

ORIGINAL

REGIONAL TRANSIT AUTHORITY
BOARD OF DIRECTORS MEETING
April 8, 1994

Members Present:

Bill Stoner, Vice Chair, Pierce County Councilmember

King County

Don Davidson, Bellevue Mayor

Mary Gates, Federal Way Mayor

Pierce County

Sharon Boekelman, Bonney Lake Councilmember

Ken Madsen, Pierce County Councilmember

Paul Miller, Tacoma Deputy Mayor

Snohomish County

Dave Earling, Edmonds Councilmember

Ed Hansen, Everett Mayor

Karen Miller, Snohomish County Councilmember

Washington State Department of Transportation

Sid Morrison, Secretary

The meeting was called to order at 1:45 p.m. by Vice Chairman Stoner in the Snohomish County PUD Auditorium, 2320 California, Everett, Washington.

MINUTES

It was moved by Ms. Gates, seconded by Ms. Boekelman and carried by the unanimous vote of all Regional Transit Authority (RTA) Boardmembers present that the minutes of March 11, 1994 be approved as presented.

REPORT OF THE CHAIR

Mr. Stoner stated Mr. Laing would not be present today as he is out of town. Therefore, he continued, there will be no report from the Chair at this time.

PUBLIC COMMENT

Mr. Stoner said one person had signed up to speak as part of the public comment period, and two people had indicated a desire to address the Phase I Discussion Options. He stated anyone else wishing to address the Board should complete one of the forms available at the front table.

Regional Transit Authority
April 8, 1994

Mr. Mark Silver, Puget Sound Light Rail Transit Society, made the following comments, copies of which were distributed (copy on file):

We are asking the RTA to consider the possibility of an extension of the commuter rail line to include the city of Arlington. There are several reasons why it is politically and tactically wise to connect the cities along the Burlington Northern (BN) line in the tri-county chain.

The Central Puget Sound area consists of a "family" of cities that are connected, like links in a chain, running north and south from Tacoma to Arlington. These two urban centers are the natural terminals of this chain for the following reasons:

- 1) The RTA county lines separate them from cities further north and south;
- 2) Whereas most of the Central Puget Sound cities are spaced relatively close together, there are no urban centers south of Lakewood (Tacoma) for 30 miles, or north of Arlington for 18 miles.

A commuter rail system running from Tacoma to Arlington is important because:

- 1) It ties together the Central Puget Sound region;
- 2) It ties together urban centers in connected counties;
- 3) It ties together employment and commercial centers inside each county.

The net result of this proposal is that commuters can move where they want or need to go with impressive efficiency. Voters will also appreciate that the RTA is treating the citizens of the various districts fairly and equally. No county or urban district would feel neglected.

Transit experts advise that it is unwise to end a commuter line at a major downtown station. This is because the size of the area served and the size of the revenue base tapped is greatly increased, at relatively little cost, by moving past the last city and into the suburbs on the opposite side. Snohomish County is the fastest growing county in Washington State, and Smokey Point is the fastest growing district in Snohomish County. Extending commuter rail to Arlington will tie Arlington and Marysville into the central Puget Sound region and complete the chain of cities that run north and south through the three-county area.

Extending commuter rail to Arlington would provide efficient employment access for the great number of Boeing employees living north of Everett. It would bring an increase in commerce to Marysville, and especially Arlington. The Chamber of Commerce says that Arlington desires to preserve its size and historic ambience while increasing its business income.

Regional Transit Authority
April 8, 1994

Extending commuter rail to Arlington will tell voters that the RTA is fair-minded, considering the needs of the outlying counties as important in-and-of themselves, not merely because of their proximity to Seattle. Seattle and King County residents tend to take the outlying counties and their citizens for granted. This problem is unknown in King County but it is keenly felt, and often resented, by the voters in Pierce and Snohomish Counties.

Because commuter rail is already planned as far north as Everett, and because the BN alignment and trackbed between Everett and Arlington are already established, the cost of a Marysville-Arlington extension is very low compared to the size of the population (and the number of voters) served. This would be a real bargain.

Included in the materials distributed today are track plans, showing stations recommended from Everett to Arlington and the time required to travel between those stations. The proposal has a line going up the BN tracks and branching off at Kruse Street.

Thank you for your consideration. I hope to discuss this proposal further at a later time.

INTRODUCTION

Mr. Earling said many RTA Boardmembers know Ms. Karen Miller, Snohomish County Councilmember. He said Ms. Miller will be joining the Board until Mr. Drewel becomes a RTA Boardmember. You will enjoy working with her, he continued, as she works in a positive direction. Mr. Stoner welcomed Ms. Miller to today's meeting.

EXECUTIVE DIRECTOR REPORT

Mr. Matoff gave the following report:

I would like to report on the activities with which staff has been working. Everyone in our office is very busy. Technical work is underway, along with support for the Board and the outreach and planning work, including outreach to elected officials and the public. We have had major roundtable meetings in Federal Way, Bellevue and the Eastside. We have met with Snohomish County and many city councils within Snohomish County. We have had informal discussions of the ideas guiding our work. Staff has been very busy with public outreach, meeting with the public, elected officials and the press.

The interdepartmental group, known as IRWG, has been revised, and now has substantive work. There was a vigorous meeting Monday and we continue to look forward to additional meetings. There was concern expressed that perhaps the Authority was

Regional Transit Authority
April 8, 1994

not interested in this committee. To the contrary, the Authority needs to work directly with local staffs and work for the Board as its staff.

The Expert Review Panel (ERP) met all day Wednesday. I thought this was an excellent meeting. Not all members of the ERP could attend the meeting, but a lot of work was accomplished. Mr. Aubrey Davis attended the meeting and chaired it very effectively. He may have some comments to offer today.

Mr. Aubrey Davis made the following remarks:

The ERP held its fourth annual retirement dinner last Wednesday, but the panel has additional work to complete. Its duties will carry on a while longer.

The ERP looked at several things. The ERP only speaks officially through its letters, the contents of which all members must agree upon. The panel has one fewer member since Mr. Matoff has been hired as the RTA's Executive Director, thus simplifying the ERP's ability to reach consensus by 10%.

The ERP did take a look at the additional commuter rail studies. There is a requirement that the law lays on the RTA which we believe is unreasonable and unmanageable. It says that the RTA must compare commuter rail with a reasonable bus alternative. It isn't clear whether "reasonable bus alternative" is a reasonable cost alternative, a bus alternative which is reasonably like commuter rail or reasonably not what a bus system should be run like. Those are all different things. The consultants have been wrestling with that issue and they have a report which we do not want to deal with. We believe the appropriate judgment is for the RTA to look at commuter rail as it looks at the rest of the system, which is how it serves the regional transit plan (RTP) ... overall instead of in pieces. You cannot look at it piece by piece and make judgments. There was some talk among legislators about doing away with that particular language, but there was a decision to wait until a later time. The ERP will send the RTA a letter on that subject. I think the Board should look at commuter rail and its effect on the regional system.

The ERP also talked about the nature of the forecasts being used. Here again, every year's forecasts are somewhat different. We believe the Vision 2000 forecasts are appropriate. It is important to remember that the absolute numbers are less important than the need for those numbers to be used consistently. You are getting an adequate basis for comparisons between the alternatives. The forecasts should be based on the Puget Sound Regional Council's work in order to be appropriate, with the caveat that the downtown employment forecasts are probably conservative. There will be critics who believe these forecasts are optimistic, but downtown employment has consistently exceeded forecasts. The ERP will point this out to the RTA in its written comments.

Regional Transit Authority
April 8, 1994

The RTA asked the ERP to discuss the least cost planning process with Senator Dick Nelson and others. We spent an interesting and fruitful afternoon discussing that issue. We are convinced the analogies between the energy and transportation planning fields are pretty elusive. Transportation is much more complex. There is no simple measurement, such as the kilowatt. A trip saved is not necessarily an improvement in the quality of life. It is difficult to evaluate the effect of certain policy situations, such as the provisions of the Americans with Disabilities Act (ADA). Many of the ADA requirements would not pass the test of least cost analysis. We believe there are elements of least cost planning that need to be further enhanced.

An amendment to state law was passed which lays on the Washington State Department of Transportation (WSDOT) defining what least cost planning should be and how to build it in to the local planning framework for the RTPOs. We believe using least cost planning as an overall tool in regional planning is the appropriate way to go. It seems difficult for an organization such as the RTA, which does not have a charter to deal with all transportation issues, to try to utilize least cost planning. Land use management should be engaged as an element in your project. It should be part of the institutional work for regional planning. You will see further comments in the ERP's letter.

The ERP will need to hold several additional meetings. There are things the JRPC acted upon that have not been acted upon by the ERP. To the extent that staff recommends that the RTA involve some of those elements in its final system plan decision, we need to review them and make comments. We will do so. The ERP will be meeting again in June and October.

Mr. Matoff said the schedule of the ERP's involvement was discussed. The ERP will review the options the Board ultimately selects for analysis so the panel can indicate what additional parameters need to be evaluated, he said. Before the Board takes a recommendation through the county councils to the voters, he said, there are several key points for the ERP to give the benefit of their comments.

Phase I Discussion Options - Information

Mr. Stoner stated this is an information item today.

Mr. Matoff remarked that he believes a copy of the options paper has been distributed to Boardmembers today (copy on file). He continued with the following presentation:

I would like to emphasize that, notwithstanding the impression left by the media, this is not a decision. Staff does not represent this proposal which is not based on any policy decision made by the Board in any way. It simply indicates three possible ways in

Regional Transit Authority
April 8, 1994

which, if a number of assumptions are made, rail transit and bus transit improvements could be approached. It does not say these are the approaches that should or will be used. It represents a starting point for the discussion so that the Board can come to grips with adopting two or three options for analysis over the summer. It is not an attempt by staff to preempt the important policy decisions that need to be made by the Board.

I do want to review the overall schedule underway. There are a couple of main decision points, the first being May 27. At that time the Board will be asked to select two or three options to undergo comparative analysis, technical analysis, engineering costing, operational evaluation, patronage forecasting, some environmental analysis and an evaluation of the fit of the alternatives with community plans and expectations. There will be public review during that period; we will not slow the community involvement process.

During September and October the Board and committees can be further informed of the results of the technical analysis, leading to a decision on October 28 as to what alternative created will be referred to the voters. There would be an intermediate step. We will go to the three county councils and two contiguous counties must approve the referral of the alternative to the voters. We would then go to the voters in those counties on May 16 of next year. This is our schedule.

Mr. Madsen asked if this schedule is set in concrete. Mr. Matoff responded that this schedule has been adopted by the Board, but it is not set in concrete.

Mr. Madsen said he has concerns about the election date that he would like to discuss. Mr. Matoff said there are other options for the election date, but they are limited by the state statute.

Mr. Morrison stated he would like to reaffirm that these proposals, which staff is putting forth, are a starting point or stimulus for involvement of all people in the three counties we serve. He asked if there is some mechanism for collecting those ideas and bringing them back into focus so that as the Board narrows the field late in May, the Board will have the benefit of that public involvement feedback. Mr. Matoff said yes and stated he will ask Ms. Barbara Dougherty to cover that mechanism later in today's meeting.

Mr. Morrison added that these options are a fulfillment of those ideas proposed on the day Mr. Matoff was selected as the RTA's Executive Director. The proposal was to look at the incremental approach and to stimulate our thinking and break away from a \$13 billion system, he said. Mr. Matoff said that is correct. He noted that the assumptions made by staff, and listed on page one, include a 0.4 cent sales tax equivalent for all options. Mr. Matoff continued by stating this does not represent a staff preemption of a decision the Board will need to make; the Board may wish to include more or less. We do not assume, in these options, significant

Regional Transit Authority
April 8, 1994

state funding beyond the high capacity transit (HCT) grant funding, he said. We know the state is looking into overall transportation funding, he continued, which will impact the Board's decision. We recognize there are important policy decisions to be made, he concluded.

Mr. Morrison said he is hoping, particularly in the revenue area, that the Board will have some rather thorough discussions. He also noted that it is important that funding, of some part of the RTA, be felt as a responsibility in Olympia. The Governor endorses this sentiment, he stated. I know we have to move ahead but I think we need to readdress the issue of state participation before we get very far into this, he concluded. Mr. Matoff said the Finance Committee has scheduled a discussion session for April 30 to focus on the issue of funding assumptions.

Mr. Matoff continued his remarks:

That moves us beyond the framework to the key questions and measures listed on page two of the handout. This states the kinds of issues we anticipate being addressed in the course of our work over the summer. We expect the ERP to look at this list and to add to it. We assume the Board will be interested in other things, such as performance measures. This is a minimum list presented for evaluation.

Page three is a suggestion based on an idea that Mr. Earling and I have raised in the many outreach meetings. It is the notion of using .1 cent of .4 cents for bus services. A portion of that revenue would be used to implement improved fare integration between bus systems and the rail system to be introduced here. I think it is very important to address this up front and not as an afterthought after the service begins.

There has been a pattern, especially in the Bay area, of the rail system being separate from the bus service. This will not allow the system to prosper and to provide public mobility. It will be a public benefit, supported by the public in the same way as the bus system, and it should be fully integrated with the bus system. This is the notion I wanted to put before the Board as we move towards our decisions. Consider how the Authority might become the umbrella agency for improved integration to provide a full measure of free and easy mobility from one end of the region to the other. I think it would be appropriate to consider this as one source of revenue for that effort.

I would like to have Ms. Terry Fina explain pages 10 and 11 describing how the capital and operating conclusions were reached with the .4 cent sales tax assumption.

Ms. Fina referred to pages 10 and 11 of the handout, and made the following remarks:

I will explain the ability to build and operate the system and support the bus program and the lower local tax rate. Mr. Matoff mentioned the April 30 workshop scheduled to

discuss those assumptions in detail. Today I will provide an example of a cash flow schedule we could have over the next decade. This is not meant to be an exact formula.

I would like to discuss revenues first (page 10). We are looking at a local sales tax equivalent of .4 cents, as well as a sales and Motor Vehicle Excise Tax (MVET) combination. We are assuming 25% of the local sales tax revenue would be going toward bus service or a .1% share, which is \$35 million today annually. That remaining .3% enables us to leverage and develop a \$2.1 billion capital program through the year 2005. I will explain the sources for these funds; approximately one-third from local taxes, another one third from federal funds for commuter rail and light rail, an additional 30% would be from long-term bonds. In addition we are assuming state funding at 5%, which is a continuation of state HCT funds currently in place. This adds up to \$2.1 billion through the year 2005.

In the chart you can get an idea of the sources of these funds. The green bar indicates the sales tax revenue, and the red bar indicates federal funding. The build up of revenue represents the rail capital program through 2005. The blue bar represents the long-term bond proceeds that will be filled in as needed.

We will now look at the expense side. I will explain where the \$2.1 billion could be spent. This is only an example.

It would be possible to spend \$500 million for commuter rail, \$200 million for light rail vehicles, \$100 million for a light rail control center, and \$1.3 billion for light rail construction. This results in a total rail capital expenditure of \$2.1 billion through 2005. Annual expenditures in 2006 are shown on the chart on page 11. The red bar indicates the bus service contribution, the green is the bulk of our expenditures through the year 2005.

I would like to refer back to the revenues and demonstrate how, after the capital program is completed, the RTA can afford to operate and cover debt service with only local funding sources. This would be the situation in 2006. We are assuming 80% of our funds come from local taxes. In addition, we would be receiving funds from the rail farebox (15%). We are also assuming the private sector would kick in funds for rail capital, but not until 2005 when the service is operating and the stations are open. There could be interest earnings as well. The main point is that the total revenues will be \$349 billion in 2006. The green bar indicates local taxes and the top bar is the rail farebox revenues. You can compare this with the expenses in the same year to show the RTA's ability to afford the expenses at that time.

Regional Transit Authority
April 8, 1994

In the year 2006, the bus service support continues at 22% of the annual revenues. We would be able to operate commuter rail and light rail, requiring 45% of the annual revenues. We would have to cover the debt service, which would be one-third of our funds, in 2006. The red bar is the bus service, the blue is operating and yellow is the debt service or one-third. This adds up to \$304 million. The RTA can, at that time, afford to operate the first phase system and cover debt service with a little room to continue planning for Phase II or capital replacement costs. Any substantial Phase II development would require a new funding source at that time.

My purpose today was to show the affordability to fund the capital program and to maintain operation of the starter system.

Mr. Hansen asked if Ms. Fina had an analysis of the local tax revenues and expenditures by county. Ms. Fina said staff has not yet developed that information.

Mr. Matoff said the information requested by Mr. Hansen will be prepared over the summer. It is difficult to see what would be spent in each county since we do not have an adopted alternative, he stated. The purpose here is to demonstrate that a reduced system with reduced taxes required can be accomplished, he explained; the system can still be built and maintained and operated. This does leave some bases uncovered, he noted.

Mr. Miller said he had a question regarding revenues. The breakdown of revenues by region or county can be made available much quicker than the expenses, he noted. Mr. Matoff responded that essentially Snohomish and Pierce Counties individually represent 20% of the revenues and each three subareas of King County; Seattle, the Eastside and South King County represent approximately 20%. Staff will develop more precise figures, he said.

Mr. Paul Matsuoka gave the following presentation:

Before I go over the three options, I wanted to remind you that staff is working with the JRPC plan adopted and transmitted to the RTA. We are trying to determine the best method to implement Phase I, which we are looking to as a guide for a long-range vision for the future. All three options presented today fit into the scope of the environmental impact statement (EIS) for the JRPC plan and would not require supplemental environmental work. As we review ideas from the public and the Board for additional concepts you would like to see studied, we should keep that in mind. What you will see today all fits into the existing environmental document.

As Mr. Matoff mentioned, these are all staff generated alternatives. Staff has been very clear in stating this and will continue to do so through May 27. None of these alternatives have been approved by the Board, and none of the three is preferred by the

Regional Transit Authority
April 8, 1994

staff. All three alternatives have equal validity, and they are meant to promote and stimulate discussion.

Staff has stated all three alternatives are financially similar, utilizing a .4% sales tax equivalent. By keeping the costs similar, the policy tradeoffs become apparent. The RTA believes that all areas in the three county boundary will be affected by the choices made, not only in their area, but throughout the region. Everyone has a great stake in this decision.

Perhaps the biggest policy question is the most controversial question. How do you serve the area between the Seattle central business district (CBD) and the University District?

Option A: Maximum Regional Rail Coverage. What this option assumes, from the CBD to the University District, is a light rail system operating with an array of surface service. It would continue in tunnel from the CBD tunnel and then continue under most of the area north of the existing tunnel. It would travel on the surface north of Denny and then use Terry, or Fairview, to Eastlake. As it approaches the Ship Canal it would probably tunnel through to the University District. Because the cost of that system is less expensive than the original JRPC proposal, we will also be able to serve the east and south corridors. In both of those corridors we are looking at alignments not as fully grade separated. To the extent possible we would use the center lanes of I-90. We would get to I-405, or Richards Road, and proceed into Bellevue. Rather than tunneling under Bellevue, it would be more of a surface alignment and terminate on the other side of I-405.

To the south, it would run from the CBD to Rainier Valley on surface streets, then to Rainier Avenue and Martin Luther King Jr. Way and terminate at the Boeing Access Road. We would use a more surface light rail treatment which would save money. We would add to this a commuter rail system from Everett to Lakewood including Renton. This is the full amount of commuter rail we have looked at up to now. The system would operate from Everett to Seattle down through the Kent/Auburn Valley to Northeast Pierce County and onto Lakewood, with a branch to Renton. That full commuter rail system would operate not only in the peak hour, it would operate all day long.

Option B: Initial Rail Focus on Highest-Demand Corridor. This option, through the University District, would utilize the JRPC proposal for tunnels under First and Capital Hills and from the ship Canal to the University District. While this tunnel does carry more riders, it is very expensive and because of this expense, we are forced into a choice of one of three other light rail options: 1) Going to the Eastside using the same alignment as mentioned across I-90 to Bellevue and stretching to Overlake 2) In the

Regional Transit Authority
April 8, 1994

south the alignment would be Rainier Valley to Boeing Access Road to Sea-Tac Airport
3) In the north you could choose to go from the University District to the vicinity of 175th. This presents a choice of keeping the tunnel treatment from Capital Hill to the University District and then choosing one of the three other options. It would be complemented by a partial commuter rail system. It would operate from Everett to the Tacoma Dome, not including Lakewood or Renton. This does not fully use all capital funds available. On the bottom of page seven there are some additional elements you might add into this option.

Option C: Initial Rail Focus on Less Difficult Corridors. This option assumes that the choice of a Capital Hill tunnel or Eastlake surface alignment is so difficult that it cannot be made in the short term, so there is no start on the north corridor light rail system. This option would travel to the east and south. It would go across I-90 to Bellevue and on to Overlake. In the south it would serve from Rainier Valley to the Airport. We would have a commuter rail system stretching from Everett to the Tacoma Dome. Similar to Option B, this option also does not use all capital funds available so there is a similar list of other work choices at the bottom of page nine.

That, in brief, outlines the three alternatives staff has generated to begin discussions. Staff will be taking these out to the public and discussing them with the Board. This will eventually culminate in Board approval of a single alternative. The purpose of this proposal is to generate public comment.

Ms. Barbara Dougherty gave the following presentation:

Many aspects of the public involvement program have been mentioned. I will give an overview.

The overall objective of the public involvement program for the period March, April and May was established by the RTA and is a three-part program: 1) build public awareness of the RTA's work so by fall, we have more people involved; 2) assure we are establishing two-way communications and meaningful opportunities for communities to have input; and 3) seek public input on the question of what should be included in the alternatives the Board will study over the summer months.

During the spring, the purpose of the discussion options is to generate, prompt, and even provoke, discussion and debate and focus it so that we can gather meaningful input to the May 27 decision. We hope to focus, but not constrain, the ideas people have. The thrust of the activities is to reach out and meet with business, civic, and other organization leaders through their own organizations and through roundtable discussions with a variety of organization representatives together. The goal is to put ideas on the

Regional Transit Authority
April 8, 1994

table and to share perspectives, working toward a consensus within the subareas of the region regarding what alternatives the regional plan and specifically, the first phase should include.

We also have planned three regional citizen workshops. Those citizens who do not belong to an organization will have an opportunity to be involved. We expect that this type of activity will be much more prevalent in the later phases, after the Board has chosen alternatives for study and staff has developed answers to the questions citizens will have.

During the sessions planned in April, we attempt to keep the focus on a number of questions such as, what should be in the alternatives for a system plan and the first phase? This allows us the opportunity to gather information in some compatible ways and to be able to document what we are hearing. We can then compare those ideas with the discussion options and see where they could be fleshed out or where there are some common themes. As a result, by May 27, you will not likely have options ABC but XYZ for more detailed analysis.

Public involvement after May 27 would focus directly on those options. That is the point at which the voter opinion survey would be conducted and we would broaden the public involvement.

One of the public involvement tools mentioned on page 12 is Directline #1, which is the informal tool for people to offer feedback and their views. We will also utilize our newsletter, Choices, in which we could describe some of the issues the Board is grappling with and encourage public participation.

Mr. Morrison asked a question about overall strategy. Looking at these options, he said, do you see commuter rail as the backbone and light rail as the arms and legs and bus service as the arteries of the system? Are we revolving around commuter rail or do these systems operate independently within themselves?, he asked. Mr. Matoff said no and continued that he thinks Mr. Morrison's first characterization is correct to some degree. Commuter rail is the freeway equivalent and light rail is the arterials with buses providing local coverage, he explained. A lot depends on where people are coming from and going to, he continued; people travelling from Seattle to Everett would take commuter rail but an eventual light rail system would serve many intermediate points.

Mr. Morrison noted that a person might travel from his/her home to the commuter rail station by bus. Mr. Matoff said that this was correct.

Regional Transit Authority
April 8, 1994

Mr. Morrison added that Mr. Matoff was asked to develop an incremental approach based on the plan adopted by the JRPC, which included a heavy rail system. Mr. Matoff commented that the Board has the option to implement a heavy rail system, as is included in Option B, but if resources are constrained, you get less coverage for a fixed amount of capital funding. It is feasible to proceed in a manner that is geographically incremental ... by doing that, he stated, you forego the opportunity to provide some additional capacity elsewhere.

Mr. Earling made the following remarks:

As a Boardmember, and one who chairs the Public Involvement Committee, I greatly appreciate the staff pulling this information together. I value the three options the staff has given us but I take them as simply options for discussion. Staff could have just as easily provided the Board with five or seven maps. I rather expect that the three maps we have been shown today may not, in fact, look at all like the final map. As Chair of the Public Involvement Committee, I want to be sure to communicate with the press and the public the information that the three options we see today are going to be treated very generally in nature by the Public Involvement Committee.

In the next several weeks, as the Board is given direction and Mr. Matoff agrees, we need to understand what it is the people want. In the meetings I have attended, several options shown on the maps provided by staff do not arise in the discussion. We should be sensitive to that fact. Directline #1 does not attempt to predetermine where any particular route is. We should let the public talk to us and then develop it. That is the role of the Public Involvement Committee.

Mr. Davidson made the following statements:

I believe the first descriptions seem to indicate that the backbone of the system is commuter rail, but I think there are dotted lines that evolve to the JRPC concept of rapid rail.

Perhaps the first phase may be greatly commuter rail but I don't see the whole picture being that way when the densities increase. I think it is a good first step. I think staff has done a fine job in providing something for us to review; I do appreciate their efforts and the certain degree of risk associated with presenting this proposal. This is just a tool until the Board makes some policy decisions.

Ms. Boekelman noted that she believes these are points of departure. We may be a half step to where we may be some day, she stated. There needs to be much more communication within the Board, she said; I know Pierce County is ready to express its needs at any time.

Regional Transit Authority
April 8, 1994

Mr. Miller commented as follows:

In putting together descriptions, we don't address the full system needs in terms of HOV lanes. It is important to take a look at that. Many have looked at the station ... and if we move forward we need to be addressing those issues.

Secondly, in looking at the overall revenue and starting discussions with the state, I think that becomes critical. The extent to which we can modify, adapt or accept one of the phase alternatives we are starting with depends greatly on the revenues and the state's involvement, which could drastically alter that.

Finally, in accepting these as discussion options we should move quickly to establish a workshop so Boardmembers can discuss the pros and cons in order to get some of the concerns out on the table. I would encourage the Board to schedule a workshop as quickly as possible.

Mr. Frank Hutchins, representing the Puget Sound Light Rail Transit Society, made the following comments:

We began our discussions and comparisons of our convictions in 1991. We came up with the idea that Highway 99 was a very useful place for transit. We began to talk to others and found a constant response from the public. We have done as good a job at meeting the public as anyone. We have put out literature and almost 100% of the response is in agreement with us. We want the Board to continue consideration of Highway 99 as a valid alignment.

We found ourselves in a rivalry with an official agency. That agency attacked us with a \$30,000 professional study. We did some soul searching and decided our nickname was too limited in its approach. We changed our name from Rhododendron Line to Rhododendron Lines (plural). We are always thinking in terms of surface alignments with Highway 99 as the core area. It will serve as a spine and a connector of urban villages. You would lose auto lanes, but the increase in capacity would be by comparison.

We can either make the choice of meeting the needs of people as they are located now, or do something about growth management. If we meet the needs as people are located now, we may not do any more growth management at all. We will not be able to change the habits of the people. We feel Highway 99 is a possible influencing alignment. It has zoning. It has unfilled possibilities for commercial opportunities. We have found ourselves in a David and Goliath situation; this is not as lethal as in the old story. We are in a friendly situation with this organization and we appreciate the cooperation we

Regional Transit Authority
April 8, 1994

have been given. We want to be cooperative and we think we can offer valid concepts. We urge the Board to continue consideration of Highway 99.

Mr. Mark Dublin, Ballard, transit coach operator, gave the following comments:

Living in Chicago prior to 1955 I can remember riding the light rail, the Electroliner, which was both light rail and heavy rail. It could travel at speeds of up to 100 miles per hour between Chicago and Milwaukee and it could also run on the streets in Milwaukee. I have been driving trolleys and dual powered coaches since the downtown tunnel opened. Mr. Matoff and I have an in-built division here. He favors the light rail car, and the industry has some excellent vehicles. My preference is the electric and dual powered coach. I hope to see one as good as the light rail coach. I have not driven a light rail car but I have ridden in the cab. I have ridden in the cab of the Sacramento system. I didn't have quite so many gray hairs as I do now before taking that ride. It is true you can save money by putting trains down street right-of-way but there are costs. I took a picture from the blue line of a double bottom gas tanker truck separated only by a tarmac rise of six inches. I know the safety record of rail is pretty good, but there are conditions where if I am running in traffic on Highway 99 or anywhere there is truck traffic, I would like to have a steering wheel. You cannot turn with a light rail car.

As for the backbone of the line, I rode Greyhound to today's meeting and it took 40 minutes. I think if you could have more than one backbone, express bus service would not be bad. All three options presented today would work very well with dual powered or electric buses.

FINANCE COMMITTEE REPORT

Mr. Davidson gave the following report:

The Board has previously discussed the need to hire an Executive Director and then make adjustments to the 1994 budget. I think that point in time has come. There are some recommendations for reallocations of money. One is the proposed reallocation of \$75,000 in the RTA Board program. The contingency for additional work program development and implementation had been \$1 million; this is now proposed to be reduced by \$850,000, leaving \$150,000 in the contingency fund. This brings the total revised budget to \$8.1 billion, which is now balanced.

Mr. Kirchner made the following remarks:

The two page hand-out (copy on file) explains basically the process of carrying out the Executive Director's work program which was presented in late February. Since February

Regional Transit Authority
April 8, 1994

8, we have completed putting together the packet of information the Board received today. It includes maps of staff's three alternatives, a summary of assumptions used in developing the alternatives, and a summary of the basic bus assumptions. Between now and the Board's next major decision date of May 27, staff will be studying, in more detail, these options and others as they arise through your discussions and public discussion. Cost estimates will be refined and we will look at the financial analysis in more detail. The fatal flaw environmental and engineering review will be undertaken, and we will refine the construction submittals. This work will be done between now and May 27.

Once the Board has selected three alternatives to be studied in the summer, major staff and consultant work will begin. Detailed definition of the alternative and conceptual engineering of new segments/alignments will be undertaken. A detailed financial plan will be developed and any necessary system plan environmental work will commence.

The work from September 1 through October 28 should include supporting a series of public roundtables, etc., leading up to an October 28 vote regarding the Phase I decision and your system plan final vote. The work done between October 29 and May 16, 1995 is to support the counties in their decision-making and to support public education efforts. Money in the budget for the remainder of 1994 is for the efforts required from consultants to augment staff expertise areas to provide the necessary information in the decision-making process.

There is a consultant contract with Parsons/Kaiser (PK) for general engineering support and with BRW for environmental work. When those contracts were last approved by the Metro Council and its Planning Subcommittee, those bodies included the caveat requiring that staff return to the Planning Subcommittee before spending money above a certain threshold set aside for project level planning. Both the Planning Subcommittee and the Metro Council are now gone. Staff has been discussing this with the procedural experts; it was determined that because this is a policy issue and because the RTA Board is the successor to the Planning Subcommittee, with regard to this particular issue, the proposed motion would allow staff to use funds that had been set aside for project level planning to be reprogrammed to support system and phasing decisions this summer and fall through a vote. Basically the PK contract is out of money this week and the BRW contract will shortly be out of authorization for this general support activity. This situation sounds more complicated than it really is.

Regional Transit Authority
April 8, 1994

It was moved by Mr. Davidson, seconded by Mr. Morrison and carried by the unanimous vote of all Boardmembers present that the RTA hereby authorizes system planning work to continue under the BRW and Parsons/Kaiser contracts. Staff is authorized to shift funding authorization from project-level analysis to the support of the Board's activities related to developing an initial phase of the system plan, consistent with the adopted RTA fiscal year 1994 budget.

It was moved by Mr. Davidson and seconded by Mr. Miller that the RTA adopt the amended budget as presented today.

Mr. Miller stated that the revised budget includes \$75,000 for additional board expenses and asked what these expenses are. Mr. Matoff continued that the Board is authorized, pursuant to his recommendation, to fill three positions. He noted that there is an additional staff position and this would permit him to fill this position for the remainder of the calendar year, he noted.

Ms. Miller asked whether that is also money for the consultant contract. Mr. Matoff said yes; this enables the RTA to do the technical work for the decision on May 27 on the first phase alternative.

The motion to approve the amended 1994 budget was carried by the unanimous vote of all Boardmembers present.

Mr. Davidson said the Finance Committee will hold a workshop on April 30. Ms. Grubbs said this workshop will be held either April 29 or 30.

Mr. Davidson noted that the Finance Committee will be going to a monthly meeting schedule. It will receive monthly reports on the financial condition of this organization, he stated.

RULES COMMITTEE REPORT

Mr. Stoner said the Rules Committee met April 1. The major issues discussed were the organizational chart, he said, which Mr. Matoff has referred to, and a consultant contract for strategy development.

Mr. Matoff added that the Board has received copies of a revised organizational chart (copy on file) which includes, as requested, the designation of governmental relations under the Deputy Director, Mr. Paul Matsuoka. This division previously reported to Mr. Bob White, he said, who is now solely responsible for the commuter rail project. As we move towards implementation, he continued, Mr. White will be working full-time on commuter rail so government relations will fall under the responsibility of the Deputy Director. If you have any questions, he concluded, please feel free to call me or Mr. Matsuoka.

Regional Transit Authority
April 8, 1994

Mr. Stoner made the following remarks:

These two items were taken up by the Rules Committee, the Legislative Task Force and the Public Involvement Committee. The second item is the strategic development consultant contract. The committees approved a request for proposals and the specifics were included in today's agenda packet.

Following that, the meeting was adjourned and the Rules Committee proceeded to discuss two personnel issues: social security and the Public Employees Retirement System (PERS). The Rules Committee decided not to participate in the social security system and instead to use its own system. With regard to PERS, the RTA will utilize a dual track allowing those who so desire to continue on PERS and others to opt into their own system instead.

PUBLIC INVOLVEMENT COMMITTEE REPORT

Mr. Earling gave the following report:

My comments will focus on the outreach taking place prior to the May 27 decision. In the past several weeks, we have been working with the media. Most editorial boards, those on the Eastside, in Pierce County and Snohomish County, have been contacted; some opinions are forthcoming. In the next several weeks we will be holding roundtable discussions with key organizations in the three counties. Many of you are aware of the meetings taking place in your own jurisdictions. I also want to call attention to our plans prior to May 27. During the week of May 2 three citizen workshops will be held, one in south Snohomish County, one in the SeaTac area and one in the Tacoma area. I will provide the dates and locations as soon as they are available.

Some of you have received the update on Directline. We tried to respond to some of the concerns raised by Boardmembers. We are asking your concurrence in the revision today. We plan to go ahead with this research as soon as possible.

I would like to meet with Ms. Dougherty and members of the Public Involvement Committee after today's meeting to try to schedule our next meeting.

Mr. Stoner said a motion was needed to approve those items presented by the Rules Committee.

It was moved by Mr. Madsen, seconded by Mr. Miller and carried by the unanimous vote of all Boardmembers present that the Executive Director be authorized to take such steps as may be necessary to establish the exemption of the RTA from the federal social security retirement program pursuant to I.R.C. 3121(b)(7)(F).

Regional Transit Authority
April 8, 1994

It was moved by Mr. Miller, seconded by Ms. Gates and carried by the unanimous vote of all Boardmembers present that the Executive Director be authorized to take such steps as may be necessary to maintain separate PERS and RTA-sponsored retirement plans for separate groups of employees.

LEGISLATIVE TASK FORCE REPORT

Mr. Madsen gave the following report:

We are awaiting an exact time at which we may appear before the House Appropriation Committee in Washington, D.C. The possible dates are between April 25 and 28. Our Washington, D.C. lobbyist is trying to get a date tied down so we can plan around it. Mr. Morrison does not wish to testify this time, so Mr. Laing will appear.

The Legislature will be meeting in a short time. We have to start looking at what is going on with the state. We should thank Senator Nelson for shutting down the session before the RTA lost any of the benefits it had gained. We have a lot of activity, as Mr. Davidson and Mr. Morrison mentioned. There has been a great deal of discussion about funding packages. I think it is appropriate to discuss how we interact with that particular study. We are on our way somewhere, but I cannot be more specific at this time.

STAFFING TASK FORCE REPORT

Mr. Miller gave the following report:

A request for proposals was issued soliciting legal services, with a deadline of 4:00 p.m. today. The Staffing Task Force will be meeting on the 14th for a preliminary review of the submitted proposals. We will be narrowing those to be interviewed further. We will meet again on April 22 and hopefully establish interviews on that date or have it narrowed so we can move forward. We will be taking our time but we want to get this over and close out the Staffing Task Force. We are not under the same pressure to act as we have been in filling other positions; we currently have competent legal counsel in place.

OTHER BUSINESS

Mr. Stoner said the Board will recess into executive session at the end of today's meeting to discuss contract negotiations for commuter rail. The next meetings of the Board are as follows: April 22, 1:30 to 4:30 pm. (changed to 2:30 to 4:30 p.m.), King County Council Chambers; May 13, 1:30 to 4:30 p.m., King County Council Chambers; and May 27, 10:00 a.m. to 1:00 p.m., Pierce County.

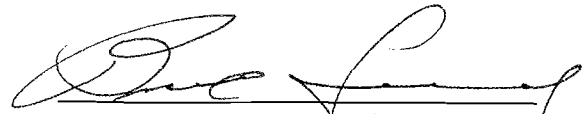
Regional Transit Authority
April 8, 1994

The meeting was recessed into executive session at 3:27 p.m. to discuss commuter rail contract negotiations.

The meeting was called back to order at 3:55 p.m.

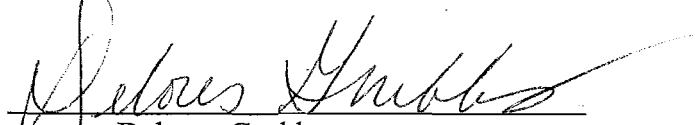
It was moved by Mr. Morrison, seconded by Mr. Miller and carried by the unanimous vote of all Boardmembers present that staff be directed to pursue the best price strategy and competitive price bids with regard to contract negotiations for commuter rail.

The meeting was adjourned at 3:56 p.m.



Bruce Laing
Chairman of the Board

ATTEST:



Delores Grubbs
Clerk of the Board

dam