

**Regional Transit Authority
Minutes of Board Meeting
July 8, 1994**

Call to Order:

The meeting was called to order at 1:40 p.m. in the Auditorium of the Snohomish County PUD, 2320 California Street, Everett, Washington by Chairman Laing. The Board Administrator called the roll and the following members were present:

Bruce Laing, Chair, King County Councilmember
Dave Earling, Vice Chair, Edmonds Councilmember
Paul Miller, Vice Chair, Tacoma Deputy Mayor

Representing Pierce County:

Ken Madsen, Pierce County Councilmember

Representing King County:

Don Davidson, Bellevue Mayor
Mary Gates, Federal Way Mayor
Jane Hague, King County Councilmember
Greg Nickels, King County Councilmember
Cynthia Sullivan, King County Councilmember
Jim White, Kent Mayor

Representing Snohomish County:

Bob Drewel, Snohomish County Executive
Ed Hansen, Everett Mayor

The following Board members arrived after roll call:

Representing King County:

Martha Choe

Representing Washington State Department of Transportation:

Sid Morrison, Secretary

Representing Pierce County:

Doug Sutherland, Pierce County Executive

Mr. Laing indicated that a quorum of Regional Transit Authority (RTA) Board members was present. He reminded members of the audience wishing to address the Board to utilize the sign-in sheets provided on the table in the front of the room.

Minutes of May 27, 1994 Board Meeting:

It was moved by Mr. Miller, seconded by Ms. Sullivan and carried by the unanimous vote of all Board members present that the minutes of May 27, 1994 be approved as presented.

Legislative Task Force Report:

Mr. Madsen:

The order of the today's agenda has been modified to accommodate some guests. The Board has talked about the campaign it needs to wage this spring; one of the rumors we have heard is that the county auditors are planning to use 1995 as the test of the mail out ballot concept. This concerned some RTA Board members. The Pierce County Auditor, Ms. Cathy Pearsall-Stipek is a friend of mine and we had a two-hour phone conversation regarding this issue. I would like Ms. Pearsall-Stipek to introduce herself and the other county auditors present today.

Ms. Pearsall-Stipek:

Thank you for allowing the county auditors to be present today. We appreciate being first on the agenda. I would like to introduce the other county auditors with me, Mr. Bob Fulger, Snohomish County Auditor, and Mr. John Charles, Records and Elections Manager for King County. Mr. Fulger will begin today's discussion and tell the Board about some of the things we think it should do so that together we can help ensure a successful election. We believe that by working together, this will be the case.

Mr. Fulger:

Thank you for the opportunity to be here today. Ms. Pearsall-Stipek raised this issue in Chelan. Ms. Hague is an expert in this area as she previously served as the Elections and Records Manager in King County.

There are some factual issues we would like to bring forward today. In terms of election options available, there was new legislation this year that states there are now only six election days available. This is only important to the RTA in terms of a second submittal. You used to be able to select a date, for a second submittal, that was 45 days after the original election; that option has been eliminated. The available election dates are in February, March, April, May, September and November. It appears, from our perspective, that March, April and May would be the RTA's preferences for an election.

An election in February raises a number of issues, the most important of which is we would be concluding a major statewide election process from November. To run this election in February, logistically, is problematic. In February it is likely there will be other monetary issues from school districts and others on the ballot.

The other issue is the back-up time frame for which we would like to know and have your decisionmaking finalized. We will have to make changes to our maps and voter eligibility codes based on your final determination of the RTA boundaries, which have not yet been finalized. We would suggest a 90-day window preceding the actual election day is an administrative time frame we would prefer to assist us to be ready for the election. Along those lines we would like to be able to have some RTA staff persons identified today or shortly after today that we can interact with in implementing at this stage what the boundaries appear to be. If they are changed, we can make accommodations down the road. The 90 day window would give us time to adjust maps and records and computers to conduct this election. You may select April or May for this election, but there is no prohibition for another district to use that date as well.

We have done some rough approximations based on the boundaries we are assuming. With that in mind, we have estimated the following numbers of voters from each county: Snohomish County - 225,000; King County - 1,000,000; and Pierce County - 250,000. This, obviously, is subject to the actual RTA boundaries.

Another key piece of information is those numbers of registered voters who are permanent absentee voters. This option is now available to any voter. The impact is that absentee ballots are mailed to absentee voters automatically 15 to 20 days before the election. On average, there is a 75% return on the ballots in the three county area. In Snohomish County there are 20,000 absentee voters, 100,000 in King County and 60,000 in Pierce County. Each of us is offering that option to participate. I believe those numbers will be higher by spring. There are 275,000 in Snohomish County, 340,000 in Pierce County and 900,000 in King County. That will go up as we approach the fall election process.

The motor voter legislation has had an impact in the last couple of years. It went into effect in January 1992. Residents may now register to vote by mail, which will facilitate additional people registering to vote. January 1 will be implementation of the agency-based registration by mail where agencies, such as the Department of Social and Health Services and Employment Security, who do intake and processing for services for clients, will be asking if they want to register to vote. This will probably increase the number of registered voters.

In terms of the kind of election to be utilized, it is our sense this should be consistent in all of the three counties. It would appear the logistics, dollars and the ability to conduct a mail ballot election is probably more restrictive in King County because of the size, while Pierce and Snohomish Counties might be able to do it that way. We want to handle the election the way you want us to handle it so it is uniform throughout the RTA. A key point is when you choose to hold the election; April or May would be best for us. The earlier the election date is selected, the better off we will be.

Mr. Charles said I would like to address the mail ballot issue. He continued with the following statements:

The county auditors got together and the majority were in favor of the mail ballot option; I was not in favor of this proposal. The largest (?) in King County was 50,000. We are looking at perhaps 75% of the 900,000 voters participating in a mail ballot. This is a substantial increase for a mail only ballot. Recent studies say there is a \$200,000 additional cost for a mail only ballot in King County compared to a traditional election. Not only is there the matter of gearing up for it, but the factor of increased cost. Again, an election in April/May would be what we would prefer so we could gear up for anything, preferably a traditional election.

Ms. Pearsal-Stipek made the following comments:

One of the other issues we wanted to raise is the question, "Do you have the money necessary to pay for an election?" The actual cost will probably be over \$1.5 million. I am sure you realize the counties do not pay for the election; the taxing districts, or whoever is asking for the election, pays for the election. We are concerned about whether the RTA has any money, and about how much money you have. We want to be sure your election is successful the first time and that you not have to go back to the voters a second time, not only because of the additional work involved, but because of the additional cost. If you go to the voters and fail twice, there will be a substantial cost. I realize the RTA may take its proposal to the voters twice before any drastic changes must be made. We would like to work with you and make the ballot proposal a success the very first time. I am offering my support, as well as that of Snohomish and King Counties. We would be glad to answer any questions.

Mr. Laing asked is there an opportunity for a Voters Pamphlet on an election of this type? Ms. Pearsal-Stipek said yes; all three counties distribute Voters Pamphlets, and would be happy to do so for this election. There is a fee for this service, she noted.

Ms. Sullivan said we have been through the discussion of mail ballots and regular elections over the years. If it were only a mail ballot and not a traditional voting precinct election, she asked, the costs would be almost exactly the same. I thought the increased cost came when both kinds of an election are held in the same year, she said. Mr. Charles said based on a volume of 500,000 of the 900,000 voters participating, a mail only ballot would be more expensive than a traditional election.

Ms. Sullivan asked if the cost per capita would be higher for a mail only election. Mr. Charles said the turn out for a mail only ballot is traditionally double that of a traditional election. The cost per vote would be less, he explained, but the absolute cost would be higher.

Ms. Sullivan said I was troubled by this; it seems the first concern would be to include as many voters as possible in this election. Mr. Charles said that is why we are in this business and that is why registration laws have been changed. When looking at the total cost, he continued, it is

more costly to undertake a mail only ballot. In terms of King County, he said, we would have to make some changes to handle a county-wide election.

Mr. Madsen said there are over 300,000 voters in Pierce County, 60,000 of which are ongoing absentee voters. What was that number last year?, he asked. Ms. Pearsal-Stipek said this figure was 7,000 last year.

Mr. Madsen said it appears this new kind of election could change the way we campaign. Ms. Pearsal-Stipek commented as follows:

It will definitely change the way we campaign. We are receiving 87 to 89% of the ballots back that we are sending out. The people receive the ballot 20 days before an election and they are voting. Otherwise they would not have voted. The results are very conservative when they first come in. In the school elections in April, based on the first returns, which were absentee, the levy would have failed. It took the voters at the polls to bring the results back to the winning side. We will be sending those 60,000 ballots out whether or not you take this issue to the polls or include everyone in a vote by mail. The schools used to want to target only certain voters; that option is no longer available.

Mr. Madsen said let's presume we choose March as an election date. Could you tell us what kind of voter turn out we will be looking at?, he asked. Ms. Pearsal-Stipek responded as follows:

From Pierce County it would depend on how you package it, how you sell it, and how many voters are aware there is a campaign going on. In the off year and at off times, much of the public doesn't realize there is an election going on. Many don't know there is an election held at a time other than September and November. The 60,000 absentee ballots will be distributed. The turnout would depend on how many voters you can bring out to the polls. The absentee voters tend to vote "no" on tax issues. In Pierce County we have been doing statistical work so we know what to tell candidates when they file.

Mr. Charles said in terms of King County, it is our rough estimate that the turnout for an election in February/May/June would be 20%. We had a countywide homeless issue on the ballot recently, he said, and it had an 18.9% turnout. For a mail only ballot, our projection would be 55% turnout, he concluded.

Mr. Fulger commented:

The turnout for a polling place election without a large amount of public relations would be 20 to 25%. We have done elections by mail for schools and fire districts in this time frame. History says at the polls they wouldn't have been above 15% turnout, while they had a 35 to 45% turnout when done by mail. This was in a smaller

jurisdiction. The other county in the state doing elections by mail consistently reports 40% or more turnout where elections at the polls would have had a 20% turnout.

Mr. Drewel asked should we understand that the nature of this type of election is that if one county utilizes mail only ballots, all three counties would have to use mail only ballots. Mr. Fulger said I indicated earlier King County may have some specific problems that might be different from Pierce and Snohomish Counties. It is possible that King County could hold the election at the polls and the others could utilize mail-only ballots, he said; this is a matter for the RTA to decide.

Ms. Sullivan said I am concerned about the nature of this discussion; I think we are blurring the lines of our role as a legislative body and a political campaign. Public agencies and organizations have gotten into trouble by getting too far over that line, she said, and I am concerned that we are dabbling over the line.

Mr. Laing said I appreciate Ms. Sullivan's concerns. I think the purpose of today's discussion is to identify an election date, he said, which I believe is appropriate for the RTA.

Mr. Madsen said I would like to thank the three county auditors for attending today's meeting. This is the information for which we have been searching, he said, and I think we need more information before making a decision.

(Board members Choe and Suutherland arrived at this time.)

Mr. Davidson said there are different views of different boards in campaigning and strategies. Perhaps we should put that on the agenda to get some common understanding of the rules, he said. This is a unique election, he stated, and such a discussion could be helpful. Mr. Laing said I will ask legal counsel to provide a briefing at our next meeting.

Report of the Chair

Appointments to Committees

Mr. Laing said among the materials distributed today (copy on file) is a draft of committee assignments. If Board members have any concerns, he said, please let me know. The major change in the meeting schedule for the Committees is the change in the Rules Committee meetings to the second and fourth Wednesdays of the month, he said, and the Legislative Task Force will now meet on an on-call basis.

Public Comment

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

I would like to report on a couple of my experiences. I have a sign on my car that is intended to generate public comment. I was recently at Aurora Village, which is being

rebuilt in a way that grieves me. It is becoming another temple of the automobile. The construction supervisor talked with me. He said, "I notice you are driving a car", and I was. I pointed out that I had very little choice but to drive a car to get to that area and too cross the area. In order to get to the stores being built, a car is necessary. My bumper sticker says "My next car is a Rhody", which is a nickname for the rail line.

The other experience was on July 4. I spent the afternoon with the vice president of one of the large hardware retail chains. I asked him a question that has been on my mind about the public going to these stores. It is not cars that come into these stores-- it is people. People bring their cars because they have to take something home with them that is too large to carry. I remember going shopping with my father. I remember seeing trucks delivering groceries. There was the bread man and the milk man. They were bringing products to the people. No one had to drive. I asked if any of the retail hardware stores could consider deliveries. This is done in Idaho, with deliveries up to 150 miles away. Computers are making it possible. I asked if this would work for retail customers; he said it would. It seems to be one of the major factors in the public's habits. The public's habits will swing the election.

I wanted to raise these two issues: the general attitude of building shopping centers so that people have to drive their cars and the possibility of delivery by retail stores.

Mr. David Clay, Machinist Union of Washington, made the following statements:

At the May 27 RTA Board meeting, in the description of the three phase options, there is a description of different vehicles. The question we have is, has the Board chosen the type of vehicles to be used in either of the three phase options and have you chosen the manufacturers of those vehicles?

Mr. Matoff said the answer is no; the vehicles in the report are there to indicate the kind of vehicles conceptually being used for us to continue with design and cost estimation. We are a long way from specifications and requesting bids, he stated.

Mr. Clay said our question and concern is that the machinist union does want to help this go forward. We would like to lend our support, he said. This is a jobs issue for us, he said, and the infrastructure improvements and vehicle components, if built in the state, will create new jobs. We would like to insure that is the case, he concluded.

Mr. Dean Claussen, Eastside Transportation Committee, made the following remarks:

I have spoken to the Board previously. I regret the fact that it appears there will be no opportunity for the Board to take a trip to Europe to view the transit systems, as I have suggested. I have recommended this very highly because you are coming up to a decision of enormous stakes. I understand you are planning a trip to Portland and then Calgary/Edmonton. You will see interesting things. Maybe all of you have been to Washington, D.C. and ridden the Metro. I hope you can do so. Having spent many

years in Europe, I want you to grasp a grade separated system, which I feel should be the core system in this region. You get that feel when you go to Europe. There is not much time left, but there may be an opportunity for some of you to go. If I were to win the lottery, you would have the money over night. I can understand the fears of a political boondoggle; some have been fearful of the reaction to such a trip.

This is a very high stakes matter. You need all the information you can get. You need to know the systems you are talking about. I wish you would take my comments to heart.

Finance Committee Report

Resolution No. 30--Amending RTA Budget to Reflect Interlocal Agreement pass-Through Grants - ACTION

It was moved by Mr. Nickels that Resolution No. 30 be approved as presented.

Mr. Nickels gave the following report:

The version of Resolution No. 30 contained in today's agenda packet does not have the attachments. This action will result in a \$2 million housekeeping adjustment to the budget. The materials distributed today do include the attachments (copy on file). There would be an addition of \$2,097,000 to the budget in pass-through grant revenue from HCT funds from Metro and Snohomish County. The expenditure is the same, which is passed through to other local agencies. This is a "truth in advertising" item. These funds will be spent in the region.

Mr. Nickels' motion to approve Resolution No. 30 was seconded by Mr. Miller.

Mr. Davidson asked will there be criteria for how to approach these HCT Funds? Will they be approached through the various agencies?, he asked. Mr. Matoff said these are existing commitments for pass-through funds that involve our receipt from the state and obligations to pass them through to other jurisdictions. It is a balancing of the budget, he explained.

Mr. Matoff said in the future, distributions of the funds will take into account both the RTA's needs for operations into 1995 and requests received from local jurisdictions. I believe this will be a matter for Board discussion and decision, he noted.

Mr. Davidson said I would like this discussion to occur soon so those wanting grant funds will be informed.

The motion to approve Resolution No. 30 was carried by the unanimous vote of all RTA Board members present.

Executive Director Report

Board Calendar

Mr. Matoff reviewed the board calendar printed on pink paper, copies of were distributed (copy on file). He pointed out the following events:

July 15	south corridor tour
July 22	equity and evaluation criteria workshop
July 29	trip to Portland
August 6	Finance Committee workshop
August 12	RTA Board meeting
August 18/19	trip to Calgary/Edmonton
August 26	north corridor tour
September 9	RTA Board meeting
September 16	technology workshop
September 23	RTA Board meeting
September 30	agency development workshop
October 14	RTA Board meeting
October 21	RTA Board meeting (if needed)
October 28	RTA Board meeting (decision)

Mr. Choe asked at what point will some of the analysis be available to Board members? Many Board members are involved in their own legislative bodies reaching a decision in September, she said; I would request that we be provided access to the information as it is developed by staff. I know this would be sensitive, she continued, but because of the magnitude of the task and the need for consensus in our own legislative bodies, it will require additional time and work on our part.

Mr. Laing said the issue that has risen in the past is that Board members have felt information was released before the Board members themselves had access to it. That lead to discomfort, he noted. If all Board members are told when particular analyses have been completed and are available, he said, they could request the information. This is one way to deal with the situation, he said.

Ms. Choe said this is a good suggestion. This would not put the staff in a difficult position of responding to one request and not another, she said.

Mr. Laing said it is important that the word "draft" be stamped on these documents.

Mr. Matoff remarked as follows:

The procedures for the critical issues involve successive refinements as we go through the process. In moving from three to two to one option, subsequent decisions are made that cause staff to go back and adjust its earlier work. The results will change until a patronage run is done on all three simulated options just before we give you the

updated information after Labor Day. As long as staff has the ability to explain that and the Board knows the results in September may differ from earlier information, this should not be a problem.

Ms. Choe said we would appreciate it and look forward to having staff reemphasize that these materials are in draft form. I think it would be enormously helpful for us, she said.

Ms. Sullivan said I think this is an excellent idea. The legislative authorities of all three counties must reach a decision in the ensuing months, she said; staff should keep the three counties up to speed. We are on a very tight time line and sometimes getting a decision made in that context is challenging and difficult, she noted.

Mr. Laing asked those members who know they are planning to attend the south corridor tour next week to indicate by a show of hands.

Mr. Nickels asked how long will this tour take? Ms. Janet Ash, Pierce Transit, said the staff isn't sure how long this tour will take. We assume Board members will want to see stops in Pierce County as well as Federal Way, Tukwila, Renton and Rainier Valley, she said. The tour will probably take the entire afternoon, she added.

Mr. Laing made the following statements:

The July 22 workshop will be devoted to the equity and evaluation criteria discussion. The Board didn't adopt evaluation criteria because there was a proposal to add to them language relating to equity. This workshop is our time for addressing that issue. Staff is in a dilemma about how to conduct a workshop for the policy makers who will have to make the decision. I have decided that we will utilize the services of a facilitator. There will preliminarily be a conversation between Board members to gain our perspectives of equity and how we develop some principals of equity we want to apply. We will then ask the facilitator to contact Board members to see if they have issues they want to address.

Mr. Davidson asked who will be the facilitator? Mr. Matsuoka said through the legal counsel team we have access to a couple of individuals. Mr. Jim Waldo is available next week, he said, and Mr. Bill Wilkerson is available and will probably be here next week.

Commuter Rail

Mr. Bob White gave the following presentation:

A month ago the Board authorized the Executive Director to take actions to continue to try to implement a commuter rail demonstration service by this fall. We have been very active in that area. I would like to emphasize that we understand your direction is to work towards implementation of this service if it can be successful, but you have not authorized staff to implement that service. We are walking the fine line between those

two things and make that clear to those we are dealing with that while we are serious about trying to do this, we are not authorized to enter into final agreements or to commit resources.

We are working in three areas: technical, operational and financial. In the technical and operational areas I have a high degree of confidence we can implement commuter rail service by November in a demonstration mode. Not everything is nailed down, but we think we can do this. From a market research perspective and what utilization we would expect, we have work underway that I hope will be able to give you some factual information by July 22 that goes beyond a simple judgment call.

The third area is financial. Frankly, this is the most problematic at this time. The question here is more one of timing in that various processes take some time. We have a push/pull situation, needing to make some commitments for equipment, operators, stations, etc. Until we are in a position to show we are serious, they are hesitant to make their own commitments.

With regard to technical issues, we have, on my desk, draft agreements from Union Pacific (UP) and Burlington Northern (BN) allowing us to implement this service, including cost estimates and budgeting techniques that we believe would give a fair price. We have been in contact with Go Transit in Toronto, Canada; equipment is available. We have discussed price with them and believe we can present the Board with a favorable contract that helps make this easier. I should point out that Go Transit has been extremely helpful. They are foregoing some revenue from this equipment in order to help us keep our costs down. I can't give a precise number at this time, but it appears to be favorable.

We have begun design work on the stations that would be necessary to operate between Seattle and Tacoma and in the north where there are stations available. In Kent, the property belongs to UP and since they are participating, that should not be a problem. As of yesterday, we had a meeting with the owner of Freighthouse Square in Tacoma, which we need in order to develop a station there. He was supportive and committed to working with us in developing a better station than we would be able to provide on our own. We have no formal agreement, but I think this is a fairly firm commitment to provide private financing to make this work.

With regard to market research, two things are underway. The first effort will provide a quick response, but it is not precise. We will have field interviewers at an event called "Hoop it Up" at Sand Point this weekend. It attracts many basketball fans. The Sonics organization is working with us to try to have our questions answered more scientifically. We hope to have on the phone lines a telephone survey of season ticket holders that should give more information on the demand and the price people are willing to pay for this service. I hope to have that information in two weeks.

It has been suggested that we provide service in Snohomish County; the survey will determine the level and size of that market. There has been a suggestion of stopping in Kent at the park-and-ride lot; this survey will help determine the level of utilization we could expect at that point.

The final area is financing. We continue to coordinate with the state Attorney General's office who has proposed that part of the anti-trust settlement be used to finance 50% of this project. The judge's decision is expected in the next week or 10 days; this is a preliminary order. We do not have a firm handle on the process the Attorney General's office will have to go through in terms of public notice of that preliminary award and then final award before we obtain the funds. We are keeping track of our expenditures and have begun the process of matching 50%. The Board needs to make a decision on go/no go by the first meeting in September. Without a "yes" decision then, there will be a "no" decision because we will be unable to move forward with the project. We expect to be back to the Board later in July and August with the information it needs, including the risk assessment mentioned by Mr. Davidson.

In the process of trying to think through this effort and beginning to develop some financial participation, the interest has been fairly broad. The consultants have been asking if there are opportunities to help. This morning we kicked off a brainstorming group of volunteer experts. They will try to help in the next 10 days to two weeks to determine what steps are necessary in moving from being a service transit planner to a service operator in three months. Those people who volunteer include - (Marcia--I couldn't get all of these names. Do you have them or do we need them?)

I would be happy to answer any questions.

Mr. Miller made the following statements:

I want to be sure the Board sees this opportunity as much more than a train to the Sonics. Once the facilities are in place and the trains are lined up, we have an opportunity to increase ridership on this demonstration project by finding as many outlets as possible for running between Pierce and King Counties and Snohomish and King Counties so we build as large a base of people who have experienced the opportunities that commuter rail can provide.

I know Mr. White has some discomfort because there are some difficult decision points out there. Even with a preliminary decision from the judge, we will not be certain of our funds until after the appeals process in October/November. I think we should continue moving forward during this decision points, but arrive at commitments by the Board for the match of dollars that would allow us to keep moving forward and limiting our long-term risk exposure until we have a sense of the long-term funding sources.

Ms. Gates said this is an impressive list of people who are willing to help with the brainstorming. Because of the nature of it being potentially Snohomish County and because we know Pierce County will be involved, she continued, are these people familiar with the three county region or will we need more geographical variation to get the whole picture? Mr. White responded:

We have tentatively identified a series of successful criteria of what success is. One of those is we recognize it needs to be a three county service. Most of the people participating in the braintrust are not from this region, but they are familiar with operating commuter rail. I failed to mention a very valuable resource available to me: Based on the Board's authorization a month ago, I have entered into a contract with Henry Aranson. One of his preliminary tasks is to develop a broad range of service opportunities for the three county area. He will probably be contacting a number of Board members about how to broaden the base of the service and to seek other ideas about how to make the service successful.

Mr. Davidson said I am a little concerned about the marketing approach, utilizing the "Hoop it Up" event as a source of information rather than directly contacting Sonics season ticketholders. Mr. White said we are trying to do both. The telephone survey will utilize the Sonics season ticketholders list, he said. Making contacts at the "Hoop it Up" event will provide some early information prior to the telephone survey, he said. There are many Sonics fans who cannot afford to purchase a season ticket for all 41 home games, he said, and we hope to tap into the people who might plan to attend one or two games. Staff is attempting to obtain a broad range of information, he noted.

Mr. Davidson said I think this is one of the first demonstrations of a business type situation; it is important to approach it on that basis. I don't want people to feel that because I raise questions I am not positive about the project, he said. I think building credibility for running a rail system in the future requires the operation of a demonstration project with good business sense, he stated.

Mr. Morrison made the following comments:

Mr. Matoff has called to ask the state to be creative in case there are some holes in the financing for this project. While I cannot lend the state's credit, we can be innovative and we will make every effort.

I personally believe in the value of this demonstration as a way of planting seeds, which we have done with the Talgo train the Board will utilize in returning from its trip to Portland. This train carried 33,000 passengers this week and is running at 90% capacity on weekdays. It is sold out on the weekends. There has been a 10% increase in transportation from Seattle to Portland, whether on Talgo or not. I don't know what created this success, but we are delighted with it.

Mr. Sutherland said the RTA should be maintaining conversations with the Tacoma Dome management. The media indicates there has been a struggle between some sponsors, he said; it would be embarrassing to make significant commitments to providing service to a facility where there is no Sonics basketball taking place.

Mr. Nickels said I would like to express my appreciation to Mr. White and others on staff. We have an opportunity here, he said, but there are challenges, such as the short time frame to put together a very difficult project. Staff has risen to the task, he stated, and I would very much like to thank them.

Rules Committee Report

Mr. Laing said there was no Rules Committee meeting on July 1; the next meeting will be July 13 from 2:00 to 4:00 p.m.

Public Involvement Committee Report

Mr. Earling said the Public Involvement Committee has been working on a variety of tools that staff and Board members can use for public presentations. We have been trying to interface our efforts with the strategic planning consultants and because of that, he continued, the tools will probably be a week or two later than planned. They will be completed as quickly as possible, he concluded.

Other Business

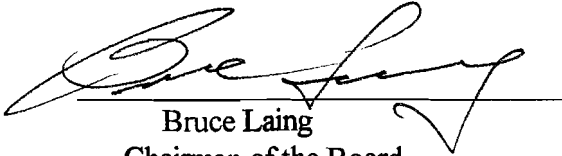
There was no other business.

Next Meeting

Mr. Laing said the next Board meeting will be July 22. Additional meetings are identified in the calendar distributed earlier today, he noted.

Mr. Laing said previous King County meetings have been held in the King County Council Chambers. The Puget Sound Regional Council has remodeled its board room, he said, and it is now available to the RTA. It is larger and designed for a larger board, he noted.

As there was no other business, the meeting was adjourned at 3:00 p.m.


Bruce Laing
Chairman of the Board

ATTEST:

Marcia Walker

Marcia Walker
Board Administrator

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