts of the plan, he said, and I view this language as making a commitment to that responsibility.

Mr. Nickels said I would speak against the proposed language. As I read through the recitals in Resolution 06, he continued, I believe it is fairly clear that we are dealing with a plan approved by the JRPC. We are the RTA, he stated, and it is our responsibility to finalize that plan and see that it is implemented. I believe this language reads like a repudiation, he said, which would be unfortunate in this resolution.

Ms. Gates I think I understand the concern to try to point out to the public that the RTA has much work to do and that we will do this work very carefully. I think this language could be the beginning of a press release to the public saying the RTA has passed Resolution 06 but stating that work has just begun, she stated. This is our first attempt to obtain federal funding, she said, and I support the idea of communicating this to the public of the Puget Sound region, but not including the language in Resolution 06.

Mr. Brubaker asked do you feel that what the RTA is doing without this amendment tells the FTA the Board supports all elements of the plan? I do not assume we are accepting every element of the plan, he noted. Mr. Earling said I feel we are caught in unfortunate circumstances. We have a need to apply for \$300 million, he said, and it comes out of sync with our timing as the RTA. I feel it is imperative to make a statement that, if we pass this resolution, we have not yet chosen a direction we will take, he stated.

Mr. Brubaker said I would like to comment regarding a press release; who is the audience? Can we accomplish this another way? Mr. Earling said I would certainly hope that if the resolution is not amended to include this language, we would use Ms. Gates' approach and issue a press release. I feel strongly about this, he stated, and I want to see this language added to Resolution 06 as an amendment.

Mr. Morrison said I was hoping this language would be considered after adoption of Resolution 06. I am uncomfortable including this language as part of the resolution to the FTA, he said, but I would support it as a message to the public.

The motion proposed by Mr. Earling was defeated by a vote of 10 to 4. (Those voting in the minority were Ms. Sullivan, Mr. Davidson, Ms. Gruger and Mr. Earling.)

Mr. Laing said Resolution 06, as amended, is now before the Board.

(Mrs. Gruger left at this time.)

Resolution 06, as amended, was approved by a vote of 12 to 1. (Mr. Davidson voted in the minority.)

It was moved by Mr. Earling and seconded by Mr. Morrison that the Board of Directors of the Regional Transit Authority states for the record that it has not yet reviewed or approved the full system plan as recommended by the JRPC. Passage of Resolution 06 therefore should not be construed to imply that the RTA Board of Directors endorses or approves all elements of the plan such as the need for rapid rail or the need for extensive tunneling.

Mr. Davidson said I support this motion, but I would like to explain my vote on Resolution 06. It is hard to have a double standard of saying one thing to the federal government and then turning around and saying something else to the public, he stated.

The motion made by Mr. Earling was carried by a vote of 12 to 1. (Mr. Nickels voted in the minority.)

Task Force Reports

Staffing Task Force

Mr. Brubaker said distributed today is a memo from myself to Mr. Laing regarding staffing recommendations. He said the Task Force has met three times since October 22, 1993, and made the following recommendations:

- 1) We strongly recommend that the Board commit to ongoing assessment of staff levels as the Board proceeds with its work program, and that the Board commit to conclude system plan review by March 1994.
- 2) We strongly recommend that the future executive director conduct a comprehensive evaluation of staffing upon conclusion of the initial work program or March 31, 1994, whichever is sooner.
- 3) We recommend that the Board seek an interlocal agreement with the Metro Council to reassign 33 full time equivalents (FTE's) presently assigned to the Regional Transit Project for exclusive support of the RTA work program. Such agreement would lay the groundwork for later assignment or transfer of funds, contracts, etc. to the RTA.
- 4) We recommend that the Board seek interlocal agreements with jurisdictions in King, Pierce and Snohomish Counties for the use of professional staff by the RTA through the period of the initial workplan and for such additional periods thereafter based on workplan elements and schedules of the Board.

The justifications and rationale for these recommendations are contained in the memorandum. The Task Force believes staffing levels will be driven by the work plan, and that the current 33 FTEs presently working on the regional rapid transit project and commuter rail should be retained.

The other item with which the Task Force was charged was the search for an executive director and clerk. I was unable to attend today's meeting, and would ask Mr. Miller to report.

It was moved by Mr. Madsen and seconded by Mr. Earling that the board accept and adopt as its own the Staff Task Force's recommendations on page one of their November 12, 1993 memorandum, and authorize the Chairman of the Board to execute or implement the recommendations.

Mr. Miller said included in the third recommendation is the inclusion of the staff program support expenses as detailed in the attached documentation. I would highlight that it is very clear that we are not certain that this number is the correct number, he continued, and that it will be clarified as we go through the process of various committee and their required needs and as the Staffing Task Force itself proceeds with additional investigation. We need to validate these positions, he said, and modify those numbers. We may decide it would be best to perform this work with outside contractors, he noted.

Mr. Madsen said the Board has established task forces, yet they have no staff. We need to get some administrative staff on board to staff those task forces and this Board, he stated; we should move quickly to do so.

The motion to accept and adopt the recommendations of the Staffing Task Force as those of the Board, and to authorize the Chairman of the Board to execute or implement the recommendations was carried by the unanimous vote of all Board members present.

Mr. Brubaker said the Staffing Task Force will continue to meet on the other issues remaining to be dealt with, such as legal issues, etc. The other item on which the Task Force would like to report is the search for an executive director, he noted.

Mr. Miller made the following remarks:

The Task Force is bringing two recommendations. It has narrowed down and performed interviews today with three executive search firms to assist in the selection of an executive director and clerk. Those firms are Jensen Oldani and Cooper, T. M. Campbell, and Waldron and Company. It is the Task Force's recommendation to

authorize the Chair to enter into a contract with T. M. Campbell to assist in this search. Different criteria will be used for the search for the clerk.

Speedy action is needed on this recommendation based on our desire to move this forward as quickly as possible. We have identified a schedule for ourselves and the search firm. We would propose to select the search firm today and to authorize a contract. The Staffing Task Force and the search firm would determine the criteria and selection specifics by November 18. The firm would issue an immediate request for resumes with a submission deadline of December 10. The Staffing Task Force would narrow the candidates to three to five, with interviews on December 17. The candidates would be brought forward to the Board for final review and interview on January 7. The desire is to hire an executive director by February 1. To accomplish that would require that the Board hold a special meeting in early January; January 7 has been targeted for that meeting because it is a Friday.

The two actions being proposed by the Staffing Task Force are 1) to authorize a contract with T. M. Campbell and 2) to select a date in January for the final interviews.

It was moved by Mr. Miller, seconded by Mr. Earling and carried by the unanimous vote of all Board members present that the Board take the appropriate action to enter into a contract with T. M. Campbell for the executive director search.

It was moved by Mr. Miller and seconded by Ms. Gates that the Board hold a special meeting on January 7 for the purposes of interviewing candidates for the executive director position, and to take action on that selection.

Mr. Morrison said it may not be necessary to undertake a worldwide search for executive director candidates; there is probably a pool of good candidates in the area. Mr. Miller said the time line limits the extent of the search. The search may encompass this region, perhaps the West Coast, he said. The Task Force specifically selected the Campbell firm because of their ability to reach the local area, and their ability to reach out to new faces as well.

Mr. Brubaker said the time constraints were made clear in the Request for Qualifications.

The motion that the Board hold a special meeting on January 7 for the purposes of interviewing candidates for the executive director position, and to take action on that selection, was carried unanimously.

Mr. Brubaker said the Staffing Task Force would like a sense of some of the qualities Board Members would like to see in an executive director.

Mr. Miller said between now and the next meeting, the T. M. Campbell company will be contacting each of the Board members to discuss desirable qualifications for the executive director.

Mr. Laing said the fundamental proposition is that the Board's task, between now and a vote by the public, is different than when the RTA will be constructing and operating the system. We are currently perfecting a plan and trying to obtain support from legislative bodies and the electorate, he said; that might be a factor in how we describe the executive director's desirable qualifications.

Mr. Brubaker said two different kinds of qualifications have been discussed: someone with marketing skills and someone with operating experience. The most immediate goal is to complete and sell the work plan, he noted.

Public Involvement Task Force

Mr. Earling said members of the Public Involvement Task Force will gather after today's meeting to establish a meeting schedule.

Mr. Laing made the following comments:

As Ms. Choe has left today's meeting, I would like to mention my perception of how to build a budget. The Finance Committee will receive a presentation on what financial resources are available to this Board; some are from existing transit agencies. This committee will be presented with recommendations that the Board has acted on to date that involve funding, such as authorization and recommendations that come from other task forces that involve surfacing of budget items. The activity of the Finance Committee will be to recommend a budget. This will be preliminary, and it will be perfected by the Board. I am open to any comments.

The Rules Committee has not met. It was given some direction by the Board today. It is my intent that the Rules Committee will hold many of its "meetings" by telephone.

Panel Discussion

Defining the RTA's Role Within the Context of Other Regional and State Agencies' Roles

Mr. Paul Matsuoka, Corridor Planning Manager for the RTP, said this panel discussion is the result of discussions at the workshop. There were many questions about how does the RTA work fit into the comprehensive planning and economic development strategy for other transportation work being done, he explained. Today we have organized a panel to address those questions, he said. Mr. Matsuoka introduced Ms. Mary McCumber, Executive Director of the Puget Sound Regional Council; Ms. Renee Montgelas, Washington State Department of Transportation; and Mr. Bob Gunter, Preston, Thorgrimson, Shidler, Gates & Ellis.

Mr. Laing extended thanks to the staff and members of this panel for organizing and participating in today's panel discussion.

Mr. McCumber utilized viewfoils to provide her presentation, which was distributed to Board members in written form. A summary of her comments follows:

The first three pages of my handout are in response to a request to summarize what we are doing with regional growth management, transportation and economic strategies.

In the early 1990s there were some significant changes in how we make regional decisions. The first was the Intermodal Surface Transportation Efficiency Act (ISTEA) legislation, which was adopted in 1991, which fundamentally changed our federal transportation policy. It said we must, at the regional level, develop long-range multi-modal plans and complete three year TIPs with priorities and financial constraints.

The second piece of legislation, consistent with the ISTEA, has to do with the State Growth Management Acts. We are fortunate in our state of having the ability to bridge the gap between transportation, land use and the environment. We are in the midst of that planning. We are also required to do things at a regional level; we must do regional transportation planning and certify that the local and regional plans are consistent. In this region the legislature said we must do multi-county policy planning. We have federal and state requirements that add up to a whole.

The next piece was forming a new regional planning agency, or the PSRC. In putting it together, local government officials in King, Pierce and Snohomish Counties and the cities wanted a more narrowly defined regional planning agencies. They thought it would focus on growth management and transportation planning, and perform research and forecasting. The PSRC was formed two years ago.

There is also a new philosophy of seeing ourselves as a collection of local governments working together on regional goals. We also added the three Ports, the WSDOT and the Transportation Commission to the PSRC.

Based on the state legislation, when you look at our relationship with the RTA there are two outstanding issues. It is very clear what the PSRC is; it is a planning agency for all modes of transportation. We have some growth management responsibilities as well. The RTA is clearly the agency to select a rapid transit system and to build and operate that system. The two agencies can be viewed as "bookends."

One of the questions that is raised has to do with how the agencies will work together and cooperatively share in some of the workload. One of the things the PSRC is interested in is sitting down and sorting through that relationship and ending up with an interlocal agreement. Mr. Brubaker appointed an ad hoc committee to look at that issue to see if we can't find a way to share some of the planning and the data.

The Vision 2020 plan was adopted in the late 1980s; it serves as a framework. We made a decision about how we want to grow, related to transportation. This was the first time we brought together land use and transportation decisions. The centers concept was raised, and how do we link the centers the centers with rapid transit, ferries and HOV lanes. The Vision 2020 plan was adopted by the previous PSRC as it went out of existence. With this new legislation, we can see where it makes sense to redefine it.

Vision 2020 was converted into a broad framework. It is the basis for the countywide policies being used today. The RTA will make it better at the countywide level.

There are some existing things we can do with the RTA. We are going into updating the Vision 2020 plan and filling in the gaps. One of the things we will be doing is actually designating centers; this will be very important. We will also be developing a specific regional economic strategy and a regional transportation plan. The regional councils said they need additional policies, and we are looking at areas like rural transit center guidelines and industrial guidelines.

In the next 1-1/2 years we will be putting together an update to the Vision 2020 plan that will pull together a specific transportation plan and strategies. The schedule anticipates having drafts available this spring. A status report would be provided next December, with an actual draft plan with final action anticipated in March 1995. This chart shows that the relationship of this to local government planning and public votes by the RTA.

I want to emphasize two "holes" in the plan. The first is a regional economic strategy. It would have been nice if, four years ago, we had figured out where the economy was going, but life isn't always so rational. One and a half years ago people from the leadership conference went to Europe and looked at the different regions. One of the big conclusions was we did not know where our economy was or where it was going.

There was real interest from business, labor and environmental groups to look at an economic strategy. The PSRC acted as the convener of that effort and this is the executive summary. This is the first time we have had a good look at where people, the economy and resources are. This information is perfect for use in local government planning. We are looking at an action plan with a combination of actors to start to sort it through. This will end up in March 1995 as an element of the Vision 2020 plan.

The second critical gap is the requirement to make the regional transportation plan more specific. Those using the Vision 2020 plan think this is a good idea because it is so broad and unspecific that it is difficult to use. Federal legislation and the Growth Management Act says we must develop this specificity a year from December, with adoption in March 1995. This chart shows the issues we have been discussing that need further review. This is now the metropolitan transportation system, and it must have all modes. It must also address the operating side of the system and how it relates to different modes. We have an opportunity to bring together local, regional, growth management planning and economic strategies in one document.

The next chart shows a timeline the metropolitan transportation plan update, with final plan adoption scheduled in March 1995.

Ms. Montgelas said our office is responsible for representing the WSDOT in all planning activities at the four county regional and subregional level. She said her presentation is summarized in a handout distributed today, and she continued with the following remarks:

I would like to discuss two areas: the HOV program and the State Systems Plan.

WSDOT HOV Program:

Core Freeway HOV Lanes

WSDOT has committed to working to fund, design and construct the HOV lanes

included in the JRPC's System Plan. Of the 292 HOV lane-miles included in the definition of the Freeway Core Lane program, 73 are open to traffic, 75 are currently under construction, and another 95 are in the design stage. There are several additional segments that have opened quite recently.

Cost estimates for construction of the entire Freeway Core Lane program total approximately \$1.8 billion. Funding for about half of that amount has not yet been identified.

WSDOT has advanced design of almost all projects included in the Freeway Core Lane program. In Pierce County, environmental analysis is underway for the I-5 corridor and part of SR 16 in preparation for design. When funding becomes available, WSDOT wants to be ready to proceed.

Recent cuts in state transportation funding will cause design to be delayed on portions of SR 167 and SR 520.

Corridor Planning

WSDOT is beginning work to seek agreement on the future of I-405 and SR 520. For both corridors, the need to address future travel demand will be assessed, and a variety of solutions will be considered.

On I-405, a study is underway to develop alternatives. Initiation of the SR 520 study across Lake Washington will depend on reaching a consensus with affected communities on both sides of the lake on the scope of the study.

HOV System Planning and Refinement

Early next year, WSDOT will begin an effort to determine whether elements of the JRPC's TSM alternative should be adopted as part of the HOV Core System. A collaborative process will be used to ensure this effort complements RTA work and other local regional interests.

The work will assess the need for direct access ramps, direct ramps between HOV lanes on intersecting freeways, and improved enforcement areas and will develop conceptual designs and estimates. Opportunities to use HOV lane conversion will also be assessed.

The PSRC's Regional Transportation Plan, to be developed over the next 18 months,

will include an HOV element that will establish priorities for completing the HOV system. The RTP phasing plan will determine where HOV improvements will be compatible with rail plans, with input from the RTA. WSDOT staff will work closely with the PSRC and RTA on this effort.

A draft report for the WSDOT HOV system should be completed in time to be incorporated into the update of the Regional Transportation Plan.

State Systems Plan:

Description

The state systems plan is a 20 year plan for state owned facilities: highways, ferries and airports. This plan will guide WSDOT's 20 year investments. It takes a systematic look at the transportation needs of state facilities by setting service objectives in the areas of maintenance, preservation and improvements. Elements of the improvement program include: mobility, economic development, safety, and environmental considerations.

It identifies deficiencies on the state system over the next 20 years and proposes conceptual solutions which are then costed and financing needs are determined. The systems plan will drive the development of WSDOT's budget request and construction program beginning in the 1995-97 biennium.

The handout shows the process we went through in providing solutions in the Puget Sound region. We recognize we will not solve congestion in the area, but we have to mitigate it and provide options for mobility. We went through a process, and while it has specific solutions, it is continually changing, particularly in the context of the developing of comprehensive plans. It will have to continue to be a dynamic document.

Decisions made by the RTA are an integral part of the mobility options included in the state systems plan for mitigating congestion in the region. If high capacity transit alternatives are not approved, the state systems plan will have to be reconsidered in the central Puget Sound region in the context of the PSRC's Regional Transportation Plan. WSDOT will, however, continue to implement and pursue funding for the HOV program, which is part of the state systems plan and the JRPC's recommended plan. Funding for implementing the state systems plan is closely linked to any state funding for the RTA plan.

The state systems plan process is dynamic. Most jurisdictions are currently evaluating land use and the transportation system. As more technical and policy work is completed, the conceptual solutions for the state systems plan will become more firm. WSDOT is working closely with the region through the PSRC and local agencies to identify mobility plans for the movement of people and goods in state corridors. A collaborative effort between WSDOT and local agencies is encouraged as cities and counties prepare the transportation elements of their comprehensive plans.

The Transportation Commission is scheduled to adopt the state systems plan in January 1994 following a series of presentations and public open houses this November and December. Approximately 10,000 flyers, announcing these meetings, will be distributed in the region. All RTA Board members are encouraged to attend.

Mr. Bob Gunter, legal counsel, said two handouts have been distributed today. He summarized them as follows:

The first handout outlines the role of the RTA and its legal responsibilities (Chapters 81.104 and 81.112 RCW). It outlines the RTA's purpose, the scope of RTA services, direct RTA powers, the coordination of RTA operations with local agencies and the effect of local agency powers.

The second handout outlines the status of RTA systems and its financing plan. It describes the current plan, the process for plan modification, plan elements and the prerequisite to vote.

One of the interesting differences between the RTA and Metro is that Metro and the public transportation benefit areas are specifically directed to develop comprehensive plans for public transportation services which "will best serve the residents" of that agency. Presumably, the RTA's planning is to be focused on an "effective high capacity transportation system" for the RTA's entire service area developed in appropriate phases as directed by the RTA Board.

RCW 81.104.015 defines a "high capacity transportation system" as follows:

"High capacity transportation system" means a system of public transportation services within an urbanized region operating principally on exclusive rights-of-way, and the supporting services and facilities necessary to implement such a system, including interim express services and high occupancy vehicle lanes, which, taken as a whole, provides a substantially higher level of passenger capacity, speed, and

service frequency than traditional public transportation systems operating principally in general purpose roadways.

The general functional characteristics of the RTA's system are supplemented by more details in other sections of the RCW, shown on page two of the handout.

Direct RTA powers are outlined on page two. They are very broad, as broad as any special district in the state.

An important point is made on page three of the handout. It has to do with the coordination of RTA operations with local agencies. RCW 81.112.010 notes in pertinent part as follows:

"The (RTA's) services must be carefully integrated and coordinated with public transportation services currently provided...."

This means the RTA must coordinate activities with other agencies, such as the WSDOT and PSRC, and assist in developing infrastructure.

There is a sentence that deserves attention: "The authorization for such an agency except as specifically provided in this chapter, is not intended to limit the powers of existing transit agencies." The state did not intend for the RTA to intrude on others; it says the RTA must cooperate.

There are two points where there will be a change in the balance of power. This is outlined on page four of the handout. As the RTA establishes high capacity transit services, duplicate public transportation services are to be eliminated. The RTA has the authority to construct, maintain and operate a high capacity transportation system previously operated by other agencies, except to the extent that the RTA grants it consent for other agencies to continue operation. It is as if the Legislature contemplated that the RTA would decide what it would do on a cooperative basis, and that other agencies to cooperate only with the RTA's consent.

It might be helpful to look at the plan the RTA inherited from the JRPC, and how the RTA was created. In terms of making minor modifications to the JRPC plan, there are no constraints. Major modifications would require a favorable two-thirds vote of the entire membership. Any such modification would be subject to the review process set forth in RCW 81.104.110. One of the major problems is that the legislature did not define a major versus a minor modification.

The plan the RTA has inherited has gaps. The RTA will probably undertake the

major modifications process before putting the plan on the ballot. This must be planned for in terms of timing.

The legislation speaks clearly to what has to be contained in the plan. There are different components of the plan, including an equity element and a requirement that a minimum portion of new tax revenues be allocated to local transit agencies for interim express services. One of the functions of the RTA is to go through the legislation and make sure each element is addressed.

There is a requirement that the RTA must place on the ballot within two years of its formation a single ballot proposition to approve the system and financing plan and to authorize the imposition of taxes to support the plan within the service area. There is a question as to whether or not the RTA must meet this two year requirement exactly. This is a legal risk.

Mr. Brubaker asked if there is a role with the state/passenger rail plan and the commuter rail plan of the RTA. Ms. Montgelas said there are areas of overlap, including using the same track. There are things being done by intercity rail that will benefit commuter rail and rapid rail, she noted.

Mr. Brubaker said that as we look at feasibility studies in the north corridor and the project level planning, we might take advantage of the state's work in passenger rail or the state may take advantage of our work in corridor planning.

Mr. Laing said Mr. Gunter has mentioned that there are, in his opinion, gaps in the strategic plan received from the JRPC. Are those interrelated?, he asked. We need to identify, as soon as possible, a work program to address any areas the system plan did not meet, he said. Mr. Gunter said what is needed is to have someone go through the plan and be sure each element is addressed. I do not believe equity is addressed, he said, and the financing plan needs some work. If this work is not done, he said, it could present a potential legal challenge.

Mr. Laing said perhaps Mr. Kalberer could be asked to advise the Board how the identification of gaps in the plan might fit into the RTA's work program.

Mr. Laing said it seems today's panelists have helped the Board determine where the RTA fits in in terms of transportation and land use. I think it would be helpful for the RTA to develop its own mission statement, he said, and one approach would be to direct the Rules Committee to draft a mission statement to return to the full Board.

Mr. Brubaker said I believe this would help to keep the Board focused.

Mr. Madsen said I agree, and I believe the mission statement should include achievable goals.

Mr. Lang said that if there are no objections, I will ask the Rules Committee to develop a draft mission statement. He again thanked the panelists for appearing today.

Mr. Morrison said today's panelists are regular attendees of RTA Board meetings; I hope they will continue to be available resources.

Other Business

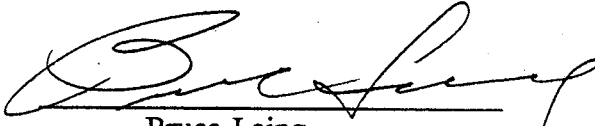
Mr. Laing said I have received a letter from the City of Tacoma responding to the RTA's outreach search for local finance officers and departments that would be willing to serve as the treasurer of the RTA. Tacoma and the City of Seattle have expressed an interest in providing that service, he said. These letters will be forwarded to the Finance Committee, he noted.

Mr. Brubaker brought to RTA Board members' attention two articles in a recent issue of International Railway Journal.

Mr. Laing reminded Board members of the scheduled December 3 workshop to be held at the Museum of Flight from 12:00 noon until 5:00 p.m.

Adjourn

As there was no further business or public comment, the meeting was adjourned at 4:55 p.m.


Bruce Laing
Chair, RTA Board

ATTEST:


Debi Milham
Acting Clerk, RTA Board