

Regional Transit Authority

**Minutes of Board Meeting
September 9, 1994**

Call to Order:

The meeting was called to order at 1:25 p.m. in the Tacoma Public Utilities Auditorium, 3628 South 35th Street, Tacoma, Washington by Chairman Laing.

The Board Administrator called the roll and the following members were present:

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

Pierce County:

Sharon Boekelman, Bonney Lake Councilmember
Ken Madsen, Pierce County Councilmember
Doug Sutherland, Pierce County Executive

King County:

Martha Choe, Seattle Councilmember
Don Davidson, Bellevue Mayor
Mary Gates, Federal Way Mayor
Jim White, Kent Mayor

Snohomish County:

Bob Drewel, Snohomish County Executive
Ed Hansen, Everett Mayor

The following Board members arrived after roll call:

Jane Hague, King County Councilmember
Gary Locke, King County Executive
Norm Rice, Seattle Mayor
Cynthia Sullivan, King County Councilmember

The Board Administrator indicated that a quorum of the Regional Transit Authority (RTA) Board was present.

Minutes of August 12, 1994 Board Meeting:

It as moved by Mr. Earling, seconded by Mr. Davidson and carried by the unanimous vote of all Board members present that the minutes of August 12, 1994 be approved as presented.

Report of the Chair:

Mr. Laing:

I have a copy of the September 2 letter from Mr. Aubrey Davis, Chair of the Expert Review Panel (ERP). It raises issues related to the analysis the RTA has been involved in up to this time. I understand copies of the letter were sent to all Board members. If you have not received a copy, one will be provided for you.

I am mentioning this letter because of the importance of its contents, and so that Board members will know what is happening with regard to a response. I have been handed a draft response acknowledging receipt of the letter and asking Mr. Davis to attend the Board meeting on September 23. The response to the issues raised will have been completed and submitted to the ERP by that time, and a meeting of the ERP is scheduled for September 19 to discuss this and related issues. I am hopeful this list of issues will have diminished significantly by that time.

The Executive Director will be meeting with the ERP to prepare for the September 19 meeting. If there is a reason for Board members to be involved, we will let you know.

Public Comment:

Mr. Paul Locke:

Page 13 of the document entitled "Regional Transit System Master Plan Draft" (copy on file) lists some goals. I think one of the goals should be to maximize the amount of money obtained from the farebox, to be used for operating costs. I see no other way to make the system work. It seems that every dollar from the taxpayer will be needed to build the system. You will need revenue for operating costs. As you are building the system, you need to maximize the revenue from the users in order to continue building on to the system. Then, when it is completed, you will have money for operation costs.

The financial plan in the back of the document, on page 4-5, should include this same language. The amount of subsidy should be changed to show that revenue from the farebox will be covering the operating costs. I think it is essential to get the maximum amount from the users to cover operating costs.

Mr. Tim Schlitzer, Renton City Councilmember:

I am here representing three groups: the City of Renton in total, the Renton City Council, and the Renton Chamber of Commerce.

Regarding the new information we picked up after arriving at today's meeting, Phase I Study Options Results Report (copy on file), I wanted to speak about the Bellevue spur (pages 93 and 94). The document says Option 1 includes a commuter rail extension to north Renton. This was tested as a shuttle operation. Option 2 introduces a new technology referred to as a "diesel multiple unit" (DMU). Neither Option 1 or 2 touch on what Renton has been pushing for, which is to stress that studies indicate direct service to Renton has shown the highest ridership, third in the entire system, and the best cost effect. Everything is in place. The study done by the RTP consultant in April 1993 showed 3,000 riders if we had direct service to Seattle and Tacoma. If it went to a shuttle, the number of riders dropped to 600. This is one-fifth of the ridership we would have with direct service.

Many of the arguments dealt with freight trains. There are only two trains per day operating on those tracks. It is not hard to schedule around those trains. I understand there is a lot of traffic on the backbone railroad tracks between Seattle and Tacoma. This proposal would be the most cost effective and most used alternative, but it is not being looked at in the options being put forward. We must study direct routing to north Renton.

I understand there is a political argument regarding the portion of the service up to Bellevue; we do not care about that. We are saying that just in Renton there would be 3,000 versus 600 riders in something not even before the Board. Please look at that option carefully before you make a decision.

Executive Director Report:

Public Comment Period on RTA Master Plan

Mr. Matoff:

This is a request from the staff that the Board adopt a motion establishing a formal public comment period on the RTA Master Plan. This is a statutorily recognized requirement of the Authority and although our practice has been to request

public comment at every meeting and to utilize an extensive outreach program, there is a legal basis to have a specific 30 day period. This can be accomplished with a motion. The comment period would begin today and run through the Board meeting of October 14.

Mr. Laing:

I have a question for Mr. Gunter. I had intended to ask for a motion setting the comment period from September 14 to October 14. A question was raised as to whether setting this time period precludes us from accepting comments beyond October 14.

Mr. Gunter:

I do not believe so. The statute speaks to a minimum 30-day comment period. I believe the period could extend beyond 30 days and the Board could accept testimony outside the public comment period. It is ambiguous about whether comments would be on the JRPC plan or the RTA Board's plan. I believe the Board can accept other comments beyond the October 14 date. A formal comment period is required.

Mr. White:

Is October 14 a magic date? Could the Board accept comments beyond October 14?

Mr. Gunter:

I believe so. The Board needs to allow a minimum 30-day comment period prior to the time it makes a decision on the plan.

Mr. Laing:

I believe it is necessary to include at least 30 days in the comment period. The Board would be able to accept comments beyond the October 14 date.

Mr. White:

I like the idea of having a week to advertise the provision of this comment period.

(Board member Sullivan arrived at this time.)

It was moved by Mr. White and seconded by Mr. Drewel that the Board establish a 30 day comment period on the RTA Master Plan, beginning today and extending to October 14, 1994.

Ms. Choe:

It should be clear that the Board intends to consider comments beyond the October 14 date.

Mr. Sutherland:

I am concerned about whether the Board will accept written and/or verbal comments during this time. I think the motion indicates a 30-day period for public comment. I assume this refers to written comments. Does this include the opportunity to have spoken testimony before the Board? If so, when would that be allowed?

Mr. Laing:

Included in the materials distributed today is a tan sheet (copy on file) that lists the public comment opportunities on proposed action to adopt the Regional Transit System Master Plan. This sheet identifies a number of specific meetings and roundtables, as well as the three public hearings, at which public comment will be accepted.

Mr. Sutherland:

I would suggest the information from this sheet be included as part of the motion.

Mr. White and Mr. Drewel agreed that the information printed on the tan hand-out be included in the notification of the 30-day comment period on the Regional Transit System Master Plan.

The motion, as amended, was carried by the unanimous vote of all Board members present.

RTA Master Plan

Mr. Matoff:

I would like to explain how we got to where we are today. Over the years our region, in all three counties, has developed extensive bus service. More can be done. We have focused on bus operations to solve the regional transportation problems. A series of studies began in 1989 and 1990, ending in 1993, which concluded fairly dramatically that in order for public transportation to handle its share of the burden, a rail system would have to be part of the mix. Following the formation of the Authority, we have been conducting extensive evaluation and developing ways we could introduce, in an incremental phase, a rail service. I think it is fairly clear our analysis confirms the need for rail in an overall regional transportation system.

On February 27 the Board adopted a work program. Three options for study were adopted on May 27. The staff and consultants have been analyzing those and producing data which will be presented to the Board. On October 28 staff will be asking the Board to adopt a master plan and to adopt Phase I proposals. The main issues are 1) how much should be built? and 2) what should be built first?

We have a draft master plan that has been distributed to Board members. Copies are available today (copy on file). This has been prepared based on the Regional Transit Plan. I would like to have Ms. Barbara Gilliland walk through it and touch on the major things it contains.

Ms. Barbara Gilliland:

The purpose for my presentation today is to highlight those sections representing proposed major changes to the 1993 system plan. This was submitted for your approval when the RTA was formed a year ago. What we have done is to take the text from this plan and strike out those sections recommended for deletion or replacement and italicized those added or changed. You will see the Regional Transit Plan (RTP) wording and what is being proposed as a replacement.

I will review the table of contents. I would like to highlight the sections with major changes.

The first is the introduction. Under the second chapter I will focus on the regional transit system service area, system integration and access, and the transit development fund. Under system implementation, which is a new chapter, I will focus on the fixed master plan implementation and the current phase of implementation. I will review the financing plan.

(Board member Hague arrived at this time.)

In the Introduction we did not include the old wording; however, I believe in a comparison between them you will see most of the ideas and issues are incorporated in this section of the plan. What this does is it try to focus around those context issues Mr. Matoff mentioned. You will see on pages 1-3 and 1-4 where we have included goals and performance objectives.

Included in the second chapter is the transit service section on page 2-4. The old wording is still there as well as the new proposed language. This was rewritten to focus on bus services that would be the RTA's responsibility. Those routes represent one element of the HCT system as designed by state law. One of the things I would like to footnote is that with this language, it is the intent to support or fund things described in the RTP. However, what we wanted to do was focus on those services that are not a direct RTA responsibility. Others would be addressed under the transit development fund. Projects of a local nature would be eligible for funding under that category.

On page 2-9 is the discussion about the regional rail system, explaining the state vision for the rail portion of this phase. You will see Map C; the text with the map was not revised. It would be revised in the final master plan revisions.

Page 2-8, the paragraph on commuter rail, will include the words "and Renton." That is a direct result of the study options on the table. It has not been decided exactly how Renton will be served. Once that decision is made, it will be reflected in the plan.

Pages 2-10 and 2-11 deal with potential rail extensions. This has been revised and reworded to say how we will implement the system. Priorities remain the same, serving Everett, Seattle, Tacoma and Bellevue. This gives the Board the flexibility for rail extensions to consider and when.

Page 2-12 contains a section on rail characterizations. These reflect some changes that represent technology flexibility we have been discussing. Not only that, but it also lists the types of alignments you may want to consider as part of this plan.

Page 2-17 outlines the transit development fund. It talks about allowed improvements. We talked about the criteria for funding. It also reflects on page 2-19 the policy direction by the Board indicating that variable distribution of the fund shall be to assure subregional equity.

We have moved the system implementation language to its own separate chapter. Page 3-2 talks about phased master plan implementation. What this generally does is describe the process and elements we would consider during each phase of development of the master plan.

The Phase I plan, and any successive phases, would be inserted on page 3-9, under current phase of implementation. We would have a description in this location about the agreements and major pieces of construction anticipated in each phase.

The last chapter contains the financing plan. The sections in the financial strategy have been changed to correct errors and reflect changes in state law regarding phased implementation of the master plan. On page 4-4 you will see major sections that have been deleted dealing with regional trunk bus, which is the RTA responsibility, and the transit development fund and other projects would consider funding.

Page 4-5 deals with the fare policies. One of the things we have discussed is an integrated fare structure. This talks about that as well as a revenue sharing program that we would have with the other transit agencies as well.

Page 4-7 is where we would place those sections that deal with the financial plan for Phase I and the rest of the master plan. We would also include, under Current Phase of Implementation, analysis as the Phase I System Plan is developed. Under that section we would talk about how much we have built and how much funding capacity is left to achieve the master plan phase.

This completes my presentation today.

Mr. Laing:

The intention was for staff to give this document to the Board with the background necessary to allow us to go through it and make our own decisions about it.

Ms. Montgela (for Mr. Sid Morrison):

I have a request. Staff did not cover the basis for the HOV language in the plan. There are some changes. The WSDOT is looking at reviewing the scenario over the next 10 to 20 years. There are changing assumptions about completing the HOV system. I would ask that staff work with us so this information can be incorporated.

Ms. Gilliland:

This was staff's intent.

Mr. Matoff:

An amended version of this plan, reflecting the Board's views, will be presented for adoption on October 28.

Mr. Davidson:

Is the public going to be asked to vote on the master plan or Phase I?

Mr. Matoff:

The public will be asked to vote on Phase I.

Mr. Gunter:

The current enabling legislation says the voters will vote on the taxes necessary to support the appropriate phase of the plan. They will not be voting on the plan itself.

Phase I Options Analysis Report

Mr. Matoff:

Staff has undertaken a difficult and complex effort in development of the Phase I Options Analysis Report. There is now an errata sheet number one. I will ask Mr. Chuck Kirchner to cover the overall summary results and I will follow with a run-through of some of the issues identified.

Mr. Kirchner:

I will utilize viewfoils in my presentation today, copies of which have been distributed (copy on file).

We are stressing those pieces of information developed during the summer that are clear and distinct differences among the three options. That is the focus of my presentation. Secondly, we will be focusing on substantial differences in key issue areas facing you as you make a decision over the next seven weeks. Staff will be available to go into more details if you desire.

Three options have been considered over the summer:

- 1) Regional bus emphasis. This assumed a .4% local sales tax equivalent, one-sixth from the state and one-third from the federal government.
- 2) Surface rail emphasis. This would have the same local tax rate but the state portion would be one-third and one-third federal funding.
- 3) Grade separated emphasis with a higher local sales tax of .5% and one-third state and one-third federal funding.

Pages 7 to 17 give much more detail on the three study options. I can give more detail if you like.

One other way of looking at the options is in terms of miles of commuter rail, light rail and regional bus in the three options. Option 1 contains 89 miles of commuter rail, including the Renton spur. Option 2 includes 96 miles of commuter rail with a DMU line from Tukwila to Bellevue. Option 3 utilizes 82 miles of commuter rail with the Renton spur.

Option 1 has only 13 miles of light rail. It also has 233 miles of regional trunk bus routes. Options 2 and 3 utilize more light rail than Option 1 and less regional trunk bus miles. Later today Mr. Bill Lieberman will present more on the regional bus component.

Forecasting Results. This chart reflects the amount of rail contained in each option. There would be 45,000 daily rail boardings in Option 1, 135,000 in Option 2 and 180,000 in Option 3. There would be 80,000 daily regional trunk bus boardings with Option 1, 22,000 in Option 2 and 23,000 in Option 3. Bus boardings reflect the opposite of having more regional bus. It is interesting that the number of daily transit riders in the system in the three counties who would use rail for normal trips is 13% in Option 1, 40% in Option 2 and 51% in Option 3. We have tried to develop connectiveness of the system by providing regional connection points. These are rail to rail or rail to bus lines connections. There are 26 connections in Option 1, 41 in Option 2 and 50 in Option 3.

Mr. Laing:

In Option 3, the daily regional trunk bus boardings goes up even with more extensive rail and less miles of trunk bus.

Mr. Kirchner:

At certain locations with more rail it is more attractive to make that transfer. This is the only explanation for this.

Capital and operating costs: The light rail in Option 3 has gone up since yesterday from \$3.42 billion to \$3.64 billion for two reasons: 1) light rail cost to Federal Way was based on using 348th and 316. The capital costs stopped at 316th. Additional cost was added when this was noticed; 2) the analysis of ridership showed our four car train assumption was not adequate to carry peak loads from Option 3. Six car trains would be required and the additional capital and maintenance cost have been reflected.

This chart is self-explanatory. There is more commuter rail utilized in Option 2 than in Options 1 and 3. The light rail in Option 3 is obviously more grade separated and it is a larger system. The use of commuter rail increases operating cost. The same is true for light rail. With this in mind, I will ask Mr. Matoff to discuss the key issue areas.

Mr. Matoff:

Capital costs and patronage figures are the best we can provide given the assumptions we have. Some say we are overly optimistic in estimating riders. There are those who accuse us of compounded pessimism. I think we are on reasonably conservative ground. The numbers are only part of the picture. There are other considerations, such as your desire to employ public transportation as an overall framework for growth management and maintaining mobility, and providing mobility to those who do not have it right now. These are important factors that play into your decision making. There is no single right answer; this is fundamentally an enlightened policy decision you will be asked to make.

The analysis of key issues begins on page 63 of the report. Some issues have arisen from comments raised in the extensive public outreach, which will continue to take place. We learn a lot as we go to the public. Staff has tried to summarize the key issues in the report.

One of the major issues is the Capital Hill versus Eastlake alignment. Eastlake was incorporated as a surface alignment, traveling north by the Convention Place station and a First Hill station at 15th and Pacific. The surface option is a little shorter but it takes a little longer. The overall difference in travel time is about 2.1 minutes. The difference in capital costs is \$270 million. The difference in ridership is 13,000 to 14,000. Capital Hill ridership is strong because of the important regional destinations that would be served. The Eastlake alignment does not have those destinations, but it could serve the Seattle Commons project. That is not reflected here. The 64,000 and 97,000 represent total north corridor ridership with Options 2 and 3. They are year 2010 estimates for those two alignments.

Mr. Madsen:

These are wonderful numbers. Could you relate the 97,000 people to the number of riders on the BART system?

Mr. Matoff:

The total daily ridership on BART, for the entire system, is approximately 237,000 per day, with 75 miles of system.

Mr. Madsen:

Is the Capital Hill alignment, Option 3, from downtown to the University of Washington?

Mr. Matoff:

No. The 97,000 and the 64,000 are for the entire alignment from downtown to Northgate. The total boardings are based on the two alternatives as they were modeled. Option 2 includes surface streets with the Eastlake alignment. Option 3 is more subway and grade separated from downtown to Northgate.

Mr. Madsen:

Is this about 40% of what BART carries daily?

Mr. Matoff:

Yes.

Mr. Madsen:

What is the relative comparison of the population of San Francisco?

Mr. Matoff:

The Bay Area has a population of approximately six million people. The surface area is approximately half that. The number of jobs in downtown San Francisco is about 310,000 in comparison with an anticipated 150,000 jobs in downtown Seattle. This is not a directly comparable corridor.

Mr. Madsen:

Sometimes you look at the numbers and they don't make sense. I would like to see a relationship between what exists and what we are proposing. San Francisco has a system and I am wondering if this 97,000 is a real figure or a real guess.

Mr. Matoff:

I think this is a reasonable number for 2010, given the fully grade separated route to Northgate and the assumptions about truncating bus service at Northgate.

(Board member Rice arrived at this time.)

Mr. Madsen:

Would it cost \$300 million to save two minutes in travel time?

Mr. Matoff:

Yes. This expenditure would also provide additional capacity.

From Pacific to the Northgate terminus: Under Option 2 we run partially at grade north on the surface. The travel time is slightly longer because the route operates on the surface. There is 3.9 miles involved and the travel time would be 9.5 minutes. The cost would be \$385 million.

Option 3 is primarily a subway system with some elevated sections at Northgate. The system would be 3.7 miles, it would save two minutes in travel time. However, the cost would be \$595 million. The alignment would be grade separated and partially grade separated.

Ms. Choe:

Is there a description of the assumptions you have used to formulate the patronage and cost figures?

Mr. Matoff:

The results contain a thorough description of what is modeled here.

Mr. Lieberman:

I could discuss the regional bus assumptions underlying those. In any in-depth analysis additional questions will arise and it would probably be efficient to ask us and we will respond directly.

Ms. Choe:

Did you have the opportunity to look at the year 2020 as well as 2010?

Mr. Matoff:

We only had time to model to 2010. In response, a memo is being prepared by staff and we will respond to the value of a 2020 as well.

Mr. Laing:

We should look at 6 and 7 together. Would this bus system not end at the University District? Would they be combined?

Mr. Matoff:

Yes. This is the effect of going to Northgate to intersect more east/west lines. This is a more viable place to intersect bus lines from Snohomish County. They are separated then because of the Eastlake versus Capital Hill question because this is a grade separated versus surface issue.

Rainier Valley. Options 1 and 2 have at grade alignments through Rainier Valley. Option 3 is a grade separated route, primarily utilizing elevated structures. Initially we thought it would include significant tunneling; however, the engineering staff said because of the major trunk sewers in the vicinity of I-90, elevated treatment is the most feasible. The differences in travel time between Seattle and the Boeing Access Road would be 21.5 minutes in Options 1 and 2 and 17.1 minutes in Option 3. The number of 2010 daily boardings would differ by approximately 2,000. The difference in capital cost, in 1995 dollars, is about \$220 million, and the difference in construction duration is about 1-2 years.

The criteria in discussion issues differ from area to area. This reflects the different issues raised in different areas.

Between Boeing Access Road and Sea-Tac you have two alternate alignments. The one costed crosses Boeing Access Road at a common station at SR-99 to Sea-Tac at a cost of \$205 million. Tukwila has been an advocate of an alignment through Interurban and then going up hill to the airport. This is a longer line costing \$200,000 more, and it would have 1,000 additional boardings per day. It would have the added advantage of a better transfer point to the airport for those from the south on the commuter rail system.

Mr. Miller:

Is this the case for all three options?

Mr. Matoff:

All have a line from downtown to Sea-Tac. I think it is the direct alignment via 99 that was costed in these cases with a figure of \$205 million. Any decision to build to Sea-Tac will raise the issue of whether it should be on Interurban or Pacific Highway.

Sea-Tac is an issue. We assumed the system would utilize Pacific Highway or International Boulevard. The proposal is to have a station at the airport to serve the airport with moving sidewalks to the terminal. However, it is possible to serve the terminal directly using an alignment around the Boeing Access Road with platforms that fit directly into the connecting ramps linking the garage to the terminal structure. The additional cost, over the base cost, is \$20 million. There is an additional two miles involved in order to have good bus access. This is not a good place to transfer between the bus and light rail. We would then recommend you go to 200th. This would cost an additional \$25 million. Should we go to the terminal itself or stay on Pacific Highway?

Ms. Sullivan:

Which option takes you directly to the terminal?

Mr. Matoff:

What is costed is not serving the terminal. To do that would cost an additional \$20 million. In order to have good bus connections, it is advisable to extend the whole corridor to 200th with a cost of \$25 million.

In the south there is an issue between Federal Way and Tacoma connections. Federal Way feels itself, and general transportation surveys confirm, that there is equal orientation to the north and the south. The two options tested connection to the north in Option 3 and to the south in Option 2. That is what is displayed in the first two columns. Option 2 is service to the Tacoma Dome with 9.7 miles and a cost of \$270 million. There would be 1,000 boardings per day. Option 3 is the connection to Federal Way and the airport and north at a cost of \$210 million generating 6,000 daily riders. It says although Federal Way is equally oriented to the north and south, the stronger connection, from a technical point of view is the northern versus southern service. The south will perform better as part of an overall corridor.

By comparison, the Tacoma Central Business District (CBD) to Tacoma Dome extension should perform very well. This would carry 2.5 times as many people at a cost of \$40 million and only 1.4 miles. This is a reasonably strong performance without connecting to the light rail system. In both Options 2 and 3 there are gaps: Federal Way to Sea-Tac and Federal Way to Seattle.

Mr. White:

Is there any place you have made those assumptions of all connections?

Mr. Matoff:

We do not have projections for the fully closed gap at this time.

Mr. Miller:

Would it be difficult to do that?

Mr. David Beal:

We could do that in three weeks. The difficulty is the change in the bus network. Any change changes everything.

Ms. Choe:

I am assuming the alignments have rail as a substitute for existing bus services.

Mr. Matoff:

In some cases that is true.

Ms. Choe:

Are all of these ridership numbers for rail?

Mr. Matoff:

Yes. There are some riders who would otherwise be on the bus service.

Mr. Beal:

The Tacoma line is an important connection for both directions.

Mr. Matoff:

East Terminus. Should a Seattle - Bellevue light rail line terminate at South Kirkland, Northup or Overlake? If it goes beyond Bellevue there are three choices. The baseline ridership figure, as shown on page 29, is 27,000. This is the number of riders who would be attracted to an Eastside line with a South Kirkland or Northup terminus. Under Option 3 we would utilize an Overlake terminus, providing the immediate benefit of an additional 2,000 riders per day. That is an issue that needs to be addressed.

East Lake Washington Line. Should there be a rail connection between Bellevue, Renton and Tukwila in Phase I? How should Renton be served? In Phase I, I assume Renton would be served as a branch of the through commuter rail service. The study concluded that if the line were a shuttle it would generate 1,000 trips and if it were routed through King Street Station it would have 2,000 daily boardings. We looked at utilizing DMUs from a common station in Tukwila through Renton to Bellevue and connecting to a light rail system. That would represent a \$100 million capital cost for 14.2 miles of system with 3,000 boardings per day. If it were electric and extended to South Kirkland with an additional 25 minutes travel time, the cost would be \$230 million with 16.7 miles of system and 4,5000 daily boardings. If extended to Sea-Tac the length is 19.1 miles with a capital cost of \$385 million and 6,000 daily boardings.

Mr. Rice:

Is the 2,000 figure reflected in the 45 million daily boarding figure for Option 3?

Mr. Matoff:

This would be some of the same people but it is a different concept. The assumption under Option 1 is if we had commuter rail service into the King Street there would be about 2,000 boardings in 2010. Those people and more would be attracted to Options 2 and 3 but the patterns of service would be different.

Finally, the transit development fund. Staff has recommended draft language. There are criteria for eligibility of projects. The Board would determine the funding level annually. The next step would be to allocate that funding to subregions. The primary use should be for equity leveling purposes. I suggest you consider one-third based on population and two-thirds based on equity. The funding would not pass through funding. It would be applied to specific projects that would enhance the regional nature of the services.

Ms. Sullivan:

How are you defining equity?

Mr. Matoff:

The Board adopted a policy saying distribution should be to achieve equity. One of the things in mind was how much local tax revenue was being generated in each subarea and how much is coming back. I think there was a concern that some counties may not be getting back as much as they were contributing. Staff felt the fund could be one of the bases to level that. The phrase "principally for the purpose..." is included. We have assumed two-thirds of the annual appropriation would be for that purpose and one-third would be made on the basis of population so no area would be completely left out.

Ms. Sullivan:

I assume by October 28 you will have a firmer definition of the word "equity."

Mr. Matoff:

I would like to raise one other point. Staff wants to recommend you consider a maintenance of effort requirement. This would be part of the master plan support. I think it is important that the distribution of the regional fund be used as a way to pay local operating expenses. In developing these numbers we are assuming a local connection to bus service. Clearly local service needs to be restructured and reallocated but this would be a problem if local bus service went somewhere else. In each subarea the level of services provided would not be allowed to fall below the level necessary to sustain viability of a regional rail system.

Mr. Laing:

Rail service will free up bus service to be used for additional service in the subarea. Does analysis include any approximation of bus services freed up?

Mr. Matoff:

Yes. We have patronage assumptions for bus service. For the Eastside there are approximately 280,000 annual service hours across Lake Washington. If you build a rail link to the Eastside, that is a tremendous opportunity to recapture two-thirds of those hours and reroute them to the Eastside in local bus service. We have assumed a level of service along those lines. If that local bus service disappeared, the viability of the rail link itself is compromised. The Board should think about setting a criteria for maintaining local services in place so viability is not pulled out from under the system.

Mr. Drewel:

Will those hours be separate from the regional trunk bus network?

Mr. Matoff:

They overlap. Mr. Lieberman will address that. There is an opportunity to recapture local bus hours in these corridors to be used for other needs. This is a tremendous opportunity. One of the benefits of the rail system is the opportunity to do just that. A vote for rail is a vote for improved bus service as well. We need assurances the bus hours will be in place.

Mr. Drewel:

Without feeder bus service, this whole objective comes off the track?

Mr. Matoff:

That is possible.

Ms. Choe:

I hear in your statement there is an assumption that freed up bus hours remain in those subregional areas.

Mr. Matoff:

Yes.

Mr. Rice:

Where there are low population densities and transit bus service is higher, what incentive is there to pay for this regional system because those bus hours may not translate well into low populated areas.

Mr. Matoff:

I think that is best addressed by developing more detailed local service plans after we know what has been selected.

Mr. Rice:

To what extent can transit substitute for a regional system? We may want a dedicated busway. Can that qualify as a regional project?

Mr. Matoff:

All options assume some regional bus service. I think in Option 1 there is a great deal of regional service and less in Options 2 and 3. There is some in all of them.

Mr. Rice:

I was thinking regionally.

Mr. Matoff:

There is already a good local service. At 45th and University, for example, there will be transfers between cross town lines and rail. In that case, this represents part of Metro's continuing responsibility to provide that kind of service. We could approach the Authority with a proposal to request \$10 million for priority treatment on 45th.

Mr. Sutherland:

What about 50th in Ballard? There is no service there. We could decide a service will be non-stop beyond a certain point. This would be a regional service. How would you make the analysis?

Mr. Matoff:

Perhaps at this time I should ask Mr. Lieberman to address his work.

Mr. Drewel:

Who would operate those lines?

Mr. Matoff:

Mr. Lieberman will touch on that question. My view has been that the Authority not be a direct operator and that it contract with existing bus operators. This can be done with interlocal agreements.

Mr. Miller:

When we get to the workshop, we should talk about displacement of services with rail lines. Some of the criteria say those displaced service hours will be used in the same subregion. It doesn't talk about whether that service would reappear as regional feeder service. I think that will be important when discussing maintenance of service issues.

Mr. White:

Do I understand the RTA would never consider operating all public transportation within the three county area? Would the RTA always depend on others to provide the service?

Mr. Matoff:

That is one of the big questions you need to address: Whether you want to directly be an operator and absorb some of the current operations or would the RTA be an umbrella organization that causes things to be operated through interlocal agreements? That is the purpose of the workshop.

Mr. White:

I wonder how much time we spend maneuvering agencies to get the job done.

Mr. Matoff:

This would be a noisy negotiation process. However, any attempt to do it otherwise will have the same effect. A take-over would create a very large political battle.

Mr. Laing:

Are you talking about local as well as regional services?

Mr. Matoff:

Yes. I don't think we have the authority. The legislature may consider this in the long distance future. We are looking to the existing entities to be the providers of service and we would provide resources to them.

Mr. Lieberman:

The development of a rail transit system carries the need to integrate the bus system. That is necessary to insure there is cooperation and complimentary function between them instead of competition. Much of the staff time was spent looking at existing and proposed bus services you would integrate into the three study options. This is summarized in the document entitled "Putting the Pieces Together: Bus/Rail Integration in the Phase I Study Options" (copy on file).

In most cases existing local bus routes can be integrated with the three rail options under study by modifying their routes and schedules slightly. The first is for local bus. In these cases usually it is easy to integrate them into the nearest transit station. The second level was done on existing express routes which are generally peak hour and usually one way. These routes usually carry people from a park-and-ride lot to work. They require more analysis because they will potentially compete with the rail lines you would be developing. The decision about which should continue to operate that which should change. They are not consistently treated in the corridors. I think the Board will want to review that before the final Phase I proposal. The existing express service from King County and Snohomish up to Everett Boeing is a unique delivery market and will not compete. In the southern corridor express service is operated by Pierce Transit and it would continue with more coordination.

Some Snohomish County service should stop at Northgate but then continue downtown. We suggested some express buses terminate in Bellevue and if we have light rail, at Overlake. There is an opportunity to make the system function instead of putting people on the rail lines.

The third reason is the regional trunk system. This doesn't exactly exist today. There are high speed buses on HOV lanes that operate two ways throughout the day with high frequency. There is suggested 15 minute or less service, with maybe 30 minute service on some routes. This could simulate the advantages of rail.

The diagram shows is the existing situation. Once there is a rail station established, things have to change. The local lines would come together at the rail station and continue on their way as before. Some of the express lines would simply become feeders. Others could continue. There is a new element: regional express lines.

We tried to put together a bus system with regional trunk buses for each of the three options. There are many possibilities. Once there is an adopted Phase I proposal we can do more serious analysis. Option 1 with the smallest rail investment and largest bus investment (only trunk buses) system of 230 miles in length is shown with yellow and red lines. It tries to fill the gaps and serve the hinterlands.

The second alternative is basically looking at a more extensive rail system, 160 miles in length. This and Option 3 are similar. The difference tends to be a difference in investment in the rail system. In this case we have gotten rid of some of the lines with cross-town service.

Each has a \$150 to \$250 million capital cost, and I suspect that is an under-estimate. This doesn't include freeway ramps. Trunk buses would be stopping every mile. The peak buses are trying to get from park-and-ride lots to employment centers. These are trying to link community centers. We need to have coordination of fares, timetables, etc.

The operating range is from \$24 million to \$45 million. This will vary according to the extent of the system. We can promote the trunk bus system and the need to be sure bus systems are coordinated with the rail line that is built.

Mr. Laing:

What assumptions in operation of regional trunk bus do you have for peak versus all day service?

Mr. Lieberman:

The frequency we tried to achieve for off peak service was 25 minutes. During the peak it would be higher by patronage or coordinating with other lines. Thirty minute frequency looked fine on some routes.

(Board member Locke arrived at this time.)

Mr. Laing:

Earlier you discussed some routes people think of as regional bus routes that don't meet the definition, but would probably continue.

Mr. Lieberman:

Service on SR-520 differed depending on the option we looked at. The definition of regional bus service was refined by a committee. Our operators had a difficult time with it but I think by the end we were in agreement that this is frequent all day service. Service over SR-520 to the University of Washington makes sense in all options. It is less critical with rail because the travel times are pretty close. The key is when you are going downtown. With rail it doesn't make sense to continue bus service.

Ms. Choe:

You said some of the costs needed to make regional trunk bus service work weren't included. I wonder what we need cost wise to make the system work.

Mr. Lieberman:

Much relates to WSDOT's planned improvements, many of which are not funded. We felt it was important to acknowledge it is hard to quantify. There needs more staff work in the next few weeks.

Mr. Laing:

Mr. Lieberman has been with us for three months on loan from San Diego where he is the Director of Planning and Operations. He has been a Godsend. I think your approach has made believers in the concepts you describe. Thank you very much.

Mr. Lieberman:

This is a two-way street. I have enjoyed working with the RTA staff.

Ms. Choe:

I would like to extend my appreciation to the staff. I appreciate the work and the response. We very much appreciate your efforts.

Public Involvement Committee Report:

Mr. Earling:

You will find a matrix describing the different opportunities for public involvement over the next several weeks. There has been a good response to the business community roundtables. If you have not signed up to chair one of these meetings and you would like to, please contact staff. The area of concern is the satellite summit scheduled for October 8. During that satellite summit we have a couple of the satellites yet to be covered: Snohomish and Seattle/North King County. Part of that problem is because of Ms. Choe and myself being in the studio. If anyone could help us, it would be a great benefit.

We have had a good response. Open houses are scheduled for October 12 and 13. Staff is preparing for a third round of public involvement which will begin at 12:01 on October 29. If you have information or requests for types of public involvement in the third round, the Public Involvement Committee would appreciate your input by this coming Saturday. We will be making decisions on that topic.

I would stress the importance of the roundtables, the satellite summit and open houses. These are very important.

Ms. Choe:

Some of the most transit dependent people in the area do not speak English. I assume we are preparing our materials in other languages and that we will continue to do so.

Ms. Barbara Dougherty:

We have done that only on a very limited basis. Staff does take Ms. Choe's comments seriously.

Finance Committee Report:

Resolution No. 33 - Authorizing additional work and program elements for commuter rail; amending FY 94 RTA budget; adopting preliminary six-month 1995 RTA budget.

Mr. Greg Schweers:

Resolution No. 33 is presented today for information; it will be presented on September 23 for action.

There are three points of action: authorizing additional work program elements, amending the 1994 budget and adopting a six month preliminary budget for 1995.

The specific commuter rail work includes the initial project level planning and environmental assessment on the Lakewood to Tacoma extensions, the commuter rail demonstration project and initiation of technical analysis for commuter rail vehicles and station standards. Those will impact the 1994 budget by \$10.2 million; this is \$11.1 million. The \$800,000 increase is a result of \$500,000 for commuter rail and an increase of \$400,000 for interlocal agreements. One is unspent HCT funds in fiscal year 1994 which ended June 30. These are now in the possession of the Board. Pierce Transit and the Puget Sound Regional Council (PSRC) previously received those funds directly; we are passing those unspent funds along. There is a second piece that is \$140,000 to PSRC in support of the interlocal agreement you recently passed.

The six month preliminary budget is to reflect the additional work and rough estimates for costs in 1995 including staffing participation in a disparity study. This includes \$1.5 million for a ballot issue anticipated in May. Funding is from a 1995 HCT grant that will be available to us July 1. The bulk will be to fund January to June next year.

This resolution is presented for information today and will be presented for action at the next regular Board meeting.

Legislative Task Force:

State Role Definition Report

Mr. Madsen:

There is an issue in Olympia to define the role of the state in the RTA process. I understand the Transportation Commission will be taking up a concept in the next couple of days. The Legislative Transportation Committee has been working on the criteria for state funding. A strong suggestion, with which I agree, is to consider how closely we are connected with our brothers in Clark County. They will be connected to the Portland system. It is important to keep in mind there is a link between Clark County and Central Puget Sound.

Vote Date Analysis

We need to make a decision on the date of the election. We are about ready to suggest that we look at March 14 but it was discussed that maybe we should go back to our respective councils and see if that fits the criteria from a year ago. Another part of that is seriously discussing the use of a mail-out ballot. There are advantages and disadvantages. The disadvantage is the King County election system would have trouble meeting the 10 day certification issue. The options are March 14. April 26 is a reasonable date but there is concern about using a mailout ballot because it would probably arrive at the same time as IRS documents. May 16 is another option, but this is at the end of the legislative session when tax and spend issues will be in the newspaper. Everyone should discuss the March 14 date. Does it give us enough time? Does it give the county councils enough time?

Federal/State Financial Assumptions for Phase I

Are our assumptions for state and federal funding reasonable?

Mr. Matsuoka:

This morning we talked about different assumptions for state and federal funding. Staff put together a nine cell matrix. We will look at federal and state \$40 million per year from both \$70 and \$100 million per year. Lower than \$130 million we have looked at in Option 3. We also looked at different local sales tax equivalents of .4, .5 and .6%. Depending on what you think is appropriate, how much rail capital can you build? How much will that affect local tax to the voters? I think you should factor that into your thought process. How big is it? How much will we get from the state and federal governments? This determines how much would be available locally. This information will be mailed to Board members.

Resolution No. 35 - Authorizing the RTA Executive Director to execute and administer engineering and operating planning consultant contracts required to implement the Commuter Rail Demonstration Project

Mr. White:

Resolution No. 35 would authorize the Executive Director to implement three contracts we believe are necessary to support the commuter rail demonstration project. The funds are available within the budget presented to you for your information. The level of funding is within that authorized at the last meeting when discussing the \$200,000 investment in order to be in a position to do it as rapidly as possible after receiving the funding from the Attorney General and other sources. These three contracts can be summarized as follows:

- 1) Provides us with engineering support for the project. Individual and support work on track and signal improvements are necessary, as well as station design and assuring we comply with Americans with Disabilities Act (ADA) requirements, safety and other issues. They will help us analyze cost elements so we insure we are paying reasonable costs.
- 2) Huitt-Zollars, Inc. (in association with STV Group) would have available to us on call an individual who has operated commuter rail systems around the country, including Chicago and Florida. Both of these contracts provide expertise we had anticipated developing in the next two or three years but not in 1994.
- 3) Henry M. Aronson, DeLeuw Cather & Company will provide management for the overall project and would allow and coordinate work of the other consultants. Before recommending them we did pursue some other options.

We have tried to assess whether the existing RTA staff had the time and expertise to implement this. Given the existing work program and staffing levels, we don't believe we can do both the work program previously established and implement this. We looked at the possibility of obtaining senior project management skills locally. Unfortunately the speed at which this is being implemented means we need someone who can step in and do the job. We feel the contracts will give us expertise and resources necessary to successfully complete this.

It was moved by Mr. Sutherland and seconded by Mr. White that Resolution No. 35 be approved as presented.

Mr. Hansen:

When discussing rail service to the Sonics games in Tacoma, service to Everett was mentioned. Is that included?

Mr. White:

These contracts and work with the railroads will provide us with the information necessary to decide whether or not to include service to Everett in the Sonics service. There are issues having to do with reliability and that is what we have been discussing. There has been no decision whether we would recommend inclusion of that service. I hope to present to you the criteria to be used to evaluate various service options for your input. I expect to come back with a sheet of services. Before finally committing we would identify the precise service involved.

Mr. Drewel:

On the flipside of the first page it says project level planning and environmental assessment between Seattle Everett. This is an add-on to October 1993. Was the purpose to be sure to include Everett?

Mr. Matoff:

Yes.

Mr. Davidson:

The Attorney General's decision seems to be a key issue. What is the update on the timing of that action?

Mr. White:

The federal judge has given preliminary approval to the proposed distribution of these funds. In that ruling he established a schedule for public comment. The final ruling will be October 11. At that time there is still one more step. That is an appeals period that will last 30 days. He should be able to release it by November 11.

Mr. Earling:

I remember the conversation Mr. Hansen had with the Board several weeks ago and the seriousness of including service to Everett in the Sonics service. I hope we make every effort to include that service. We are trying to demonstrate regionalism with this project.

The motion to approve Resolution No. 35 was carried by the unanimous vote of all Board members present.

Other Business:

Mr. Matoff:

I have two additional items on which I would like to report. Staff has developed a new revenue/expenditure worksheet package. This was developed by Martin Baker.

Mr. Sutherland:

We will be having public discussions before our next meeting. We continue to have discussions about the vote in terms of a "sales tax equivalent." I think it is time to begin to bifurcate what is sales tax and what is other tax. What taxes are we really talking about? I think if we begin to discuss this possibly we should be forthright in our terminology.

Mr. Laing:

I appreciate your comments. In the Legislative Task Force's discussion of financing, they have utilized the terminology Mr. Sutherland is suggesting.

Ms. Gates:

People are starting to ask the cost per household for this proposal. Those are things we are starting to develop. It may be easier to communicate that to people.

Mr. Rice:

I hope we also develop this figure on a per capita basis. That factor is low.

Mr. Davidson:

We are using \$6 to \$8 per month. I think I asked how that is calculated.

Mr. Miller:

I am in agreement. I stress the word "ultimately." Throwing those figures out before we have firm decisions will confuse people even more. I agree the per capita figure is more valuable than the cost per household figure.

Ms. Gates:

A range of figures might be what we are looking it. The information needs to mean something to individuals. People are making their own estimates. I was asked last night if the project would cost \$210 per household.

Mr. Laing:

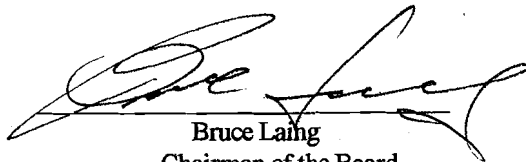
The Board's next meetings are scheduled for September 16 from 1:30 to 4:30 p.m., a technology workshop, and on September 23 from 1:30 to 4:30 p.m.

Mr. Matoff said a professor from the University of Pennsylvania will attend the workshop to discuss tradeoffs in technology.

Mr. Laing:

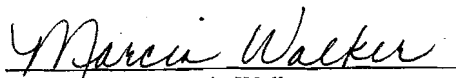
We need Board members to attend the upcoming satellite summit. Interested Board members should notify staff.

As there was no other business, the meeting was adjourned at 3:55 p.m.



Bruce Laing
Chairman of the Board

ATTEST:



Marcia Walker
Board Administrator

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