

Regional Transit Authority
January 7, 1994

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, Mayor, City of Bellevue
Mary Gates, Federal Way Councilmember
Greg Nickels, King County Councilmember
Norm Rice, Mayor, City of Seattle
Cynthia Sullivan, King County Councilmember
Jim White, Kent Councilmember

Pierce County

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

Snohomish County

Dave Earling, Edmonds Councilmember
Ed Hansen, Mayor, City of Everett

Washington State Department of Transportation

Sid Morrison, Secretary

The meeting was called to order at 1:50 p.m. by Mr. Laing, Regional Transit Authority (RTA) Chair, in the conference room on the 17th floor of the Pacific Building, 720 Third Avenue, Seattle, Washington.

Appoint Clerk for Today's Meeting

It was moved by Mr. Morrison, seconded by Ms. Choe and carried by the unanimous vote of all RTA Board members present that Ms. Debi Milham be appointed Clerk for today's meeting.

Introduction

Mr. Brubaker said I would like to take this opportunity to introduce the newest member of the RTA Board: Mr. Ed Hansen, Mayor of Everett.

(Mr. Rice arrived at this time.)

Approval of Minutes

It was moved by Mr. Earling, seconded by Mr. Davidson and carried by the unanimous vote of all RTA Board members present that the minutes of December 3, 1993 be approved as distributed.

Public Comment

Mr. Richard Tait, Vice President of the Eastside Transportation Committee (ETC), made the following remarks:

At its regular meeting on December 21, 1993, the ETC passed two resolutions, copies of which I will read today. The first resolution urges the RTA to develop a regional express bus network. It reads as follows:

"The ETC urges the RTA to develop plans for an express bus network for early implementation, making use of planned high occupancy vehicle (HOV) lanes. This network should be distinct from anticipated local bus networks and should remain under the control of the RTA. It is understood that some of these express bus services may be implemented on an interim basis, and could be withdrawn as parallel rail service comes on line. This network should be presented to the public in the same detail as any proposed rail system (with regards to alignments and frequencies) at the time public support for a new regional transit system is solicited, so that the public will have a clear understanding of the service on which it is voting. It is important that the RTA have at its disposal all relevant tools. Express bus service is a relevant tool. The RTA is also urged to ensure that local authorities, which expect to receive funds from the RTA for improved local bus service, provide to the RTA in a timely manner details of the services they propose to provide, so that they may be included in the proposal that is made to the public."

The second resolution urges the RTA to expand the current park-and-ride use concept. It reads as follows:

"The ETC urges the RTA and Metro to encourage the development of compatible private sector/joint services with park-and-ride lots, i.e. day care, automobile servicing, grocery shopping, etc."

Both of these resolutions were adopted by consensus, without any opposing vote. The wording was selected with some care. The first resolution makes no comment as to whether or not you should introduce rail services; it is rail neutral. It urges the RTA to acknowledge express bus service as part of whatever decisions it makes regarding rail.

The important thing is we would like to see express bus service implemented as soon as feasible.

Mr. Brubaker asked could copies of the ETC's two resolutions be submitted to the Clerk for distribution to RTA Board members? Mr. Tait said I will supply the Clerk with copies today.

Mr. David Peckarsky, Transportation Discussion Group, Seattle, made the following statements:

I would like to present for your consideration some thoughts from the group on the upcoming third wave survey questions. We believe that in order for people to give their opinions about the plan currently before the RTA, the questions on the survey must be framed in a way that is realistic and accurate and that provides full disclosure and complete information as to the implementation and costs and strategies. The characteristics and costs of the plan must be included in the survey questions. It is more important that the survey provide us a realistic reading of public perception and the public's willingness to pay for the proposed plan than to provide good news to be used for future marketing efforts.

I will leave my comments with the Board. As you may see, we have suggested questions dealing with both people's knowledge and opinions about policy. There are questions dealing with the RTA and financing questions.

Thank you very much.

Mr. Bruce Kendall, Board Member of the Northwest Bicycle Foundations and All-Trans, made the following comments:

My comments today are personal, because the two boards on which I serve have not yet met in 1994. I believe my comments would find agreement in those organizations, in general, but not necessarily regarding all specifics of my statements.

I am commenting on the public input process. There is a memo for you today from the Public Involvement Task Force regarding the recommended purposes of the Voter Research Project. I have a proposal for a slight alteration to the memo's attachment. The second "bullet" says the survey would have the purpose of determining the information needed by the public for an informed vote and a preferred means of communicating information. The third "bullet" indicates the survey would determine the support and opposition to various ideas for regional transportation improvements at different costs. These goals are laudable, but they raise questions and concerns.

It is imperative that any survey asking how much people are willing to spend must first

inform them not just of the cost, but what the expected benefits of that system might be. This may seem obvious, but the survey done in March 1993 indicates, for example, that voters were asked whether the benefits of building a rapid transit system are worth the costs in the long run. This was done without the voters being informed of what Metro thought the benefits of such a system might be. As you know, the RTA staff says the net benefits of the proposed system, its effect on congestion, air quality and travel time, are minimal; they anticipate only a slowing of the increase in these things. Did the voters know this when surveyed about their willingness to support the plan? Should they be informed later this month? I think you would agree the answer is yes. I think the survey should not just ask voters to tell what additional information they think they need, but provide an accurate picture of the benefits and the lack thereof of the proposed system.

We would be happy to work with the RTA Board and staff in this regard.

Report of the Chair

Mr. Laing advised the Board of a joint meeting of the Metropolitan King County Council and the Pierce County Council held this afternoon. The purpose of this meeting is to fill vacancies in the State Senate and House of Representatives, he stated, and it concluded only 10 minutes ago. Three RTA Board members are enroute from that meeting in Tacoma, he said, so I am proposing that at the conclusion of today's business meeting, the Board recess until 2:45 p.m. before beginning its executive session for the interview of finalists for the Executive Director position. If this causes a problem, he stated, please advise me.

Committee and Task Force Reports

Public Involvement Task Force

Mr. Earling gave the following report:

The Public Involvement Task Force held a public involvement workshop this past Wednesday. Six of our board members (myself, Mr. Laing, Mr. White, Ms. Boekelman, Mr. Stoner and Mr. Davidson) attended. There was a good turnout from the Board and the public, several transportation groups and private citizens. We will report back the results of this workshop at the next RTA Board meeting.

The Task Force continues to work on its budget. I understand the Finance Committee is identifying funds with which to develop budgets.

The only other item on which I intended to report has been mentioned. We mailed, with

today's agenda, a memorandum providing a draft outline of the research survey the Board authorized at its last meeting. I would ask for the Board's concurrence today with the format and with the understanding that the input from the two speakers today will be taken under advisement. The Task Force will try to respond to these questions and concerns. If you have any questions about the survey or any other input, we would like to hear about it.

This concludes my report.

Ms. Gates said the memo indicates that 500 voters in each county will be contacted in the survey. Can I assume that within the 500 people contacted within King County, she asked, you are going to make sure that they are distributed evenly between Seattle, unincorporated King County and the suburban cities? Ms. Jane Glascock said we will not allocate respondents to different areas of King County. We are going to depend on randomness to assign our sample to voters within the benefit area, she stated, and this should fall out per the population.

Mr. Earling said it is my understanding that a motion is not necessary to continue with this work in progress.

Finance Committee

Mr. Laing said Mr. Nickels has not yet arrived; he is enroute from the meeting in Tacoma. He asked Mr. Miller to provide a report from the Finance Committee.

Mr. Miller made the following statements:

The Finance Committee met yesterday and received a preliminary budget. The Committee will be reviewing preliminary numbers for further clarifications. The Finance Committee will meet January 19 to finalize the budget; we plan to bring the budget to the full RTA Board January 21 or 28. The desire is to have the budget adopted before the end of the month so by February 1 we will be operating with a budget.

Additionally, we have in our possession, a draft copy of a memorandum of understanding between the RTA Board and King County that can be used as a model for other counties attempting to detail the interagency workings of the financial arrangements for shared staff and the transfer of some grants and local funds to the RTA so we will have operating funds.

Third, after much discussion, it was determined that the three treasurer proposals (from King County, Seattle and Tacoma), are essentially equal. In keeping with the regional nature of this body, the City of Tacoma was selected as the RTA treasurer. Before you

today (copy on file) is Resolution 9, which is proposed for action, which would designate the Tacoma Treasurer as the RTA Treasurer.

It was moved by Mr. Miller, seconded by Mr. Earling and carried by the unanimous vote of all RTA Board members present that Resolution No. 9 be approved as distributed.

Rules Committee

Mr. Laing made the following remarks:

The RTA Board authorized the Legislative Task Force to interview and select a lobbyist for the 1994 state legislative session, with the understanding that their selection would be presented to the Rules Committee for its concurrence. That process has been completed, and with the Rules Committee's concurrence, Mr. James Metcalf has been hired as the contract lobbyist for the 1994 state legislative session.

There was an additional recommendation from the Legislative Task Force to the Rules Committee proposing that the Rules Committee consider, and if it concurred, that a request for proposals for strategic planning services be forwarded to the Board. This topic is on the Rules Committee's agenda for January 12.

This completes the Rules Committee's report.

Legislative Task Force

Mr. Madsen commented as follows:

Next week the Task Force will meet and prepare recommendations for the full Board's next meeting, specifically on the issues to be presented to the 1994 legislative session. We have distributed a list of these issues to all Board members. We have a time problem. With the legislative cutoff, anything to be heard by the Committee would probably have to be scheduled next week so will have to hurry. We have instructed the lobbyist of the issues on which to begin drafting language.

The other thing we need to deal with and on which we hope to have a recommendation next week is how to approach the proposal made by Mr. Morrison. As you recall, Mr. Morrison questioned how do we obligate funds already appropriated for commuter rail. He made suggestions; we hope to have a recommendation next week.

This concludes my report.

Staffing Task Force

Mr. Brubaker said I would like to defer comments from the Staffing Task Force until after today's executive session. Following the executive session, he stated, the Task Force will be prepared to offer motions for appointment of both the Executive Director and the Clerk positions.

Mr. Laing said the Board has completed the business portion of its agenda. Before recessing until 2:45 p.m., he said, I would like to remind Board members of the four meetings scheduled this month, of which this is the first. A meeting has been scheduled on January 21, he continued, at which time we hope to engage in conversation regarding the construct for looking at alternative phased approaches to our system plan. It did not seem reasonable to do that on January 14 because of the large agenda for that meeting, he said. With that background and reminder, he said, it is my intention to recess today's meeting until 2:45 p.m. at which time we will enter into executive session.

Mr. Laing asked legal counsel is the proposed procedure acceptable? Mr. Gunter said it would be best to recess into executive session from open session.

Mr. Laing said the Board will call itself back to order at 2:45 p.m., with the intention of recessing into executive session for approximately two hours.

Mr. Brubaker said the executive session may not require two hours. Mr. Laing said the Board anticipates an executive session of one hour and 15 minutes in length. The Board would come back into open session to take action to appoint an Executive Director and Clerk, he said.

The meeting was recessed at 2:16 p.m.

(Mr. Stoner, Mr. Nickels and Ms. Sullivan arrived at this time.)

The meeting was reconvened at 2:47 p.m. Mr. Laing said the Board intends to utilize an executive session at this time. The consultants and the Clerk will be allowed to remain in the room, he said, and others will be asked to leave. The Board anticipates an executive session of one hour and 15 minutes, he noted.

The Board entered into executive session at 2:50 p.m.

(Ms. Choe left at the end of the executive session.)

The meeting was called back to order at 5:58 p.m.

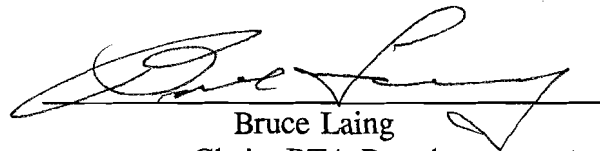
It was moved by Mr. Brubaker, seconded by Mr. Rice and carried by the unanimous vote of all Board members present that the Chair be directed to draft a letter to the search firm commending them for their work in the search for both the Executive Director and Clerk.

It was moved by Mr. Brubaker, seconded by Mr. Earling and carried by the unanimous vote of all Board members present that the Board authorize the Chairman to enter into an employment contract with Mr. Tom Matoff for the position of Executive Director.

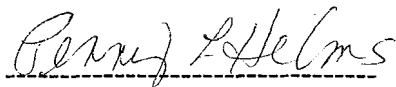
It was moved by Mr. Brubaker, seconded by Mr. Earling and carried by the unanimous vote of all Board members present that the Board authorize the Chair to enter into an employment contract with Ms. Delores Grubbs for the position of Clerk.

Mr. Brubaker introduced Ms. Grubbs to the Board.

As there was no other business, the meeting was adjourned at 6:00 p.m.


Bruce Laing
Chair, RTA Board

ATTEST:



~~Debi Milham~~
Interim Clerk of the Board