

**Regional Transit Authority
Minutes of Board Meeting
May 27, 1994**

Call to Order:

The meeting was called to order at 10:18 a.m. in the Auditorium of Tacoma Public Utilities, 3628 S. 35th Street, Tacoma, Washington by Chairman Laing. The Board Administrator called the roll and the following members were present:

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

Representing Pierce County:

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

Representing King County:

Don Davidson, Bellevue Mayor
Mary Gates, Federal Way Mayor
Greg Nickels, King County Councilmember
Cynthia Sullivan, King County Councilmember

Representing Snohomish County:

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

Representing Washington State Department of Transportation:

Sid Morrison, Secretary

The following Board members arrived after roll call:

Representing Pierce County:

Paul Miller, Tacoma Deputy Mayor

Representing King County:

Jane Hague, King County Council
Norm Rice, Seattle Mayor

Mr. Laing indicated that a quorum of Regional Transit Authority (RTA) Board members was present. He welcomed Mr. Gary Locke, King County Executive. He said that while Mr. Locke was not an official member of the Board, he would be a participant in the discussions at this meeting.

Mr. Laing said a revised agenda had been distributed during the meeting (copy on file), changing the sequence of events and identifying one item that was discussed at the last RTA meeting (Resolution No. 29, Interlocal Agreement with San Diego Metropolitan Development Board).

Minutes of April 22, 1994 Board Meeting:

It was moved by Mr. Stoner, seconded by Ms. Boekelman and carried by the unanimous vote of Board members present that the minutes of April 22, 1994 be approved as presented.

(Mayor Rice arrived at this time.)

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Report of the Chair:

Mr. Laing said a tour of Union Station has been scheduled immediately following the meeting and that maps had been distributed.

Public Comment:

Mr. Laing said that two people had signed up to address the Board regarding Resolution No. 28, adoption of Phase I Study Options, and three people who wished to address the Board at this time.

Mr. David Clay, Machinist Union Local No. 752, representing Boeing and other machinists around Washington:

I am speaking in support of the Board's proposition and the bond issue. We are very much behind the bond issue and would like to see it pass. We will help the RTA in the community and on a State level.

Business will not expand and grow unless we do implement systems like these. We are interested in the jobs in the transit infrastructure improvements, and the vehicles used on those systems being manufactured in the Puget Sound to create businesses here in Washington. We will be working to see this thing through.

Mr. Roy Moore, speaking on behalf of the Valley Area Transportation Lines:

We are a private organization focusing primarily on South King County. We are generally in support of the proposals and historically, as a member of the South King County Transportation Board, we make our comments to that Board and they are then carried to the RTA.

We have a specific request we would like to bring for your consideration. We represent the private sector, our membership represents some 285,000 jobs and \$11.5 billion in assessed valuation. We were formed 10 years ago as a transportation organization. Our premise was that if we expected elected officials to make hard decisions, we should stand behind those decisions and support them with our dollars. I think you will find we have supported mitigation in many areas. We have supported local option taxes in South King County and some cities to promote transportation.

One of our chief concerns was the necessity for better cross valley traffic in the Green River Valley. It is the heart of the distribution center for the State. We have not had very good cross valley transportation. We supported the 277th corridor and the 196th - 200th corridor. That corridor has run into some difficulties on the western end which may preclude it from being improved for 10 years or more. We would suggest to the Board and the planners that you put some special emphasis on trying to look at additional cross valley corridors that we need in South King County. You should be looking at additional trains and traffic moving north/south on SR-167 or railroad tracks that are going to have a delaying impact on the east/west corridors. Part of the problem in Kent today is in traffic trying to traverse both sides of the valley. On the west side we have the airport. In the valley there are the Boeing facilities and a tremendous amount of distribution. Our desire is that the Board instruct the planners to give serious consideration to east/west movement. It is extremely important. I don't think I have to point out that we lost a employer that employed 350 people. This was not entirely due to transportation problems, but it played a big part in it, so we urge you to consider this.

Mr. Gregory Hill asked to delay his comments until consideration of the Phase I Study Options.

Executive Director Report:

Mr. Matoff made the following statements:

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My only comment is to remind the Board that pursuant to the deliberations, discussion and action today and the adoption of the study options or alternatives for the summer, we will be meeting with the Expert Review Panel (ERP) next Thursday to discuss with them, in some detail, the methodology for the evaluation process that will occur this summer. The meeting will be held at the Port of Seattle all day on Thursday. If Board members would like to attend, we would very much appreciate hearing your concerns. I assure you that the ERP process is continuing and they will be meeting as soon as possible after today's action so that our entire technical process over the summer can be informed by your directions and the deliberations of the panel.

Mr. Nickels asked what time the ERP meeting was scheduled for. Mr. Matoff said the meeting would last all day, with the main technical discussion taking place from 11:00 a.m. until 2:00 p.m. He noted that an agenda would be distributed to all Board members.

Finance Committee Report:

Mr. Nickels gave the following report:

I have some good news and some bad news. The Multi-Modal Committee established by the State has met and the RTA's application for funds for work on commuter rail in the north corridor will not be funded. The State overcommitted its funds so the RTA did not obtain funding.

The good news is we will be receiving approximately \$1 million in STP funds to continue work with local jurisdictions in coordinating their plans and the RTA's plans.

Rules Committee Report:

Resolution No. 22, Pierce Transit Support Services & Funding Agreement

Mr. Bob Gunter, legal counsel, gave the following explanation of Resolution No. 22:

This is closely parallel to the agreement between the RTA and King County. It provides for \$100,000 in cash for 1994 plus the commitment of staffing from Pierce Transit. Upon successful election, the RTA would repay the cost of staff, or approximately \$226,000. This deals only with 1994, and not 1995. It completes the anticipated funding and staffing package for 1994. I recommend approval of Resolution No. 22.

Mr. Laing reported that the resolution had come before the Rules Committee at its May 26 meeting and its approval was recommended.

It was moved by Mr. Stoner, seconded by Ms. Gates and carried by the unanimous vote of all Board members present that Resolution No. 22 be approved as presented.

Resolution No. 29, Interlocal Agreement with San Diego Metropolitan Development Board

Mr. Laing noted that this resolution was considered at the last Board meeting as an information item and it came before the Rules Committee at its May 26 meeting and was recommended for approval.

Mr. Matoff made the following remarks:

In our roundtables and extensive public outreach process, one of the most common comments we have heard from the public, elected officials and public organizations has been the relationship of rail planning to the region, the four existing bus systems, and the issue of how it will be restructured to connect with the rail system. The RTA has no bus service planners on its staff, but there are great public expectations about our ability to interface

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this question in the context of our evaluation of the three study options this summer and eventually proposing an illustrative bus service plan as part of the recommended option this fall.

In order to focus on this during this summer and get it done and have someone responsible for it, I am recommending an interlocal agreement with the San Diego Metropolitan Development Board to borrow from them Mr. Bill Lieberman, Director of Planning and Operations. Mr. Lieberman has been responsible for this work in San Diego and he has had considerable success. Their agency is parallel to us, and is willing to loan him to us for 14 weeks. I believe he would be quite capable of developing illustrative bus/rail service plans. He has both the technical skills and the professional stature to do this work. He has met with people from each of the local bus agencies. I think this would be a good way for us to obtain a highly professional resource at a reasonable cost. The maximum cost would be \$39,000, including reimbursing San Diego for their cost and a \$95 per day per diem allowance for travel and expenses.

It was moved by Mr. Nickels, seconded by Mr. Rice and carried by the unanimous vote of all Board members present that Resolution No. 29 be approved as presented.

Mr. Laing continued the Rules Committee Report:

I would like to report on a conversation between the Chair and Vice Chairs. I am mentioning it in case Board members want to submit input to us. The three of us intend to meet the week of June 7 to talk about our existing organizational structure. I anticipate our efforts will be successful today in identifying options to be studied during the summer. I think it is an appropriate time to look at how we have organized ourselves to conduct our business.

We formed the committees and task forces and charged them to determine if they should continue. We have new members to the Board since we were organized. There are two new vice chairs and the three county executives are anticipated to become members of the Board. We need to talk about whether it is realistic to assign them to committees and to take the opportunity to discuss how we organize ourselves and conduct our business. Board members may have suggestions for improvements. It is a "heads up" call. Anything that comes out of that discussion would be in the form of recommendations to the Board. If we have input from the Board, the process will be more productive.

There is one other related issue. As the study analysis goes on in the summer, staff will need to use the Board or some component of it as a sounding board for feedback. When we discussed a related activity for commuter rail, everyone on the Board wanted to be involved. We need to get a sense of the time requirements involved in fulfilling that activity see what it means in terms of a time commitment. I am not trying to discourage that level of participation, but it raises some question of time feasibility for the entire Board. I would be glad to have any input from Board members.

The Executive Director reminds me that the Rules Committee has canceled its June 3 meeting. Some members are traveling to Toronto and there are other conflicts. There are no urgent action items at this time.

Public Involvement Committee Report:

Mr. Earling, chair of the Public Involvement Committee, said a position statement on Phase I Study Options from several community groups and cities was included in the Board packets (copy on file).

Legislative Task Force Report:

Mr. Madsen, chair of the Legislative Task Force, gave the following report:

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The legislative picture in Washington, D.C. looks positive. It appears the language we wanted in the reauthorization of the *ISTEA* (*spell out*) that surrounds the \$300 million was included. We have had a "squint" at the appropriations bill and it looks good. He thanked the Board members who have helped, as well as Mr. Laing for his eloquent remarks before the Appropriations Committee.

Resolution No. 28, Adoption of Phase I Study Options:

Mr. Laing said this item would be addressed when copies of the study options arrived at the meeting. Prior to recessing the meeting, he called on Ms. Boekelman to address the Board.

Mr. Boekelman made the following remarks:

I feel strongly about Mr. Stoner leaving the Board. I believe it is important not that he remember us, but that we remember him. We appreciate Mr. Stoner's years on the Joint Regional Policy Committee (JRPC) and the RTA, and all of his efforts. Keeping in mind that he is a clown collector, I would like to present him with this clown, along with a toy train.

We appreciate Mr. Stoner's ready wit and plethora of wisdom. Thank you, Mr. Stoner.

Mr. Laing said this celebration and related "roasting" would continue during the recess.

The Board recessed from 10:45 until 11:10 a.m.

(Board members Paul Miller and Jane Hague arrived at this time.)

Mr. Laing reconvened the meeting at 11:10 a.m. and continued his remarks on Resolution No. 28:

Resolution No. 28 would adopt the Phase I study options. Before entertaining a motion, I would propose that the Executive Director provide the response to the request for additional information that the Board put to him at the last meeting regarding the equity issue. We will then hear the responses to the changes in the wording in the options we asked for at the last workshop, and then call on those who have signed up to address us. If there are no objections to this process, I would ask Mr. Matoff to speak.

Mr. Matoff:

At the workshop last Friday, one of the issues which arose and for which staff was asked to prepare materials, was how other regions have dealt with the equity issue surrounding the construction of a rail/transit system. We have available to us a resource who is extraordinarily qualified to comment on this subject. He is Mr. Paul Bay of BRW Consultants. I have known Mr. Bay for a long time; I first met him when he was in the San Francisco Bay area, which is a large region with extensive rail infrastructure, BART (Bay Area Rapid Transit), commuter rail, light rail in Santa Clara and many buses. This is an area that has and continues to grapple with phasing and equity in introducing rail and other transit elements.

Mr. Bay is the deputy executive director of the *MTC* (*spell out*), which is the planning and transportation funding agency for the nine county area of the Bay area. He has developed a first hand, good understanding of how this issue has been addressed. He has been in contact with other *MPOs* (*what does this stand for?*). We have asked him to put together a presentation in response to the questions raised last Friday.

Mr. Bay gave the following presentation:

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The issue of equity involves many things, not only what is built but where it is built and when it is built and who pays and who benefits. The issue of "when" it is built also gets into the question of phasing. What happens in Phase I as opposed to later phases? The presentation I have developed, with the help of the RTA staff, deals with the first phase and issues of phasing and some of the principles of equity the Board raised at its last workshop. Then I will review with you the real work experience of four different areas of the country with multi-county rail programs that were phased and the issues they dealt with.

In prioritizing projects you can start with numbers and try to determine what priorities should have priority. You generally look at 1) congestion levels—existing and what is anticipated in the future; 2) personal mobility—who can get where they want to now and in the future; 3) growth management or land use issues—the relationship between commuter trip reduction and concurrency; 4) economic development—does it keep the region competitive?

However, it is also true that there are some pragmatic realities that go beyond those in building a system. The first is will the particular segment carry any ridership when it opens? In Los Angeles, they have had that problem. The first segment of the Red Line was constrained by costs to a little, short segment; when it opened, it didn't carry very many people. This has been an embarrassment. This line won't carry very many people until the next segment is built.

Second, how long it takes to build a particular segment and the specifics of engineering, right of way and environment. Is the community in support of the project? Does work have to be done in the area of environmental cleanup? Are there special construction problems? Right of way? Relocation problems? How long will that take? Will special permits be required?

Third, how well will that particular segment operate once built? Will it have access to a maintenance facility for the vehicles? Where will the cars be delivered? Can you have a segment of track on which you can test cars? Will it connect to the bus and road system? What about the initial terminus? Will this still be able to operate later as a good station once the extensions to the system are built?

Fourth, how can you develop an extension and be sure the initial segment operates well? In Portland 20 years ago, they embarked on an ambitious program to prioritize highway projects using theoretical priorities. They spent months doing this. When they got through, they announced their list of priorities. It was done through the MPO process. They said the priorities would not be implemented in a certain order. The reality was they couldn't do it because they hadn't dealt with the pragmatic realities of the right of way acquisition, environmental clean-up, etc. They had to go back and deal with those realities. They hadn't gained anything. It is important that the theoretical realities deal with the pragmatic realities at the same time.

One of the things I have heard in the last few days is that the most important strategy is reaching agreements and making deals. The bottom line is that everyone has to be satisfied there is equity. The perception of equity is important. It has to be strong enough to stand over time. That is important in terms of a multi-phase system. What about those who don't get something in the first phase? Where will the money come from and is there assurance the money will be there for a second phase?

I will discuss four areas as examples: the Bay Area, Washington, D.C., Atlanta and Portland.

There was a request to discuss equity principles. It seems to us there are three important principles:

The first is that the person who goes to the ballot box to vote next spring will think about whether or not the proposal makes sense. Will it really serve real needs? Is there a reasonable balance between what is being proposed to happen and where I see the needs? The balance between travel needs and what is proposed to solve them is important. It gets into the issue of what is a need and balancing future and existing needs.

The second principle is creating a fair relationship between those who cause the problem and where the solution is brought about. An example is that I-405 carries many people who neither work nor live in the I-405 corridor. In a sense, they are causing the problem but the solution directly benefits them and may or may not benefit those who live in the area. It is a regional benefit. Drivers cause problems; sometimes the best solution is a transit solution.

The third principle is the reasonable approximation between who pays and who receives the benefits. There are three parts to that: 1) Geographical fairness. Where are benefits accruing and where is the money coming from? Money is collected in sales tax at the point of sale. Those who pay are spread more broadly than that. Alderwood Mall in Snohomish County collects sales tax but some percentage of its customers live in North King County. That will have to be looked at this summer.

2) Socio-economic fairness. Benefits accrue not only to users but to other people; they accrue much more broadly than to the user. It is a more complicated job than it first seems.

3) Modal balance. This has to do with the fact that direct users may be benefiting other than those who use it. If transit facilities relieve congestion on the highway, not only do transit users benefit, but those using the highway benefit as well.

In the Bay Area, the BART district was created and in 1962 they put forward a bond referendum in three counties. That was for an ad valorem 30 year bond backed by property tax that would be administered uniformly over the three counties. There were two other counties who were going to be involved: Marin and San Mateo. Marin County dropped out because of the problems associated with the Golden Gate Bridge and San Mateo dropped out because the taxpayers opposed it. The other three counties approved the bond issue, whereupon the Board adopted a punitive policy saying that if other counties were to join in later, they would have to pay the full cost of what would have been their share of the start-up cost of the original system.

The next equity issue arose after design. Berkeley said they wanted BART in a subway through Berkeley. It was already traveling under Oakland and under Market Street. The Board deliberated and came back and said they would build the subway if Berkeley's residents paid the additional cost because this was a more expensive option. They had a referendum and the residents voted to tax themselves a surcharge to pay the additional cost of the subway. The system proceeded on that design.

In 1971, before BART opened but was getting ready to do so, San Francisco and San Francisco County, who own and operate the airport, asked for a study of extending BART to the airport in San Mateo County. This was done; the costs were determined and the ridership was estimated. It became clear the cost could be met with federal and local matching funds and that the additional ridership would be sufficient to benefit the other three counties in reducing operating costs. However, the BART Board said, "Remember our policy that they have to pay the full cost." One of the reasons is because at the same time two other areas, one in Alameda and one in Contra Costa County, had been paying full property tax for 10 years and they were not receiving direct BART service. In view of that fact, the Board didn't think they could extend service to San Mateo County. They undertook extension studies to Pittsburgh, Antioch and Dublin-Livermore and would not extend to any other county before serving those areas. They adopted a policy that would provide direct bus service to those areas. They contracted with AC Transit (the East Bay local bus operation) to extend service to those areas at the BART fare rate.

In 1992, 30 years after the original vote and 21 years after the airport extension study, the Board negotiated an agreement with San Mateo County that BART could be extended south to the airport. The agreement said San Mateo County, which had opted for an additional sales tax, would pay not only the local match for the federal

funds for the extension, but the local match for extensions to Pittsburgh, Antioch and Dublin-Livermore. All three of those extensions are underway. There was some blood shed over the equity issue in those years.

Portland: The Portland system involves three counties: Washington, Clackamas and Multnomah. The original Tri-Met director established a .6% payroll tax levied on all employers in those counties. Bus services is operated throughout the three counties. When rail was first proposed, the initial line was to be built from Portland to Gresham, entirely within Multnomah County. Funds for the local match were to come from 1) a one-time appropriation from the legislature; and 2) capital reserve funds established by Tri-Met from the .6% payroll tax. An agreement was entered into that dealt with that. It has, basically, five parts to it: certain high priority lead projects in Clackamas and Washington Counties would go ahead sooner than they would have. Multnomah County gave up some funding to help accelerate projects in the other counties. 2) Studies of additional extensions would be undertaken immediately in those other counties. The next extension would be to the west into Washington County. The third would be to Clackamas to the south, and the extension north into Washington County would be studied. Those agreements were made and they held. They have held for 10 years. The best evidence is that when they voted in 1992 in all three counties to pay the property tax surcharge to fund the local match of the westside extension in Washington County, it passed by more than a three-quarters margin.

Atlanta: After three tries in 1971, they passed a bond referendum for a one-cent sales tax levied in three jurisdictions, the City of Atlanta, DeKalb and Fulton Counties. MARTA was going to use it to sell revenue bonds for the local match for the 1969 rail transit system and pay operating costs for rail and bus transit. At the time it was taken to the voters, the major issue in Atlanta was that bus fares were one of the highest in the nation. They were \$.60 in 1971. MARTA pledged that when the referendum passed, they would drop the fares to \$.15 and this fare would remain for seven years and it would then increase by \$.05 to \$10 per year. That helped pass the bond referendum in Atlanta. It passed and the fares were reduced.

They had an easier time on equity because the initial 13 mile line made sense pragmatically because it was on a railroad right-of-way. It was available and there were no design problems. The location for a maintenance facility was in the middle of the line. Furthermore, the first 13 miles were constructed so that nearly equal segments were in each jurisdiction. After the east/west line was built, they built a north/south line and continued adding increments almost equally each year. They also have provided feeder and express bus service to the areas that would be served by rail later on and oriented feeder bus lines to the rail.

There have been requests for extension into two counties not part of the original jurisdiction. However, to this date the Board has said if you want to come in, you need to pay your proportionate share of the original start-up cost. Those other counties have not been willing to do so. There have been discussions and there is thinking that Cobb County will eventually become a part of this system.

Washington, D.C.: In 1967 there was a interstate compact agreement entered into by six jurisdictions: Washington, D.C.; Prince George and Montgomery Counties in Maryland; Fairfax and Arlington Counties in Northern Virginia; and the City of Alexandria. They took over the private bus systems, merged them and began putting together plans for a rail system for the region. The startup system was to be a 30 mile plan but it developed into a 97 mile plan. They went to the federal government and got an agreement to guarantee revenue bonds for the start of that system. Interestingly, the revenue that was pledged was farebox revenue only and they soon learned they couldn't continue to do that. When it was clear that other funding sources were required they went back to Congress and the Stark-Harris Bill required an interstate compact jurisdiction. It required a stable and reliable local funding source, which they did not have. Each jurisdiction had to guarantee a reliable local funding source. This was different for each jurisdiction, but each came forward with such a funding source.

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In the process of making agreements for those local funding sources, further equity considerations arose resulting in this being a 103 mile system. This is the system that still stands at this time. The first line opened in 1976, and it currently has 89.5 miles completed and in operation.

One of the area discussions had to do with phasing. There were some agreements. A funny thing happened. They couldn't meet the agreements because they hadn't dealt with the issue of pragmatic realities and how long it would take to build the initial line. It was hard to get agreement on the alignment in Washington, D.C., in particular, and in other areas as well and where the stations should be. Because of the hold up on that, they had to change the priorities so they could proceed with other lines. At least three times over the period they have had to renegotiate the phasing agreements to meet the realities of what could be built when. The advice of the people in Washington, D.C. to me on the telephone this week was to emphasize the importance of getting agreements between the jurisdictions to be sure they deal with the pragmatic realities, as well as the political realities.

Mr. Laing thanked Mr. Bay for his presentation.

Mr. Matoff continued his remarks as follows:

The next step today is to have the options, as revised by staff pursuant to the understanding of instructions given by the Board last Friday, explained to the Board by Mr. Chuck Kirchner. The presentation will focus on the differences that have been incorporated into the options.

Mr. Kirchner referred to the hand-out entitled "Phase I Study Options - Revised May 27, 1994" (copy on file). He made the following remarks:

Option 1 is outlined on pages five and six of the handout. With regard to commuter rail, this option calls for a full-length commuter rail system offering all-day service between Everett and Lakewood. The map reflects, under regional bus service, a line from Seattle, Spokane Street through West Seattle to Sea-Tac Airport. With regard to additional work and subsequent phases, there is a discussion of funding. We have added additional clauses to this language. Among the things that could be funded with the subregional transit development fund are TSM/TDM (transit system and demand management) projects, advanced land acquisition, Phase II development, and demonstration projects involving feeder bus service. These projects were raised last Friday, and they have been added to all three options.

Page seven includes a statement that the fund may not be used for general purpose HOV lanes on interstate highways; however, it may be used for transit-only improvements on such facilities. The last paragraph states that the policies and mechanisms for distributing the funds would be drafted by the RTA staff, working in close cooperation with the local transit agencies, during the summer and presented to the Board this fall, prior to final approval of the Phase I ballot initiative. Mr. Lieberman will be working on this with the four transit agencies.

Option 2 (pages eight, nine and ten) originally stated under the light rail topic that the alignment in the north corridor between the University of Washington (UW) and Northgate would be partially grade separated. The current language says the alignment would be grade separated and/or at-grade alignment. We will study this through the summer.

The last paragraph has been changed to reflect the inclusion of a light-rail line from Federal Way to downtown Tacoma, serving the Tacoma Dome commuter rail station.

The discussion of funding for Option 2 is the same as for Option 1. The financing language, on page 10, does not include a change in the rail capital cost. This is now \$2.7 billion, including the Federal Way to Tacoma Dome surface segment.

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Mr. Laing asked if this was a change in the language before the Board today.. Mr. Kirchner indicated that it was.

Mr. Kirchner continued:

Option 3, under the light rail language, previously indicated an aerial alignment; it now says the alignment would be predominantly grade separated along Rainier Avenue So. and Martin Luther King Jr. Way So., Pacific Highway So. or Interurban Avenue So./SR-518 to Sea-Tac Airport, then mostly at-grade in the Pacific Highway median to Federal Way.

The next paragraph speaks to the eastside alignment; it previously referred to an aerial alignment from Bellevue to Overlake. That language has now been removed and it now refers to private right-of-way at grade. We also removed the last references to the downtown Bellevue tunnel.

Other than the changes in the transit development fund, these are the changes that have been made based on the comments made by the Board last Friday.

Mr. Laing made the following statements:

There were two types of changes discussed at the last workshop. I would like to make a distinction between them.

There were changes made based on typographical errors; these were staff revisions. There were changes that the Board, in conversation, asked for clarifications, particularly on the uses of the subregional transit development fund. This was a separate category where individual Board members suggested changes or additions. It is the distinction between those changes that I want to make clear. I want to be sure the way in which we act on these is understood by the Board. At the last meeting I indicated our process would be that the Board would consider adoption of Resolution No. 28 with a motion. The options would then be gone through one by one, with the wording revised by staff as instructed. There is one exception. Individual items raised by the Board members are included in the material distributed, rather than being listed separately. That came about by Ms. Gates calling staff and saying what we have done is to put revisions before the Board that reflect staff changes; she felt that Board's proposed changes should be included as well. I acquiesced to that suggestion.

I want you to know that because the Board may want to address those items and make those changes on their own, it is important for Board members to identify those items that were not in the category of the Board asking for clarifications, but are in the category of individual suggestions by Board members.

Mr. Kirchner indicated that there were four such proposals. The change in commuter rail service under Option 1, which is to provide all day service, was made based on the suggestion of a Board member. The addition of a regional bus rail line serving West Seattle could fall into either category since it is funded with the transit development fund.

Mr. Laing asked Mr. Kirchner to identify the location of these changes in the written text.

Mr. Kirchner continued:

The proposal in Option 2, under light rail (page nine), which includes a light rail line from Federal Way to downtown Tacoma was suggested by Boardmember Gates. This is shown on the map on page eight.

Another change, also in Option 2 under light rail, reflects a discussion of a partially grade separated alignment. It was suggested this be changed to grade separated and/or at-grade. We are combining Options 2 and 3 to provide more flexibility than what was suggested by staff.

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Mr. Hansen raised a question about the Key Questions and Measures for Assessing Phase I Proposals, listed on page three. He wanted to know if this was part of the study options. Mr. Kirchner said page three lists the evaluation criteria the staff and consultants will be working with this summer. Staff plans to develop information on all of these areas.

Mr. Hansen said he did not recall having a discussion about these specific criteria and whether or not they are the correct criteria. Mr. Matoff said this was first presented in the discussion options generated by the staff in April and they appeared in the report presented at that time. He indicated that Mr. Hansen is correct that the focus of attention has been on the options themselves and not on the rest of the criteria.

Mr. Hansen said he wondered if the Board should consider separating the discussion of the criteria from the options. Mr. Laing said this was a point well taken. He noted that felt that the Board could use some help as to whether the resolution is clear about its attachments.

Mr. Hansen proposed that the Key Questions and Measures for Assessing Phase I Proposals be deleted from the package and be the subject of another discussion and specific action by the Board. Mr. Laing said this could be dealt with once the resolution was before the Board.

Mr. Tim Schlitzer, Councilmember from the City of Renton, made the following statements:

I represent the Mayor and citizens of Renton and our southeast quadrant. I would like to bring three things to the Board.

- 1) You have restored faith in the process. In the last few months you have opened the doors and invited the public and listened. This has made a great difference in the response we are receiving from the citizens. The roundtables and the pulling together of statements have shown you truly are interested in listening and working on the behalf of the citizens. I would like to point out that Mr. Matoff has been getting rave reviews because he was so brave. Secondly, Renton would like to point out that Mr. Matsuoka and Ms. Dougherty have been very helpful to us. They have had an answer for every question; our thanks go to them.
- 2) There are three options that have come before the Board. We want to heartily support all three. You have shown a response to what the citizens want. They want frequency and dependability; we see that in all of the options, specifically in the southeast area where our greatest need exists.
- 3) We want the Board to maintain its stance. You have done a very good job of putting together a useable program, but we do not want you to let last minute suggestions get you off track. You are going in truly the right direction and we want to support that. Be careful about any amendments at this late date.

Thank you.

Mr. Richard Tait, Vice President of the Eastside Transportation Committee (ETC) and Bellevue resident:

I would like to read a resolution adopted by the ETC on May 24.

Whereas, the ETC supports a multi-modal transportation program for the Puget Sound Region; and,
Whereas, the ETC welcomes the willingness of the RTA to consider rail service by Diesel Multiple Units (DMUs) between Bellevue, Renton and Tukwila.

Now, Therefore, Be It Resolved:

The ETC urges the RTA to include in the last alternative to be studied during the summer of 1994 the following:
1) Construction of the segment of rail between the Tukwila vicinity and Sea-Tac that is included in our Regional Transit Plan environmental impact statement (EIS).

- 2) Merge the above segment into the main rail line near Tukwila.
- 3) Put DMU service between Bellevue, Renton and Tukwila with some cars proceeding up the hill to Sea-Tac and others joining the southbound rail line in Tukwila.

Personally, I would like to make a comment. You were discussing last week the matter of how to present to the electorate the matter of possible funding from federal or state sources and the impacts that would have on the program. This has been a concern to me. I ask you to consider whether, rather than proposing a different system whether or not we get outside funding, you raise the difference in terms of time. You should invite the electorate to vote on a specific system to be built over so much time. You would be suggesting that by obtaining federal or state funding that system would be completed so much quicker. The variation would be one of time instead of the extent of the system.

Mr. Gregory Hill made the following statements:

I would like to thank the Board for the three alternatives.

Options 2 and 3 are well balanced, but too expensive. I am pleased with Option 1 but given the number of buses that would ensue, I think it should consider busways in congested areas. Light rail in Option 1 is lopsided with no northern component. This should be corrected by shifting 14 miles to include the UW. The current express bus service to the UW is seven buses per hour. I urge you to shift service to the north. The University District line could be completed more quickly and serve as an impetus for Phase II.

The cost of commuter rail to Lakewood is \$70 million. At the same time the state's participation in Option 1 is listed as only half of that in Options 2 or 3. Either the Lakewood service should be deleted or it should have the same funding participation by the State. I think Option 1 needs to be less than \$2 billion. Option 1 addresses buses, but there is concern about the overall price tag. I propose reducing the sales tax equivalent to .3% for the public rail. I would support the bus rail north in Option 1 to Campus Parkway.

Mr. Dean Claussen made the following remarks:

There is too much talk about lowering the costs. We are talking about nothing more than the future stake of this region. This is a historical day today. Many feel three options will be adopted. I have heard there will be a motion to eliminate light rail or the rapid rail sections of the options. I urge that you not do this. It would be penny-wise and pound-foolish to adopt an all bus system as was just suggested.

Furthermore, along with Mr. Tait, I am a member of the ETC. During our meeting last week we recommended that a sales tax on gas be raised to help within the RTA area if this is constitutionally possible.

In urging you to adopt all three options, I am urging you to take a trip and see some of the other systems. You need a point of reference. I urge you to include a look at the systems discussed today, as well as the Metro system in Washington, D.C. and, possibly, systems in Europe.

Mr. Matoff:

The members of the Eastlake Community Council presented a report related to transportation planning and design issues including references to the proposals to include light rail on Eastlake. It is an extensive report, and they asked me to mention it today. It has been received and will be included in deliberations.

Mr. Laing made the following comments:

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I am open to a motion approving Resolution No. 28. The idea is to get the matter before us and then work through the wording of the resolution and the wording of the options. Legal counsel has delivered to me two alternative suggestions about the point raised by Mr. Hansen. The resolution refers to Attachment A, which is the entire package. Should the Board wish to delete the page dealing with questions and measures for assessing the proposals, there are two alternatives for doing so. Either we make the initial motion, approving Resolution No. 28, and then amend it to delete page three, or the maker of the motion could exclude page three from the attachment to Resolution No. 28.

It was moved by Ms. Gates and seconded by Mr. Nickels that the Board adopt Resolution No. 28, adopting the three study options, including the clarifications requested by the Board at its May 20 workshop, excluding page three and excluding the substantive changes suggested at the May 20 workshop until formal amendments are made.

Mr. Laing asked Ms. Gates if she was talking about the four specific changes discussed earlier.

Ms. Gates:

These four changes are: provision of commuter rail all day between Everett and Lakewood and the West Seattle trunk bus service in Options 1, 2 and 3, the study of light rail from Federal Way to Tacoma in Option 2, and a grade separated alignment in the north corridor in Option 2.

I felt it was helpful to have the changes shown visually in the handout. The more we can see what these proposals would do for the system, the easier the amendment process is. We have these proposals before us in a visual sense today.

Mr. Laing brought the Board's attention to the packet containing the actual proposed Resolution No. 28:

If there are amendments to the resolution itself, as opposed to Attachment A, I am open to them. We will also come back to Attachment A after we go through all the options, he explained.

Mr. Rice:

One of my concerns is if the state and federal funding ends up being lower than anticipated, should the Board consider increasing the local funding share. The Board may want to pursue this. With the caveat of maintaining rail service at a cost of \$3.8 billion, a .6% local option sales tax might be a reality the Board should have before it.

Mr. Laing:

I had not envisioned the amount of the sales tax equivalent listed in these options as being a limiting factor, either high or low. Once the Board decides on an option and addresses the final option, it may decide a .2% or .6% sales tax equivalent is needed, based on the information developed.

Mr. Rice:

I am not making this a motion. I think it is important not to wait until the end of the process to mention this possibility; we should not give the impression we are considering only certain levels of sales tax equivalents when it is possible we would look at other, higher options.

Mr. Davidson:

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I had other comments about financing. I presume we will discuss page 14 as a portion of the document. Perhaps at that time we can discuss the ramifications of what the options spell out and tell staff what our concerns are.

Mr. Madsen:

I am looking for clarification. I am not sure I agree that we should increase this, but I think we have to look at these revenue figures realistically. Several of the Board members have served in the legislature. I doubt the legislature will agree to funding a percentage of this project. I think we have to realistically deal with this, but I am not sure this is the right time to do so.

Mr. Locke:

As we look at the options, I am concerned about what Phase II might eventually be and how we are supposed to be making an intelligent decision on the ultimate course of action that would dovetail into the ultimate Phase II. Whether it is grade separated or has more reliance on buses, it seems we can't make much of a decision on which course to take unless we know where we are headed 15 to 20 years from now.

If it is the ultimate goal to have a grade separated system and a high speed system, I wonder if our commitment to some of these options and whether we adopt them might become redundant and not be compatible with our long range goal. Some of these options look like trolley cars in the street, stopping at every light. If we commit ourselves to a light rail system, we might have to tell the voters we need more money and some of these would not be compatible. Maybe we should have some analysis of how the systems would fit into any long range system 10 to 30 years from now.

Mr. Laing:

The intention is to proceed to the attachment. We will come back to Resolution No. 28 after dealing with the attachment. Are there any proposed amendments to either the lead-in wording on page four or to Option 1?

Mr. Nickels:

My amendment would be to all three options. It was described by Mr. Kirchner earlier; I raised the issue at the workshop last week. That is the regional trunk bus line that would connect the communities of West Seattle, White Center and Burien to the regional system at the north, perhaps at Spokane Street, up to the tunnel and then on the south near 148th. There are 77,000 citizens living in Seattle, west of the Duwamish, 25,000 in incorporated White Center and 25,000 in Burien. For the last two to three years the JRPC, and the RTA for the last seven months, have conducted a good analysis of how those communities would be connected to the regional system. I think it is appropriate to look at how we connect those three communities. That kind of loop, studied in combination by Seattle, Burien and King County, and how it relates to their local planning efforts to determine what the ridership would be and how that service would be conducted, should be included.

Mr. Laing:

I agree that it would be appropriate to include this proposal in all three options. I understood this to be a motion to add what is already shown on the map for Option 1. This would be a regional bus trunk line linking West Seattle, White Center and Burien to Seattle and Sea-Tac.

It was moved by Mr. Nickels and seconded by Mr. Earling that all three options include a regional bus trunk line linking West Seattle, White Center and Burien to Seattle and Sea-Tac.

Mr. Madsen:

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Is this in a route that Metro should take up? Is this something the RTA should take up? A line between the existing transit system and the RTA gets funky and it is funky in all three counties.

Mr. Laing:

I understand that any changes have the same affect with the options themselves. This is for the purposes of analysis, and at the end of summer we will create a consensus on what is a single option. I don't believe anything we add reflects a commitment.

Mr. Hansen:

I suspect there are other bus connections that might be appropriate. I wonder if this level of detail would require us to consider any number of other bus connections as well. It would be beyond us to do all of that today. I think there are other areas that would like to see some specific bus service. Why would we identify this area particularly and not any other areas.

Mr. Nickels:

If we can find other communities of 125,000 that are not being served by the regional system, I think we should review the situation. If you look at Issaquah, which has a population of 6,000 and another 20,000 in the surrounding area, this would make sense. I don't think we can afford to ignore a community of 125,000.

Mr. Nickels:

Secondly, this is a market that will work well with virtually any other market we are studying. It is not the same because it is not linear; it is a loop. It is not connecting employment centers; it is connecting residential communities to the regional system. That is different from what the JRPC focused on. We should see how that competes financially and on a ridership basis with other segments of the system.

Ms. Gates:

I supported Mr. Nickels' original suggestion and I still do because I have heard comments from the citizens of the area. One of the concerns is how do we get from this area to anywhere else. This proposal responds to that concern. I will support it. I think it is a response to the initial public information process, which is what these options should represent.

Mr. Earling:

I think we can point to the hearings and roundtables to lead us to certain conclusions about what is important in a subregion. In a circumstance like this where one of our members is particularly sensitive to a linking that needs to be made, even though we don't know where all the trunk lines will go, it should be called out. I will offer a similar amendment today. There are subregional needs to acknowledge certain priorities within subregions and this should be acknowledged.

The motion to add to the three options a regional bus trunk line linking West Seattle, White Center and Burien to Seattle and Sea-Tac was carried by the unanimous vote of all Board members present

It was moved by Mr. Earling and seconded by Mr. Miller that the options include (on pages five, eight and 11) a study of a regional trunk bus line from Edmonds to I-5 at a point to be determined.

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Mr. Earling:

The reason for this is that Edmonds is in a study now with the state about a multi-modal center. In talking about transportation issues within the RTA there are potential issues that come from Kitsap County. It is important to get a sense of whether there is enough demand to establish a regional trunk bus connection. With that in mind, I would like to offer this amendment.

The motion was carried by unanimous vote of Board members present.

Mr. Davidson:

The Board talked about offering all day service between Everett and Seattle, which was different than the wording presented by the staff. Is that correct?

Mr. Laing indicated that adding this wording would require an amendment.

Mr. Davidson:

I have a question about the impact of the words; would proposing all day service mean staff couldn't study a peak hour only system?

Mr. Matoff:

That is the effect of such an amendment. The original intent was to propose three distinct options with different levels of funding and rail service. Option 1 had peak hour only service. The peak hour could be very long because of the distance involved. By replacing that proposal with language calling for all day service, which is the same as in Option 2, peak hour only service will not be evaluated.

It was moved by Mr. Madsen and seconded by Mr. Stoner that language under commuter rail in Option 1 be amended to say "all day service."

Mr. Morrison:

As I understand it, as we go through the three options, Board members will have the opportunity to mix and match anything that has been analyzed. The problem with the issue before us if we have accepted all day service on all three options, we are not looking at the impact of peak hour only service. Adding this language to all three options forecloses some of the flexibility.

Mr. Matoff indicated that he was correct; this amendment would result in pulling an option off the table.

Mr. Stoner:

If there are options the Board considers to be insufficient, I think we should pull them off the table. The staff will be hard put in providing us with the information to study everything. If something is not satisfactory or is not a viable option, it should be pulled off at this time. That is how I feel about peak hour only service.

Mr. Hansen asked if Options 2 and 3 presently include all day service, as opposed to Option 1. Mr. Matoff said that is correct.

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Mr. Nickels said Option 3 refers to all day service every day. Mr. Matoff said Option 1 provides weekday rush hour service only. Option 2 includes weekday service all day but not on the weekends, and Option 3 is a full level of service everyday.

Mr. Locke:

I would encourage the Board not to adopt this amendment. If the Board may mix and match options when considering the final package, it seems it may be useful to have one study component of just peak hour service. The other options do have the cost components of all day and five day a week service, he noted. This amendment would preclude the Board from knowing what would be saved and what would be lost with peak hour only service.

Mr. Davidson:

I agree with the previous speaker. I would ask staff what are the cost implications of this proposal; we do not have that information before us. I feel we should have a financial impact statement with our amendments. We heard some comment saying \$2.5 billion was the bottom line. If we take peak hour only service on commuter rail, I presume there is a financial implication. All of the amendments have financial implications and we should know about them.

Mr. Matoff:

There will be financial implications to capital and operating costs when going from peak hour to all day levels of service. We have tried, in a very general way, to reflect that in the expenditures shown on page 14 by showing an increase in commuter rail capital from \$500 million to the \$600 million level. I am assuming the railroad could work around our peak hour service, and there would be no freight window only. Consequently, when doing all day passenger and rail traffic, additional track and signal work would be necessary. No study has been done of that difference.

Mr. Morrison:

As one who is negotiating with those who own the railroads and those who make their income from the handling of freight, I think foreclosing the peak hour only option puts us in an interesting box. I think it is an impossible position, and I think the Ports of Seattle and Tacoma might be on the other side of the commuter rail ledger instead of being our allies.

It was moved by Mr. Morrison and seconded by Mr. Rice that the motion be amended to state "offering all day and/or peak hour service."

Mr. Madsen and Mr. Stoner accepted Mr. Morrison's proposed language as a friendly amendment to their motion and second.

Mr. Matoff:

Which of those two alternatives would be used in patronage forecasting. Staff may be able to develop the capital costs involved, however, we have only budgeted resources to do three forecasting sequences. I would like to have direction on which of those two to use for patronage and operating cost forecasts.

Mr. Laing:

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Would the patronage information for all day service from one of the other options be sufficient for making a decision in October. Would patronage information for peak hour service in one of the other options provide sufficient information.

Mr. Matoff:

The answer is yes, to some degree. There are network effects on patronage and Option 2 adds many elements which may affect the commuter system. It could be that all day ridership under Options 1 and 2 would be the same.

Mr. Laing:

When it was peak hour only, you were doing patronage forecasting on peak hour service. What would discussions be based on at the end of the analysis part of that? What would the staff have said?

Mr. Matoff:

I think the answer is it would have been between rush hour only in Option 1 and a higher level for peak hour service in Option 2. Since there wouldn't have been a specific modeling of that scenario, we would have given you a best guesstimate.

Mr. David Beal, RTA staff, made the following remarks:

There are several ways to deal with this issue. If the Board is interested in all day service with Option 1, staff can separately provide for you how much of commuter rail occurred only during the peak period and how much is the rest of the day. If the Board chooses to describe Option 1 with only peak period ridership, we could separately provide an estimate that was fairly educated.

Mr. Laing:

We could give you either one and you could give a best guesstimate. Mr. Beal said with all day service specified, staff could provide information on just the peak portion of the day. It would be a full modeling process.

We get both for capital costs and if they use all day for patronage forecasting, they can use the fall out of peak hour.

Mr. Beal:

This also solves some of the problems of other effects we can't keep track of. If you want commuter rail ridership, we can give information on the peak hour and the rest of the day separately.

Mr. Laing:

Instructing the staff that patronage be based on all day service gives the best combination of information.

Mr. Madsen:

As I recollect, one of the initial patronage guesstimates from Pierce County estimated that 200 people per day would ride the commuter rail from or to Fort Lewis. We have 25,000 to 30,000 troops presently at Fort Lewis. I do not believe the estimate of 200 people per day is a realistic guesstimate. Believing in the consistency theory, I would like a reality check. If those numbers are used, ridership for the all day/peak period will always be low.

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Mr. Laing:

The motion to amend Option 1, offering "all day and/or peak hour" service is before the Board.

The motion was carried by unanimous vote of Board members present.

Mr. Laing said Mr. Madsen has raised the issue of ridership from Fort Lewis.

Mr. Madsen:

The point is the ridership estimate. If patronage is going to begin driving the decisions. We need a reality check on the underlying numbers driving the conclusion. I disagree with the figures used in the past.

Mr. Rice:

I am concerned; I share some of the concern about changing the options. Changing the options is the prerogative of the Board, but I am concerned. Does this mean the three options are so unacceptable without these elements that the Board would not consider them. Given the fact that we will have the analysis over the summer why is it essential that this language be included in all three options?

Mr. Davidson:

The reason I asked the original question is because I view the amendment different than when staff says this is what we are going to study. If we amend it as a body, we are deciding to preclude something. I guess that is where I am more concerned about amendments as opposed to having staff bring it back as a study document. I think we found this amendment would take options off the table, and we should consider that when dealing with amendments.

Mr. Rice:

I withdraw my question.

Mr. Miller:

There are two requests I should put forward, but I would first like to make some general context comments.

In the revised Resolution No. 28, changes were made based on our prior discussions. Language was inserted to clarify that these options are component in nature and addressing the comments made today. The language was inserted indicating the Board would discuss and resolve equity concerns. My concern is that in issuing these documents, the resolution will certainly be a document that accompanies the options; however, the majority of the people will receive only the study option package. Within that document there is not a similar representation of the language dealing with the component nature of our decision or the equity issue.

It was moved by Mr. Miller, seconded by Mr. Stoner and carried by the unanimous vote of all Board members present that the language from the resolution, stating the component nature of the system and a statement regarding equity be incorporated into the preamble portion of the study option documents.

Mr. Earling:

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I would like to propose an amendment to Option 1, with similar language being proposed for Options 2 and 3. Copies of the amendments have been distributed (copy on file).

All three amendments speak to a paragraph regarding intermodal connections and facilities. We are asking that particular cities, Edmonds and Mukilteo, be mentioned as using the I-5 and I-405 area for intermodal connections and facilities. This may seem provincial, but because of the equity issue that many of us are struggling with, we think it is important that we be allowed to call out these particular sites in the plan so we can relay them back to our constituency. There is concern about the east/west configuration. We need to call out the I-5 and I-405 area for service as a possible connector. In addition, we have struck the word "Multimodal" and changed it to "Transportation" facilities.

It was moved by Mr. Earling, seconded by Ms. Hague and carried by the unanimous vote of all Board members present that the three amendments distributed by Mr. Earling be approved as presented.

Mr. Laing said these changes would be made on pages six, 10 and 13 of the study options. He asked for any proposed amendments to Option 2.

Mr. Rice:

Ms. Choe previously raised the issue of a grade separated and/or at-grade alignment of light rail to Northgate. I would propose that the language in Option 2 remain as distributed today.

It was moved by Mr. Rice and seconded by Mr. Nickels that the language contained under light rail in Option 2 in the study options distributed today be retained ("...and a grade separated, and/or at-grade alignment to Northgate.).

Mr. Nickels:

I am happy to support this amendment. What is the difference between the meaning of this and the original language which proposed a partially grade separated alignment to Northgate?

Mr. Matoff:

This indicates a preference for grade separation in general, but it does not close the door to a non-fully grade separated alignment.

Mr. Madsen asked if the amendment include the provision of a light rail line from Federal Way to Tacoma. Mr. Laing indicated that it did not.

Mr. Rice and Mr. Nickels agreed to accept the language stating the inclusion of a light rail line from Federal Way to Tacoma in the proposed amendment.

The motion amending Option 2 to include, under light rail, a grade separated and/or at-grade alignment to Northgate and the inclusion of a light rail line from Federal Way to downtown Tacoma, serving the Tacoma Dome commuter rail station, with the line predominantly at-grade, was carried by unanimous vote of Board members present.

It was moved by Ms. Boekelman and seconded by Mr. Hansen that in Option 2, and perhaps in Option 3, the following language be added under "Additional work and subsequent phases" as the first sentence of paragraph three on page 10: Variable distribution for the purpose of assuring subregional equity shall be the primary policy guiding the distribution of the fund. Delete "The" at the beginning of the second sentence. Add "Other".

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Mr. Nickels:

I think this is a debate we will enter into in October. If we are building anything we will be building from the center out, in which case funds will initially be spent in the outlying areas and then later will be taking away money they are now getting and putting it into the central portion of the system. Do we want a system with that kind of a flow to it? I think the presentation today was excellent in dealing with equity. Our comfort level will be essential to come to agreement in October and to go to the voters in May. I am not sure that we are ready to say this is the mechanism to achieve that equity. I think we may be setting ourselves up for an odd situation in the future.

Mr. Rice:

I believe the proposed language is the basis for further discussion and it overlaps in two areas: reconsideration of the criteria, and this equity issue for which we haven't created a framework. It falls in both of those areas. How does this help us with our study options and how would it be different with this language? Is this a debatable issue somewhere else in our process?

Mr. Miller:

I will not disagree with Mr. Rice about opportunities in the future to address equity, but I believe as staff moves forward, the mixing and matching will come out of that fund. This fund is the means by which we will balance equity in large measures because we can't do it on a project by project basis, he explained. I think it would be helpful for staff to have some guidelines to go by.

Mr. Rice:

As I said earlier, I am very concerned about this issue of equity; I raised this at the last meeting. I don't want to see this as starting to be wedge between what is a complete system. I am hearing about subregional equity but I also believe in the subregional system. This answers one problem but it doesn't necessarily give me confidence about the broader system. I don't know if this is the appropriate place for this language. I wonder if there isn't a better place to debate this than here.

Ms. Sullivan:

I think regional and subregional equity is something we are striving for in the life of this project; however, the way this is worded it could be construed as meaning that every single project will have to meet this test. There is no way to do that. For the life of the system, this language is appropriate, but I don't have an adequate understanding of what it will achieve and when.

The motion proposed by Ms. Boekelman carried by a majority vote of all Board members present (eight in favor: Mr. Stoner, Ms. Boekelman, Mr. Earling, Ms. Gates, Mr. Hansen, Mr. Madsen, Mr. Miller and Ms. Miller; seven opposed: Mr. Laing, Ms. Hague, Mr. Nickels, Mr. Rice, Mr. Davidson, Mr. Morrison and Ms. Sullivan).

Mr. Davidson:

I have some very minor corrections to propose (copy on file). They are from the Eastside Transportation Study Group.

The first proposal is an amendment to the commuter rail portion of Option 2. It would state that a full commuter rail system providing all-day service between Everett-Seattle-Tacoma-Lakewood using bi-level push-pull trains,

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and peak-hour service between Tukwila-Renton-Bellevue using DMU equipment would be included. The handwritten language indicates "HOV - Express Bus 405 all days." I had expected that to be there but the expectation was express bus service on I-405 to meet the needs of all day service and DMUs to meet the needs of the peak hour commuter service. I assume the express bus service on I-405 would continue.

Mr. Laing said under the regional trunk bus paragraph there is a description of the bus service. Mr. Davidson said the trunk isn't marked on that; it fell off when the description of the DMU was added.

Mr. Laing asked the Executive Director to respond.

Mr. Matoff:

The intent in Option 2 is to replace the HOV express bus service between the Tukwila junction and the Bellevue transit center with DMU service all day. Is Bellevue proposing there be DMU only service during the rush hour and during the rest of the day there would be bus service?

Mr. Davidson said that was correct; it was recommended the DMU service be peak hour only.

Mr. Laing asked Mr. Davidson if the amendment was to add peak hour service? Mr. Davidson said the amendment is adding peak hour service to what is already in the document.

It was moved by Mr. Davidson and seconded by Ms. Hague that the language in Option 2, page nine, be amended as follows: "...and peak hour service between Tukwila-Renton-Bellevue using DMU equipment."

Mr. Rice:

If you go ahead with this amendment, you take off the table the DMU as an effective option and therefore, why not just take it off the table instead of using it this way? If it is an option to give us some flexibility, why do you want to take it off the table? Is this what would be accomplished?

Mr. Davidson said the intent was not to take it off the table.

Mr. Davidson asked how effective DMU service would be all day when we lose express busway during the day? Mr. Rice said we shouldn't prejudge that without the analysis.

Mr. Matoff:

This was originally to have been bus service between the Bellevue transit center and the Tukwila transit center in Option 1, DMU service in Option 2 and full light rail service in Option 3. What is being proposed here is that in Option 2, DMU service only be rush hour and the rest of the time bus service would be substituted. The result would be to reduce the operating cost somewhat but to spread the capital investment over fewer passengers. This may result in an aggregate disadvantage to the concept.

Mr. Miller:

The proposal is to add language for peak hour service. We are in no way making a statement with regard to HOV bus service because that is not set forth in this. I understand the net result would be to take rail service from full day back to peak hour only, but there is no commitment to supplement that with bus service in the non-peak.

Mr. Davidson said that assumption was made.

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Mr. Madsen if this language would apply to Options 2 and 3? Mr. Matoff said it is not relevant to Option 3.

The motion to amend the commuter rail portion of Option 2, on page nine, as proposed by Mr. Davidson was carried by a majority vote of all Board members present (eight in favor: Mr. Laing, Mr. Stoner, Ms. Boekelman, Ms. Gates, Ms. Hague, Mr. Miller, Mr. Davidson and Ms. Miller; seven opposed: Mr. Earling, Mr. Hansen, Mr. Nickels, Mr. Rice, Ms. Sullivan, Mr. Morrison and Mr. Madsen).

It was moved by Mr. Davidson and seconded by Mr. Stoner that the HOV express bus on I-405 as a trunk line be added to Option 2 on page nine.

Mr. Matoff said staff would add language that regional trunk bus service would be added between Bellevue and Tukwila to operate in those hours when DMU service is not being operated.

Mr. Miller asked Mr. Davidson if his motion was to add express bus service in the non peak hours. Mr. Davidson said yes.

Mr. Miller:

Is this a means of supplying service? We have upgraded the rail lines to provide peak hour service by rail and non-peak service by bus instead.

Mr. Matoff:

The staff would have to do some number crunching over the summer. The tendency would be to make DMU service less cost effective.

Mr. Miller asked if this would foreclose all day service on the DMU?

Mr. Matoff:

No. The Board could come back and include all day service in a final decision. We would have the issue of trying to put back some numbers that represent the situation you are now taking out of the option.

Ms. Gates:

The wording on the amendment, as Mr. Matoff mentioned, says "...at all hours when DMUs are not functioning." Can I assume we are talking about express bus as it would be envisioned throughout the system? Could this be changed to refer to "...during normal service hours."

Mr. Davidson indicated that he would accept this as a friendly amendment.

Mr. Miller said he believed the concept raised by Ms. Gates is overriding in all of these amendments.

The motion indicating that the HOV express bus on I-405 as a trunk be added, indicating this would function during normal service hours when DMUs are not functioning, was carried by the majority vote of all Board members present (eight in favor: Mr. Laing, Mr. Stoner, Ms. Boekelman, Mr. Davidson, Ms. Gates, Ms. Hague, Mr. Miller and Mr. Morrison; seven opposed: Mr. Earling, Ms. Miller, Mr. Hansen, Mr. Rice, Ms. Sullivan, Mr. Madsen and Mr. Nickels).

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It was moved by Mr. Davidson and seconded by Ms. Hague that the fourth paragraph under Light Rail in Option 2 be amended as follows: "The east segment would run from the International District tunnel station through Mercer Island and Bellevue to Northup ((and)) or South Kirkland and Overlake. The line would run mostly at-grade in reserved I-90 center lanes (assume outside lanes restriped for HOV lanes), then use private right-of-way and reserved lanes on 114th Avenue SE ((and)), 112th Avenue NE, and Bel-Red Road or NE 8th Street.

Mr. Davidson:

I believe this proposal is self-explanatory. Overlake is very close to Microsoft; Bel-Red Road and NE 8th Street is the corridor in which we would like to look at that extension. It is along SR-520.

Mr. Laing said adding these words is the counterpart to get to the extension listed above. Mr. Davidson said that is correct.

Mr. Miller:

As long as we have something in one of the other options, we are destined to study it and it is not needed in the other options. Whether Overlake is included in Option 3 or not, I believe this is covered so I speak against the motion.

Mr. Nickels asked if the proposal was covered elsewhere in the options. Mr. Miller indicated that it was covered in Option 3.

Mr. Nickels asked if it was Mr. Davidson's intent to have the same language in Option 2 and in Option 3.

Mr. Davidson:

In Option 2, the desire of the motion is to put emphasis on extending light rail to Overlake as an employment center, even to the extent of the Renton connection which we are trying to make more cost effective. I think this would be more meaningful to the region.

The motion failed by majority vote of all Board members present (three in favor: Mr. Davidson, Ms. Hague and Mr. Nickels; 12 opposed: Mr. Laing, Mr. Stoner, Ms. Boekelman, Mr. Earling, Ms. Gates, Mr. Hansen, Mr. Madsen, Mr. Miller, Mr. Morrison, Mr. Rice, Ms. Sullivan and Ms. Miller).

Mr. Earling:

The north/south light rail system as proposed in Option 2 runs from Northgate to Sea-Tac. Is there a way, in the analysis provided for us, to give us enough information about cost and ridership if, for example, in going south we wanted to have two segments from the CBD to the Boeing Access Road? Would it provide the same information from Boeing Access Road to Sea-Tac? I have the same question going northbound from Seattle to the Commons and from the Commons to the UW and from the UW to Northgate.

Mr. Matoff:

I believe you would get that information on a segment by segment basis.

Mr. Beal:

Mr. Matoff mentioned earlier that when you think about some modifications there are spillover effects inside the transit network that are difficult to keep track of in ridership forecasts. I am talking about a line that is already

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long enough. When it becomes worthwhile to transfer bus riders to a rail line, that is something fairly easy to do. However, with the question just asked, about the south line especially, the nature of what you would do is extremely different. I don't think we could give you a technically rigorous answer that would meet with the ERP's standards. This sounds like an additional option.

Mr. Matoff:

For the long line, staff can demonstrate the ridership by segment, but the ridership on the inner segments may not be the same if you build only that much of the line. You would have a different number. You can guess ridership by segment but it is not representative of both; only of the shorter segment.

Mr. Earling:

My concern gets back to funding. I feel at some point we will have to face whether there is enough money to do all segments of each proposal. It would help me if I know there is a way to define the various options so if we have to set priorities, we have a mix of information to evaluate effectively as opposed to drawing a line two thirds down the list.

Mr. Hansen:

I share the concern. I am assuming part of the analysis will include a cost analysis of these various elements so when we mix and match we will know what the costs are with some higher level of certainty than now. We still face the question of how to pay for them, he said. I think it will be helpful in the analysis to quantify the costs as much as possible.

Mr. Matoff:

I believe staff can generate the capital costs for the segments, which are pretty straight forward, and to some degree the operating costs as well. It is on the benefit side that the forecasting comes into place. We will not have the complete information picture for every possible combination. We will know much more in the fall but we won't be able to give you as completely a rigorous patronage forecast.

Mr. Rice:

After we are done with all the analysis and we have mixed and matched from the options, we may have to do another pass. Some of the data wouldn't be available, especially as it relates to ridership.

Mr. Matoff:

That is the case. We could have a situation where you have essentially Option 2 but you have \$500 million less in projects approved than Option 2 in its current form would cost. You would be deleting \$500 million worth of projects, and you would ask what are the benefits to ridership of doing that. It is at that point we won't have as rigorous data to answer your questions. The rigor will be attached to the options as a whole and I am reluctant to state there will be a lot more than that. We will be relying on educated guesses.

Mr. Earling:

I think some Board members, myself included, are uncomfortable with the state and federal government funding assumptions. I am glad to know we will have better cost analysis so we can make some good decisions.

Mr. Miller:

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A number of us are similarly uncomfortable with reliance on state and federal funding. Additionally, as we get to that point and we get a ballot measure approved and the state is giving us half of what we thought it would, we will then have a choice in not only what segments could be deleted, but do we delay implementation of the system overall. We will have other options besides just taking the axe to the system.

Mr. Laing asked if there were other amendments to Option 2 in order to get a sense of how many amendments will be offered before proceeding to Option 3.

The Board recessed from 2:05 to 2:20 p.m.

It was moved by Mr. Davidson and seconded by Mr. Miller that the Board reconsider the previous votes on amendments offered by Mr. Davidson.

Mr. Laing said the Board would then reconsider two amendments to study Option 2.

Mr. Davidson:

I fear this series of amendments was to be taken in relation to each other and since that didn't occur, I think it would be appropriate to go back to staff's recommendation. I think that is the intent rather than having a split vote by the Board.

Mr. Laing:

The motion is to reconsider the first amendment under commuter rail, inserting the words "peak-hour service between" and the proposed change in the fourth paragraph under light rail in Option 2.

The motion for reconsideration was carried by the unanimous vote of all Board members present.

It was moved by Mr. Davidson and seconded by Ms. Hague that the two motions amending Option 2, offered by Mr. Davidson, be withdrawn. This motion carried by the unanimous vote of all Board members present.

Mr. Laing asked for any proposed amendments to Option 3.

Ms. Sullivan:

I have one proposed amendment for all three options. All of you have in your packet a letter from King County Metropolitan Councilmember Gossett with respect to connections between the Central Area and access to the regional system. I am prepared to offer an amendment to address that concern.

It was moved by Ms. Sullivan and seconded by Ms. Hague that for all options staff was directed to prepare an area service plan for the Central Area of Seattle with special reference to its interconnectiveness with the regional transit system in all directions.

Ms. Sullivan:

This is an area of our community that will be contributing significantly to the tax base for the system. At this time, this area has no service and it is appropriate, with regard to equity, to be sure this is the case.

Ms. Gates said she was very much inclined to support this, but asked Mr. Matoff if this would work for staff in terms of the time issue. Mr. Matoff said it could be accommodated.

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Ms. Sullivan's motion was carried by the unanimous vote of all Board members present.

Mr. Miller made the following remarks:

We have amended the language to allow the use of the transit development fund for the purchase of right-of-way. It is a concern for some of us that in order to assure phase two and to limit long term costs as much as possible right-of-way acquisition is essential in Phase I. This should be clearly identified before we go to a ballot measure. These may need to be separately identified outside the transit development fund.

Additionally, in keeping with King County Executive Locke's comments about the danger in committing ourselves to an extensive light rail system and finding it redundant and needing heavier rail or grade separated rail, we have discussed that potential. I would go with light rail with the potential for expansion. During right of way acquisition we may want to design the system to allow later construction of grade separation without disruption of service.

Additionally, on all three options we have language indicating additional policies that would be worked out by staff and brought to the Board this fall. It is our belief that the RTA is the controlling body on those funds and we need to retain control so we assure the regional nature of the expenditures. As we develop those policies, it is important to state that those funds are clearly RTA funds and not to be passed through to the various transit agencies.

It is Pierce County's hope that by October we can identify some of the Phase II studies we would be specifically funding and including as we go out for a ballot measure. We would not only know what is to be included in Phase I, but what the long range program is, as well. In Pierce County, we want to sell the option of what may come in the future. To do that we need to identify studies.

Last, I would like to raise an issue of concern to Pierce County and Tacoma. As the State moves forward with its discussions and the identification of potential methods for additional access to Gig Harbor, nowhere in here do we identify Gig Harbor/Bremerton as a committed service area of the RTA. We did not feel we could rightfully argue this should be included in Phase I, but at the same time, we run a risk if we don't take a close look at that extension so we can at the very least give a commitment that we are prepared to step forward and fill the role of a multi-modal transportation provider that needs to be integrated into any design that is adopted. The State should know, if they design an alternative with rail, that there is a body who will step forward and fill the void.

Mr. Morrison:

I would like to comment on the purchase of right-of-way. There is no fixed state position yet. I have been hearing some members of the legislature say that to the extent we don't build a system that truly is a system or that leads us to serving the region in an aggressive way, there is some uneasiness about the level of State participation. The right of way issue is one that goes to the heart of acquiring a future and a vision and a promise. What you build must have some flexibility as you go through the phases.

Ms. Miller:

I will not be here through the summer, but there should be reality checks with the staff very often. The information could change tracks, but if it happens in September, it will be a little late. I hope the staff will bring their findings to the Board on a regular basis. With regard to equity, we have to be sure that issue is being followed and pursued by the staff this summer.

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Mr. Laing:

The issue of the fundamental nature of the system we are pursuing has been raised. I think we need to have a workshop or retreat early this summer to have a discussion of the philosophy of the system. The JRPC system was based on the rail element being a completely grade separated, high speed regional system that mirrored DART and the system in Washington, D.C. Within the context of that total plan, if we adopted that as a long range plan that is one way of saying we are being true to that. As our conversations progressed, the issue of the long range system arose. Are we saying this would be a different kind of system? I am not raising this as a problem but we need to be true to ourselves and the public. This goes directly to the position that if it is not completely grade separated and high speed, does it provide the substitute for general purpose freeway lanes that the State sees as the quid pro quo for investing in a system in this region? We need to have this conversation so that the fundamental construct is something on which we have consensus.

Mr. Rice:

This has been a very good day today. I hearken back to one of the things that was stated. Over 25 years ago people tried to build a system in King County, we didn't do it. We didn't build it and now we are paying some of the consequences at astronomical prices. I think as the Chair and the Vice Chair talk about what we do while staff is performing this analysis, we should come back with a way to deal with the criteria and how we phase the system in some context. It may mean individual meetings, but I think it is important. It is a long term vision but there are some needs our constituents and subregions have that need to be met. Does the RTA meet those needs or can it? Must there be some other partnership to meet those needs? Those are the questions I have. We might need to be more strategic in how to proceed than to put it in one package.

Mr. Davidson:

Most of these give us some financial indications of what the options say. Will we have a study of the chance and reality of achieving those numbers? We are looking at the State paying one-third of \$1.3 billion by 2005. I wonder what impact that will have on the State and the region. Are we just shifting the tax burden?

Mr. Matoff:

The intent was that if we go through the financial impact analysis of the options, it would include being more specific about the different components. That needs to include some analysis about the degree of state and federal participation and realities. That involves discussions by the staff, state and federal representatives. It will have an impact on what comes out of this in the fall.

Mr. Nickels:

I speak in favor of the motion before us, echoing Mr. Rice. I have been pleased with the staff work to get us to this point; Mr. Matoff and his staff should be congratulated. I also want to congratulate the Board members. We started in September of last year, and some started in the JRPC process. Today we argue over DMUs but I don't think we have a basic disagreement that we should step forward to this problem so we don't have a problem handing off a system to our children. We have a good start. We should leave today's meeting with the feeling we have made a small step in that direction. We have done good work here today.

Mr. Matoff:

I understand the resolution deletes the key questions and measures on page three for discussion on June 10. However, they form the basis for the work program this summer. I understand staff can get started in the next two weeks on the basic issues of engineering, cost, etc.

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Mr. Laing said the answer was yes, and there was no disagreement from Board members.

Mr. Hansen:

I think injecting some equity factors is one of the things I would like to see when we go through that document. I will vote in favor of the resolution but I have great concerns from the equity standpoint. I don't think I could support any of the three options because of my equity concerns. I want this to be known for the record.

Ms. Sullivan:

When we sit down to discuss the underlying philosophy, I hope at that time we will have discussions about equity; this goes beyond financial equity to social equity. It is critical that those who contributed the most based on their ability to contribute are represented as well.

Mr. Laing:

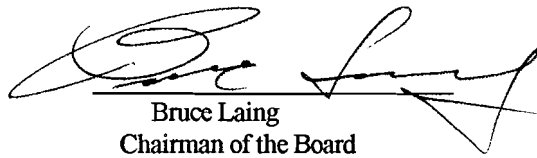
We have before us a motion to approve Resolution No. 28 with attachments as amended.

The motion to approve Resolution No. 28 was carried by unanimous vote of Board members present.


Other Business:

Mr. Laing said due to the late hour, the organized tour of Union Station had been canceled.

The meeting was adjourned at 2:45 p.m.


Bruce Laing
Chairman of the Board

ATTEST:


Marcia Walker
Board Administrator

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