

**Regional Transit Authority  
Minutes of Board Meeting  
May 13, 1994**

ORIGINAL

The meeting was called to order at 1:45 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 Board 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  
Jane Hague, King County Councilmember  
Greg Nickels, King County Councilmember  
Norm Rice, Seattle Mayor  
Jim White, Kent Mayor

Pierce County

Sharon Boekelman, Bonney Lake Councilmember  
Ken Madsen, Pierce County Councilmember

Snohomish County

Dave Earling, Edmonds Councilmember  
Ed Hansen, Everett Mayor  
Karen Miller, Snohomish County Councilmember

Washington State Department of Transportation

Sid Morrison, Secretary

**Minutes of April 8, 1994 RTA Board Meeting:**

Motion: Mr. Morrison: That the minutes of the April 8, 1994 RTA Board meeting be approved as presented. The motion was seconded and carried unanimously.

**Report of the Chair:**

Mr. Laing said that he would like to remind Board members that the business meeting was scheduled from 1:30 to approximately 3:00 p.m., with the workshop taking place from 3:00 to 4:30 p.m. He said those wishing to address the Board would be limited to three minutes for public comment, and should fill out a card available at the side table.

**Public Comment:**

Mr. Laing said that with the Board's concurrence, Mr. Lukens would be allowed additional time to provide the recommendations from the Eastside Transportation (ETP) Steering Committee.

Mr. Terry Lukens made the following statements:

I am a member of the Bellevue City Council, but today I am appearing as Chair of the ETP Steering Committee. I appreciate the opportunity present our recommendations, somewhat out of order.

I would like to provide a brief background for those who are unfamiliar with the ETP. This is an organization created by interlocal agreement among Eastside cities, the Department of Transportation (DOT), the Puget Sound Regional Council (PSRC), King County, as well as representatives of business and environmental committees. It has been evaluating transportation alternatives on the Eastside and provided a recommendation to the former Joint Regional Policy Committee (JRPC) for the system plan, and is now prepared to make a recommendation on the options for further study by the RTA.

The ETP Steering Committee had briefings on the JRPC system plan. We also had a meeting with Mr. Matoff that was very productive. He spent much time with us and answered our questions. Two Eastside roundtables were held, chaired by Mr. Laing, Ms. Hague and Mr. Davidson. Two workshops were also held, allowing the Steering Committee to develop its recommendation. I am presenting our recommendation verbally today, but a letter outlining our position will be distributed. This position was adopted unanimously this morning at a meeting that was well attended.

In general principle, the ETP is providing these recommendations to the RTA for Phase I options to be evaluated over the summer. We understand that this analysis, at a minimum, will include costs, ridership and travel time analysis.

We urge the RTA to consider the vision of our future transportation system, keeping in mind Vision 2020 and the goals of the Growth Management Act in selecting the alternatives to be studied so that the purposes and tradeoffs can be clearly articulated to the voters. The essential elements and costs should follow from shaping the vision.

The alternatives selected should succeed in creating an entire "seamless" system between jurisdictions, modes and transit operators in service and fares. The RTA should plan and provide for the overall planning, financing and integration of local bus services with the new regional system. This includes evaluating existing services and directing reallocations of that service as necessary to support the overall plan. In addition, the RTA should develop and implement adequate funding mechanisms for local bus services.

The ETP recognizes that a financing package greater than .4% equivalent may be necessary to meet the needs for creating a complete and seamless system. We urge the RTA to consider designating a specified amount for improved bus services and capital facilities including TSM (transit system management) improvements that support local and regional bus service.

The RTA should provide assurance that routes will be continued long enough to build ridership that meets expectations (funds to the Eastside should not be reduced due to low initial bus ridership).

The RTA should further evaluate light rail from Seattle to the Eastside across I-90. We had significant discussion about the use of rail across SR-520; the environmental document may not permit this in Phase One. Light rail on the Eastside in Phase One should connect: Seattle to Bellevue, Bellevue to Northup (with transit connections to Kirkland), Northup to Overlake, and from the Eastside to SeaTac Airport.

An intra-Eastside circulator system (figure eight or loop) for connecting Eastside cities should be considered either as a bus or rail technology. Such an internal circulator system should connect to the regional system.

An all-bus regional system should be evaluated as an Option for Phase One. This should include regional bus service in the I-405 corridor from I-5 to SeaTac Airport, the I-90 corridor, the SR-520 corridor, and the SR-522 corridor. This system should link with the west and south regional corridors, and include an east-west corridor between Highway 99 and SR-522 and consideration of an outer loop east of Lake Sammamish connecting Woodinville to Renton. The intent of a regional bus system would be to provide service to the greatest number of riders with the least travel time. ETP recognizes that this may involve exclusive rights of way for transit in some of the more densely developed areas, while in other areas, shared rights of way may allow fast travel times.

Both the all-bus option and the rail/bus option for the Eastside should be evaluated using comparable assumptions about feeder service, local service and TSM improvements as indicated.

Commuter rail should be included in the first phase under both alternatives from Everett to Tacoma. In addition, Eastside commuter rail should be studied further, with the Renton to Bellevue segment being the most important. However, Eastside commuter rail is a lower priority than the other elements of a Phase One plan. In any case, linkage of the north-south commuter rail from Everett to Tacoma with the Eastside regional system is necessary.

These are the ETP's recommendations. They were adopted unanimously and will be presented to the RTA in written form.

Mr. Laing thanked Mr. Lukens for his presentation.

Ms. Betty Aman, Algona Councilmember, and Co-Chair for the South County Area Transportation Board (SCATBd), made the following comments:

Thank you for the opportunity to provide the RTA with the South County's perspective on the critical elements to be considered as part of a Phase I of the Regional Transit Project (RTP). The SCATBd provides a forum for discussing common transportation issues and addressing problems on a subregional level. As overall goals SCATBd strongly supports

the intent of growth management policies and opportunities for economic development in the South County. These goals provide the framework for SCATBd's comments.

SCATBd also has carefully considered the JRPC plan and has attempted to reflect the comments made at a number of roundtable discussions in the South County in developing its recommendations.

I am submitting these written recommendations to you today. In the interest of time, I will not read this letter, but will summarize the highlights.

SCATBd believes that a commuter rail spine from Tacoma to Everett with all day and 15 minute peak period service could provide sufficient access for southend residents to Seattle. Based on this assumption, light rail for the South County could be focused on new service to connect South County cities and feed the commuter rail spine. In particular, it could connect Federal Way and SeaTac Airport to the regional system at Tukwila. Regional bus connections to other south County cities would complete the regional system. In addition, significant improvements in local bus service, including service between counties, is needed. All of these should be considered as part of the Phase One alternatives to be studied this summer.

SCATBd looks forward to seeing the results of this analysis and to working with the RTA in moving this to a vote as quickly as possible in 1995.

#### **Executive Director Report:**

Mr. Matoff made the following remarks:

I would like to remind Board members of the workshop next Friday. At that time, the Board will work through the proposals for the Phase I study options. The workshop will take place from 1:00 to 3:00 p.m. in the 17th floor conference room of the Pacific Building. I hope that at the end of today's meeting, the Board can give staff enough direction so they can prepare whatever materials might be necessary to make this workshop as productive as possible.

The last RTA Board meeting was held April 22. Since that time, an RTA delegation, made up of Mr. Laing, Mr. Jim White, Ms. Hague, Mr. Earling, Mr. Madsen, Mr. Bob White and myself went to Washington, D.C. on April 26 and 27. We had meetings with Mr. Rogoff and Mr. Estrovsky, and gained an appreciation of the need to put together effective advocacy in order to obtain appreciation on the Senate side. Senator Murray's staff was very helpful. We met with Terry Klaffy of Senator Gorton's staff, and had a meeting with Federal Transit Administration (FTA) staff members. FTA Director Gordon Linton was unable to join us, but he did take time to greet us and convey his disappointment in not being able to meet with us. I was pleased he took the time to do that. We have established a good working relationship with the FTA. We are setting in place the language to work with them for appropriations or requests next year.

We met with Senator Murray the next day and gave testimony before the House Transportation Appropriation Subcommittee. Norm Dicks and Mike Kreidler offered

testimony on our behalf, which was quite effective. This was a very productive visit to establish our presence in Washington, D.C.

The staff has been very busy with public outreach meetings, the results of which will be apparent this afternoon.

**Finance Committee Report:**

Mr. Nickels called the Board members' attention to the document entitled "1994 Budget" (copy on file). This is the Finance Committee's first monthly budget report to the Board, and should be reviewed by the Board members. The Committee will provide a monthly report of this type, he noted.

**Rules Committee Report:**

Mr. Laing gave the following report:

There are two items at Board members' places today. One is a package of information, with a cover memo from Mr. Matoff dated May 12, 1994, outlining an agreement with Tony Venturato for provision of services as Interim Director of Engineering and Construction (copy on file). There is also a single sheet, entitled RTA Resolution (copy on file).

The Rules Committee has considered this issue at its last two meetings. The Rules Committee passed the resolution before you with the recommendation that it be adopted by the Board. This item is before the Board as an information item today. I am going to ask the Executive Director to report on the resolution and background with the proposition that the Board consider having a business meeting one week from today just prior to the workshop to act on this proposal. We can come back to that proposal after Mr. Matoff's comments.

Mr. Matoff made the following comments:

The memorandum I have prepared responds to questions that were raised at Wednesday's meeting of the Rules Committee. Initially this was brought up at the Rules Committee meeting last Friday, when I was not present.

This is one of the three positions the board has authorized me to fill. As it is being filled in the format of a consulting contract at this time, in accordance with our procedures, I felt it should have Board approval.

This is a one year contract with Mr. Venturato. It is actually a six month contract with a provision for a second notice to proceed after December 31 to provide in-house Chief of Engineering Services and hopefully construction supervision as we go through the next phases of our work. It is very important to have in-house engineering capabilities in order to meet our objectives in the most cost effective manner. This will allow us to answer any questions in our study period and subsequent to that. I would like to be able to proceed with any advanced procurement of engineering services after a successful election and to

do that in advance of the election so we can move quickly in response to the positive public mandate I believe we will receive.

The level of compensation for Mr. Venturato would be higher than mine. This is not a problem for me. It is not an issue for me, but it is a question that arose at the Rules Committee meeting. I have attached a comparison with the annualized cost for comparable level project managers engaged through the Authority's consultant contracts; this would be a considerable reduction.

Mr. Venturato's resume is attached, as well as a draft contract prepared by legal counsel. There is also a memorandum from Mayor Rice supporting this recommendation.

As the Rules Committee's last meeting was on Wednesday, I was unable to pull this information together until last night. I have just now circulated this information, but if you have any question after reviewing these documents, please feel free to call me at any time during the week. I recommend approval of this contract next Friday immediately prior to the workshop.

Mr. Nickels asked why this would be structured as a consultant contract instead of an employment action. Mr. Matoff said Mr. Venturato currently has a contract with Dallas Rapid Transit. At this level of compensation, he said, it would not be consistent with any of our current procedures and he felt it best to put this in this format for approval, given the scale of the contract.

Mr. Nickels said the document references the RTA's obligation to provide Mr. Venturato with office space, secretarial support, etc. but that other support would be provided by his consultant practice. He asked what the other services are. Mr. Matoff said that the intent of this language was to limit any additional cost obligation on the part of the Authority. Basically, the RTA is contracting for Mr. Venturato's services on a continuing basis to provide engineering services.

Mr. Nickels asked if, essentially, the RTA would be buying Mr. Venturato's time. Mr. Matoff indicated that was correct.

Mr. Laing asked Mr. Matoff to address the issue of timing and his perspective on asking the Board to consider action on this resolution a week from today. This recommendation came from the Rules Committee after Mr. Matoff indicated the significance of the timing involved, he noted. Mr. Matoff responded:

On May 27 the RTA will be adopting the options for study through the summer. We have an incredible amount of work to do in the next few months. We had hoped to have engineering expertise in place so this work could begin immediately. I hope working on this contract and arranging for Mr. Venturato's presence here, beginning on June 1, will provide the maximum benefit to the RTA through the study options. That is the desirability to move quickly. I think it is a matter of some urgency.

Mr. Laing made the following comments:

The Rules Committee questioned the level of compensation, and the fact that Mr. Venturato's compensation would be higher than the Executive Director's compensation,

and how it related to compensation for this expertise in other organizations. On Wednesday Mr. Matoff responded to each of those questions as he has to questions here today, he stated, and the Committee recommended approval of the resolution. I want all Board members to feel free to raise any questions they have about this, he continued; I do not want the Board to feel they are not able to ask any questions on this subject.

Mr. Madsen:

I would like to request something in writing about why a person of this quality is needed at this point in time, which would also justify this level of compensation. Board members who do not serve on the Rules Committee do not know anything about this and something in writing with this rationale would be helpful.

Mr. Laing:

The package distributed today is the assembly of the information requested by Mr. Madsen. Between now and next Friday, Board members will have the opportunity to read this information. Questions from the review of this material can be addressed during the week or on Friday, May 20.

Mr. Matoff said there was an original memorandum that was distributed to the Rules Committee; this document could be distributed again to the full Board. He noted that it would respond to Mr. Madsen's concerns.

Mr. Laing said it was the consensus of the Board that a business meeting be held prior to the Friday, May 20 workshop, in order to consider this agreement with Mr. Venturato. He asked that the Clerk take the necessary actions to publish an agenda.

#### **Legislative Task Force Report:**

Mr. Madsen gave the following report:

The Legislative Task Force met this morning. We have reviewed several issues, basically the federal issues Mr. Matoff raised. We went over one of the critical issues, and that is the fact that we are on schedule for a request for proposals (RFP) for a federal lobbyist. We have agreed on a scope for the task of "federal lobbying." Last night I received a FAX memo from the people currently performing the RTA's federal lobbying.

In addition to the efforts expended when in Washington, D.C., we had another effort to change the language around the \$300 million appropriation. In the first draft of the reauthorization, our proposed language change is included. The changes in the language would identify who can receive the money; this would be changed to the RTA versus the Puget Sound Core Rapid Transit Project.

With regard to the state legislative issue, one of the things that is apparent to me is there is more going on than I can keep track of. We have talked about the state legislation. You remember the last Board meeting when Mr. Aubrey Davis talked about the big legislative transportation package. We have groups out there constructing a transportation

package. A lot of things are going on. I have asked the Legislative Task Force to look for immediate help to track a lot of this. We have the lobbyist we used for the last session still on contract and the suggestion was to extend his contract to take in some of this interim work. I would like to request that this be our action today. I would like to authorize a month-to-month consulting contract to give us this back-up right now. We need to bring someone on staff or hire a new or additional lobbyist. We still need to deal with that issue, but we need someone to provide these services during the interim.

The contract was an open RFP and we are extending it. We still face the question of what we will do in the long-term.

Mr. Laing reported that the recommendation of the Legislative Task Force was that the RTA's current contract for state lobbying services be extended.

It was moved by Mr. Madsen, seconded by Mr. Stoner and carried by the unanimous vote of all Board members present that the current state legislative lobbying contract be extended.

Mr. Laing asked Mr. Gunter if there was any legal reason why such an action could not be taken. Mr. Gunter said no.

Mr. Madsen said the RFP for strategic development is out on the street and the RTA is currently receiving inquiries.

**Public Involvement Committee Report:**

Mr. Laing indicated that members of the public who wish to address the Board on this topic had signed up. He said that the public speakers would be asked to address the Board after the staff's presentation.

Mr. Earling made the following comments:

There has been an intense period of citizen workshops and roundtables. Many Board members have attended one or more of these meetings. Mr. Laing was in a frenzy and attended four of these meetings last week. The information trail from these meetings will be of great benefit to the Board in its deliberations over the next two weeks and on into the summer. I would like to have Ms. Barbara Dougherty summarize the public input on the Phase I options.

Ms. Barbara Dougherty, Communications and Public Involvement Program, gave the following presentation:

At your place today is a folder providing a summary of the public input on Phase I options (copy on file). Another thicker document is the appendix to this report (copy on file). Copies are available for the public.

The RTA's public involvement program is designed in three phases: to communicate with the public and to seek input prior to key decisions of the next year. The report today wraps up or nearly so the first phase of that public involvement program. The goal was to



establish two-way communication between the Board and citizens and to seek input from people to help the board reach decisions on alternatives to be studied over the summer. Listed in the introduction are three of the key activities used.

It is important to note that the summary information assumes the comments in the appendices are from people who participated in the process by virtue of being interested in the subject you are dealing with. It is important to note that these comments do not necessarily reflect the general opinion of the voters of the region. We will be reaching out to more and more people. After the May 27 vote, a voter opinion survey is planned, the results of which should be more representative of the voting population.

In terms of scope, the report summarizes the input from the 20 RTA sponsored events in the last two months. Just short of 700 individual participated in these meetings, and 1,000 individual comments were received, many of which are the same.

The formats for the meetings held throughout the region varied. Staff worked with Board members in each region to develop the appropriate format for the area. In each of those there were various ways of trying to develop consensus ideas. Any assessment is a subjective assessment. We can see where agreement is easy and where there are some strong debates. Staff tried to remove all filters; we tried to set aside those filters and look for common themes and the strongest and most relevant messages.

On page five staff offers six synthesis of main points:

- 1) Demonstrate how the bus system will be improved, expanded and integrated. It is absolutely clear that people expect major improvements in bus service as a condition for supporting an investment in a regional bus/rail system. It is not enough to say that a portion of new revenues will be passed through to the local transit agencies to make such improvements. People want assurances that specific improvements will be made.
- 2) Include the commuter rail line in Phase I. There is general, widespread support for using existing tracks for regional public transportation. Most participants support including the full commuter rail line (Everett, Seattle, Renton, Tacoma, Lakewood) in the Phase I system.
- 3) Resolve outstanding issues about a light-rail system on new tracks. There is general support for starting a new light-rail system as part of Phase I but there are the following outstanding issues over which strong debate continues:
  - a) Rail versus bus in East King County. Debate continues in East King County over the issue of rail versus a trunk-line bus system. Participants in the citizens workshop favored including rail. Roundtable participants were fairly evenly divided on the issue.
  - b) Fully versus partially grade separated right-of-way. Few people understand the difference between "light" and "heavy" rail. Among those who do understand the difference, there is support for each. Generally, people need more information about the trade-offs between fully grade-separated and partially grade-separated

options before decisions are made. In some cases, this relates to alignment choices.

c) Alternative alignments. Strong debate continues over alternative alignments in three segments of the system: Eastlake versus Capital Hill; Rainier Valley (Rainier Avenue or Martin Luther King Way) versus East Marginal Way; and Highway 99 versus Interurban Avenue in Tukwila. The choices are significant in terms of the places directly served, costs and service to the corridor.

4) Base the size of tax on what it takes to make Phase I effective. Most participants aren't prepared to say how much they would be willing to tax themselves without knowing what they could get at various tax levels. Participants want the most effective results for their money.

5) Include specific commitments to future phases. While there is support or an incremental phasing approach, there is fear that future phases will not come soon enough or ever. People want RTA commitments to future phases in the Phase I proposal. Ideas include acquiring right-of-way and siting bus capital facilities that can be converted to rail in future segments. Some participants believe that making Phase I as successful as possible is the best assurance future phases will be approved.

6) Communicate to people how they and their communities will benefit from the system. People want to know what is in it for them. The study of alternatives should result in information sufficient to explain to people how the selected proposal would benefit them at a community level.

More specific points are raised in the appendix.

I would refer you to page six of the summary. Some of these maps are color coded. We have tried to map some of the key points that we heard about the rail system issues. The color coding tries to categorize those comments into four categories: 1) lavender--those including segments that appear to be under consideration in the long-range plan; 2) green--comments referring to things people are interested in seeing in Phase I; 3) red--those regarding alignment debates; and 4) orange--commuter rail concerns.

There are two lavender lines that should be green lines. The first entry in the right hand column (l.r.--demonstrate commitment to future phases) and the sixth entry in the left column (l.r.--demonstrate commitment to future phases) both address Phase I issues, and should have been shown in green.

The next few pages offer more specificity of the comments heard most frequently. We have also included, on page 13, the highlights of the media coverage, editorial comments and meetings with reporters. The editorial comments were generally favorable, with concern about political obstacles to Phase I. We have included the key highlights. Newspaper articles are included in the appendix.

Page 15 is a summary of the returns received to date on the DIRECTLINE questionnaire. There was a delay in beginning DIRECTLINE distributions, so the results are based on

only 104 returned forms available in time to prepare this summary. There was about equal emphasis to light rail, commuter rail and bus service improvements in a Phase I proposal. A three-county commuter rail line is envisioned and not one that connected only Everett or Tacoma to Seattle. An extensive Phase I light-rail line is envisioned and a .4% or .5% sales tax rate equivalent is considered about right to fund phase I.

The appendix includes, for every one of the events, a description of the process and format used, Board members and number of citizens in attendance, and the key themes discussed. Every one of the points written on a flip chart is listed. We also did a computer cross coding and collapsed them into the type of comments received. We have inserted in the front a report that was not ready when the summary was printed. It reviews the comments raised at a meeting in Eastlake this Tuesday. It is a little different from the roundtables. The reason we included it is Eastlake is a community that may be affected by what the RTA is considering now that was not included in the JRPC process. We would propose to include that in the final printing. It also includes all letters we have received. It is our practice to respond to correspondence and we are in the process of doing that now.

I would be happy to answer any questions.

Mr. Laing thanked Ms. Dougherty for her report.

Mr. Earling said he would like the Board to be aware that staff put in a tremendous amount of time and effort to carry out the project and to summarize it and that he would like to be sure staff understands that we appreciate all the good, hard work they have done.

Mr. Richard Tate made the following comments:

I would like to speak as Vice President of the Eastside Transportation Committee, which approved some comments on the Phase I discussion options. Before I read them, I would like to make a brief point about the report just made, specifically about the Eastside roundtable. I did receive a complaint to the effect that a woman and several others voted for an alternative that did not include rail, which was then grouped with two other alternatives which were similar, but one included rail and that was then selected as the standard for that vote. We went over the data I had but I was satisfied that the majority of those there had not voted for rail in Phase I. There was a majority in favor of rail ultimately. For the great majority of those on the Eastside, the issue of rail is one of timing.

I would like to add to the comments already made. I think the staff did an excellent job with these roundtables with the one exception of consolidation of those tables. It was a superb effort and made a difficult job look easy.

I will read the comments adopted by the general membership meeting on May 3. This is the meeting at which the RTA Executive Director was present. He gave a review of discussion options and engaged in questions and answers. Thirty-five members were present and three of them voted against the comments I will read to you. Only one spoke to us and expressed a preference for a rail connection to Seattle.

The ETC has already expressed, in its Resolution 94-1, its belief that the Initial Operating Segment of a new rail rapid transit system should be selected based on the most urgent need. The RTA's Option B, "Initial Rail Focus on Highest-Demand Corridor" comes closest to meeting this requirement.

What is of greatest concern is the omission from all three options of the ingredient most urgently needed by those areas that would not receive Phase 1 rail service. That ingredient is trunk regional bus service--fast, frequent and spanning enough of the day to ensure availability of service to those whose return trips may be delayed. In the case of the Eastside, this refers particularly to a network of direct connections around the Eastside, independent of any rail service. The rail options shown for the Eastside offer service to a limited area, and do little to tie the Eastside together.

The ETC is not opposed to the development of a regional rapid rail system, and believes that the Eastside should ultimately be part of such a system. However, it believes that the Eastside's equitable share of Phase 1 should be spent on bus improvements including the above, and also on the TSM improvements included in the RTP, which are necessary to make such a system effective.

The RTA appears to allocate inadequate funds to bus service and TSM, and allow only for connections to the rail system and for some local improvements. The RTA refers to the fact that rail service would free up buses for other service. The ETC would rather see the money for Eastside rail freed up for the trunk regional bus/TSM system referred to herein. Trunk regional bus service with associated TSM investments is essential if the Eastside is to receive equity in useful form.

It is the view of the ETC that equity should be based on population within the voting area.

Development of the above regional bus network will afford new insight into the potential of transit to contribute to transportation around the Eastside, and may indicate alignments of regional rail somewhat different from those recommended in the RTP. For this reason, the ETC does not recommend the premature acquisition of right-of-way for rail, although some precautionary legislation by local authorities, to preserve options, may be advisable.

One final point: Although significant improvement of the SR-520 lake crossing may not be feasible in Phase 1, it remains the ETC position that long-term plans must include adequate capacity on this route for both transit and for general purpose traffic, to serve the area to the north and northeast of Bellevue. This capacity should be provided in a manner that does not harm adjacent communities. The RTA long-term plan does not address this issue at all.

Thank you.

Mr. Victor Bishop, 2101-112th Avenue N.E., Bellevue, representing the Bellevue Chamber of Commerce remarks follow:

This morning a very important board meeting was held and the board adopted a resolution based upon the ETC letter just read to you. You will receive copies in the next week, prior to the workshop next Friday. Essentially it addresses the same issue.

I would like to encourage that at least one of the alternatives brought forward for review in the summer includes an all bus system for the Eastside but for the entire system with the exception of commuter rail. I think commuter rail is appropriate, maybe in differing amounts in the three alternatives, but it should be in all three. One of the three should be based on a bus system that utilizes the express bus trunk system with the appropriate feeder system and evaluate it against the other two so that by the end of the summer, you have a realistic evaluation of the all-bus alternative. Others would include additional rail in some sort.

My thinking is that under the all bus alternative some heavy capital dollars should be included for extension of the bus tunnel with the idea of using buses in such a way that as demand for transit is proven, it can be converted to rail in a future phase.

Mr. Tom Brown, representing the Rapid Transit Coalition (RTC), offered his comments:

This is a unique coalition from a couple of years ago that embodies a wide variety of opinions, points of view and locations. Pierce, Snohomish and King Counties are represented on the RTC.

I would like to talk about the fundamental ideas you should consider in putting together options. We had some very lively conversations and we were surprised at how comparatively easy the ideas became a consensus. There was not much difference from Snohomish and Bellevue where when people put their minds together, there is a pattern of thought.

The first ultimate goal is to create a seamless, integrated transit system. You should concentrate on those goals in terms of what is best for rail or best rail options. That is only part of the discussion. It is important to balance it.

That leads you to thinking about a comprehensive transit network. I think that should tie together all centers of the region in Phase I if possible. It should include a trunk express bus network with limited stops between activity centers and commuter rail, with an effective feeder system, so it can succeed. One alternative should include an all bus plus commuter rail approach. One other should include a new light rail system. In all discussions there are pros and cons for different technical answers but I don't think that should be the focus of the conversations. A regional fare structure, as advanced by the RTA, is a great idea. The RTA should take leadership in negotiating and implementing such a structure. It would be a major and early challenge for the RTA. We think that is what the RTA is for--to tackle those tough issues.

There are notions about creating more traffic priority for transit; we should give more attention to that. This could include grade separated right of way, exclusive right of way and transit bypasses. Signal preemption could also be considered.

The bus system enhancement came up over and over. This should receive early priority. Commuter rail should be a component, but the RTA should address cost effectiveness, service coverage and interconnectiveness of the bus system. The appeal of light rail is significant and should be part of the discussion this summer.

I would like to touch on the financial issues and agree that a target to provide some discipline to the process is a good idea. The \$66 to \$100 per year per household figure seems to be in the correct range. We are told the system could be effective in that range of financing. Regional equity is important for total support. We need to be sure we are talking about the total system and make tough trade-offs if we have to.

Finally, I had a sense we need to clarify the case for rail. Many people ask, "How does rail fit in? Why not buses?" On the street is it not common knowledge why rail is such a great deal. Maybe more attention to that would be helpful so that when it comes time for a vote, people know why rail is a good idea.

Those are the overriding notions we would suggest the RTA consider this summer. If we can help you, we would be happy to do so. We are well informed and positive thinking people who would help solve the problem if we can.

Ms. Choe thanked the RTC for its work. She indicated that having a coalition such as this is helpful. She asked if the coalition discussed the role of the State in financing any conclusions. Mr. Brown said there was no particular conclusion. There was a sense that the State would weigh in and the RTC hoped they would. The RTC hoped that Mr. Morrison could work some magic and that there would be a constructive solution.

Ms. Rosemary Ives, Redmond Mayor, made the following comments:

Now in its fourth year, the award-winning Redmond Community Forum has continued its success of involving citizens in the study of key issues and creating an ongoing dialogue between the citizens and the Mayor, City Council and other City officials.

The Redmond Community Forum process is an inverse of the typical government public participation program. Instead of having one meeting with many people at City Hall, the forum process consists of many small meetings occurring throughout the community during a three week period. Interested citizens meet in small groups, at times and places convenient to them, in a setting which guarantees that everyone's point of view will be heard. Factual information about the topic is provided through a video presentation. Following an open but directed discussion, all participants fill out an "opinionnaire" which allows citizens to tell the City exactly how they feel. The results of the opinionnaire are compiled and presented to me and the City Council, all City Department Directors, the media, and are available for public inspection at the Library and City Hall. A summary report is mailed to all participants. Last October the Forum on Regional Transit attracted almost 650 participants: 357 adults and 284 high school students.

Like all public input, the results of the Community Forum are considered in concert with other outreach efforts such as public meetings and hearings and with other citizen feedback such as telephone calls and letters. Because the Forums have been popular

and so well attended, the question arose whether the opinions of the self-selected Forum participants were representative of the Redmond population in general. With assistance from Metro, Redmond hired a consultant to perform a telephone survey of Redmond residents posing questions similar to those in the Community Forum on Regional Transit.

Comparing a telephone survey with that of the Forum process with its educational video and group discussion is a bit like comparing apples and oranges. However, the main goal of the comparison is to see if the trend in the results of the Forum is similar to that of the general population of Redmond.

The telephone survey was conducted by The Gilmore Research Group with 402 Redmond residents who were at least 18 years of age or older. This profile matched about one-third of the Community Forum participants.

Let me highlight our key findings from these surveys.

1) Redmond citizens are "for the RTP." Seventy percent of the Forum participants were "for the RTP" as compared to about half of the telephone survey respondents. On the other hand, about half of the telephone respondents "did not know enough about the RTP" to take a position. Remember, Forum participants watched a video that provided lots of background information about the RTP.

2) Redmond citizens support transit. The results from both surveys are quite similar regarding the need for a regional public transit system in Redmond within the next 15 years. About 90% of Redmond citizens from each survey felt there is a need for a regional system. When asked if the RTP addressed Redmond's future regional transit needs, the majority of Forum participants and one-third of the telephone respondents agreed. In both surveys, 22% of the participants felt the RTP did not address Redmond's needs.

3) Redmond citizens want local, accessible service. Strong similarities exist between the surveys regarding the type of transit service Redmond residents want.

- Local bus service, as well as regional rail service, are the most important elements of the RTP.
- Eastside destinations are most desirable as compared to destinations in the Greater King County and Puget Sound area.
- Accessibility and frequency of service are more important than speed.
- Participants prefer to access the rail stations by driving to park and ride lots.
- Transit could add up to 30 minutes to the commute time and still be preferable to commuting by car.

4) Reduced stress is key incentive for Redmond citizens. Both surveys showed that convenience and reduced stress during the commute would be a major motivating factor to ride public transit. An additional motivating factor would be a longer commute due to congestion.

5) Redmond citizens support increased taxes for funding. In each survey there was a strong showing for a gas tax and for a combination tax of motor vehicle excise tax, gas tax, and sales tax. One third of the Forum participants supported each of these taxes. In the telephone survey, one-quarter of the respondents chose the gas tax while over one-third chose the combination tax. Those who felt taxes should not be raised to support the RTP made up 17% of the telephone respondents and 12% of the Forum participants.

I've distributed to each of you a forum bag containing a summary of our Forum results, the video we used, and some of our regular Forum promotional items. We will send you an executive summary of the telephone survey when the analysis is completed. We were very pleased to include the RTP in our series of Community Forums, and our record turnout of 650 citizens shows the level of interest in Redmond.

Ms. Miller said she was impressed with the Community Forum idea. She was glad that Ms. Ives came by and provided this report. Ms. Ives said this was a wonderful partnership.

**Other Business:**

Mr. Madsen asked when it would be appropriate to discuss whether or not May 1995 would be the best date for a public vote on the RTP. He said that the RTA was about to embark on a lot of work in the next weeks in coming together on a proposal or proposals to be studied over the summer and that changing this May 1995 election date may, in fact, alter how we approach the work to be done in the next three weeks.

Mr. Laing said it would be appropriate to address this issue in today's workshop.

Mr. Madsen made the following comments:

It seems to me if we are to change the schedule and attempt to place this before the people in February, for example, what has to be done over the summer is either accelerated, collapsed or we would probably overwork the staff. The scheduling would have to change if we are to place this on the ballot in February, he continued, and I think it would also give us pause in the discussions about how many options will come out on May 27. It seems to me that if we change the schedule it changes the context in which we work in the next two or three weeks.

Mr. Laing responded:

I think it is appropriate to discuss this issue. We have already established a format that we intend to utilize, he said, and I am reluctant to assume we will change that date and change the way we approach it. I am open to discussing this at the end of today's workshop, he continued; if there isn't enough time to do so, I will ask if this issue could be the first item of discussion at the next workshop.

Mr. Madsen asked if this issue would be discussed at the workshop following the Board meeting. Mr. Laing said the issue would be discussed at the end of the workshop.



Ms. Boekelman said:

In thinking about what Mr. Madsen has suggested, it seems this could change some of the things we will come up with in the next three weeks. Maybe we should talk about this early in today's workshop, she said. If we consider shortening the time line, she continued, it would change the time line for the staff itself. Because it is not something we are all comfortable with, she said, I would like to see the framework brought back to the next workshop showing what types of changes would be needed with an earlier election.

Mr. Laing made the following remarks:

Ms. Boekelman is asking the staff to bring back implications of a schedule change; I think this is consistent with what I have suggested. Everything we have said in the public outreach effort and with each other has been based on a suggestion that we are shooting for a May 16, 1995 public vote. This doesn't mean we can't change that schedule, but to change the discussion as we enter the workshop doesn't seem reasonable. I think we should consider the information we have received, discuss that, ask ourselves if we have components that we want to have before us as part of the three alternatives, and do we have enough information to give direction to staff for the next workshop. Now we have an issue raised about changing one of those assumptions. Let's talk about that. My suggestion is not meant to forestall this but to change the conversation we are about to have based on this premise doesn't seem reasonable, given the time frame.

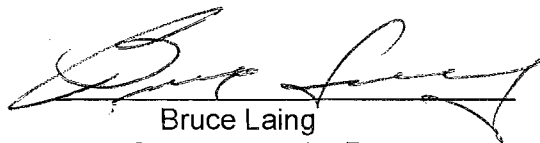
Mr. Earling said:

I have expressed concerns about the time line; however, if we could, at the end of today's meeting spend a brief amount of time considering the issue raised by Mr. Madsen, it would be satisfactory. It is important because there has been discussion of the timeline and this issue needs to surface as soon as possible.

Mr. Laing asked for other comments. Unless he heard otherwise, the subject of a schedule change would be taken up at the end of today's workshop.

**Adjournment:**

The meeting was adjourned at 3:15 p.m.



Bruce Laing  
Chairman of the Board

ATTEST:

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Delores Grubbs  
Clerk of the Board