

Regional Transit Authority
Minutes of Board Meeting
April 22, 1994

The meeting was called to order at 2:35 p.m. by Chairman Laing at the King County Council Chambers, 402 King County Courthouse, Seattle, Washington. The Clerk called the roll and the following members were present:

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

King County:

Martha Choe, Seattle City Councilmember
Don Davidson, Bellevue Mayor
Mary Gates, Federal Way Mayor
Gary Locke, King County Executive
Greg Nickels, King County Councilmember
Cynthia Sullivan, King County Councilmember

Pierce County:

Sharon Boekelman, Bonney Lake Councilmember
Ken Madsen, Pierce County Councilmember
Paul Miller, Tacoma 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 following Boardmembers arrived after roll call:

King County:

Jane Hague, King County Councilmember
Norm Rice, Seattle Mayor

APPROVE MINUTES

It was moved by Mr. Morrison, seconded by Ms. Gates and carried by the unanimous vote of all Regional Transit Authority (RTA) Boardmembers present that the minutes of March 25, 1994 be approved as presented.

REPORT OF THE CHAIR

Mr. Laing said that he did not have a report today.

PUBLIC COMMENT

Mr. Laing stated two persons had indicated a desire to address the Board today. He asked Mr. Richard Haase to address the Board at this time.

Mr. Richard Haase, resident of the Somerset community in the south part of Bellevue, made the following remarks:

I attended the two workshops just concluded in the Bellevue/Eastside area and I have several comments to make:

1. The majority of plans discussed yesterday showed interest in improved express bus service on the Eastside including ties to Bothell and Renton and beyond along the Interstate-405 corridor. Also an interest in good service to the plateau east of Lake Sammamish was expressed.
2. Light rail to the Eastside was not a high priority with the majority in attendance.

(Boardmember Rice arrived at this time.)

3. I urge the RTA to select a light rail corridor that will provide the best immediate improvement in ridership along a mostly separated grade to meet federal funding requirements.
4. I urge the RTA to consider an optional plan with an increased expenditure over the \$2.4 billion dollar proposal before the final cut to three options for study this summer.
5. An increase in the total budget for the first phase will allow for improved service by express buses using HOV lanes and sighting of transit facilities to support them. Future conversion to light rail would be confirmed by ridership development.
6. To gain voter support in the diverse areas within the RTA boundaries I urge the establishment of committees of local community leaders within each subarea of the three counties to assist in selecting express bus routes and transit facility improvements. This would help to develop support in all areas. Committee selection would be by the RTA Board and be limited in size (possibly five to nine members) and be constrained by the overall budget for their subarea. This is a tough job and would need to be accomplished concurrent with study of the three options to be addressed this summer.

Thank you for allowing me time to make these comments.

Mr. Laing thanked Mr. Haase for keeping his comments brief. He said Mr. Matoff has indicated that staff will meet with Mr. Haase to gain further clarification of these proposals.

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Mr. Laing said one other person indicated a willingness to speak but he is not in the room at this time. When he arrives, he said, he will be allowed to comment. He asked for any other public comment at this time.

Ms. Nina Johnson, Bellevue, made the following statements:

I attended the meeting, (East King County Roundtable), yesterday and thought it was very interesting. Much of the comment from the tables was an expression of frustration over what is considered substandard bus service we are now receiving from Metro. With better bus service we could have dealt more with regional transit issues. There is frustration; Eastside residents are able to take transit into Seattle but we cannot move from place to place within the Eastside.

I would like to thank the RTA for the excellent public involvement program it has undertaken. People I have talked to believe this is a very good program, and I would like to thank the Board very much.

(Boardmember Jane Hague arrived at this time.)

Executive Director Report

Mr. Tom Matoff gave the following report:

I would like to review the process proposed for finalizing the study options by May 27. During my remarks I will be referring to the handout entitled "Policy Decision Approach" (copy on file).

I hope this proposal will facilitate the Board's discussion. The Board may wish to throw out the discussion options presented and substitute those it believes are appropriate for adoption as study alternatives for the summer. Staff will be asking, on May 27, that the Board adopt two or three proposals or alternative packages to be studied so we can look at engineering issues and costs for construction, operation and maintenance, and combined rail/bus systems for the short and medium long-term. The budget provides for analysis of up to three options.

Between now and May 27 there are two scheduled RTA Board meetings. The calendar gives us five weeks between now and May 27. It is staff's recommendation that part of the regular Board meeting of May 13 be made a working session and that May 20 be set aside for a special Board workshop. Staff has made some phone calls to assess Board members' availability on May 20 but we are still unclear whether a diverse regional representation of members could attend on that date. In addition, I believe a key element between now and May 13 would be for the Board, either in small groups

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or on a one-on-one basis, to meet with staff to go over the responses the Board members have been hearing from constituents during this public outreach program. We can then step through the issues that have arisen and see if staff can assist in bringing to the Board some redefined or newly defined options that might be the subject of work sessions on May 13 or May 20. By May 27 there would be greater definition of the options before the Board.

At the meeting of the Expert Review Panel (ERP) a couple of weeks ago, staff and I were present and discussed the appropriate time for them to meet again. We feel June 6 would be an appropriate time for such a meeting, following closely a decision by the Board to discuss the analysis approach to be used over the summer to be sure not only are we dealing with the kinds of things the Board is looking for, but that any technical issues that may have fallen through the cracks would be identified. I do not want to end up with something inadequate in the fall. I would suggest the ERP meet again in early October so the Board would have the benefit of their review of the results as well as the data.

Staff has now determined that a quorum of Board members could attend a May 20 workshop. It is more important that a diverse subregional representation of the Board be in attendance, but I am not sure that would be the case.

Staff is proposing that small or individual meetings with Board members take place prior to the May 13 workshop. Staff is proposing that a special workshop be held May 20, with a decision and focus occurring on May 27.

Mr. Rice made the following statements:

I have some concerns about the .4% local tax equivalent limit and threshold. I have stated these concerns before, but I do not hesitate to reiterate them.

By arbitrarily using a .4% threshold, we narrow our options and creativity in creating a regional system. I am fearful we may be subregionalizing our decisions instead of exercising a more forward sense of connecting the system from Pierce to Snohomish Counties. I know we are trying to be prudent and give the taxpayers some thoughtfulness, but we may not develop the best package if we are limited to .4% tax equivalent.

I believe we should look at whether or not we should aggressively pursue a partner, which is the state, and really look at a combination of that instead of being limited to a local tax revenue of .4%. I think we should be looking at how a funding partner could increase our creativity. I think it is important to raise this issue now and to think about flexibility. I do not have another figure to propose, but I want to see an alignment that will fulfill our regional transportation system.

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Mr. Laing responded as follows:

I would like to express a different understanding. I do not understand that the .4% which was utilized as an assumption by the staff in the draft is a limit, but rather a common denominator to show what you could do with a fixed funding level. That is just part of deciding the level of funding we really need. I have not interpreted that as a limitation but a starting point for discussion purposes. Staff can clarify this.

With regard to seeking a funding partner, my reaction is that yes, we should do so. The question is how we couch it in terms of the scale of the alternatives. Say we want to prepare an alternative that has built into it state participation. If the Legislature does not agree with that proposal, what is the reduced scope of the proposal without including state funding? Maybe we should start out with a two-tier approach.

Mr. Rice said I believe if you begin to perform the analysis based on a .4% assumption, it serves as a cap. I do not know where I will see the flexibility to build on that, he said. In order to get consensus, he continued, you will be trying to see if the options fit the .4% limit. I do not know where we will have the ability to be creative, he said, and I think it puts parameters on us.

Mr. Miller made the following statements:

I want to acknowledge my agreement with Mr. Rice. I do not believe we do a justice in our initial review of this proposal to put an arbitrary constraint on ourselves. I think we are better served in an initial system to view it from the standpoint of what are some of the constraints we have to have to have a successful system.

I also agree that the .4% is viewed as a self-imposed constraint by the public. If this figure is presented to the public, there may be a false sense that it is a constraint. I think it is important that we express the opinion that we are in the stages of formulating proposals and what we come out with in May may be completely different than what is before us now.

Ms. Choe commented as follows:

I would like to speak very strongly in support of assuming state financing. Several of us testified before the Transportation Commission. They are beginning to build the financing package for 1995, which is a comprehensive effort. One of the commissioners said to me, "If you don't ask for the money, you won't get it." I think it would be difficult for us to face the voters when there is a high likelihood that other rail systems would receive state financing and explain that the RTA did not receive state financing because we did not request it. I know this

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is an "iffy" proposition. We will not have assurance of this funding by the time we complete our package, but we could assume a .2% state contribution and be sure that there is a coherent stand alone package. I support a two-tier package. We clearly preclude our options by not assuming state funding. If we are committing to stepping forward with the local financing portion, we can offer that as a partnership to the state. I believe this is the way we should proceed.

Given the tight time line, I hope we would consider attempting to make May 20 the deadline for amendments to the staff's proposals. I do not want to preclude the possibility of changes, but it is extremely helpful to get the thoughts and amendments on the table before the final vote so Board members can absorb them. If we could reach an understanding to proceed in this manner, it would be aid the effectiveness of the Board.

In my discussions with the public, one of the most consistent comments I hear is about the bus service. As it relates to King County, one of my concerns is that we not contribute to a competitive situation. Much of what we are assuming and for the bus system depends on the Metro delivery system. We need to be sure we are finding a way for the systems to be integrated. My concern is that this is not happening. Where there has been a competitive situation around the country, the results have not been positive. We have the opportunity to be sure that doesn't happen here. We should be sure we are building one system and not a competitive system.

Mr. Laing said in terms of "amendments" as mentioned by Ms. Choe, this gives the staff's proposals a certain status. He suggested the word "alternatives" be used in place of "amendments"; Ms. Choe concurred.

Mr. Davidson said my view of the constraint is not as bad as other people believe. I believe this makes for good priorities and good decision-making, he said; without restraints, the system had a \$13 billion price tag. Some people say we are already paying a .6% sales tax, he said, and they ask what they receive. They see this proposal as making the sales tax for transit 1%, he said, and I believe the .4% is an appropriate starting point.

Mr. Locke made the following statements:

I want to echo the remarks made by Mr. Rice and Mr. Miller. We should look at what we think of as a first stage and not be confined to .4% so that whatever options we come up with, we are not confined to .4%. We should look at other options so that we can say it may cost .5% or .6% instead of working all other alternatives and options by a budget neutral at .4%. When we lay out the various alternatives, they stay within the .4% and do not give us the creativity we need.

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I would very much echo Ms. Choe's comments about the need for state funding. I do not know if it is a phase I/phase II situation in terms of assuming what the system would look like with or without state funding. I think it is critical to assume a certain dollar amount in state funding; otherwise we short-change ourselves. I am not sure we can do a viable project with a contingency plan or defeatist attitude.

Mr. Morrison commented as follows:

The State of Washington welcomes the RTA's interest in its funds, as long as you understand that there is no funding available. We are looking for partners in a public, private and politically balanced revenue package so we can achieve the things we dream about for the blended transportation needs for the entire state. We do welcome the five members who appeared before the Transportation Commission, as well as the Executive Director. While you were representing your individual jurisdictions, I believe Mr. Matoff and Mr. Laing can share that the Commission was searching for "how do you want to do this?" That move is very sincere. How do you blend state participation since the legislature will be in session when the RTA will be going to the public with its ballot issue? My choice would be to go back to a position taken by Governor Lowry a year ago saying capital costs would be divided one-third local, one-third state, and one-third federal. The ballot issue would be presented on that basis, explaining that with this funding here is what we can buy, or indicating that without this funding, we would reduce the entire project by the percentage of the loss.

We welcome the interest from the RTA.

Ms. Gates said I would echo the concerns expressed today that we develop a partnership between the state, the RTA and the federal government. I think Ms. Choe and I have said this since the days of the Joint Regional Policy Committee (JRPC) Finance Committee, she said, and I think it is important because we are talking about moving goods and services throughout the region. In talking about the economy of the state and the region, she continued, I think it is appropriate for the system to be federal and state funded as well as locally funded.

Mr. Laing said it has been suggested that the May 13 Board meeting be expanded to include a workshop and that an additional workshop be scheduled on May 20. I believe this additional time is necessary in order to prepare for a decision on May 27, he stated.

Mr. Madsen made the following statements:

Mr. Rice raised the issue of a .4% constraint. It would be my hope that if that is the feeling around this Board, the material that was passed out previously should be expunged or it should include alternate funding mechanisms so we are not held to this by the press and the public. We need to be sensitive that what has been distributed to the public will take on a life of its

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own. If we are not going to stay with the .4%, we should make that statement or add several other funding level options. I would request that we remove the .4% assumption and put in a .4%, .5%, .6% and .7% so we are not bound by one number.

Mr. Matoff commented:

The generalized capital costs of the various segments of the system have been distributed. The question Mr. Madsen is asking is about the revenue generated for capital and operating expenses. We are doing some financial forecasting based on an additional .2% equivalent from the state to see what would happen and be available if there were a .6% equivalent (.4% local and .2% state), of which one-third would be used for bus service. That is just the first step. We have the capacity to generate the revenue side numbers based on any reasonable scenario the Board asks us to look at. We have only budgeted funds necessary to analyze three alternatives after May 27. Perhaps staff could explain how long it takes to develop each alternative.

Mr. Matsuoka said the staff necessary to answer this question are not present at this time.

Mr. Davidson said the Finance Committee is holding a workshop on April 30; perhaps during that meeting the Board could discuss this and come back with a recommendation. During that time the Finance Committee will look at different financing scenarios, take what has been suggested and then look at various options to deal with this issue, he said.

Mr. Laing said if the concern is that the Board make clear that a .4% equivalent is not a limit that the Board is assuming, that has been clearly stated today. If, in addition, you want the Board to state some various testing limits, he continued, I am not sure how we do that at this point.

Mr. Madsen said what I am trying to suggest is that now that the .4% figure is on paper and sent out to people who are not present today, it is their assumption that .4% is the cap. If we are not going to accept that, he continued, we should either print no figure or we should print many possible figures.

Mr. Laing said the document Mr. Madsen is referring to has been distributed; perhaps the Finance Committee should develop other alternatives at its workshop.

Mr. Rice made the following statements:

I do not know if that meets what I was thinking about. If the .4% is not a cap and you are looking at these three options, how would you articulate to us that this would go beyond that? If there is not a ceiling, are you saying you would only go over it because, after reviewing the options with a .4% you found it was higher or after analysis you found there were other

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pathways you wanted to take so you would come back? I share Mr. Madsen's concern. I understand the problem it may pose to the staff. I would accept gradations of the .4%.

Mr. Matoff said staff is working on a gradation at the .6% and using the .2% state funding to show how large a capital program could be developed and maintained. If you want us to develop scenarios using .7% and .8%, he said, we can do so. This work would take a couple of days to complete, he noted.

Mr. Chuck Kirchner made the following comments:

Ms. Teri Fina is currently developing charts with a .3% and .5% equivalent, without assuming any additional state funding. Staff is developing information on a .6% equivalent, including .4% local tax and a .2% state option. It takes about two days to do develop one of these assumptions. There are no assumptions being made as to what we would get for that money, only what capital it generates and the operating revenues after the construction period. Those figures will be available at the workshop next Saturday.

Mr. Matoff asked should the staff develop a number of scenarios and have them available at the April 30 workshop? Mr. Laing said yes; at least one Board member has suggested a scenario that assumes one-third local funding, one-third state funding, and one-third federal funding. Staff is directed to prepare this information for the workshops on May 13 and May 20, he stated.

Mr. Davidson asked will the small group meetings with Board members be done on a regional basis? Mr. Matoff said yes; there will either be small group meetings or meetings with Board members on a one-on-one basis.

Mr. Matoff continued his report as follows:

In response to a request from Mr. Nickels, staff is evaluating what might be involved in a demonstration of commuter rail serving the Sonics in Tacoma. In order to do so, staff must make some assumptions: the service would most likely utilize two 10-car trains carrying 1,000 to 1,200 fans from the King Street station to Tacoma. It would be most desirable to utilize the future Tacoma Dome station, using Union Pacific tracks south of the Black River junction and going over the Tacoma eastern tracks to the Dome. The engineers have been looking at that line in the vicinity of 25th Street and East D Streets behind Freighthouse Square. The initial feeling is that this would be feasible without the need for significant work. Boardwalk platforms could be utilized and bus shelters provided by Pierce Transit might suffice as an interim station. We have no funding for such service, and there is a question whether the necessary engines and passenger cars are available. We will have discussions to see if the necessary equipment could be put together to bring a package forward and get an estimate of the cost.

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Mr. Hansen said there are Sonics fans in Everett as well as Seattle. Perhaps service from Everett to Tacoma could be considered in this proposal, he said.

Commuter Rail

Adopt Resolution No. 24, Recognizing Feasibility of Everett-Seattle and Tacoma-Lakewood Commuter Rail

Mr. Matsuoka made the following comments:

I am substituting for Mr. White as he is in Chicago.

Resolution No. 24 is before the Board today for action. This item appeared as an information item on the Board's March agenda.

When the JRPC adopted the Regional Transit System Plan in May 1993 they added the Seattle to Everett and Tacoma to Lakewood commuter rail service contingent upon the feasibility studies being performed. When the RTA Board convened in the fall of 1993 it directed staff to begin those studies so the results could be available early this year. Those studies have been completed and the results are that both segments passed the reasonableness test defined in the state law. Both segments performed better than the express bus alternative.

That analysis was forwarded to the ERP on April 6. At the last Board meeting Mr. Audrey Davis gave an oral briefing, explaining that they question the reasonableness of the reasonableness test more than the study results themselves. They said it was better to view those segments in terms of how they fit in the broader regional high capacity system rather than the state reasonableness test.

Resolution No. 24 is before the Board today. This recognizes the feasibility of the two segments and expresses the Board's intent that you would include them in the long range plan to be adopted in October of this year when deciding on Phase I. This would make those segments available for you to choose in Phase I.

This resolution requires the Executive Director to return to the Board at a future meeting with a comprehensive work program and budget and possible additional consulting work that may be needed to see how the entire commuter rail system would be planned from here forward.

It was moved by Mr. Hansen and seconded by Mr. Miller that Resolution No. 24 be approved as presented.

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Mr. Earling said the Board should pay particular attention to safety issues for at-grade crossings and track improvements. That information will be of value and important to the people living along the lines, he noted.

Ms. Gates made the following comments:

It is especially important for us, as we look ahead to the phases, to start understanding each one of these regions and subregions we are dealing with. When we met in Edmonds we saw the relationship between the train, the ferry and the roads. I will tell you that being in that area for a period of time increased our understanding. I expect we should be starting to figure out how we will understand more readily what Mr. Earling pointed out as his concern. I hope we would do that for many of the issues within the region as we plan in more detail. I had no more concept of this until I saw the situation loading the ferry.

Mr. Morrison said that in response to Ms. Gates comments, there is another element of coordination that is well dealt with before we will be on the track with commuter rail. The WSDOT is proceeding enthusiastically, with help from the RTA, with intercity passenger rail, he stated. It is our hope that signalization, grade crossing and safety improvements will be part of that work being done by the state to ease the way for the RTA's commuter rail program, he said, particularly north of Seattle.

Ms. Choe commented:

I would like to reiterate some expectations for information that will be forthcoming, and that is the information necessary to assess commuter rail compared to the other modes of transportation. I think this is an important piece of information for the Board to have in our analysis and looking at different pieces and components of the plan we will be putting on the ballot. I have concerns and much of the impetus of looking at a safety approach I would do with concerns about cost. The same concerns and analysis should be applied to all modes and all parts of the plan. We should continue to pursue performance measures. I think we owe it to the public to do that analysis.

The motion to approve Resolution No. 24 as presented was carried by the unanimous vote of all Board members present.

Finance Committee Report

Mr. Nickels said the Finance Committee has no action items to report today. He said I invite all Board members to attend the workshop on April 30 from 9:00 to 11:00 a.m. in the 12th floor conference room of the Exchange Building.

Rules Committee Report

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Resolution No. 25, Interlocal Agreement Between RTA and SNO-TRAN for Funding

Mr. Bob Gunter gave the following explanation of Resolution No. 25:

Resolution No. 25 would approve an interlocal agreement between the RTA and SNO-TRAN transferring \$245,000 to the RTA to support its high capacity transportation (HCT) and North Corridor commuter rail planning programs. The Federal Transit Administration (FTA) and the WSDOT have approved this type of agreement, and we recommend its approval.

The original estimate of funding was \$260,000 from Snohomish County through state HCT grant funds for fiscal year 1994; this figure is now \$245,000, which represents what they can provide.

Mr. Laing said Mr. Gunter is reporting this item because in the Rules Committee discussions, the question of the form of the agreement, which would be co-signed by myself as the Board Chair, was raised.

Mr. Gunter said this is a very brief agreement, but it is legal.

It was moved by Mr. Miller, seconded by Ms. Gates and carried by the unanimous vote of all Board members present that Resolution No. 25 be approved as presented.

Resolution No. 26, Certifying RTA as Grant Eligible for FTA

Mr. Gregg Schweers gave the following explanation:

Resolution No. 26 authorizes the Executive Director to apply for and accept FTA grants and to submit the necessary certifications and application assurances required. This is needed in order for the RTA to be formally recognized. This is an existing federal grant between the FTA and Metro, providing \$1.88 million for the commuter rail project in the south corridor. This allows the FTA to work with the RTA and assign the funds to the RTA.

It was moved by Mr. Miller, seconded by Ms. Gates and carried by the unanimous vote of all Board members present that Resolution No. 26 be approved as presented.

Public Involvement Committee Report

Mr. Earling gave the following report:

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We are moving forward with the Voter Research Project. The project will include survey samples in each of the five subareas of the district. The scope also allows a combination of telephone interviews and mailback questionnaires.

There was discussion about whether or not we should move forward with a request for proposals (RFP) for this project or to include the project in the strategic planning effort we are trying to move forward on. It was a close discussion; I think there was an interest in keeping the RFPs on two separate tracks. There has been further discussion since that time and I think the sentiment has now swung the other way. I would like to turn to Ms. Boekelman to explain her view that the tasks associated with the two RFPs be incorporated.

It was moved by Ms. Boekelman and seconded by Mr. Miller that the tasks associated with the proposed Voter Research RFP be incorporated within the Strategy Development RFP, and that the Board direct staff to issue one RFP entitled "strategy development."

Ms. Boekelman said if the Board agrees with the motion, I understand that the budgeted amount for the Strategy Development RFP will be increased to accomplish the combined set of tasks. It seems we should build these two together, she said, and since the time lines are on the same track, we thought we could blend the two and be sure the strategy works well with the survey.

Ms. Choe said I want to convey appreciation for the elements included in the public relations plan. Some youth have been utilized to distribute some of the public notices, she said; using youth and being creative about how we do it and being sensitive to the diverse communities is very important. The traditional means of public contact do not always work with these communities, she said, and I appreciate these efforts.

Mr. Laing asked would this action delay the voter research survey? Since these projects are on the same time line, he said, I assume it would not. Mr. Earling said that is correct.

The motion stating that tasks associated with the proposed Voter Research RFP be incorporated within the Strategy Development RFP, and that the Board direct staff to issue one RFP entitled "strategy development" was carried by the unanimous vote of all Board members present.

Mr. Earling continued his report:

Citizen workshops and roundtables are underway in the three counties. Of particular importance is the need to be sure all of these meetings have Board members present. There is a meeting scheduled in the SeaTac area for which a Board volunteer has not been identified. There will be five citizen workshops in the first week of May. I would like you to come to one or more of these workshops. It is important for Board members to be involved in these

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workshops. I found it particularly enlightening to attend a workshop outside my own area, and I would encourage others to do the same.

Board members and the Executive Director have now met with the editorial boards of each of the region's major daily papers, as well as some of the community papers.

On May 13 staff plans to present to the Board a written report summarizing the public input from the activities underway.

Beginning May 11, the Public Involvement Committee meetings will be held on the second and fourth Wednesdays of the month, instead of Thursdays. The time and place remain the same-- 12:00 noon to 2:00 p.m. in Room 15B of the Exchange Building. All Board members are invited to attend.

Legislative Task Force Report

Mr. Madsen gave the following report:

The RTA is scheduled to appear next Wednesday at 2:00 p.m. before the House Appropriations Subcommittee. Four Board members and two staff will travel to Washington, D.C. next week to put that testimony to the Committee. We have also scheduled meetings with some of the Congressional delegation and the federal Department of Transportation.

Secondly, the strategy development RFP dealt with in the motion today will have to be pulled back and reworded slightly.

Mr. Miller said this is not on the street now; we anticipate releasing it May 2 to the public.

Mr. Madsen continued:

Lastly, we have approval from the Board to deal with the Washington, D.C. lobbying situation. The Legislative Task Force will be going through the process of putting a new RFP together. It is our intent to have the RFP out and answered and make a recommendation to the Board in October. We had, earlier today, interviews that start to clarify what we will be looking for. In the interim, we will sign an agreement with Denny Miller and Associates.

Staffing Task Force Report

Mr. Miller gave the following report:

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The Task Force has focused its efforts on the selection of legal counsel for the RTA. As I reported earlier, we developed a RFP consistent with the FTA regulations, and we received 11 timely responses. The Committee met April 14 and evaluated the compliance with our technical requirements and narrowed the prospective proposals to three. We scheduled interviews this morning, which is part of the reason for the delayed start of today's Board meeting. On completing interviews of those three firms, we are bringing forward a unanimous recommendation to authorize the Chair to enter into negotiations with the firm of Preston, Gates and Ellis to provide legal services for the RTA. The other two finalists were Foster, Pepper and Shefelman and Garvey-Schubert.

It was moved by Mr. Miller, seconded by Ms. Gates and carried by the majority vote of all Board members present that the RTA Board Chair be authorized to enter into negotiations with Preston, Gates and Ellis for the provision of legal services to the RTA. (Mr. Rice voted in the minority.)

Mr. Miller continued his report:

The second item is the unfortunate notification by Ms. Delores Grubbs that she will not continue as the Clerk of the Board. The Task Force did a quick analysis and reviewed the interviews that occurred with the initial selection and talked with the Staffing Task Force members. Ms. Gates and I met with the second individual, Ms. Marcia Walker. We met with her this week and did another interview and discussed her availability and willingness to take the position. I am pleased to bring a unanimous recommendation that the Board authorize the Chair to enter into negotiations with Ms. Walker for the position of Clerk of the Board.

Mr. Laing said that upon the issue first arising, we asked legal counsel if the Board could use the pool resulting from the last outreach and we were advised that was appropriate. That question was raised before the process described was undertaken, he explained.

Mr. Morrison said I was going to ask if the process described by Mr. Miller is legal; Mr. Laing has answered that question.

Ms. Gates said not only did we take that recommendation made in January and go back for review, but Mr. Miller and I updated the applicant and tried to do a "re-interview" now that the Executive Director is on board, etc. The applicant was updated on our progress so the job description and realities of the position were also updated, she stated.

It was moved by Mr. Miller, seconded by Ms. Gates and carried by the unanimous vote of all Board members present that the Board Chair be authorized to enter into negotiations with Ms. Marcia Walker to serve as Clerk of the Board.

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Ms. Choe said I would like to express appreciation for the work done by Ms. Grubbs. It was a tough assignment, she said, and Ms. Grubbs has performed very well. I wish her the very best, she stated.

Mr. Laing said the Board is fortunate that Ms. Grubbs will continue to serve as Clerk through June 1.

Mr. Miller continued his remarks:

The Staffing Task Force will now cease to exist. We will be issuing draft minutes of the last two meetings for any response. The Task Force will then cease to exist.

It was moved by Mr. Miller, seconded by Ms. Gates and carried by the unanimous vote of all Board members present that the Staffing Task Force cease to exist.

Other Business

Mr. Laing said I received a letter from Mr. Bill Stoner, dated today, tendering his resignation as Vice Chair of the Board effective immediately. He expresses his hope that Mr. Miller will be selected to succeed him.

Mr. Stoner said since I will be leaving the RTA Board very shortly, it makes sense for someone else to serve as the Board Vice Chair.

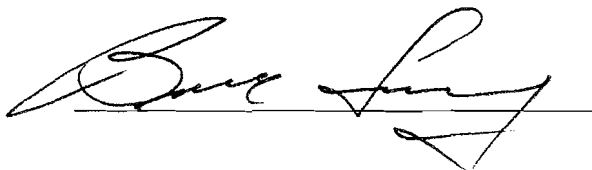
It was moved by Mr. Stoner, seconded by Ms. Boekelman and carried by the unanimous vote of all Board members present that Mr. Miller be appointed Vice Chair of the RTA Board.

Mr. Laing said the two vice chairs have, in the past, represented Pierce and Snohomish Counties. This nomination follows that theme, he noted.

Ms. Miller said there is a vacancy in the Vice Chair from Snohomish County.

It was moved by Ms. Miller, seconded by Mr. Hansen and carried by the unanimous vote of all Board members present that Mr. Earling be appointed Vice Chair of the RTA Board.

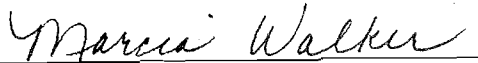
As there was no further business, the meeting was adjourned at 4:00 p.m.

A handwritten signature in black ink, appearing to read "Bill Stoner", written over a horizontal line.

Regional Transit Authority
April 22, 1994

Bruce Laing
Chairman of the Board

ATTEST:



Delores Grubbs
Clerk of the Board

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