

ORIGINAL

REGIONAL TRANSIT AUTHORITY

JANUARY 28, 1994

1:30 P.M.

516 Third Avenue

Fourth Floor

Seattle, Washington

REPORTED BY: Penny L. Helms, CSR

Bartholomew-Moughton & Associates (206) 252-7277

Members Present:

Bruce Laing, Chair; King County Council Member  
Tom Matoff, Executive Director

KING COUNTY

Martha Choe, Seattle Council Member  
Don Davidson, Mayor, City of Bellevue  
Mary Gates, Federal Way Council Member  
Greg Nickels, King County Council Member  
Cynthia Sullivan, King County Council Member  
Jim White, Kent Council Member

PIERCE COUNTY

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

SNOHOMISH COUNTY

Dave Earling, Edmonds Council Member  
Ed Hansen, Mayor, City of Everett

Seattle, Washington; Friday, January 28, 1994

--oo00oo--

MR. LAING: This is the January 28th, 1994 meeting of the Regional Transit Authority. Welcome to all of you who have come to our board meeting and I would like to give a special welcome to our executive director Tom Matoff who is sitting on my immediate right. Welcome, Tom.

The clerk for today's meeting is Penny Helms. Is there a motion to recognize Penny as our official clerk?

MR. EARLING: So move.

MR. MILLER: Second.

MR. LAING: We have a motion and a second. Is there discussion? All in favor say aye. Opposed say no.

The motion is adopted unanimously and Penny is the clerk for the meeting.

In the packages that were mailed to you with the agenda is a copy of the minutes for our meeting of January 7th, 1994. Is there a motion to approve those minutes?

MR. EARLING: Approved.

MR. MILLER: Second

MR. LAING: There is a motion and second. Is there discussion? All in favor say aye. Opposed say no.

The minutes are adopted as presented.

Under the report of the chair, I would like to advise the board members that we, in response to a letter we had received in December from the Congressional Delegation, we have been attempting to have a briefing meeting with the congressional delegation on the activities of the board and our proposals for a legislative agenda at the national level and that was arranged for today at noon.

Early in the week the Congressional Delegation advised us that due to demands on their schedules, they had to cancel the meeting. The benefit from our standpoint is that we have additional time to prepare and look at our own work program before we do meet with them and we were responsive to their request and they know that we were making every attempt to make that meeting with them.

Ken, I don't know if you have other comments you want to make?

MR. MADSEN: No, but we will meet with them. They will get very tired of us.

MR. LAING: Thanks.

Many of you may have read in the paper that one of the two positions from King County has been appointed by the county executive, Council Member Jane Hague. That appointment under the King County process must be confirmed by the council in the first meeting at which the council could take that action would be on Monday of this coming week.

We have a period of time available now for members of the public that wish to address the board. Before I call anyone forward, would those who wish to address the board, raise your hand so I get some sense of how many people might be coming forward? I see two hands. Thank you.

Mr. Tait. Richard Tait.

I would like to thank Council Member Sullivan to be the first member to take a seat in the pit.

This is our first test by a 18-member body to utilize this room. It's, as you can see, designed for 13-member council, but it was also -- we asked that it be able to accommodate to the extent that the designers could make it accommodate a larger group. So in other words, to these 13 seats are five in front of us.

Richard Tait.

MR. TAIT: Mr. Chairman, board members, thank you. I am Richard Tait from Bellevue and thank you for allowing me to address you from the pit.

I would like to speak to you today as vice-president of the Eastside Transportation Committee which met on Tuesday this week and adopted three resolutions as follows: A resolution 94-1

resolved the Eastside Transportation Committee urges the Regional Transit Authority to propose the first phase of a regional transit system plan including a local tax package to help pay for it to the region's electorate no later than November 1994. The legislature is also urged hereby to expand existing legislature to the extent necessary to give the RTA the flexibility to accomplish the above. The ETC believes that while the climate for new tax proposals may not be better in 1995 than 1994, the effect of further delay on public patience and also on prospects for the receipt of supporting funds from federal or state sources adds urgency to the case for early submission to a public vote. Fairly or unfairly, the credibility of the RTA is at stake. An adverse vote, should such occur, should be regarded as an important learning experience rather than a major disaster prior to the submittal of a plan better suited to the will of the electorate. A public vote is by far the most meaningful form of public involvement. It is emphasized that this resolution and its presentation of a local tax package to pay for the initial phase only of what would ultimately be a multi-phase program. The plan presented to the public in 1994 should allow room for modification of subsequent phases in the light of experience. The first phase should include at least a regional express bus system using planned HOV lanes and other elements of the TSM program and commuter rail to the extent that it is justified by studies now under way. Ideally, it would also include an initial operating segment of a new rapid rail transit system in order to protect the possibility of federal funding for this system. Such a segment should be selected based on the most urgent need without regard to the appearance of equity. Should advance for such a segment not be ready in time, it should be excluded from the first phase. In any case phase one should go to a vote in 1994.

Our second resolution which is actually addressed to the legislature but is very brief and I think it is of direct interest to you as follows: "Whereas the 1993 legislature changed the transportation funding program by diverting motor vehicle excise tax revenues, interest earnings and other revenues previously used for transportation projects to the general fund, now therefore be it resolved that the Eastside Transportation Committee requests the 1994 legislature and the governor to transfer all MTE funds, related interest earnings and other revenues which weren't diverted to the general fund in 1993 back to the transportation funds from which they were diverted."

There is a third resolution also addressed to the legislature. I won't give all the whereases unless you so request, but it resolves that, "The Eastside Transportation Committee urges the 1994 Washington State Legislature and the governor to remove the state tax exemption and credit on the use of gasohol as a motor vehicle fuel."

Mr. Chairman, thank you.

MR. LAING: Thank you.

MR. TAIT: I have 15 copies here which I would like to leave for your use.

MR. LAING: Thank you.

MR. MADSEN: I would like to get a copy of that because we are working on that one piece of legislation right now. Has that already passed your group?

MR. TAIT: Yes, these resolutions have been adopted.

MR. MADSEN: Can I get copies?

MR. TAIT: Certainly. And I should have added, Mr. Chairman, these were all adopted.

MR. LAING: Other parties who wish to address the board?  
Yes, Jeff Sterling.

MR. STERLING: My name is Jeffrey Sterling. I have spent a considerable amount of time following the planning process having to do with the Regional Transit Authority and as well as the Growth Management Act and Vision 2020 and I would like to say to the RTA this new governing body that, as far as I am concerned, your credibility has -- is by choosing the executive director you chose, your credibility has taken a -- it's to me that's a very important decision that was made.

I spent a lot of time following the process and have worked at a number of different groups including a group called Vision of Seattle, Seattle Community Federation and some small business groups that are outside downtown Seattle. I think that the ability of the RTA to move forward with a lot of thought toward incremental projects that can be accomplished in a short time frame, the ability to be a coordinating body and to work with local land-use authorities to -- brought the best out of what our community is already like and to make sure that we have a vision that is one that everybody within the boundaries of the RTA can agree with is extremely important.

With that in mind, I hope that as you move forward that you consider some of the growth management issues that are currently on the table such as through the Growth Management Planning Council, revisiting some of the land use choices that are on the table for the short term and being able to grow into longer term visions such as things such as the Magnet Alternative which is one of the four pieces that's on the table right now through the Growth Management Planning Council. I think that one of the important pieces of that work is the concept of least-cost planning and I think least-cost planning as applied to energy has worked quite well to be able to make decisions across a broad field of choices including rail costs, et cetera. Also it can work across other issues having to do with growth management. It doesn't have to do with private transportation issues and with that in mind, there was

one other point of interest. I think that the commuter rail system is a great place to start.

I also think that the Regional Transit Authority ought to anticipate in its thinking all the work that's currently being done on the so-called Information Highway and think about how fast it's changing right now. The growth in people not being required to go to work every single day is very, very high. You have a lot of people that are just having E-mail is growing at a rate of 15 percent a month. It's doubling every 18 months. So in your thinking, don't forget to anticipate those kinds of changes because they will occur.

MR. LAING: Thank you.

Other parties who wish to address the board? I see a gentleman here.

MR. HILL: Thank you, Council Member. My name is Greg Hill. I am an architect in Seattle and I want to encourage you today to take a serious look at surface options for the rail component of your program. As a Metro report in the Metro Monitor last year, citizens in Rainier Valley responded to previous efforts of public involvement by saying they wanted more information on aerial, tunnel and surface rail options which was interesting and important because they had not been offered any surface rail options at the time. Surface rail offers more benefits to cities in urban areas than tunnel.

Beginning in the 1950's, we have built freeways such as the Alaska Way Viaduct which reduced the quality of life in the urban areas as it also decreased the tax base in those areas. Surface rail option offers the best opportunity to increase the quality of life in our neighborhoods and also the tax base of any option used to look at.

In Rainier Valley the tunnel and aerial options offer four areas of development around stations. The surface option offers 11. The opportunity to fit into our urban areas inexpensively and offer more walk-to opportunities versus car or park and ride opportunities to access the system is well worth studying. Studies have often concentrated and made of the time differential from surface, aerial and tunnel and I would offer to you that I think more study needs to be done on this. If surface rail information compared to aerial and tunnel that was put out by the RTP staff suggested that Rainier Valley to downtown would take about 37 minutes on a surface rail option which is one minute faster than the current number 7 local bus. I think that probably needs to be revisited because based on other cities, those times could be decreased.

Secondly, the same study, if you measure the time from the airport to Rainier and from Rainier downtown predicts a time of 41 minutes which would cost a couple billion dollars and happens to be the exact same time as the current schedule for the 106, 107 bus -- excuse me, 194 express bus from the airport to downtown. So I would urge you to take a close look at the surface rail

opportunities out there and I would urge you to seriously consider about 14 miles of surface rail that would start at the Rainier Valley and connect with Seattle Center and could become part of the future system as part of your first package to go to the voters.

Thank you very much.

MR. LAING: Thank you.

Other parties who wish to address the board?

MR. HUTCHINS: Thank you, Mr. Chairman. My name is Frank Hutchins. I am with the Puget Sound Light Rail Transit Society. I would like to make one suggestion having to do with the public's perception, what Jeff referred to as credibility. The Los Angeles earthquake has brought to mind some possible threats in this area if we have need, which we are saying we have now, to strengthen and earthquake proof some of our bridges. I would like to suggest at the same time, contrary to some highway department practice, we do this other job of preparing for rail, if necessary, at the same time rather than extending the work program, you know, expensively. That's just a suggestion I would like to make.

MR. LAING: Thank you.

I do not see other hands raised for public comment. That concludes our public comment period. And I am going to distribute, during the public comment period, a correspondence that I received that has to do with requests that the board consider accepting an invitation in effect to a reception to honor Tom Matoff at some future point and I would like to distribute the correspondence and under other business, we can talk about the board's decision-making agenda at this time which is a report of the Finance Committee.

We are going to item six which is a report of the Finance Committee, Council Member Nickels, and at the right-hand corner of the materials that were at your place is a tie-in to the agenda. So there are materials related to several of these agenda items and they should be coded at the top.

MR. NICKELS: Thank you, Mr. Chair.

We have two action items to bring before the board today. At our last meeting on January 7th, I passed out preliminary copies of a 1994 preliminary budget and early copies of a proposed inter-local agreement between the RTA and King County for provision of support services and funding. The first item I would like to take up is Resolution Number 12 which approves the 1994 budget for the Regional Transit Authority. Obviously as with many of the other items that we have been dealing with over the last few months, it's a bit awkward developing a budget as we are bringing someone on board as executive director and, therefore, I want to stress this is a preliminary budget and the committee feels very strongly that the executive director needs to be able to amend or change this or recommend amendments and changes to it as he feels free and necessary to do so, but we did think it was important that we have in front of us some parameters, some idea of where our revenues are

coming from and an idea of what expenditures will need to be made in the coming year. And so without going through the detail of it, because we did distribute this two weeks ago, I will present this to you and move that we adopt Resolution Number 12 and be happy to answer any questions. We also have staff people available to respond to questions as well.

MR. EARLING: Second.

MR. LAING: We have a motion and second to adopt Resolution Number 12 which would adopt a preliminary budget for calendar year 1994.

Is there discussion? All in favor say aye. Opposed say no. The motion passes unanimously.

MR. NICKELS: The second item is proposed Resolution Number 13 which would approve the contract between the RTA and King County for support services and funding. As I have said a number of times, we have no money. We literally do not have a single revenue source.

MR. LAING: We just adopted a budget.

MR. NICKELS: We did adopt a budget and I know you reviewed that budget. You know all that money belongs to somebody else. We are in a position where we are begging, borrowing and stealing whatever resources we can across the landscape. This would begin to establish at least a process for doing that if you would give the executive director the ability to begin directing the resources that are available to the region, but not necessarily directly to the RTA at this point. It has gone through a number of iterations. The iteration is a refinement of the one passed out earlier and my reading it's much simpler and more straightforward than the earlier versions.

I want to compliment Mr. Gunter and Mr. Regnier for their work in beginning to tighten this up. So that I think it's a much more useable document than some of the earlier ones. It is, I think, an arrangement that we see as temporary in nature. In the future as additional grants are applied for, they would be applied for directly by the RTA rather than by Metro or SNO-TRAN or Pierce Transit or Everett Transit and, therefore, those resources would be fully at the discretion of the RTA rather than through this kind of arrangement. But at this point, this gives us an opportunity to put those resources to use on behalf of the RTA. It also allows the transfer of 1.15 million dollars from local funds that have been set aside by King County Metro in its 1994 budget for use by the RTA. I understand there is some concern over that arrangement. Let me describe it to you as I understand it and ask Mr. Gunter to give me the high sign if I am describing it incorrectly and rescue me.

These are local funds out of the transit budgets of Metro-King County. They would be available essentially as working capital for



the RTA. If the RTA never goes to ballot or is never passed by the people, it would be considered a grant to the RTA. If, however, it goes to a vote of the people and is passed, at that point, it would be considered a loan to the RTA. We have done this on a number of other occasions such as in developing the Regional Justice Center that King County is now developing and we believe it is an appropriate way for us to express support for developing a system such as this or a project such as this. But it is also a way for the people who provided the tax funds that are being put to use to be reimbursed if and when there is a solid revenue source available.

So with that I will move adoption of proposed Resolution Number 13 and be happy to answer any questions.

MR. LAING: We have a motion. Is there a second.

MR. MILLER: Second.

MR. LAING: A motion and second to adopt Resolution Number 13 which would authorize a contract for support services and funding with King County. Is there discussion?

Yes, Counsel Member Earling.

MR. EARLING: Yes, Mr. Chairman. A couple of issues and maybe I just need to talk to them and have the opportunity for some of the board members to respond to issues that are raised. One, I think, I voted for the budget and I keep looking at the number King County is putting forward, at least it has four numbers with one comma and Snohomish County and Pierce County seem to be putting forward considerably less money and, I guess, I would like to attempt to correct that perception a bit. I have passed out another handout prepared by Snohomish County, as sort of a comparison to the information that we have received from Council Member Nickels. I think too often that we think of the money that shows on the original handout today as potentially being the only money in progress when, in fact, in Snohomish County, Pierce County and I am sure King County, too, there is considerably more money being put forward in the project. With Snohomish County and Pierce County, I attempt simply to a little better identify the amount of money that, for instance, Snohomish County is involved in with the project and try and call that out a little bit more clearly. There are several projects in Snohomish County, Pierce County, and I am also sure King County, that really reflect a greater involvement. Rather than looking at, perhaps, a one-percent out of Snohomish and Pierce County toward the total amount, looking at the corrected amount that I bring forward which is closer to a ten-percent contribution. I simply call that out maybe just to make myself look better to know that Snohomish and Pierce County are much more committed.

I think the second issue, though, I need to ask about and ask for other comment from other board members is the idea of the repayment. I know that it is done with other projects. I know

that and I glance through the amended substitute resolution and see that when similar agreements are drawn for Snohomish and Pierce County, the same return would be given. I guess my concern there is when we put forward our money from Snohomish County and I have talked with people from SNO-TRAN, Everett and Community Transit, perhaps naively, we took the money and said, "Here, it's yours." Go figure. And without the thought of asking for the money back. I don't know what Pierce's position on that is, or for that matter other members from King County. I guess we just acknowledged we were contributing, not from Snohomish County but as Snohomish County to the region, to the Regional Transit Authority. I just, I guess, question returning this money after a positive vote, if it really sends the kind of message that's from this budget go around plus maybe another round next year, if it's the right message to send back to the public who is already moving tax dollars around on our behalf to say, "We need to tell you that the first several million dollars that we take in with the RTA is gonna go back to some other body to spend the money in some other way." Just taking the money off the top, and I am not sure about the public policy statement we leave by doing that. I don't feel real comfortable and that's why I bring it up. And that's my pitch and I don't know if anyone else has any comments.

MR. LAING: Are there other comments?  
Yes, Council Member Choe.

MS. CHOE: I don't know if you want to resolve this. It's slightly different and it is related to the agreement so I will defer.

MR. LAING: Well, I called for other comments.  
Council Member Davidson?

MR. DAVIDSON: I tend to agree that the taxpayers are paying into this and ultimately they are going to vote with the concept that those moneys are going to the high capacity transit. In the solution I hear, first off, those moneys will be paid back to agencies who have put into this. Now, those dollars then will be used, I presume, for something else and I don't know if the public is going to understand that very well. I think that if we are going to commit dollars, as separate agencies, to the high capacity transit matching funds, probably that's what they should be or to support the board's actions or the board's administration and it just leaves me a little confused about this voting for dollars later on to pay back. But then those dollars will be used for other than high capacity transit.

MR. LAING: Other comments?  
Yes, Council Member Miller.

MR. MILLER: Perhaps we could get a quick explanation as to the origin and the justification for that, which may best come from

someone other than the county council or, perhaps Mr. Gunter. That might be helpful.

MR. LAING: Bob, do you have a background on the issue?

MR. GUNTER: I believe the request came from King County staff after the concept of loan and grant was raised. They did a big conventional procedure that King County has used and all the other jurisdictions would have the same benefit and there really wasn't a lot of discussion. The staff members voted that into this draft.

MR. LAING: Council Member Nickels.

MR. NICKELS: A follow-up question to Mr. Gunter. As I understand the agreement, the reimbursement would be for the cash that is advanced to the RTA and that the staff resources that are identified would not be reimbursed?

MR. GUNTER: The way the agreement reads right now, any expenditure by local funds of King County would go into the loan grant column. So that would include, the way it's drafted now, expenditures to cover RTP staff that are loaned to the RTA. The agreement provides there would be a regular accounting to the RTA and to King County as to what that account is accruing at. The agreement as now drafted also provides that interest may be agreed to between the RTA and King County after the successful election. So that, for that three-year payment period, interest can accrue given the agreement between the RTA and King County.

MR. LAING: Dave Kalberer, do you have any other background on this issue useful to the board?

MR. KALBERER: The reason the loan was put in there to begin with was when the Metro Council adopted the budget for 1994, it was subsequently reaffirmed by the County Council. The understanding when they adopted that budget was that the moneys that they were advancing, and the local dollars they were advancing, would be in the form of a loan. So it was from that policy direction of the action of the Metro Council and the subsequent re-adoption of that position by the County Council that this notion stemmed. And I think that was based upon the history of doing this in this way in the past and the assumption this would be -- this same position would be afforded to other donors to the RTA, but it came from the policy direction of the Metro Council. It was not a staff notion.

MR. LAING: Dave, as far as, and Bob Gunter, this resolution is only with King County or I should say authorized agreement only with King County. Is the proposition that there might be subsequent agreements with the other counties? Should they be making contributions of local funds?

MR. GUNTER: Yes. And, in fact, the budget as part of this

agreement contemplates contributions from Snohomish and Pierce subsequent to local agreement. So the first step will be to take this agreement and go North and South with it. Presumably, for the same terms and conditions.

MR. MADSEN: I would like to ask Dave something here. I am reading these funding sources part of it and one of the King County issues is 1.88 million dollars federal FTA grant. Is that not for the study of commuter rail between Tacoma and Seattle?

MR. KALBERER: That's right.

MR. MADSEN: So this is not local money?

MR. KALBERER: That money would not be repaid. The only money that is subject to the loan conditions of this agreement are the 2.25 million dollars of local tax -- local dollars from King County. The 1.88 million dollars and the high capacity transit account money would not be, by the terms of the agreement, repaid to King County. Only the 2.25.

MR. MADSEN: Well, my comfort level went up.

MR. KALBERER: Well, that was helpful.

MR. NICKELS: Mr. Chair, just to respond to Council Member Earling's concerns, I think we would welcome and I appreciate the additional information on efforts that are going on in Snohomish and Pierce County. In the Finance Committee we had asked a number of times for that to be laid out for us. We do not want this to be a Metro-King County project. We want this to be a regional project and the Finance Committee, I think, sensitive to that went out of its way to get a non-King County treasurer for the RTA and to the extent that it is balanced, frankly, it makes it easier for Council Member Sullivan, Council Member Laing and I to go back to the Metro-King County Council to show there is regional support and, therefore, King County needs to provide support for this program. We do think when the level of local funds going into this program are at the level and particularly loaded on King County the way it is currently, it is appropriate that these initial working capital funds that we advance and the early efforts we put into it be reimbursed if and when we have a successful vote by the people. We think that's an appropriate public policy and we think that would be, perhaps, less of an issue later when the RTA, obviously, will be receiving its own grants and hopefully we will have negotiated agreements throughout the region that will have an equitable distribution of the costs.

MR. LAING: Council Member Choe.

MS. CHOE: Along those lines, I don't know if it would be helpful, we may want to think about inserting language that

reflects the intent, or I will just put that forward as a personal position of the RTA, to seek control of its own funds as soon as possible and I think with luck, we will have that happen before next year. There are a number of grant sources that will be available during the next two, three, four, five, or six months and I think the expectation is that the RTA, as its own body, will seek application for those funds and would try to transition us into having more direct control. I think that would clarify the intent and direction we are headed.

On a slightly different matter, I know the HCT accounts do carry with them the requirement of a local match from the counties. Those are granted under that specific provision. And the assumption has been that those matches will follow through to the RTA and I think somewhere it would be helpful to clarify that. In fact, that is the intent and that will happen. If it doesn't happen, and I would defer to Ms. Anderson from the Department of Transportation who is the administrator of that grant fund, we may then have to go back and re-justify an arrangement. But we are under contractual arrangement for the HCT funds that are included in the budget and whatever matching relationship we choose to adopt.

MR. LAING: Did you have a question for Lois?

MS. CHOE: I would defer to her if there is any clarification that she feels is necessary.

MS. ANDERSON: Right now that is correct and that is just required and if the match is not able to be provided by the local jurisdiction, if this follow-through does not carry, then we would definitely have to review the grants themselves and see how to go about doing our business.

MR. LAING: Thank you, Council Member Choe, on our first point. Let me ask Bob Gunter about another item. I thought this version of the agreement had been revised to incorporate the proposition that the RTA would be seeking grants after the end of this fiscal year which is the end of June.

MR. GUNTER: The closest we came, Mr. Laing, is in the fifth recital which states, "The RTA anticipates receipt of federal and state grants. It was prepared in this direction for such planning." We did not insert anything in the agreement beyond the recital indicating the expectation that RTA would be assuming those responsibilities.

There is something in the agreement that relates to the discussion and that is this agreement carries with it the obligation of the RTA to the extent it receives funds from other sources to minimize its reliance on King County sources and the agreement, obviously, cannot predict when that money comes in how should it be allocated. It leaves that discretion with the RTA Board in terms of how much of the other funds you might want to

apply to take care of local match purposes, but there is an obligation that with diminished reliance on King County as the year goes on and as the RTA receives funds. The point is to some degree when we get funds, the extent of the tab to King County is within the control of this board.

MR. LAING: Council Member Choe, I am not trying to argue against, if you have wording that conveys that thought. I just wanted you to know that at least the conversations I have attended in the Finance Committee and in the Rules Committee related to this emphasized the proposition that the RTA would become the entity that was applying for grants and would be the direct grant recipient. So I think it's supporting the concept that you are referring to.

MS. CHOE: I will, if you will, play a little with the wording and try to emphasize that should happen as soon as possible because, in fact, there is a potential for some grant sources prior to June. So there are other opportunities and I appreciate council not tying us to a specific date here, to give us some flexibility, but I think it would be important to articulate our intent to pursue those as aggressively as possible.

MR. LAING: Is there further discussion?  
Mayor Gates.

MS. GATES: This position that Councilmember Choe appropriately pointed out is also the position that suburban cities have taken that they anticipate they are supportive of the idea that the Regional Transit Authority would become the caretaker of its own funds as soon as possible and I would very much like to see that intent worded in this resolution before I would feel comfortable voting for it.

MR. LAING: And do you have wording to that effect?

MS. GATES: For a change I do not.

MR. LAING: I didn't mean that.  
Council Member Davidson.

MR. DAVIDSON: This is kind of related and I don't know if we resolved this question either, but I noticed on the budget we just adopted that King County says \$2,250,000, if I read that right, yet in the agreement, it talks about \$1,150,000. How is that other money addressed? Because I understand this agreement is a model agreement for the other agencies involved, too. Are we not talking about the year budget? How does that resolve?

MR. LAING: Council Member Nickels.

MR. NICKELS: Mayor Davidson, as we discussed in Finance

Committee, that 1.15 million is cash, working capital which essentially meets the top box on the budget. The additional funds are in the form of staff resources that would go toward some of these other activities that are identified in the budget.

MR. DAVIDSON: My question goes to the fact that this is an agreement with these agencies in this case. Why are we not addressing that in the agreement also or did we just forget about these other moneys? The way it is worded is the transfer of DMS budget funds of 2.15.

MR. NICKELS: That's why I asked my question of Mr. Gunter and I will ask him to respond. The Department of Metropolitan Services, as I understand it, will report quarterly to the RTA and the Metro County Council on the amount of local funds that were expended to advance the RTA's work program and that would include equipment and employees, consultants, contractors, et cetera in addition to the cash that would be advanced to the RTA.

MR. GUNTER: That's correct.

MR. NICKELS: So there would be a quarterly accounting of that.

MR. GUNTER: If you want to put it in crass terms, the bill to the RTA would consist of dollars directly advanced under section three to support the board as well as the cost of dedicated resources of staff under paragraph one.

MR. DAVIDSON: Then the answer is the difference between 1.150 and 2.250 is staff?

MR. GUNTER: That's basically staff costs. The current projections for consultants that are now under contract necessary to match the federal and state grants.

MR. DAVIDSON: But now on this pay back provision that we are debating if, in fact, we did pass before the voters, would the 2.25 be the number that we are addressing in the form of a loan?

MR. GUNTER: Yes, it would be the total amount of local King County dollars spent by advances for covering staff costs during 1994. To the extent that the RTA does not have other funds, that it can apply and reduce the local match coming from King County.

MR. DAVIDSON: I guess my point is to me as a taxpayer, I could perceive this as paying for it twice and I guess when we come to the vote, I feel the taxpayer is really going to be looking at capital for the future on the transit and not all the planning and all our matchings around at this stage and I think that's the issue that maybe we need to think about a little further.

MR. LAING: Are there further comments?

We have a motion and a second before us and I think the issue is are there motions to amend or a motion to continue this matter if there are board members who aren't ready to act on it?

MS. CHOE: I would move to amend.

In the fifth recital, the second to last line, I would advise it to be "Continue necessary planning and responsibility" -- et cetera. Everybody there?

MR. LAING: On page five?

MR. GUNTER: Is this the fifth "whereas" in the resolution or the contract?

MR. LAING: Contract.

MR. GUNTER: Because the contract does go more precisely to the point you raise, Council Member Choe, where it says, "The RTA anticipates it will be the recipient," it is stronger than the language of the same recital in the resolution.

MS. CHOE: And actually that's the part that I was going to change, but I would also make sure whatever contract language needs to be made was consistent with that done. My recommendation is to change the last word as it currently reads, "Whereas the RTA anticipates the receipt of future state and federal grants to continue necessary planning for commuter rail and RTA-related projects as part of developing a high-capacity transportation plan for the Pierce, King and Snohomish County region." And I would change it to read --

MR. LAING: I am not sure we are looking at the same.

MS. CHOE: I am on the resolution.

MR. LAING: All right.

MS. CHOE: I would recommend that the language that currently reads, "And is prepared to assume direction for such planning as contemplated by the grant agencies," reads, "And seeks direct responsibilities for such planning as contemplated by the grant agencies as soon as possible."

MR. NICKELS: Second.

MR. LAING: Council Member Choe, could you give it to us one more time? We are on the fifth whereas, Resolution Number 13 and we are in the third line of that after "Pierce, King and Snohomish County region." And --

MS. CHOE: "Is prepared to seek direction for such planning as



contemplated by the grant agencies as soon as possible."

MR. LAING: Is prepared to seek direction?

MS. CHOE: Let me change it to, "Seek direct responsibility for such planning as contemplated by the grant agencies as soon as possible."

MR. MILLER: That would be likewise in the contract to be repetitive with that language?

MS. CHOE: Right.

MR. LAING: We have a motion and second to amend. Is there discussion?

Council Member Choe, did you wish to address it any further?

MS. CHOE: I mentioned the main point.

MR. LAING: Mayor Gates?

MS. GATES: I would like a re-read.

MR. LAING: Again on the fifth whereas, "As the RTA anticipates," and so forth, the third line which is for Pierce, King and Snohomish County region and at that point insert between and is, "And is prepared" -- excuse me -- "And is prepared to," and where it says, "Assume direction for," strike that and say, "To seek direct responsibility for such planning as contemplated by the grant agencies as soon as possible."

MS. CHOE: Yes.

MS. GATES: We are seeking it from whom?

MS. CHOE: The grant sources by the grant agencies. In other words, it maybe HCT, it may be any number.

MR. LAING: Further discussion of the amendment?

All in favor of the amendment say aye. Opposed say no.

The amendment is carried unanimously.

Are there other amendments, Mayor Davidson?

MR. DAVIDSON: Are the staff working for each agency being funded from local tax dollars or HCT grants available to the agencies separate? In other words, are those dollars we are paying back, are they going to be ultimately paying back other dollars because people are working in the various agencies? Are there other grants federal or state?

MR. LAING: Can staff help us with a response?

MR. KALBERER: I heard the question, but I didn't understand the question.

MR. DAVIDSON: I guess what I am perceiving is the bulk of the loan is to be paid back for the individuals working on staff now for Metro-King County and my question is how many of those staff are working with funds from other grants to local agencies under the auspices of high capacity transit of federal or state grants?

MR. KALBERER: Well, right now there is federal money and there is state money coming to Metro-King County and that federal money and that state money is there for the purposes of supporting parts of the work program of the RTA and that money is in part being used to support Metro staff as well as consultants under contract for Metro and what this agreement does is puts the direction for what work ought to be done under the control of the Regional Transit Authority and the executive director of regional transit. And the money that's supporting staff is in large part the federal money and state money which would not be returned in form of any amount of dollars back to King County, but there is a portion of the staff work as well as the direct expenses of this board which would be paid for by local tax dollars that would, under the terms of this agreement, constitute a loan if there was successful vote and it's that money that would be paid back and only that money. Not the federal money, not the state money. Just the money that has been locally raised through the local transit tax in King County and being used. In part that money supports staff and in part supports the board activity.

MR. DAVIDSON: Section eight, I guess, is the one we are talking about, loans and grants, and I question whether that's spelled out clear enough.

MR. GUNTER: I believe it is.

MR. DAVIDSON: Does it make a differentiation in what I am reading?

MR. KALBERER: Like I say, local taxes, I think, I don't have it in front of me, my recollection is it says local taxes and -- local funds and its local funds is meant to mean only those funds raised with the --

MR. GUNTER: I would like to jump in here. It says, "The local funds advanced from the DMS budgeted funds and utilized to support the RTA work program." So you are talking about corrals around that dollar amount based on this budget, based on the staff that's part of this agreement and the fact that actually it has to be locally advanced. So I think there is sufficient controls for auditing, making sure you are paying only for what the agreement contract says.

MR. DAVIDSON: I don't feel there is a big court on my point of view. I am just testing the water. I appreciate the comments and I really don't feel there is support group.

MR. LAING: Mayor Gates.

MS. GATES: I do have one question, though. Are those transit linked dollars that, then, would be used for other transit types of things within King County-Metro government?

MR. LAING: Yes.

MS. GATES: And that is fully specified in this about those funds and the repayment process?

MR. LAING: I will ask Bob to respond on whether or not this recital says that.

MS. GATES: I know. I am trying to --

MR. GUNTER: The controls of what would happen with the money paid back is within King County discretion because it's been budgeted for that. Perhaps, it will be used for that. There is nothing in the agreement that would require the repay funds to be used for the plan, for purposes of supporting the plans and projects of the RTA.

MR. NICKELS: But it would go back to the transit fund?

MR. GUNTER: Yes, it would go back.

MS. GATES: That is what I am trying to say. The RCW's are numbers to me and that's why I ask.

MR. LAING: Is there further discussion?  
Council Member Earling.

MR. EARLING: I agree with Mayor Davidson. I don't feel a ground swell of support for the point of view. I think, though, I would like to close by making the point that I am respectful of the points that Councilman Nickels raised in attempts to diversify the appearance of the RTA being actually spread over three counties with the repository being in Tacoma and the good fortune of talking with our clerk from Community Transit Snohomish County. I think, though, the thing that struck me about this and probably will continue to strike me is that the board needs to constantly strive to recognize itself as a separate body and I guess I will be much more comfortable the sooner we round up our own money, so we can stop moving shells around like this. I still question the potential for public policy statement, but, obviously, it's not going much further than that. We need to remember that we are really a separate body of government and we are not Pierce, King

and Snohomish County. At least we need to work to that end.

MR. LAING: Council Member Miller.

MR. MILLER: Before we adopt this, I would like to clarify that I have no personal knowledge of Council Member Nickels' earlier reference to begging or stealing dollars.

MR. NICKELS: Once we have local revenue, no one will be more relieved.

MR. LAING: Is there further discussion?  
Mayor Davidson.

MR. DAVIDSON: One more issue. I would like to hear a description on the adjustment. I think we are on section four C. I know the 60 days' advance notice to release RTP staff. Was there a discussion around 30 days? And my question is, if somebody was going to be released and they are on board for 60 days, there wouldn't be any question of the effectiveness of the 60 days and the effectiveness of the relationship?

MR. GUNTER: The 60 days was proposing the draft by our office, I think, with the expectation that the executive director would have a couple of months to look at where we're going and what the staff requirements would be and it would take at least 60 days to decide what to do and how we are going to rearrange resources and so forth. I guess the thought was that the 60-day period would accommodate Tom's coming on, his assessment and then decisions by June, but there is no magic to 60 days. The board could put in 30 or 45. And the county needed time, too. So 60 days seemed to be the most reasonable period.

MR. DAVIDSON: I look at this as a contract arrangement for consultants, basically, and for the staff and there are other times where there may be opportunities to change staffing around and that's where I guess my question is 60 or 30 days, is that addressed some other place?

MR. GUNTER: No, I don't believe so and actually, there is three parts in the agreement in terms of adjustments for staff. The first is in four, the body of paragraph four, where it talks about vacancies which provides that DMS and the RTA will confer on how vacancies will be filled. The second part is in 4.C that you just addressed, in terms of there being a release of staff back to King County and that provides a 60-day period to talk about that. In addition, that dialogue will involve the funding agencies who paid 80-percent of those positions and there is an additional paragraph below C where the executive director and chair of the board can ask that staff be moved in and out so they can be reassigned and other needs met by other King County staff. This also does not preclude the RTA from hiring additional staff,

non-King County staff to provide those functions.

MR. DAVIDSON: My concern is that we do that, though, we may have other staff internally doing it and we will end up double paying people to accomplish the same goals and as I said before, I think of somebody having 60 days and it has come to the point that either we don't need that function or whatever, it's not a particularly personal thing that this relationship will have to go on for 60 days before that can be remedied and normally 30 days seems like an appropriate time.

MR. GUNTER: I guess the consensus of those who were talking about these issues was that it would take King County 60 days, we are talking about permanently turning people back to King County. In terms of asking for people to go and others to come from King County, there is no time limit on that. That could come very quickly if the County could accommodate that.

MR. LAING: Further discussion?  
We have Resolution Number 13 as amended before us. Is there further discussion of the amended resolution?  
All in favor say aye. Opposed say no.

MR. EARLING: No.  
The motion carries by a vote of ten to one with Council Member Earling voting no.

MR. MILLER: Mayor White has to leave. If I could ask legal council, am I correct an adoption of the budget requires the two-thirds voting majority?

MR. GUNTER: Yes.

MR. MILLER: Council Member Choe was not on the dais which left 11 sitting voting RTA board members and I would ask before Mayor White leaves if we could extend the rule to reconsider Resolution 12?

MR. GUNTER: We don't have two vacancies filled, so the total number of people that can vote is 16.

MR. MILLER: So it's sitting members, not the full number?

MR. GUNTER: If we don't have two members of the board in place right now. As long as we have two-thirds of 16, we had enough.

MR. MILLER: I will withdraw the motion.

MR. LAING: Thank you.

MR. NICKELS: The Finance Committee had said we would try to

get you a treasurer on board by the first of February. We have done that. We would try to get the budget adopted by the first of February and we would try to get a mechanism in place to start actually paying off bills and we have done that. So I want to thank the Finance Committee and staff for work on these issues.

MR. LAING: On behalf of the board, I thank you as chair and also the members you recognized.

We are going to item 7. which is a report of the Rules Committee and these items I will refer to for your consideration between now and our next meeting on February 11. Item 7.A which is the Proposed Mission Statement for the RTA; item 7.B which is a Proposed Rules for Compensation of Board Members and item 7.C which is a reiteration of the Proposed Committee Responsibilities.

All of these have passed out rules, they are on our agenda for your information today and considering where we are in our agenda, I am proposing that, rather than any discussion today, board members review these and we will have our discussion and action on February 11.

We are going to item 8. which is a report of the Legislative Task Force. Council Member Madsen.

MR. MADSEN: Thank you, Mr. Chair.

I have several things to report. There is a lot of activity, some of which is great, some of which is okay. As it relates to the commuter rail funding, the 25 million dollars authorized 22 million dollars appropriated and 18.5 million dollars that we want to go after right now. Last time we talked about contacting the railroads and sitting down and getting some agreements. Secretary Morrison and I talked to the senior officials of both railroads, the BN and UP and they were quite happy to talk to us and quite happy to sit down and discuss the potential of at least the Tacoma through Seattle corridor. We have also directed Denny Miller Associates to start working with USDOT on the 18.5 million to get it so we can actually spend it.

One of the negotiation issues with the railroad is what do we spend it on. We have -- the staff has scheduled talks to begin with the railroads next week.

Bob, is there any update to that?

MR. WHITE: No.

MR. MADSEN: So the first real discussion with all the parties at the table will be next week and to remind you, we will have something before this board on the 25th as it relates to how those negotiations have gone on.

For the federal representation, as you recollect, we have the agreement or we have solicited the agreement to have a loan of Denny Miller Associates to lobby for us in Washington DC and the loan was from State DOT. Secretary Morrison okayed the use of Mr. Miller through March. One of the things we are finding out now is our federal activity will be much, much greater than we

anticipated. We will have to move very quickly on getting the last 4.7 million dollars of commuter rail appropriated. We have to work for securing some of the money, the 300 million dollar authorization to start the work for ... as Mr. Matoff has discussed. We feel we are going to need super human efforts to maintain that so we do not lose that 300 million dollar authorization. It is my understanding that very serious discussion about Portland getting some of this money ... this authorization ... and we are always friendly with our neighbors to the south, but we would like to discuss it before they steal it.

I would like to suggest to you on the Denny Miller issue, as I indicated, Secretary Morrison has agreed to fund him for RTA through March. With the federal legislative agenda, I think it might be wise for us to consider hiring him through this session instead of starting a new solicitation for a Washington DC lobbyist right now. I want to have the legislative committee discuss that and bring forward a proposal on how we can do that.

I want to go to the state legislative program and I am going to ask Jim Metcalf to go over it. I might say that in the infinite wisdom of our legislators, of which I was one, our priorities are starting to move around a bit.

With that I would draw your attention to the Central Puget Sound Regional Transit Authority Legislative Program as adopted on January 14 identified as agenda item number 8. and I apologize to everybody at the dais. I think we should never have had level one, two and three.

With that I would ask Mr. Metcalf, our state lobbyist, to go over the issues as he sees them now, two weeks into the session, and the train's on the track and it's moving very fast. Jim?

MR. METCALF: Thank you, Councilman.

I have in my memo back to Ken listed each of these issues one through six without discriminating as to priority. What we have proceeded to do is pursue all six issues and we have made varying degrees of progress on each of the six depending upon existing attitudes and desires of key legislatures who will be making decisions about these issues.

Let me just say generally to give you a sense of context about the session, we are at the end of the third week, Councilman Madsen, with about 45 days left to go. It's very clear that the legislature tends to get out of town in less than the 60-day time frame. Rumors abound in Olympia about a generally favorable revenue forecast which should make any debate about supplemental budgets, including the transportation budget, somewhat easier and I will get back in a moment to how that possibly will come down to our benefit.

Generally hanging over the legislature is the issue of the passage of 601 and there is much discussion about both the legal and political ramifications of that initiative and what it means in terms of what they should do.

We have been on the lookout for any concerns that would be adverse to our revenue and legal authorities and have discovered

none. I think at this point the legislature wants to give this government a chance to move ahead and we certainly haven't detected any effort to do otherwise.

The measure to allow county executives to appoint themselves to the board, House Bill 2169 has been approved by the House Transportation Committee and is currently in the House Rules Committee awaiting scheduling for House action. All three county governments, as well as the DOT, indicated their support for that measure in testimony before the committee and there was no opposition and, barring some surprise, that bill appears to be on its way to passage.

The issue of whether or not November of 1995 is a legal and viable date for a possible election is one that we have run into some difficulty with where a key legislature, a chair of the Senate Transportation Committee is concerned. He doesn't want messages to go out of Olympia that you should be any slower than you possibly can be on moving to the ballot and he has indicated some opposition to that proposal. I think that, of all the six issues, that's perhaps of less consequence. If it becomes clear by the end of this year that the Board has, for good reason, a need to hold an election in November of '95, that issue can be dealt with in the '95 election.

In terms of assuaging Council Member Nickels' concerns about us not having any money, we have been trying to investigate the potential for additional state sources, particularly sources that are non-project related but available for general operating activities of the RTA. Legally, it appears there are really, at this, point only two sources of state funds. One is the one you have been using, the High Capacity Transit Account, and there are certain expectations there that in the round the funding for the second year biennial that this agency will receive approximately what it received in the first year. Possibly there is an opportunity to get some additional funds, but it will depend upon the final decisions about fund balances.

The only other source is the Transportation Fund which currently has no money in it. However, both Senator Vognild, the chair of the Senate Transportation Committee and Representative Fisher, chair of the Transportation Committee, have introduced bills to return to the Transportation Fund the motor vehicle excise tax money that was diverted. I guess, to use the least offensive word, last year in the general budget deliberations, both bills were signed by substantial majorities in both houses and there seems to be some sense that the growing revenue projections on the general fund side may allow the general fund to feel able to return that money to the transportation fund. That amounts to about 60 some million dollars and there is obviously a long line of people waiting to spend it. Mostly on so-called Category C projects and there will be competition for it, but at least there appears there is going to be money in a fund for which RTA activities would be a legal and appropriate recipient and so we will keep pursuing that issue and see if we can convince the members of the legislature responsible for writing the transportation budgets if that seems



something they want to do.

Perhaps most significant, the concern about the current language and the statute that requires the entire finance plan and system plan to be submitted to the voters and is unclear about the ability to submit phases of that plan to the voters, we have drafted language to clarify the phases that are allowed to be submitted and that language has been submitted into a bill, senate bill 6491, which was sponsored by Senator Vognild and Senator Gary Nelson and has been scheduled for a hearing next Monday in the Senate Transportation Committee. I guess I am cautiously optimistic that this legislation will proceed. Aubrey Davis of the State Transportation Commission has been concerned about this issue as you know and he will be there on Monday to indicate both his personal and the Transportation Commission's support of the issue. So far I have been unable to ascertain any opposition, although Monday will be the first time we have a public hearing on the issue.

And finally we are still working with both legislative staff and legislators about the issue of exactly what kinds of transit district activities are appropriately eligible for RTA funds and the necessity to clarify that language. It's a tricky issue that has its basis in legislative history in intent more than any current statutory bar to do this. It's also somewhat sensitive politically in that key transportation members in the legislature now had some concerns about the issue whether the RTA legislation was originally passed. So that one is, I guess, still in progress so to speak.

I think that concludes my summary of the issue, Councilman Madsen, and I will be glad to respond to questions.

MR. MADSEN: The legislation in its wisdom is beginning to change its priorities. The phase-in language, I think, to the legislative committee had sent a copy of what that language says. That seems to be taking a very high road and that was one I was a little bit afraid of, but it appears from the legislative leadership, we have got a pretty good feeling about it. The fiscal issue ... we are trying to get a legislative, appropriation issue basically for 1995, calendar year. 1995 is kind of in self-defense so we don't have to listen to Council Member Nickels complaining all the time.

There are a couple of other legislative initiatives out there I would like to mention. Mrs. Lamphere, Phyllis Lamphere, has been talking about a taxing mechanism. She indicated to me on the phone the other day and this morning, she has found that the legislature doesn't seem to be ready to jump into a tax vote at this time, but there are some other agendas out there and we are aware of them and we are dealing with them as it relates to the role of the RTA.

And with that, that concludes my report and Jim is here if there is any question on the legislative side, both federal and state. If it's railroad, we will talk about it federal or state. I think we can handle that.

MR. LAING: Questions by the board?  
Thank you. Appreciate the report.  
We are proceeding to the report of the Public Involvement Task Force.  
Council Member Earling.

MR. EARLING: Yes, Mr. Chairman.  
I think hiring a new executive director has been a great inconvenience to our schedule, but we are still glad we have him. The voter opinion survey that we had some recommendations on and we would have proceeded with late January, early February but has been put on hold. We developed a basic questionnaire, faxed it off to Mr. Matoff and with consultation with him until we better define some of the alternatives of transit system proposals that we have. I think we need to put that on hold for a short period of time not to be defined at this time, but we will move on as quickly as we can come to agreement.

Once again, I mentioned in our last meeting, we had the commuter rail open houses with the Tacoma and Seattle commuter rail project going on the last few weeks. The final open house occurred this past week. All of them, as best we can hear, were well received, well attended. Rather than listing the board members that participated as we tried to at the last meeting, I will say several RTA board members participated. We are in the process of setting up a Speakers Bureau and I would ask the board's cooperation along with the staff. We want to keep some sort of master calendar going through Barbara Dougherty's office. If any of you are asked to speak at some meeting with regards to the RTA program, if you could coordinate that through her office, so we will know who has been talked to. We would appreciate that.

As you know we are in the process of developing a brochure as well as a videotape and the videotape will be ready by the end of this month. We will be providing summaries of citizen input resulting from the speaking engagements.

In your packet today you have copies of the newspaper articles and citizens correspondence that we have recently undertaken. We will continue to furnish that information to you on a meeting-to-meeting basis so you can keep track of the coverage as it covers the region.

That concludes my report.

MR. LAING: Thank you. Questions?  
We will go to the Staffing Task Force and Council Member Brubaker, chair of the task force, asked me to bring up the only item which is the proposed Resolution Number 14 authorizing the resolution of a contract for the position of Clerk of the Board. I believe the members have that in the materials that are in front of you. We are looking for a motion to adopt a resolution which would authorize the chair to execute an appropriate agreement to secure such services on behalf of the authority.

MR. MILLER: So moved.

MS. NICKELS: Second.

MR. LAING: We have a motion and second. Is there discussion? Carried unanimously.

That completes the reports of our committees and task forces.

MR. MADSEN: May I raise a question?

MR. LAING: Yes.

MR. MADSEN: Being a member of the Staffing Task Force, one of the questions I have been asked a couple times is are we going to resolve the issue about our legal, or our appropriate attorney. We are kind of utilizing Bob Gunter.

MR. GUNTER: The question is are we going to contract with somebody officially and I don't have an answer. Is there an answer?

MR. LAING: I will give you my understanding from conversations with the chair of the Task Force. The chair of the Task Force has asked the prosecuting attorney's office of Snohomish County to prepare for his use with the Task Force a draft, request or proposal for legal counsel services. The intent as I understand it, at least of the chair of the Task Force, is to encourage the Task Force to recommend that we, in fact, put out a request for proposal for legal services and I can't tell you in his absence the timing on that. That's what I understand and maybe other members of the Staffing Task Force, could be elaborate.

Council Member Miller.

MR. MILLER: That is correct. In talking with Councilmember Brubaker, the majority of the committees' understanding was as far as the tasks were the Executive Director, the Clerk and the legal council. We had decided early on we would forego the legal counsel until we have the Clerk and the Executive Director decision made and in talking with Bill again, he was hoping for a short one or two week breather before he called us back together. I believe it's his intent within a week or so to call a staff meeting.

MR. LAING: Further discussion? Thank you.

We are going to the items, first 11 and then 12 which are, hopefully, the basis for some discussion among the board. The first of which is a follow-up to our presentation we had on December 10th on the issue of least-cost planning at which time the members will recall one of our board members, Secretary Morrison, asked specifically if a couple people who were at that meeting in the audience, and were interested in the subject, might come back with a further presentation on the issue and I am going to Paul Matsuoka of the RTP staff to fill us in on where were are, perhaps,

introduce the secretary.

MR. MATSUOKA: Thank you.

As you recall this topic was last discussed in December and at that time you had a guest speaker named Dick Watson from the Pacific Northwest Power Council come and talk to you about least-cost planning as it was applied in the energy field and his observations about parallels and differences in applying this concept to the transportation field. I followed Mr. Watson's presentation up with some staff comments and, principally, the comments stated that the least-cost planning in our judgment was an admirable process with some excellent goals; however, we were somewhat skeptical about the ability to develop comprehensive, rigorous model building within the time frame you have available. We also raised the question whether or not the RTA was the appropriate institutional body to carry out least-cost planning in that the RTA is charged with implementing a high capacity transit solution. Whereas, least-cost planning is really looking toward a broader transportation framework within which it operates and evaluates alternatives.

We said at that point we would return to you with a proposal for how the RTA might approach least-cost planning in the future. As Mr. Laing correctly mentioned, Mr. Morrison at that meeting did ask a couple citizens for their comments about how they would integrate least-cost planning into the RTA board's work and in addition, during the question and answer period, several board members raised questions about the institutional role and specifically about whether it made better sense for the PSRC or the RTA to do this in the longer term.

Now, there have been several events that happened since that December board meeting and we have had several meetings with Mr. Nelson and Mr. Kendall who were the two individuals that Mr. Morrison asked for their thoughts. The RTP project staff, as well as the Puget Sound Regional Council staff, have gotten together with these individuals to talk about an approach that we might present to the board. From those meetings, we have consensus on a game plan and today we want to present what that game plan looks like.

First of all, Mr. Nelson will be here speaking, after I conclude, to describe the short-term study that they have gotten funding from the Bullit and Medina Foundation to carry out. This study will start to build some of the least-cost planning models with some preliminary results that will be available for your consideration later in your decision-making process. The RTP project staff is supportive of this work and we will try to contribute whatever data we can to the efforts so the models can be developed.

But once the model is developed, we all discussed the need for some institution to house this planning work in a longer time frame and we all agreed the PSRC seemed to be the most appropriate institution because of its broader mission in looking at transportation alternatives to solve some of our mobility

problems.

Following Mr. Nelson's presentation, we will have King Cushman from the Puget Sound Regional Council speak about how least-cost planning relates to some of their short-term work on their Metropolitan Transportation Plan update as well as the issues with regard to housing this least-cost planning work over the longer term. So with that introduction I would invite Dick Nelson and King Cushman to come to the table and begin the presentation.

MR. NELSON: This is my partner, Don Shakow.

MR. LAING: We are glad he is here.

MR. NELSON: Thank you, Chair Laing.

We appreciate this opportunity to present the results of the first phase of the study of least-cost transportation planning. The study, as you heard, is being sponsored by the Institute For Transportation and the Environment and funded by the Bullit and Medina Foundation. As you heard it's in response to Secretary Morrison's request at the December 10th meeting. This has been, so far, a two-person effort. My partner is Don Shakow, a resource economist in Seattle. We have been guided by a steering committee composed of Emory Bundy, Virginia Gunby, Mike Ferro, Terry Lewis, Phyllis Lamphere, Mike Vasca, Bruce Kendall and Stan Hallot.

In addition to this presentation, we will be providing you with a detailed report in about two weeks. The outline of our presentation today has four objectives. First of all, to review some information that indicates the complexity of the regional transportation problem to compare the performance of the RTP alternatives to the magnitude of the problem we face to describe our least-cost planning model and its expected products, and finally to recommend steps the RTA can take to realize benefits from least-cost planning. I am going to start then and describe the problem, Don will follow me and describe the model and I will wind up quickly with some recommendations to you.

The EIS for the RTP did a good job in outlining the basic structure of our regional transportation problem; however, there are several important trends and effects that were not emphasized in the EIS. Each of these have or may have an impact on travel demand and travel patterns in our region. They also confirm the scope and complexity of the problem you face, we face. The first is congestion and its costs. Congestion has been identified as a major public concern, yet we know surprisingly little about it. We do know we experience more than our share. An ongoing national study has consistently ranked this region among all Metro areas for travel delay. We expect much more congestion in the future measured by daily hours and miles of roadways which experience stop and go traffic. We know that it is a weekend as well as a weekday commute period phenomenon.

I ask you to turn to page 21 which begins a series of exhibits that emphasize these trends and effects. This shows the Saturday traffic on I-5 crossing the Ship Canal bridge. In 1992 there were

17 Saturdays that exceeded the average weekday volume. We have only a rough estimate of the cost of congestion and hours of delay and some antidotal information of some of its effects on the regional economy. We have no hard costs against which to evaluate the benefits of investments to control congestion.

The second trend I bring to your attention is the revolution in computers and telecommunications which is rapidly changing our work, leisure and travel patterns. Again we lack good indices of those changes that may have a large impact on our transportation system, but we can refer at least to one and that's on page 22, the growth of cellular communication. This is national data. We don't have a handy figure for regional data, but we can expect following of the same trend.

Another trend is the cost of both the technology and the air time for wireless communication. It's going the other way as you know. It's nose diving and we can expect that this technology will rapidly penetrate the market place. In fact, there is one prediction that there will be 42 to 55 million cell phones by the year 2005, 11 years from now. Wireless telecommunications enables the virtual work place, work can be carried out virtually anywhere even on a highway. Busy families can stay in touch even when stuck in traffic. Investments in cellular phones are the way to buy down the personal and economic costs of congestion and they also help reduce the delay time of non-recurrent congestion caused by traffic incidents. The question to ponder is what will be the cost of congestion when most cars are equipped with voice-activated cellular.

The third trend is in goods and services mobility. The same telecommunications has enabled a revolution in customized production and the logistics of supply and product movement and has caused a major shift to just in time inventories. Just in time inventories should increase the frequency and decrease the size of freight movement, but again we have only antidotal information to the effect of this major change on regional transportation patterns.

I am going to move through the trends and effects quickly. The fourth is changing commute patterns and you will see that on page 23, and this is rather old data, the largest share of commuter trips in our region were suburb to suburb. I am sure the 1990 consensus will show that has grown considerably.

A fifth area is the growth of non-commute trips on peak periods. On page 24 you see national data that distributes different trip purposes across a 24-hour day. You will see commute trips even from 6:00 to 9:00 a.m. peak are less than or about half of the total amount of trips and that's because people in their busy lives are changing the trips. They are not driving to work, but they are dropping kids off at school and doing some other personal business to and from work that has to be taken into account.

Sixth, another area is the unabated growth of parking. Most of it free or heavily subsidized and I ask you to turn to the next page which shows probably the only good data that we have in this

region and that's inventories of Seattle and Bellevue's downtown parking and it shows that in the case of Seattle, the parking inventory has increased substantially in the last few years. Nationally more than 90 percent of auto commuters park free at work.

We don't have a similar number but we expect it's the same in our region. In 1992, 50 percent of Seattle's CBD employee parking was subsidized by employers and that was an increase of 10 percent in five years.

Seven, the phenomenon of latent travel demand and I ask you to turn to the next draft which shows what happened when the I-90 Bridge opened a few years ago. 40,000 new trips suddenly appeared in that corridor. Those trips were responding to new capacity. If that capacity is created by new highways, those drivers will have an invitation to drive. If it's created by new transit capacity, people that move from highways to transit-created spaces on roadways ... for other people to drive. So any new capacity creates opportunities for people to drive.

I will refer to the system plan next. In addition to these trends and effects, there is an important issue of how we measure the effectiveness of our investments and I refer you to page 27. It shows the mode share trips by transit for our current situation and the Rail TSM alternative and then adding Vision 2020, land use impacts and trip reduction impacts. The point of this and then at the bottom, the RTP targets in terms of total transit and ride share totals for each of those trips. The point of this is to show, really, that although targets are useful in focusing our action, they do not tell us very much about the effect on the problem that we are trying to solve and in some cases they may lead us to conclusions we shouldn't be led to such as the fact in the case of downtown Seattle. It almost has achieved 50-percent total HOV target, yet there could be more capacity in the commutes to downtown that we would want to reduce if we can do so.

We need a measure of actual congestion to focus our planning and our investments. We don't have an ideal congestion measure now. However, the growth of travel can serve at least as a surrogate and I ask you to turn to the next bar graph which indicates where we are at least in 1990 in terms of daily vehicle trips, where we will be in the year 2020 and then the impact of Rail TSM and the commute trip reduction and Vision 2020 added together on that total. Those thin slices are the reduction from the total amount of trips, 85 million daily trips that we predict will be occurring in that year and you can see that the transit alone and land use alone and commute trip reduction alone, albeit important, are a small part of the solution that we are driving for.

So the solution will be found in a broad set of transportation options, each of which will contribute incrementally. It will be multi-modal and multi-strategical and I believe that the new federal transportation planning rules appear to anticipate such a solution and I would refer you to the next page which lays out the requirements of those rules. They require a new comprehensive

analysis that essentially replaces the old traditional transportation analysis and I think replaces in a case of the RTP the EIS analysis that was done. This analysis must conclude a broad cross-section of both supply and demand side measures and must include an analysis of the cost effectiveness of those measures.

What's significant, however, is the federal rules do not say how to do that analysis. The analytical rules are left to us to invent. We believe we will need the best tools to select the right mix of options and devise a solution that recognizes our fiscal realities. We believe that tool is least-cost planning and with that, I would like to turn the mike over to Mr. Shakow who will describe the model to you.

MR. LAING: Thank you.

MR. SHAKOW: Thank you, Dick.

My background is as a person versed in electricity systems planning which has been an area of least-cost planning has been implemented for many years and notably in this region which has pioneered in the implementation of least-cost planning. I have been asked to explore the possibilities of using some of these methodologies to go from energy to transportation. My sense was that one could not merely argue for this translation, but one had to go further. It was crucial to show at some basic level that an actual model and procedure could be devised which demonstrated that the translation from energy to transportation was, in fact, realistic. Naturally any models that are devised as ongoing planning tools will take years before all the bugs are eliminated. Nonetheless I firmly believe that in a very short period of time one being conceptualize, code and even introduce data into a basic least-cost planning model so that the operational nature of this model could be proved to the region's transportation plans and that is the burden of our project.

The first question that occurs in dealing with this problem is whether this translation is, in fact, feasible and I would like to call your attention to page one and two in which I have attempted to capsulize in what I term ten principles, the essence of least-cost planning and then to highlight various issues that occur in energy and in transportation suggesting whether the feasibility of this method can be applied to transportation much as to energy. I don't want to go through each of these in detail.

I want to highlight one very significant principal which I think has relevance to the immediate planning tasks before you and that is principal number one, search the universe of options. By this we mean it is important to explore the very many options that have been proposed and are potentially feasible for our region and to configure a package of options including options of various kinds -- build dollar options, bus options, TSM options, and TDM options. All of these options would be configured into a package and it's important, to get the least-cost package, not to neglect any segment of this universe.



I would like to call your attention to the structure of the model as we have currently designed it. I should indicate where we are in the process. We are presently in the process of coding a model which would have a logic worked out which would have spaces or boxes for various inputs designated, but at this point in what we term phase one of our study, we would not introduce any data. We believe, however, that some meaningful data can be introduced in a phase two of this study which, subject to funding, will be implemented over the next two months. I will talk about that a little bit more in a moment.

I call your attention to pages five and six which describe the logic and structure of the model as we have currently designed it. Page five describes the structure of the transportation planning process as we see it which leads ultimately to a costing process. In the first box you notice the term "access." Access to our mind represents what we ultimately desire in transportation planning. That is the needs of the region, of consumers and businesses which we are trying to meet through the design of a transportation system. Access can be achieved through mobility, but it doesn't have to be achieved in that way. For example, there has been some attention drawn to telecommuting as an option. Telecommuting represents a way of achieving access without at the same time requiring mobility. Our model will highlight the distinction between access and mobility. If we can assess the mobility needs of the region as measured, for example, in number of trips, we then need to translate trips into personal miles and, therefore, we need to designate, forecast, analyze trip length which constitutes the third component of our model. Given need for personal miles, we then allocate those personal miles among the different modes. As I will indicate in a moment, we have designated to this point 20 distinct modes ranking from single occupancy vehicles to two, three and four plus occupancy vehicles, to buses, light rail, rapid rail, commuter rail, et cetera. Given information on mode choice, we must distribute this mode choice in space and time. It is that distribution in space and time which enables us to compute and forecast and analyze the distribution at peak times. It is this distribution at peak or near peak which results in congestion; congestion in turn affects travel time; travel time affects transportation costs. So that is the general scheme of our model. Some of the blanks on page five are filled in on page six and I leave that for your perusal.

I call your attention to page seven. Page seven describes the different modes and a preliminary list of cost categories that we will propose to analyze in this modeling effort. I would like to emphasize that under least-cost planning, it is crucial to account for many different kinds of costs. The costs that we experience as individuals represents only a small component of total cost. There are costs involved indirectly and there are costs involved socially and externally. One of the most significant of these costs, very different from out-of-pocket costs, is the costs associated with travel time and I believe this is one of the foremost components of the total cost package and must be accounted for in a least-cost

model.

On page eight I have indicated a number of the costs and benefits that we associate with the different transportation modes and options. I would like to highlight the benefits. Each of the options that we propose involves costs: implementation costs, operation and maintenance costs and incidental, personal, indirect and social costs. However, at the same time there are substantial benefits that must be calibrated with respect to each of these options. Economic stimulus, job access, reduced personal cost, indirect costs, reduced congestion costs, reduced external costs, reduced air, water, noise, pollution, land use benefits.

Finally, I would like to provide a thumbnail description and I do this at some peril because I am hoping to compress this within three or four minutes. I would like to indicate how one would actually run this model. What kinds of procedures one would undertake in order to implement the modeling process. In order to understand how we would run the model, it is important to distinguish between what I have determined portfolios and I call your attention to page nine and what I call least cost option packages. Portfolios account for the political constraints and other circumstances which may make it impossible to invoke certain options or alternatively may make it infeasible to have certain options operate together. The model, therefore, at the very beginning of the run process will in some cases disable options; in other cases it will warrant or require options. Subject to those constraints, we will attempt in the course of running this model to assess and search all options we have designated -- already close to 200 potential options. Some of these may be infeasible or some of these data may be unavailable, but in principal a least cost transportation planner should search this universally and should determine in the course of this search what the costs of the options and what its anticipated benefits are.

Given an assessment for each option of cost and benefit, our least cost model ranks the options. The most beneficial options are ranked first. The least beneficial are ranked lower down. The model then programs each of these options in order of their contribution to social benefit and in this manner designs a combination of options highlighting those that are most beneficial.

Since the separate portfolios are constraints on the system, the model would allow a separate analysis of the different portfolios. For example, we could designate a no major bill portfolio and as indicated on page ten, we could indicate a starter rapid rail portfolio, a starter light rail portfolio and then in the course of the analytic process using the model, we can compare the different portfolios and designate which of the portfolios is associated with a minimal net social cost. We believe that on a basic or rudimentary level, such an analysis could be undertaken within several months and could articulate with the process that you are engaged in which is to determine how to design and when to proceed with a ballot issue.

I will now call on Dick to state some of the further implications.

MR. NELSON: We would like to tell you what we think you could do to help achieve some of the objectives of this study. We believe, as Mr. Shakow indicated, a concentrated effort in the next few weeks would greatly improve the model and allow it to be calibrated and made available for your deliberations and your determinations. Our preference would be a legal effort involving the RTA staff and the PSRC staff. We understand the man is on staff time and resources and we are prepared to undertake the work independently if necessary. We have had discussions with a Federal Highway Administration official who indicated that funding may be available for this kind of economic transportation modeling, but the funds would need to flow through the MPO. So we make this first suggestion that a grant for that purpose be pursued by the PSRC and your support for that would be most helpful.

The second area is that this is a complex model and it would benefit from a review by transportation professionals. We would like to request the assistance of members of the expert review panel. We would add other professionals who have specific experience in modeling to constitute a review panel for our study and finally what we are finding is, and you may know this already, the private sector of this region has accumulated a rich body of experience with transportation alternatives. In fact we talked to a Boeing representative the other day who informed us that their first employee transportation program dates to 1945 and he was willing to go back in the archives and give us some data on that. This data, both performance and cost, would be very useful in our effort and we believe in the general transportation planning effort in this region. So we would be pleased to discuss with you how a data collection effort involving the private sector of this region can be organized.

With Mr. Chairman and members of the Authority Board, we are available for your questions if you have any.

MR. LAING: Before I ask board members for questions, Paul, I want to make sure, in terms of the presentation as you have envisioned them, is the presentation by King Cushman from the PSRC related to some issues raised by Dick and the board would be in a better position to address questions at that time or was there any thinking?

MR. SHAKOW: I think it could go either way, but my judgement is if you have questions of Dick and Don, ask them now.

MR. LAING: Questions? Council Member Choe.

MS. CHOE: I have to ask this because I am a member of the Finance Subcommittee. You mentioned costs for this moving forward in the next few weeks. What's your estimate of the cost to accomplish the objective?

MR. NELSON: To this point it's been 95 hundred dollars and we anticipate to do what we have outlined, it would cost about another

\$20,000 to finish.

MR. LAING: Follow-up on that Dick, is that separate from the grant that's proposed?

MR. NELSON: We haven't identified funding for those efforts. The grant may be available for more than what we are involved in. It may be available for a much broader modeling, data collection, modeling that Mr. Cushman is involved in. I am not sure. We haven't pursued that to determine the answer.

MR. LAING: From the standpoint of the resources that you mentioned that you think would facilitate the effort, as far as having access to RTP and other staff, the expert review panel, the grant through PSRC, did you have an opportunity to pursue discussions other than you are bringing it to the Board on this point on any of those?

MR. NELSON: Yes, we have. In fact both the staff, the PSRC and the RTA have been exceedingly helpful in providing information, answering the data questions. What we anticipate is we will be asking more of those as we get into the modeling and I think we are both sensitive to their time and how we might impinge on it. So I think some statement from this body and, perhaps, the PSRC including, you know, how resources may be available to us would be helpful to allay any concerns they might have, which master are they serving because we will have a lot of questions.

MR. LAING: Any others? Council Member Miller.

MR. MILLER: Just a quick question. On page seven, the models that you identify. I don't think anyone would argue but the last three intrigued me and you depart from passenger-type transit to light truck, heavy truck, freight truck, which tends to be more freight orientated and doesn't seem to relate to transportation mode and, perhaps, you can address quickly why those are included.

MR. SHAKOW: They show the elements in the transportation system clearly. They are determinants that tend to be rather different from the determinants associated with the other modes. Since they are present in the transportation system, we felt that a model which neglected those modes would, in effect, only look at part of the picture and we felt it was necessary to look at the total pictures because the pressure on the transportation infrastructure, obviously, derive from those sources.

MR. MILLER: More in terms of their impact on the overall system as opposed to the potential impact to direct or modify their impact through actions?

MR. SHAKOW: Oh, no. Some of our actions specifically address this component, but our options are designed to address the

university of concerns and since freight movement is a concern and it's a relevant one, we felt it necessary to address those concerns.

MR. NELSON: If everyone has a cellular phone in their car or a light truck but the people who don't have access to technology that can deliver services and goods in a congested situation, you know, are still going to be there stuck in traffic. It could be that everybody uses their time efficiently in traffic, if it's their personal business and even some commercial business region, but that still leaves a lot of other people driving trucks carrying goods and services that can't make it through. So if we get used to that congestion and it gets thicker, some people are going to suffer.

MR. MILLER: Then it strikes me there is an element also that is impacted within that system as we continue to look at, continue to use commuter rail portions and that is the freight movement beyond just that which is freeway bound and I imagine that's factored in as well in your modeling?

MR. NELSON: Yes.

MR. LAING: Council Member Sullivan.

MS. SULLIVAN: I think this is particularly germane considering the report that the executive board that PSRC had yesterday with regard to public attitude about the regional transportation project and the rail system and the fundamental support for the regional transportation system based on the survey research because of reduced congestion and improve air quality and so to the extent that this system is placed in the context of a complete system is that reduces congestion, I think it has the possibility of getting a lot more support.

MR. LAING: Mayor Gates.

MS. GATES: One short question on page 12, can I assume that these are just beginning looks at effects and causes and impacts on transportation planning?

MR. SHAKOW: These are examples and I highlighted those because they are issues that tend to be neglected very often in models that address the transportation planning problem and that's why I decided to highlight them.

MS. GATES: I appreciate the fact you were looking at some issues that have been neglected. I think that's very, very important for us to see. I also am very concerned that we understand that sometimes in two-paycheck families, we have the nannies, et cetera and it's increased trips, but not necessarily chain trips because there is a person coming to a home and I guess

what I did as I was listening, I was writing down all of the other ways this could go and I decided this has to be an example so we do not overlook these things.

MR. LAING: Other questions? Yes, Tom Matoff.

MR. MATOFF: Three weeks ago when the board asked me what I knew about least cost planning, I confess I really knew very little or nothing about it and the last three weeks I have been deluged with papers written by numerous authors, Mr. Nelson's and others which I have been working on. And I am eager to learn a lot more by meeting with you and finding out exactly the details of how this would work.

I had one question, and it stems from the issue of social costs and it has to do with the notion of the social and economic costs of the present transportation system, relevant to access, or lack thereof, for people who essentially cannot avail themselves of the system because basically within the new modal system if you are too young, too old, too poor or in a family with one car then you do not have access to it. Hasn't some work been done by Professor Skakow of the University dealt with the social implications of that and the economic implications of that? The papers that I have been sent seem to deal with least cost planning derived from power supply planning as a method for assessing least cost options to meet increased demand, but they don't seem to deal with the issue of rectifying social and economic imbalance of the present system. And in that regard, somewhere in this blizzard of paper I have been receiving in the last couple weeks, there was a letter from Secretary Morrison to Senator Vognild in which he stated that least cost planning does not give merit to the social aspects of transit. I wonder if you could comment on that a little bit, toss a few issues on the table here? Do you see least cost planning as in some measure dealing with social dislocation of excessive modality, the economic locations of the present system and rectifying that, and do you feel that this model that you are currently developing adequately deals with the social aspects of transit planning?

MR. SHAKOW: Not only do I concur with everything you have said, but I feel it is essential in modeling a transportation system to highlight those particular problems. I call your attention, for example, to page six under module one. You will note that our end-use sectors include a sector for the elderly and for the disabled. That doesn't accomplish all the problems you touched upon, but suggests we are very anxious to address this problem. Moreover and I don't think we have shared this material with the board today, but we defined the number of portfolios that we feel particularly eager to analyze in our first-cut analysis over the next several months. One of them we designed as equity portfolio, one that would be designed specifically to assure equal access on the part of all members of our region regardless of age, physical status or income. So we are aggressively attempting to deal with this problem.

MR. MATOFF: I look forward to working with you.

MR. LAING: I am hoping that you will be able to stay for the regional council presentation and there might be other questions based on that input. We feel King needs no introduction.

MR. SHAKOW: He needs no introduction.

MR. LAING: King Cushman, director of Transportation for the Puget Sound Regional Council formerly with Pierce Transit and formerly a staff member to the Joint Regional Planning Project which led to the system plan and I am not trying to place the entire system plan on his shoulders.

MR. CUSHMAN: Thank you very much. Appreciate the opportunity to come and talk to you about this. I will be brief, but there are really three objectives I have for talking to you about this and one is something that our transportation policy board asked us to convey and that was to give you an overview of what we are doing in the update and I think how that will compliment the activities of the RTA and, second, really is to comment on how we are going to be able to incorporate and look at some of the concepts of least cost planning in that update of our plan and how we may be able to take it further as we come to better understand it.

I would like to comment on the relationship of the schedule of our plan with the update with the schedule of your upcoming decisions in the future about ballot timing.

In front of you is a chart that looks like this and it says, "Updating Vision 2020 and Metropolitan Transportation Plan," and what we are doing, the mandate for updating Vision 2020 is coming from the Intermodal Surface Transportation Efficiency Act, which nobody likes to call it and calls it ISTEA, is linked to the clean air act and provides a new ball game for planning with a lot more accountability and a lot more responsibility and a lot more detailing than has certainly been present in the past and we have a mandate in this region to update our transportation plan and our growth management strategy to match that, but the transportation plan especially under ISTEA needs to be approved with meeting these mandates; environmental, financial, clean air, et cetera by December 18, 1994. That's almost a nearly impossible task when you see what we are trying to pull together, but we are going to do it in any case because the choice and the bad news, if we don't do it, it jeopardizes the current transportation improvement funds which are about 1.3 billion which are currently approved for the next three years and annually thereafter. So I don't think anybody is not interested in making that deadline. And that will be for a draft plan to get to the fence. And what we are doing, as you can see on the chart, Vision 2020 is really the framework background all of us have been building on. That's what the Joint Regional Policy Committee used, that's what the local cities and counties are using for their growth, that's the

framework background.

One of the things I think you are aware of, and it's one of the elements that ISTEA addresses, is Vision 2020. At the moment it is a little bit too abstract to be useful for year-to-year or more near-term decision making. It needs to be made more specific to get there.

We are in the process of updating Vision 2020 with the input that is coming in, hopefully by July 1 of this year from all the cities and counties on growth management plans and I might mention that even though there is some talk that some may not, we have to go ahead anyway. Even if we could talk the state into changing that, I don't think we could talk Congress into changing their mind. So we will be modeling regional planning in any case to do this plan update. The elements we are looking at are the whole range of total elements and these are some new things that are mandated conveniently to the credit of, I think, the elected officials in this region who put Vision 2020 together a few years ago. It's interesting to look at what's already in it and it was basically the things that later ISTEA said everybody in the country ought to be dealing with as well, such as dealing with freight and goods, dealing with demand management, dealing with the linkage between land use and transportation. So we got a leg up on most of the country really by at least having a concept down and a state growth management act to begin to pull it together.

In looking at all the modes we are pulling together, you can see we noted basically the broad six categories, the non-motorized roads, involving HOV transit which is both local and regional, marine freight and goods and aviation and the difference here of what's coming together, that's kind of a conventional way to look at it, typically putting together capital programs of all elements you are putting into your plan. The difference that ISTEA is required and the Vision 2020 is pulling together that we are dealing with is the operating environments. We are coming together and looking at the overall ability to manage congestion, to look at pricing options to look at demand management options, to look at different revenue opportunities and to put this together and look at the trade-offs among all the different modes and among the different strategies for growth and demand management. So we are developing an implementation action plan and a monitoring process which is another new concept under ISTEA, basically accountability. They want to be sure what people are investing in, they want a report of some regularity that, in fact, you are accomplishing your objectives you set out to achieve. We will be doing that as well.

The development of this entire process, you might notice on the plan, the activities, the little post-it notes on things that are on there are really showing over time the types of activities we are doing between now and December, in particular, and then in March we will be into the adoption period. Looking at the system it needs development, environmental, financial constraints, et cetera, I draw your attention to the second quarter. We are looking to develop this range of implementation scenarios and this is probably one of the key places. We have a great opportunity to



work with you on some of the ideas that could bring in the aspects of least cost planning even before, perhaps, a very sophisticated framework is developed. Because what we are going to be doing, ITE requires, for example, that the regional plan be financially constrained. A financially constrained plan to be on the safe side. We are looking at something that would assume a plan that will comply with the mandates of the clean air act and all those things we have to do without major new investments. So we are looking at a lower cost option and what it will take to achieve that. How much demand management, how much shifts in travel behavior do we have to accomplish? Then we can look at increments that involve the mid-term or demand management type of approaches. It could be all bus or HOV. We could have increments with commuter rail, rapid rail, et cetera and look at what the implications are of the different phasing periods in relation to what will be. By July, some updated growth management plans and how they fit together. So we will be able in this plan update to basically give you a picture of that and probably what has to do with ISTEA. It's not just a horizon time period, but a regional plan that is capable of being used as a programming document as well to set the priorities and we are looking at that in roughly five to ten-year increments about what decisions have to be made, where the investment should be focused, where we should be going with the staged development of our various modal system plan. So, we will be putting that into the plan as well and we anticipate that we will have the technical work done, as you can see on the time line, looking in the third quarter, or by July or September. We will be getting the technical work together to look at those scenarios, what are the results of an analysis, when we start looking at the trade-offs that we have been talking about, ...by December. We are hoping to have the ability then to make a recommendation on a final draft plan which the Feds at least have assured us will be adequate for the interim step even though the regional council and all the cities and counties together would need to adopt a final plan. That's only by the general assembly of all the cities and counties to be officially adopted and that's scheduled for March of 1995. So, what we would be doing in December is releasing a final draft with, hopefully, by then a general consensus around the region of what might be a preferred option but also comparing these alternatives to that. For public comment with environmental review, we are doing an updated, supplemental, environmental statement to the adopted Vision 2020 plan. We would have public discussion in early 1995, January, February, et cetera, with an action in March '95 to actually adopt the plan.

So, that's the big picture of the overview of the timing. You can see there is an opportunity to look at modal trade-offs, to look at costs, and range of costs issue in there. What I also wanted to comment on, the point about the schedule, is that and I heard you mentioning earlier, a need to discuss this November ballot issue and far be it from me or the Regional Council to even suggest what you ought to do with the ballot, but we did want to, as a flag raise, the point that in the fall, and even into early

1995, we would be having major public discussions about how to resolve some of the issues of dealing with freight and goods issues, dealing with transportation, land-use linkages scenarios, financing, et cetera. So it would be, unfortunately, because of the timing we are going through to make the deadlines, it could be a very awkward time to be out with a ballot issue in November. I just wanted to point that out. That may or may not be an appropriate decision for you, but at least I want you to be aware of the confusion we could be causing by having a debate on a whole variety of issues in the fall of '94 which might make it difficult for the public to figure out what's going on.

Are there any questions?

MR. LAING: Could you reflect on what you have heard today about least cost planning and the process --

MR. CUSHMAN: How we might integrate it?

MR. LAING: As it relates and you have eluded to a certain message to us and it's not clear to me and it might not be a fair question. There may not have been enough conversation for there to be a background. The subject matter of least cost planning and its scope appears to me to coincide with the scope of the regional transportation planning effort. Not that it doesn't apply to the RTP, I don't mean that, but what I mean we are one implementing set within the total transportation package and so that has led me to the mind set that at the regional council level would be the best fit for the raw least cost planning approach that's been presented to us.

MR. CUSHMAN: It would seem to be appropriate. We think it's appropriate. We are in the process of putting together our work program for the coming year and we are on a fiscal year beginning July '94 through June '95 and we have incorporated into that an item to work with the RTA and development of a least cost framework for planning in this region. The only caveat I would say is that a sophisticated model like this, since it doesn't yet exist we sure don't want to jeopardize the availability of local jurisdictions and everybody else to be able to continue to get transportation funding by putting everything on hold to do that, but we do think what we are already doing with staff around the region as well as with the consultant team we have got working on this will incorporate quite a few of the concepts they are talking about, I think, quite well. Looking at trade-offs, looking at cost issues, I think there will be some modeling constraints because of the subtleties of some of the distinctions as they are called out as modes in their paper. Currently there simply isn't the technical ability to do travel demand modeling on some of these elements. It doesn't discriminate, for example, right now between different types of vehicles, trucks, weighted vehicles, et cetera. It deals with travel and we have been able to distinguish between transit, carpool, et cetera, but some of the subtleties are not there. It's

just the technology. It's not just, I think, our own model. We have been looking around the country and it's not quite there on travel and demand model, but you could do some of these more sophisticated techniques. None the less, I think some of the issues they raise and the framework they are proposing is appropriate and probably could be incorporated and used in much of the evaluation that we would be doing of these various implementations and scenarios. So I do feel it would be appropriate and I think we at least could take a stab at a first start of incorporating some of these ideas in the evaluation and hopefully making some preferred plan recommendations by the end of the year.

MR. LAING: Question by other board members?  
Council Member Madsen.

MR. MADSEN: I hope because of silence, it isn't assumed we all agree that what is being presented is the best way for us to go. I think least cost planning is a very good management tool. I also had some experience, as Mr. Nelson did, with the energy plan. I think we made some mistakes in our zeal to do the right thing and I think I would have very much discomfort if we adopted this as a framework within which we made decisions. I would think it would be intelligent for us to use these in aiding us in making decisions, but not as a framework for making decisions. I just don't think we ought to jump into this as quickly and accept it as man from the mountain. Sorry, Dick.

MR. LAING: Yes, Mr. Nelson.

MR. NELSON: Let us reassure you that we think that this is not the last answer in transportation planning. It hasn't been perfected in energy planning, but we do think an economic framework is essential to meet all our goals regionally to include personal travel and freight, goods mobility to sort through all of the needs and make appropriate investments taking into account this is reality in this region. We think that's the strong suit of least cost planning. It does give you an economic framework that we haven't had before as different a way as we possibly can and we sincerely believe that's the advantage now. It may not be perfected to the point it will tell us about every investment in quantitative terms, but it will serve to give us some direction.

Mr. Chair Laing, if I might, just to follow-up comments of Mr. Cushman. I think it's important to point out when we acknowledge that planning expertise does lie with the PSRC in a broad sense for this region in transportation and land use and it's appropriate they do regional transportation planning as they are doing now and integrate it with 20-20 and all the other federal mandates, but it's also important to point out that the new federal requirements include transit agencies such as the RTA and on page 29 those requirements are delineated. It clearly says you will be there as a co-equal at the table with the MPO, with

other transit agencies, with local jurisdictions, with the public, with the HFA, with the Federal Transit Administration. This is a brand-new process that's been minted by federal rule that replaces, you know, constrains alternative process, but I think we have to get our arms around and decide how to proceed and there isn't very much direction in the federal rules about how to do that. But in that lack of direction, it allows us a lot of flexibility to devise and invent these new strategies, these new planning models that incorporate those transit and the rest of the transportation, but the key point is that you, the RTA will be there with all the other people doing it.

MR. LAING: Thank you. Other questions? Yes, Council Member Choe.

MS. CHOE: It's my understanding this was all for information and I suspect this will be the subject of additional discussion in depth and I think this is a lot of information to swallow at one bite and appreciate the time and effort that went into this and look forward to continuing questions and discussion, but my understanding is we are not looking for any kind of action?

MR. LAING: No. Well, I guess Dick Nelson's presentation indicated certain things that their project is engaging in that cooperation on the RTA's part and PSRC's part might help facilitate. And to this point, I have encouraged our staff to make every effort to cooperate and I guess I would say the same thing to the PSRC and encourage them to cooperate. When it comes to decisions about the appropriation of resources and that sort of thing, naturally the board, through the Finance Committee, will have to make a decision on that, but on the general concept of assisting in the development of a tool which could well help all of us in some way in our decision making seems to be reasonable. Unless the board tells me otherwise, my intent would be to encourage the continuing cooperation in the development of their modeling and if there is any other sense...

Yes, Council Member Madsen.

MR. MADSEN: Well, as long as we keep the thing in context. I feel it would be easy to persuade me to give some financial resource or computer resource to creating and building the model, recognizing the model probably is going to be exceedingly complex before it's useable is probably a couple years down the line, but I think we are going to have to have this information to make intelligent decisions. I just don't want to get boxed into a process by which we make decisions and that's, I think, what we got into with the energy thing and that's where we made the mistake with in our zeal.

MR. LAING: Yes, Mr. Matsuoka.

MR. MATSUOKA: I was just going to quickly mention not just

King mentioned that he, the PSRC, has deadlines to perform on its Metropolitan Transportation Plan. We are keenly aware of our obligation to perform on the two-year time frame that you have in front of you. So that is the reason why when we met with Dick and Don that we have said we have other staff requirements that we were responding to and we could help them collect information that was readily available to the RTA or that Metro Transit may have or other transit agencies, but we were limited in the amount of time we could spend in helping them develop the model. I just wanted to make that clear.

MR. LAING: King Cushman.

MR. CUSHMAN: Just a follow-up comment. I think picking up on what Ken Madsen mentioned, I think the least cost approach as in any evaluation or any of your own decisions you are making, I mean cost, of course, is critically important, but it is one of the factors that needs to go into consideration and I think from what I have read also in some of the papers, some of the things in a very pure sense that one considers in these costs are sometimes variables that you can't touch. You can't influence. You may have institutional things, you have strings tied to financing and it may even be, for example, I think you could look around the region and find a few things if you took this approach, you probably wouldn't have done. You probably wouldn't have put a lid over I-5 and built freeway park at the Convention Center and things like that, but we did it to achieve a lot of other objectives that were very important to the communities and I think sometimes that's why I tend to agree with what Ken was saying. I think, it's one of the elements, but it isn't the only element. It needs to be part of the big picture to be taken into consideration but put into perspective as well.

MR. LAING: Other questions?

I want to thank the participants for the informative presentations and the questions asked.

We are moving on to item 12. It does not have to be a long item.

All of us that participated in the interviews for the selection of an executive director recall each in our own way the proposition that our now executive director put to us and I am going to give you at least a thumbnail of what I consider that proposition to be and I am going to ask you to agree to a time frame for stepping up to the policy propositions that I think are entailed in that.

In effect I think Tom said to us that the total system plan as we have it before us may be out of scale for this region and the time frame that's presented in that system plan and that he is encouraging us, and asked us, to be completely open-minded to the proposition of developing a scaled-down first stage which might entail an expansion of bus services, a provision of commuter rail service, the construction of a first segment of a high capacity

system which would not necessarily be completely grade separated. Although we didn't discuss it much, I assume the state would continue on its program of completing the high occupancy vehicle system in the region and he suggested to us that it was his analysis, but that might be too much emphasis on the amount of time we gave him to think about it, his suggestion that it might take nine to 12 months for the board to develop, working with our executive director and staff, the specifics of such a first phase and I am going to give Tom an opportunity to tell me how wrong I am in my summary of his proposition. After Tom responds to that, I am going to ask you, the board, to consider setting for ourselves our February 25th meeting as a meeting in which we come to some decision about yes, no or modify that general proposition and time frame that's being suggested and look at a preliminary generalized work program that might be entailed in that, so that would then be the direction for the development of a specific work program to develop a first phase program. That's what I am throwing out. I want to first ask Tom if there is a better way to state the proposition?

MR. MATOFF: No, I fully agree that's an accurate statement of the situation as I see it and as I stated it to the board.

I would just elaborate a little bit in saying that I think the work program, and I understand the staff has already developed the first draft of how this might be done, but I would think in defining a first increment, which I think would have to take a nine to 12-month period probably can be done in that period of time, that public involvement be a central piece of the refinement process and that process itself be used to assist us to build the kind of coalition that is going to be necessary to achieve success at the polls. So at the end of the process, we not only have a first phase to all of the elements you described, but we would also, by dint of having done it in a certain way, have in place the kind of public support that can help us get it done.

I think that's doable. I also think nine to 12 months is a tough but realistic time frame. It's also important because I am under the general impression here is somebody who may have a better fix on the ISTEAs process. Maybe King Cushman could comment on it if he is still here. I think the markup of the new authorization -- ISTEAs expires after federal fiscal 1996. The new authorization may well be in discussion in the summer of 1995 and in order for us to have some clout in getting accurate and adequate authorizations marked up in that bill for our starter system, it would be very handy for us to have a successful election behind us. So I think if you look at all these things, the building of the coalition, the refinement of a plan into something doable, the MTP provision that is going on at PSRC, I think these fit together in a fairly logical way and also maximize our chances of trying to achieve something.

My concern would be the alternative. If we went out in November, it's either with the whole plan which as I indicated I had some difficulties with or we go out with something that is a

piece of it that is so small it may not generate adequate support. So something in the middle is going to take some time and that really puts us past November. So I think the issue before the board in February would be an up-front realization if we decide to do it this way, if you decide to do it this way, that we are essentially giving up on November '94, despite its attractions. I think that's the issue.

MR. LAING: So the suggestion that we are making is that the board, having heard this, and you are welcome to make any comments or questions you want about this proposition, that we set our minds that on February 25th, we are going to debate issues related to this and decide.

We are open for questions or comments.

Yes, Mayor Davidson.

MR. DAVIDSON: Yes, I appreciate the direction that we seem to be moving. As I recall the November '94 date was not fixed in concrete anyhow. It was the first shot and we were still in that debating mode. So my personal feeling is that decision hadn't been made and actually this time frame could fit.

MR. LAING: The decision --

MR. DAVIDSON: I don't think we as a board came to the decision point that the fall of '94 would be the voting time and what I heard him say, we might have to change it and I was saying I don't think we made that decision anyhow.

MR. LAING: We agreed to a work program that would put us in a position by the end of March of this year to determine it and what we are suggesting would, in fact, meet that deadline in making a decision.

Council Member Choe.

MS. CHOE: I look forward to the discussion in February. I think the time line is reasonable that Mr. Matoff outlined. I would encourage us to maintain a sense of urgency and not assume this buys us six or nine or 12 months. There is tremendous pressure to get going. It's interesting to note how fast things happened in California after the earthquake, and I think the public is certainly looking to us for fast action.

I was pleased with the discussion in December when we broke into work groups. My sense was there was a great deal of agreement on a number of elements and hope we can clarify what those elements are and begin to articulate the issues when we do have questions or whether there are controversies.

MR. LAING: Council Member Miller.

MR. MILLER: Just point of clarification. I anticipate when you are talking nine to 12 months, you are looking and you are

talking somewhat in terms of the federal mark-ups in the spring and summer of '95. So you are at least tentatively throwing out a spring '95 vote which to me indicates, in backing it up, we are not arriving at a decision from 12 months out, but we must have a package six months out that we can then be testing the water with the public over the phone in three months and educating the public in the three months in order to have a vote. Am I hearing you correctly?

MR. MATOFF: You are absolutely correct. I have not thought this through. It's something that needs to be taken into account. If we were to go in February or March of next year to extend the date to regulate this, but yes, we would have to back up by six months or so to go to the county councils and refer to the voters.

MR. MILLER: I guess I am hearing you correctly.

What would also be helpful is for that February meeting to have a staff report that gives us some sense of what we might be lacking in terms of other propositions on the spring ballot and our prospects on terms of a valid issue.

MR. LAING: Council Member Earling.

MR. EARLING: I guess the only question I have is one of timing in regards to one of the projects that I understand we will study with and that is the north commuter link and I keep hearing the information should be available to us by roughly the end of February, first of March. The last couple times I have heard the dates, I have heard more the first of March, end of February and I want to be sure there is a time issue that is straight. The concept of commuter rail sounds fine in principle. We need to have that modeling completed so we really know realistically what kind of ridership we can expect. So it sounds like the time would be close, but I wanted to draw that to your attention.

MR. LAING: This is the feasibility studies being done of the Seattle to Everett?

MR. EARLING: Correct.

MR. LAING: Other comments?  
Mayor Gates.

MS. GATES: Not to prolong this meeting, but it sounds to me like you are contemplating not just taking the whole plan and slashing away and making it smaller, but you are planning a more creative approach where we really look at how we can best serve the region. Is that what I might expect as something that will take the kind of time you are offering?

MR. MATOFF: I think the doable construct here would be to have the board adopt the plan as a long-range vision of how to



develop the system, and perhaps recognize it can't be done at once and there are some things that can be done quickly that can be developed incrementally and the same way that a general plan for the city is not something that's built all at once but serves as a general guide for consistent policy making for achieving the goals. So that the RTP in its present full flowering becomes that kind of a document for this agency with provision for periodic revisiting, if necessary.

MR. LAING: Council Member Nickels.

MR. NICKELS: It seems to me one of the things we will go through as part of your process, Mr. Matoff, will be to validate the assumptions in the plan and the effectiveness of the elements of the plan, again achieving these goals?

MR. MATOFF: Yes, definitely, and also taking into account the different time horizons for different elements. Some of the elements may be achievable in the short term and meet conditions that we are relatively certain about. One of the least cost planning papers that was distributed to me that I read pointed out the uncertainty associated as we go further and further out into the future, but I think we can be relatively certain about shorter term consideration, establishing goals, looking at assumptions, validating those and moving on. There is a relatively strong degree of both certainty and public consensus.

MR. LAING: Thank you.

This does not mean we are cancelling the meeting of February 11. As you can tell, our committees and task forces generate a significant part of our agenda, so we will be focusing on that at that aspect of our business.

Is there other business to come before the board? I don't know that the board will be receptive to the proposition of participating in a reception that would be put on by an organization that's kind of an umbrella for a lot of transportation outfits, but they would get others to co-sponsor a welcome to the new executive director and possibly to the new ferry director. Any problem on the part of board members? It would be after a board meeting. Council Member Boekelman.

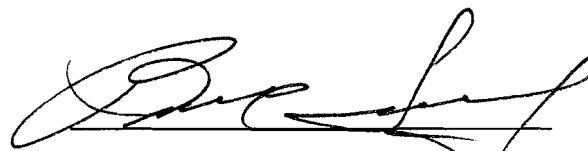
MS. BOEKELMAN: Isn't the meeting actually in Seattle?

MR. LAING: The 25th is in Seattle. The 11th I would have to recheck.

MS. BOEKELMAN: Would they be willing to wait for us?

MR. LAING: That's the idea.  
Any other business?  
We are adjourned.

(the meeting adjourned at 4:45 p.m.)



Bruce Laing, Chair RTA Board

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

STATE OF WASHINGTON )

)ss. CERTIFICATE

COUNTY OF SNOHOMISH )

I, PENNY L. HELMS, C.S.R. No. HELMSPL426PC, a  
Certified Shorthand Reporter in and for the State of  
Washington, do hereby certify;

That said hearing was taken before me at the  
time and place set forth and was taken down by me in  
shorthand and thereafter reduced to computerized  
transcription under my direction and supervision, and I  
hereby certify the foregoing hearing is a full, true and  
correct transcript of my shorthand notes so taken.

I further certify that I am neither counsel for  
nor related to any party to said action nor in anywise  
interested in the outcome thereof.

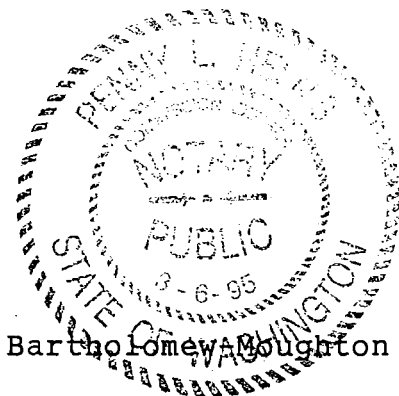
IN WITNESS WHEREOF, I have hereunto subscribed  
my name this 7th day of February, 1994.

*Penny L. Helms*

Penny L. Helms

Certified Shorthand Reporter

No. HELMSPL426PC



Bartholomew Broughton & Associates (206) 252-7277