

**Regional Transit Authority
Minutes of Board Meeting**

October 7, 1994

Call to Order

The meeting was called to order at 1:42 p.m. in the Puget Sound Regional Council Board Room, 1011 Western Avenue, Seattle, 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:

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
Jane Hague, King County Councilmember
Gary Locke, King County Executive
Greg Nickels, King County Councilmember
Jim White, Kent Mayor

Washington State Department of Transportation:

Sid Morrison, Secretary

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

Minutes of September 9, 1994 RTA Board Meeting

It was moved by Mr. Sutherland, seconded by Mr. White and carried by the unanimous vote of all Board members present that the minutes of September 9, 1994 be approved as presented.

Report of the Chair

Mr. Laing:

I will provide my report under the "Other Business" portion of today's agenda.

Public Comment

Mr. Richard Tate, Bellevue:

I have been concerned about some of the information that has been coming from recent meetings regarding Phase I of your plan. What I wanted to suggest is this: I believe Phase I of your plan has one objective and only one objective. That is that by 2010, when the system will have been up and running for a little while, the people of this region will have come to recognize that transit is a normal way of making a journey around the region and subregion. That will happen only if they have decided that transit is not only comfortable and pleasant while on the vehicle, but it is easy and convenient to access at both ends of the journey. The total travel time may be a little longer than the automobile, but not enough to upset plans.

They need to know that for any normal journey, transit will be there to take them where and when they want to go. It will also be there to take them back at the end of the day.

With that in mind, I have been concerned about recent indications about the dollars available, assuming the chosen plan will be somewhere between Options 2 and 3. I do not believe the Board will select Option 1. I believe the funding set aside for three elements, trunk bus, TSM and infrastructure and feeder bus service, are inadequate for the job that must be done. I want to urge you to set funds aside for those purposes, whether it is the subregional fund or not. This should be a sum that would approximate the amount you indicated you would have available in Option 1, which was \$700 million. You should hold those funds available and not allow them to be significantly reduced. If you do, I am concerned all the convenience of the Phase I program is severely jeopardized. I think that is a greater risk to the success of Phase I than the shortening of the rail line you choose, which you may have to do to reserve those funds.

Mr. Frank Hutchins:

I was going to title my remarks "Transit Planning with a Death Wish?" I thought that might be macabre, so I considered calling them, "Heading Down the Right Track?" I decided to use both titles, with an "or" between them.

I am commenting as a member of the public today. I am a lifelong resident, born in West Seattle in 1921. I grew up on the Seattle streetcars. I am a member of the Puget Sound Light Rail Transit Society, but am speaking as an individual today.

These facts may or may not qualify me to speak out, but it's certain that only a member of the public can say what I feel needs to be said. I begin with a brief geography lesson, as a nod to certain university professors and legislators, who need not be named, to protect the guilty.

In ancient Greek mythology, the gods were imagined to reside on Mount Olympus. Their advice was most often delivered from the oracle at Delphi. A famed summit in North America is Mount Washington, said to experience the strongest winds on the continent. That place should not be confused with Washington, D.C. or the University of Washington, also the sources of some mighty winds. Nor should any of these places be confused with our own Mount Olympia, the abode of legislative oracles, some of whom think of themselves as gods.

Not everything that comes from Mount Olympia is as workable or credible as we might wish. Along with other individuals and groups, I am bothered by a sense that the Expert Review Panel (ERP) is giving itself a credibility problem. It stems from the fact that, although the ERP's operating rules ostensibly forbid the injection of personal opinion into its deliberations, a strong personal bias against rail transit has been expressed by some of the more vocal panel members.

A more general bias is clearly shown by the panel's failure to recognize the new driving demographics that spurred a change in emphasis from service for commuters to service for the other 75 to 80 percent of the region's travel.

Earlier projections from Vision 2020 suggested that the major need was heavy rail service oriented to downtown Seattle. Accordingly, the legislature mandated the system to be "high capacity and high speed." In one of its last actions, the JRPC amended the speed mandate, an obvious but incomplete response to the new data.

Recent communications from the ERP to the RTA Board question whether new approaches to rail planning will meet the high capacity test. The ERP appears to be restricting transit planners to a straitjacket of outdated numbers.

In October 1989, when the ERP was beginning its work as watchdog for the public interest, an article appeared in the University of Washington's (UW) Pacific Northwest Executive under the title, "Light Rail, Heavy Politics." The author, an ERP member, claimed that Portland people were rejecting their new "MAX" line and instead were staying on the crowded freeways. This opinion was based on an early ridership drop from 22,000 to 19,000.

Recently the Portland area voted a reduction of property tax and, on the same ballot by a 70% majority, voted to approve the West Side extension of the rail line, along with the purchase of 39 new low-floor vehicles, 18 of them for increased service on the East line.

Clearly, MAX's problem has not been a lack of public acceptance, but a lack of enough vehicles to handle it.

The same author, collaborating with another ERP member and a third academic oracle, was quoted several times in "Heading Down the Wrong Track?" by Joel Schwartz in Columns, the UW alumni magazine for September 1992. In an outstanding feat of circular reasoning, this person said, "If you build a rapid transit system and it eliminates congestion, no one would use it, because we would all go back to driving our cars."

In the first place, no one has claimed that LRT will "eliminate congestion." In the second place, the motivation to ride any successful LRT system goes beyond merely avoiding congestion. The convenience and reliability of LRT are major factors, and so are the comfort and security of sensibly designed, well-managed operations. Moreover, it's fun! MAX's early ridership went as high as 26,000 on weekends, surpassing the weekday patronage.

In the same article, another ERP member said, "I haven't seen a light or heavy rail system anywhere in this country that has delivered what was promised. All of them have come in over budget and haven't delivered the promised patronage." Earlier this year the RTA Board hired an executive director on the strength of an outstanding record. Can that kind of resume be built on failed systems?

Mr. Laing:

Mr. Hutchins, you have exceeded the three minute limit for public comment. Please summarize.

Mr. Hutchins:

A third ERP member all but monopolized the September 19 meeting. If his clearly biased scrutiny had been directed as minutely at the JRPC system plan, it would have been doomed to ERP rejection out of hand. A September 2 ERP letter says that the panel "found the technical work (of past years) to be adequate to support decisions made by the JRPC." This is the description of panel oversight that allowed an escalation in cost from \$4 billion in 1991 to \$13.5 billion in 1993, nearly the cost of the Chunnel between England and France.

To sum up, I feel that the public interest is not being well served by the ERP's reluctance to recognize the shift in transportation demographics or to acknowledge the public enthusiasm for light rail transit.

Mr. Mark Dublin, Ballard:

I am a transit operator for Metro. I have had considerable experience with the trolleys on Route 7 and have also operated several tunnel routes.

I would encourage everyone, as they think about this, to try to think as specifically as possible about what machines and people will have to do. Real bus is not an abstract, especially in Seattle. You should know the routes by memory so that when someone tells you about the ship canal or I-90, etc., you will be able to visualize what exactly a vehicle will have to do there. This is extremely important.

I would like to address Option 2.5. This is something I wish I could say would work. Most of the time, this route would be a pleasure for operators to operate. It would provide good, enjoyable jobs. The problem is I have been held up by three disasters that I had to deal with in stalled coach. Two involved snow and one was caused by President Clinton and other dignitaries visiting the area. Any future system has to be proven against disruption by weather, traffic, public events or earthquake. I would love to use a bridge to cross the ship canal. Mr. Venturato gets a good mark for not burying the system at one of its most beautiful points. The best views would be going to motorists while buses would be in a tunnel. But we have no all weather, disaster proof, traffic proof two-way corridors. University Avenue would work all right some of the time if the train could climb like a bear, but in a blizzard I think you would lose it. When you need it the most, you would not have it.

The right-of-way dictates what you have to do. You need rail out in the north end because you have to be able to travel through the tunnel. This is the only effective way in and out. You can use surface alignments in other areas, but you have geographical and topographical elements you cannot ignore.

I would conclude bus service is not to be viewed in the abstract. Buses need to have things gotten out of their way. Ridership and effectiveness of the system may depend on how you use the bus system and the rail system and where people have to transfer. Will the transfer take place in a parking lot or in a facility where people can do their business while making a transfer? You have to think globally and regionwide. You must know the specifics of what your people and machinery are doing.

Ms. Barbara Dougherty:

In your packet you should be able to find a memorandum from me. Attached are the summaries of each of the six roundtables we have held to date (copies on file). There have been five subarea roundtables as well as one with environmental leaders. Since I have previously submitted reports to you on four of the six roundtables, I will limit my remarks to the two held this week and then answer questions.

We held a roundtable Wednesday in Pierce County. There were 60 participants, making this the largest of the roundtables. The participants were arranged in eight tables. Five Board members were present. I have included some of the highlights in the material distributed.

Overwhelmingly people chose to start their discussions on the basis of philosophical and funding levels for Option 2. This was the case for six of the eight tables; the others began their discussions with Option 3. The choice of Options 2 and 3 as baselines, plus the modifications that resulted, reflected the overall group's strong interest in the rail components of the system. Most modifications resulted in higher cost levels than Option 2 represents.

You can see from the highlights of common ground that people were interested in more commuter rail than is provided in the study options. Even those with Option 2 wanted to add weekend commuter rail service. With regard to light rail, it was the unanimous opinion at all eight tables that the gap between Tacoma and SeaTac needed to be closed in the first phase. Also, six of the eight tables included a Capital Hill/First Hill tunnel route either by starting with Option 3 or by adding it to Option 2 or by choosing Option 2.5 in the north corridor. There was not a great deal of discussion about the bus elements, but it was felt they are important to the overall system. People wanted to stay within a .5% sales tax equivalent.

We also held a roundtable in Seattle/North King County. Forty-five people attended, and they were divided into six tables. Five Board members were in attendance.

We had a wider range of opinions at this roundtable. Four of the six tables began their discussions with Option 3. One table began with Option 2.5 and one table selected Option 1. Those which started with Option 3 tended to be proponents of higher capacity investments. But in an interest to reduce costs, some proposed saving dollars by deleting or shortening segments and, in some cases, reducing the amount of grade separation. Concern was expressed about overly optimistic federal and state funding assumptions.

The participants identified the following areas of common ground:

Commuter Rail: There were two proposals to cut back on the hours of service (two tables, plus one proposal to delete north line). Three tables proposed the Tukwila to Bellevue line. They proposed the use of DMUs to reduce costs. Two tables did not include the line at all in Phase I.

Light Rail: There were comments about the Tukwila route choice and serving the airport directly. Grade separation between downtown Seattle and the University District was suggested. There was significant discussion about extending to Lynnwood, but only two tables added/substituted funds to include it.

Regional Bus and the Transit Development Fund were felt to be important. Participants stated concern about the high level of assumed state and federal funding in Option 3.

The other roundtable summaries are also included. We did some summing up of the five subarea roundtables just now and found we had 29 tables holding discussions. This represented 230 community and business opinion leaders. Of those 29 tables, only three started their discussions on the basis of Option 1. Fourteen began with Option 2 and 11 began discussing Option 3. One table began its discussion somewhere between Option 2 and 3. We feel it is fair to say the comfort level was

somewhere between Options 2 and 3. There was support for commuter rail. There was most debate on the light rail segments, and the least discussion about the bus components but they were felt to be an important part of the system plan.

There is one roundtable scheduled on Tuesday, October 11 with the planning staffs from the counties. Tomorrow's satellite summit will occur in five locations and be broadcast on television. There will be three public hearings next week and one additional public hearing after you meet next week and before the scheduled October 28 decision.

Executive Director Report

Mr. Matoff:

There are a number of handouts in your packets today (copies on file). I would like to go through them with you.

Two of them are dated October 7. One is a memo to you from me regarding additional information requests from board members. This responds to the questions raised last Friday at the Board workshop plus additional questions that arose in the course of the week after receiving many phone calls from you and your staff. Staff was trying to respond as quickly as possible; in some cases there are errors. On page two, under the question from Mr. Hansen regarding the cost estimate for an extension from 144th to 164th, this figure should be \$200 million instead of \$150 million. There has been confusion about capital cost estimates. Some documents have been distributed with sums added inappropriately in an attempt to respond very quickly. We are establishing internal controls on our capital cost figures. There are many numbers out there; we want to be consistent.

The second memo is also dated October 7. It responds to Board requests for capital cost estimates. This is a building block approach which can be used by the Board. These numbers, I am assured, have been triple checked and represent an accurate cost estimate. They can be added to the Option 2.5 cost estimates. They include systemwide allocation loadings. Some of the documents which have been distributed represent certain links of the system where capital costs represent only construction of the line (track laying, power system and stations). They do not include the cost of rolling stock or the allocated share of additional maintenance facilities to house that equipment. Those are added separately in a lump sum at the end. I exercise caution when adding these numbers together. Any questions should be directed to me or Mr. Venturato to be sure you have the accurate numbers. They can be added to Option 2.5 to indicate what cost additives would be for additional features that have been brought to your attention for consideration.

This brings us to the Option 2.5 memo, dated October 6. This responds to the issues paper submitted by Mr. White last week. This takes an alternative north line alignment we presented previously, using a Capital Hill tunnel plus a bridge over the Ship Canal and surface to the north, and combines it with the other features in the East/South plus commuter rail to give a complete option between Options 2 and 3. Mr. White suggested a funding mechanism of .4% sales tax increase and a .3% increase in the MVET. However, he also assumed there would be \$70 million each in state and federal funding. After he prepared his issues paper, the Board reduced the assumed level of state funding from \$70 million to \$40 million annually. In order to maintain the financing necessary, we have increased the MVET to .4%. I suppose you could do this within the same funding levels if you extended the construction period.

Ridership has been calculated. It is summarized on page six. The rail system ridership for Option 2.5 is estimated to be 176,000 daily boardings in 2010; this is slightly less than the 181,000 daily boardings anticipated with Option 3.

The capital cost diagram on page 26 has been corrected and can be used in connection with the other memo on the additives to develop cost estimates for a larger system if you wish to do that.

If you have any other questions regarding the savings associated with the delay of segments of this system, you can use this as a general guide. You should double check your conclusions with Mr. Venturato.

The financing analysis is on pages 37 and 38 on table nine. This is the same format used in Option 1, 2 and 3. It indicates this is a \$5.17 billion program, financed with \$40 million/\$70 million state and federal funding and a .4% sales tax/.4% MVET tax assumptions. The system could be built on a pay as you go basis if the Board so desires. These figures are shown on page 38.

The fourth memo is directed to Mr. Madsen, with copies to all Board members. It is dated October 6. I had assumed this had gone out a week and a half ago. Staff was not sure that was the case, so we have copied it and distributed it today. It responds to questions regarding the criteria used to size and select locations for maintenance bases for commuter rail and light rail systems. It discusses some of the features of them and the employees that might be needed and the cost ranges involved.

Mr. Davidson:

I have been hearing several people talking about the fact that extending the construction period would make more funds available. I have been looking at that premise and I question whether extending the building period means we have more state or federal funds. I don't believe that is the case. I think the funds will come in on a project basis. Extending the construction period may result in a cost to us. The assumption is that we would still receive state and federal funding. I don't know if I agree with that assumption. I would like a clarification. I have a problem with the assumption that the extension of time produces more money for us.

Mr. Matoff:

This is an excellent question. The answer is unclear. Federal funds are tied to a specific project. Stretching that out means for any given amount you would receive less per year. This does not necessarily follow you would receive the same amount per year individually. The other consideration is to keep in mind that some systems built with federal dollars have continued to use federal dollars as the years go by. It is not an absolute certainty.

Regarding the state program, this is purely an assumption.

Mr. Madsen:

I recollect another question as it related to the Master Plan. It had to do with changing language to a specific body count. This was suggested by the ERP. Has this been taken off the table between last week and today?

Mr. Matoff:

This was the language regarding capacity for light rail. You are correct. That question is not answered here but it will be reflected in the revised set of comments on the new draft of the Master Plan. It is being mailed out today, and it will respond to Mr. Madsen's question.

Rules Committee Report

Mr. Laing:

There has been no Rules Committee meeting since last week. There will be a meeting this Wednesday, October 12 at 2:00 p.m. In your agenda is a copy of correspondence related to the draft Master Plan from the PSRC (copy on file). I am pointing this out because the draft plan will be the main subject for the Rules Committee's discussion this week.

Mr. Davidson:

Do we have a time today to talk about the impact of the Master Plan and to raise some of the issues we want to raise so the Rules Committee can consider them?

Mr. Laing:

This will be done under the "Other Business" portion of today's agenda.

Finance Committee Report

Mr. Nickels:

The Finance Committee's October 6 meeting was cancelled. The next meeting will be November 3. Last Friday the Finance Committee held a workshop. There was excellent participation by Committee and Board members, and we were well served by staff, particularly Ms. Fina-Kennedy and Mr. Beal.

This workshop lead the Committee to make a couple of recommendations. I have handed out an October 7 memo from Mr. Matoff regarding additional information requests from Board members (copy on file). On the back there is an RTA Phase I financial capacity analysis. We received presentations on the likely scenario of federal and state funding. We as a Committee and workshop recommended the Board assume, in Phase I, an annual combined state and federal funding total of \$110 million per year average. This is somewhat lower than the Phase I option report for Options 2 and 3, but we felt it was a responsible level. We got there by looking at other systems and the \$70 million federal figure seemed reasonable. We felt there wasn't much basis for making an assumption about state financial support but we were comfortable with a combined \$110 million per year.

We had a presentation from Ms. Choe about other funds available to us in terms of the ISTEA, High Capacity Transit (HCT) funds and the Central Puget Sound Transit Account. These funds may be available if we made an effort to convince them that this project is a high priority. We also had a discussion about the tax rate at the higher end of the Board members' comfort level. We did not make a formal recommendation but we felt a .5% sales tax increase and a .5% increase in the MVET was at the high end of the comfort level for those present. The capacity analysis uses that as the upper end of the continuum. The lower figure is something mentioned by some as their low end comfort level.

There was a healthy discussion and we recommended an assumption of \$110 million annually from the state and federal governments, and we did outline our observations on the taxing levels.

Mr. Davidson:

My concern is the lower comfort level. I am going to talk about something lower than that later today.

Mr. Laing:

The pay as you go alternative has been mentioned. Is the staff looking at that option for us?

Mr. Nickels:

I believe individual Board members have requested information on the pay as you go alternative and the impact of extending the construction period and using local cash to enlarge the program. I do not know the status of that work.

Mr. Matoff:

This is work in progress. I think some products have been prepared at the request of some Board members. I don't know if staff members are prepared to present this information today.

Mr. Morrison:

In the deliberations on the \$70 million/\$40 million federal/state funding assumptions, was there any consideration of pursuing a \$70 million annual funding level from the state? This is something we have kicked around. There could be a provision that if the state provided more funds, the project would be completed within a certain time frame but if they provide \$40 million annually, the construction period would be extended for a couple of years. I ask the question with an interest in attempting to fund a percentage of the capital costs. Depending in which option we select, we could then mail down the capital costs. Part of my interest is in achieving equity. Vancouver will be ahead of us, followed by Spokane. I would like to establish an equitable pattern of funding. You know if we ask for \$40 million, we will not receive any more than \$40 million from the state.

Mr. Nickels:

The Committee discussed a range of possible state participation. Forty million dollars was not intended to be a number that would represent our request in any form. We felt we needed to balance our hopes and desires with the ability to talk straight with the voters in May. It was a difficult balancing act, and that is why I have discussed it in terms of a combined state and federal total today. We did not discuss the trade off you describe today, that if we achieve the higher amount, we could advance the schedule or augment the program. The Committee did not deal with that possibility last Friday.

Public Involvement Committee Report

Mr. Earling:

I would like to call your attention to the final roundtable to be held with the planning commissioners on October 11 from 6:00 to 9:00 p.m. The emphasis of the public involvement program, with Phase 2 nearly completed, is to develop a program to carry out the Board's decision. Any input would be appreciated. The Committee's next meeting is scheduled for Wednesday, October 12 at 12:00 noon. Any information submitted to the Committee by that time would be appreciated.

I would also call your attention to the media package you have received today (copy on file). There are several articles about the RTA's current status that appeared today.

Legislative Task Force Report

Mr. Madsen:

I would like to delay this report until next week.

Phase I Plan Discussion

Mr. Laing:

This is intended as a period when the Board can focus its discussions on the preferences among the three options and combinations of them. The floor is now open to any Board members.

Mr. Locke:

The County Executives of King, Pierce and Snohomish Counties were asked to synthesize the feelings of the three jurisdictions. We tried to provide some conceptual framework or starting point as we move towards the decision deadline. We have met and unfortunately Mr. Drewel was away, but he had Mr. Hansen attend the second meeting. We tried to incorporate the concerns of Snohomish County.

What we are proposing is a concept for future discussions. It tries to provide the certainty by having a Phase I that would include the rail line built from Everett to Tacoma and with the commuter rail system that all of us have seen on the various options with an aggressive regional bus and fair integration program.

Instead of a 10 year program, we have kicked around a 15 year program. Instead of a heavily bonded approach, we have used a pay as you go approach with some short-term borrowing. This gives us the certainty that the interests of the entire region are addressed in this Phase I of 15 years so there is no need for a second vote for a Phase 2 and no need for a second tax increase for a Phase 2 because of the uncertainty that would provide, especially in Snohomish and Pierce Counties. It also means we would have money available at the end of 15 years to continue with operation and replacement of capital and still have money available for Phase IB. It is not a phase two because there is no need for a vote or tax increase. We would have a healthy income stream for improvements or extension of the system, whether this is providing service on I-405 or building extensions from Tacoma.

The chart shows the light rail cumulative expenditure of \$5 billion, and the commuter rail, which could be completed by 1999. The light rail program would take 15 years, ending in 2010. The second page shows the configuration of the system,

with a tunnel from Seattle through Capital Hill. This proposal uses the Option 2.5 Capital Hill alignment to the University, underground in the University District, portalling at NE 65th, and aerial alignment to Northgate. We would then use the I-5 corridor from Northgate to Everett.

The alignment in the south would be grade separated starting at I-90 with an intermodal station down Rainier Avenue to Columbia City, switching to Martin Luther King, Jr. Way and then surface streets to Boeing Access Road, SR-99 to Sea-Tac, then to Federal Way and then to Tacoma. This also has a leg from Seattle to Bellevue and Overlake.

We looked at some options. The first is a full pay as you go proposal. This would not be completed until 2012, which is almost a 17 year program. This does not have any money for regional bus or fare integration. If we are committed to supporting a bus system, you should add two years to this time period. It would be pay as you go and finish in 2013, or to finish by 2012 with full pay as you go with bus and instead of a .4%/.4% it would have to be a .5% sales tax/.3% MVET increase.

The middle column is bridge financing with some bonding. The time period could be shorter without any bus financing. With a bus program, you get what you see on the front page. Our proposal includes bus financing.

If you wanted to utilize bonds, and you wanted to decrease financing or revenues, you could, without any bus program, complete the system by 2012 with a .3% sales tax and .3% MVET increase. To add a bus component to the third option you would have to add two years or change financing from .3%/.3% to a .4% sales tax and .2% MVET increase or a .3% sales tax and .5% MVET increase. All of these are different options with a bus program. If you want to add a bus program, which we think we need, you have to increase financing or add two years to the entire time frame.

This reflects the desires and sentiments of the region. It provides certainty. It takes more time but you would need that for phase 2 in any event. It eliminates the uncertainty of financing or public support for phase 2. It addresses the needs of transit. It stays within the parameters of the Finance Committee and it addresses the issues of equity as well. This is something we have done in response to a request from Mr. Laing and we would like to thank the many Board members for their input and establishing priorities. Mr. Sutherland came up with many of these points. It was a very good process. I would also like to thank Ms. Fina.

Mr. Sutherland:

As we accepted this assignment, we realized what we were to bring to the table was a proposal or a way to be able to put something down that we could start from, recognizing there has been a lot of work and effort in defining Options 1, 2 and 3. As we listened to the conversations about those options, they did not address some of the major concerns we were able to identify.

The major concerns we felt this proposal addresses are 1) the certainty question; and 2) all of us are of the opinion once you have come to the public for a vote and a favorable tax approach, once to that well is enough. You had best put together a program and a system that can be supported by a single tax vote and you should not leave holes in a system in order to be able to encourage some future activity to enhance your revenue stream. Obviously this says to you that you must build an entire system. In looking at that whole system, you see that Mr. Locke outlined a bus element and light rail from Everett to Tacoma to downtown Tacoma. It includes a commuter system. All of these elements are important and necessary for a complete system. This had to be tempered by what do we really believe to be the public's response to some level of taxation. If you are to choose some level of taxation, what impact would it have on the construction time period?

We looked at completing the program by 2008 or 2005 to have something put together as a real aggressive time period. If you back up and look at other jurisdictions, having the system completed by that time would mean an extraordinary amount of construction in a short period. We looked at the crossing point for available funds and what would be reasonable for an overall construction time period. You can raise the tax and shorten the construction period or lower the tax and extend the time period. We made some basic assumptions for state and federal funding contributions. We can continue to discuss that. I think funding on the basis of pay as you go makes a great deal of sense. I mentioned bridge financing because there will be needs for cash and when funding is not there, there needs to be a bridge for that. So I concurred with bridge financing to meet that need and to be able to maintain cash flow beyond the basic Phase I system so you can look to the future for enhancements.

I think this is a reasonable approach. I know some colleagues are saying the tax level is on the high side. They are not comfortable with that. I can tell you the .4%/.4% is something I am stretching to justify, but looking at what it can do over the period of time, I think it is a reasonable package with which to begin debate.

There are certain elements in the light rail system that appear to be reasonable. Some people believe we should be building the system with an at grade approach and reducing the cost of light rail in the Seattle core area and using those funds for enhancements to the bus system or elsewhere and primarily directing those funds to an aggressive bus program. This is an alternative I think we need to discuss. I understand others are preparing ideas to pursue that kind of approach.

I think we need to continue to meet. I would encourage that Mr. Locke and Mr. Drewel and I continue to do this but I think we would like to have further representation by staff and other Board members. We can develop something that is palatable and something we can all support.

Mr. Laing:

I would like to thank the county executives for undertaking this project for the purposes of focusing on Phase I alternatives. The executives should not be put in a position where they have to defend this proposal. This is a way to focus our discussion. We should be grateful for the assistance this gives. It doesn't preclude other proposals. It might be appropriate for Board members with any other questions to state them now. I am open for that.

Mr. Miller:

I have questions about the front and third pages, with regard to bonding. I am looking at the middle boxes with the .4%/.4% for bonding. Does that include bus funding?

Mr. Locke:

Everything on the third page is without bus funding.

Mr. Miller:

Would bus funding add two years to the schedule? Is that bonding scenario the moderate bonding on the front page?

Mr. Locke:

Yes. These figures on the first page are cumulative.

Mr. Morrison:

I compliment you on your job. Was there any discussion among you of perhaps presenting a question on financing to the voters? Perhaps we can offer different rates of financing, explaining that by paying more the system could be completed sooner or by paying lower amounts, the system would be completed over a longer period of time. I find people like to be asked their opinion. We have to be cautious about how many things they are asked to decide on.

Mr. Sutherland:

We didn't discuss that at any length. We were trying to focus on where we as a Board would feel comfortable. Where are the limits? And the idea of presenting to the taxpayers two different funding questions—we didn't discuss that possibility. I am not sure how you could do that functionally and still move on. Perhaps we could take a straw vote before the final vote. I agree that the voters like to tell us their opinions.

Mr. Morrison:

I believe we would be more inclined to get a yes vote on the system plan if you ask some other questions about how people would prefer to provide the funding over time.

Mr. Locke:

When you put more emphasis on bonding for faster construction, you have to worry about a lack of debt capacity available with that income stream after Phase I and the need for increased taxes for additions to the system in Phase 2. Those are the trade-offs the public will have to worry about.

Ms. Choe:

I would like to extend my appreciation. You have helped us think about the problem in a different way.

You have done a lot to address some of the things we have articulated. As I think about the regional system and some of the medium to longer term problems we will continue to face because of the people in the region and the growing congestion, I wonder about the future capacity of our successors on this Board to be able to look at furthering the system. I think about some of the other connections we have talked about, such as the I-405 loop. I am looking at projected growth in the growth management plan. Could you respond, in light of the successful phased votes other parts of the country have experienced?

Mr. Sutherland:

If you burden your project with a great deal of debt, there is no choice but to go to the voters asking for additional revenues to add on to the system. The pay as you go proposal allows you to phase your overall basic system and have it completed in a relatively practicable time period. You would have to develop the timing of it and cash flow requirements. If you were to use the pay as you go proposal with bridge financing, it gives the capability to continue to add to the system without having to go back to the voters. I also suggest that if, in fact, you reach some time in 2005 or 2008 and you have seen growth we could not have predicted and you have significant issues or problems, the ability to ask for additional funds is not taken away. Our successors can do that if they wish. This does not shut off the ability to add to the system because of an enormous debt over the next 30 to 40 years.

Ms. Choe:

Is it a fair statement that this would be the Master Plan you envision?

Mr. Locke:

No. These are the parts of the system that have the most consensus that also address equity. There is concern about further development on the Eastside. They weren't prepared to support the DMU from Tukwila to Bellevue. We felt it was important there be a regional balance so the citizens in all three counties feel they are getting something now. They do not have to wait. Why should they vote for this if it basically serves King County and service to their area depends on future votes? This does not preclude bonding in future years with that income stream.

Mr. Morrison:

A key point on follow up elections would not be just dynamic growth in certain areas, but in fact, a successful model of what could be done. If you look around the country, other areas voted in favor of additional phases because they saw a bright, shiny object and they liked it. The key is to do something that provides an equitable look at how you start this thing and fund it under the constraints which is about the .4%/4%.

Mr. Locke:

This also means in the future when there are enhancements, we are doing each county's wish list in Phase I. Future enhancements would probably address King, Pierce and Snohomish Counties. It becomes a shared responsibility here.

Ms. Gates:

I am very pleased that we were not handed a 70 page volume of work today. I was thinking that for clarity as this goes forward and in the public arena, you might take the map on the second page and have commuter rail pictured. You have it

on the cost analysis. Many cities are left out on page two. We should be sure that is there to give the complete regional picture.

Mr. Nickels:

Congratulations. It is a proposal that is respectful of the Finance Committee recommendation. You came in substantially lower than the upper threshold. It is respectful of the City of Seattle. It is respectful to King County and what we believe is necessary in the first phase. It is respectful to the Eastside jurisdictions in terms of Phase I. It is respectful to Snohomish County in there is equity and participation and it looks respectful to Pierce County and Tacoma to promote the growth plans they are developing. It is not easy to be the first out of the gate. You have done it in a very fine fashion.

Mr. Locke:

These are very preliminary, very rough figures. As we get more detail, like the costs from Lynnwood to Everett, the figures can be refined. This may extend the timetable for a year. If the needs of transit aren't enough, you may have to adjust the tax rate a bit. This is very preliminary.

Mr. Miller:

It is a very good starting point. We ran some quick numbers in response to Mr. White and staff's answer to councilmembers and we still seem to have some reasonable room.

I have two comments: Knowing this is a first run in the package and there will be more going on, clearly one of the issues to be discussed is how the 15 year phasing comes together. We are making assumptions on the minimal bonding proposal to free up revenues at the end of the 15 years for continued capital and replacement costs. Somewhere in that time frame there will need to be ongoing investments in further studies and purchase of right-of-way to hold costs to a minimum. We should try to identify what a reasonable amount is for those two purposes.

Thank you for your efforts.

Mr. Sutherland:

These are rough numbers. I don't think you will get a sense of the bonding needs on the short term financing until you are able to look at and determine what part gets built when and what the cash requirements are of that. I think we should be very careful so we don't build an enormous piece and still recognize the need for equity and service from Everett to Lakewood and on the Eastside. Scheduling will be very critical, as much as the decision to go with a base system.

Mr. White:

I like what I have seen here today. I would like to see consideration given from the standpoint of South King County to the Eastside. I think we are missing an integral part by not including something on I-405. As the Eastside has concerns, South King County, which has a tremendous number of people travelling north on I-405, has shown strong support for that connection. I would urge us to consider that as well.

Mr. Davidson:

Congratulations. You have worked hard on a fine package. The information is fresh. Many conclusions have been arrived at rapidly. It will take a while to evaluate this information.

I would like to discuss the issue I raised earlier about state and federal funds on an annual basis. It is a little higher tax increase than I thought we could come in with. I will propose something in contrast to this approach.

Mr. Earling:

I would like to thank the county executives for inviting Mr. Hansen and myself to attend these meetings. I must say the discussions were regional in nature. There was an effort to draw some conclusions and equity for all of us concerned. I asked for and there was some discussion yesterday about the inclusion of a shift in the baseline system so we could look at some of the concerns the two county executives have mentioned in concerns over how to handle bus funding. Some shift needs to take place in the build out. There were questions along the I-5 corridor and potential of the DMU in the south end and Renton.

I want to clarify something. Everett is identified as an area for grade separation for light rail. That is not the intent. If all things were equal and that is true, it would save \$200 million. The consideration I would like looked at, and I raised this with staff Wednesday, is developing a little different baseline system. You will notice how it differs.

Identify the baseline rail system that would be primarily at grade connecting regional transit markets utilizing grade separation when necessary to overcome geographical barriers. This may include a Capitol Hill tunnel, and at grade service that would run from Tacoma to Everett to Overlake. In addition, the system would include commuter rail that would run from Everett to Lakewood and include DMU. Money saved from grade separation would be picked up here from Tukwila to Bellevue. We could fund regional bus services which some of us have been concerned about. There would be all day two-way service between the regional activity centers. We would have a minimum level of constant funding constraints. This would mean long term equity and appropriate integration of transit services. In the rough initial numbers we can run on this, it appears it might be funded with a .4%/3% or .4%/4% range. We would apply the following financial constraints over a 15 year period: capital funding may be less if it is slightly less. Asking to evaluate funding combination of .4% sales tax and .2% MVET and .4% sales tax and .4% MVET with the combination of the ability to pay as you go or how much long term bonding might be required. Mentioned the potential of early completion.

Lastly is the county executives' package intended to address equity? Would the federal/state funding provide the \$110 million we have talked about? I think it is only fair to acknowledge that the core of the system in Seattle would have best chance to qualify for the \$70 million state funding that would be spent throughout the three county area. Any program enhancements to the system in any jurisdiction could be enhanced by seeking or gaining extra contributions through a local improvement district (LID) or other state or federal programs. We would ask them to identify that in the first two or three years. Also any new and preliminary engineering would be done on enhancements.

I support the discussion of the program that the county executives brought forward. It begins to focus us. There is some other way to look at potential for same basic funding levels and to address some issues that are of concern in a different way. I would like to have this looked at. I express my appreciation to the county executives. I hope that at next week's meeting we will try to bring in some key RTA staff to answer the questions and a few other Board members to broaden the discussion.

Staff is working on this now. We will give you those numbers and conclusions as soon as possible.

Ms. Choe:

You mentioned one of the parts of the proposal was basically at grade and grade separation, when required. Maybe you could flush that out and give an explanation.

Mr. Earling:

Yes.

Mr. Davidson:

I am speaking as an individual at this time. I wanted to put some thoughts about my personal interest in this proposal on the table. I will give you some background. I started with the perspective of maximizing commuter rail, improving the transit system and providing a rail system that would work in very congested areas. I feel there should be a first phase that we could complete in 20 years, including rail. The transit part could be completed within three years. The other issue you

have heard me talk about is a financial responsibility level which is .4% sales tax, which is a .3% sales tax increase and a .25% increase in the MVET, which is actually a 4.8% increase.

I took Option 2 and took the system tunneling under the channel in the University District and put it on the surface. I took the piece from Federal Way into Tacoma and took it out of the funding option. I took those funds savings and reinvested them in transit, bringing the Transit Development Fund to a level closer to that proposed in Study Option 1. We would establish reinvestment above trunk lines which are necessary to get the activity center orientation, that Mr. Locke described so well on the Eastside. We will have to make major investments to take the activity center approach.

I call the proposal before you Option 2.1 I suggest it is not really Option 2.1 because it is slightly below Option 2 and the 5% sales tax.

If we do increase over this in what I consider area amenities, local effort would be required to undertake those amenities. Similar to the Master Plan presented, possibility that could be part of the program. This is what I offer myself. This is something I think we should consider.

Mr. Madsen:

I would like to suggest we try to come to some conclusions on some fundamental assumptions to guide the county executives. If you looked at the first page, one time voter approval is being assumed. Is that what we want to do? We should make that kind of agreement today. How much bus service will be a part of this? That is what Mr. Davidson was talking about. People are concerned about that. Or what is included in the bus service? We have made the decision on what we will use to estimate federal and state revenue. I hear people saying we should ask the state for the moon. I don't think that is prudent. I think we should agree on the concept of pay as you go. I hope we can walk out of here agreeing on some fundamental principles so the county executives know where the comfort level is from this Board. I think we should give them some guidance. Pay as you go is a very fundamental issue. I believe that is a prudent thing to do at this time. If we have some fundamental agreements, the distance between the proposals will narrow.

Mr. Laing:

I didn't advise the Board members they would be setting policy direction today. The county executives have responded to the request I made by putting before us a focusing option. They mentioned there was some continuing work involved. I am not sure to what extent they feel they can continue to serve in the development role or whether they are expecting the Board to do that.

Mr. Sutherland:

I would agree to continue to try to do this. I think someone has to do it. I don't speak for the others.

Mr. Laing:

I consider this to be, in effect, a bonus to us from a group of our membership that has a close regional perspective. They have performed their fundamental function. If they are willing to continue to be a regional microcosm, I have no objection. The Board, as a body, needs to agree to that.

Mr. Locke:

Mr. Sutherland and myself are willing to do some more refinement, but I think ultimately it would be helpful to get a sense from the Board members on these major policy issues. I don't think I want to be in a position of saying this is "the" proposal and precluding other options and discussion. This was meant to be a starting point to try to gel the discussion. We would be happy to continue meeting for a while, but we want to advance something so people can start reacting to it and trying to develop that consensus.

Mr. Laing:

The time line is such that by the next meeting on October 14, we have to be able to give instruction to the staff to present a proposal on the 15th, and ultimately a decision will be reached on October 28.

Mr. Nickels:

There is something not addressed here that is important. Some of us went to Calgary. They have three lines. The third was constructed and stations designed with the involvement of the neighborhoods around the stations. The third line and its stations are far superior to the first two lines. Throughout the system we should have a process where it isn't just the RTA staff involved in siting stations, but there is a collaborative effort with the neighborhoods and we are asking them to help design station elements. I think it would give assurances to communities that their concerns are going to be addressed.

Mr. White:

I would like to thank Mr. Matoff and staff for the backup for my paper submitted last week. The memo to the Board talking about a .4%/.4% and talking about essentially what is pretty close to the county executives. What I don't understand is while talking about similar funding, are we making different assumptions? I am still looking for the I-405 link-up. Similar dollars are involved, with what I can understand. Please point out the differences to me next week.

Mr. Laing:

Is there any consensus to ask the county executives to continue this role and to perfect this proposal? They began this process on my initiative.

Mr. Miller:

I am not sure we have had enough time to digest what is in here to be able to express Board consensus. I think it is helpful for us to express some responses and additional comments regarding the proposal put forward. In that vein, I give my opinion.

I appreciate the regional nature of this proposal and the extension of service into the three counties and all five subregions. The 15 year nature is acceptable to me; I would hate to go beyond that. Likewise, the .4%/.4% is a generally acceptable number. I would hate to go beyond that. I think it is important that funds are identified for extension studies and right-of-way purchase in alignments not included in this initial phase. As has been addressed by staff, location of the maintenance and storage facilities on a regionwide basis is an equity issue and should be part of this vote. The distribution should be part of the vote to give everyone assurance of equitable job distribution. I lean towards the pay as you go proposal. I like the moderate bonding proposal. I would stay with pay as you go and less bonding. Equity is an issue mentioned by Mr. Sutherland. Service equity needs to be factored into that phasing. We need to address Mr. Morrison's comments regarding the state and whether or not we come back and give the Board the ability to look at two scenarios with different state participation and the impact on the time frame. I would encourage us to sit down with Mr. Morrison and identify the basis for those assumptions and decisions.

We need to be realistic. In the phasing, one of the concerns of the outer regions is that with the tunneling there is a greater potential for cost overruns and the effects they would have. How would we deal with them in terms of timing?

Ms. Gates:

I am responding to Mr. Madsen's suggestion about Phase I and Phase IB. I think the county executives will be able to keep this regional perspective if they keep working through this. I am pleased with the regional perspective that the plan offers. I would vote to consider we need to achieve a workable system that is regional in Phase I. We may have to start looking at what do you mean by 1B so that people can understand there could be an Option 1B. Without a successful vote, there will not be a 1B. We need to recognize the region impacted by growth, not just one region. We need to address the very growth issues we are all grappling with at this point.

Mr. Earling:

I would remind the county executives, in their further discussions, that we do still have the first three options. We also have Option 2.5. Mr. Davidson and I have put forth two new options. I hope you will be open to ways of bringing an alignment and where you draw conclusions on. I think it is really important for the Board to back up and reflect on where we think we might be taking the tax package to the people and what the realistic reaction to it will be. The survey tells us voter support begins to fall off after .4%. It falls off even more after .5%. We are looking at a .6% equivalent package here. I hope there is a way with the county executives and staff to squeeze the numbers down. Many of us feel reality is closer to a 5% total. Mr. Davidson appears to be much more comfortable at .4%. I would encourage the stakeholders and the business community to talk to us in the next week and let us know where you think tax reality is, and the pros and cons of the system. I hope we will hear from you this next week. Thank you.

Mr. Davidson:

I would like to raise some issues. The first is that this is a .6% equivalent. It appears by spreading it out you get the transit investment. We probably have a hidden tax increase to get the transit service I think we need. The other concern is we seem to work off the Master Plan. I have some issues about it, such as the I-405 and SR-520 service. Those two corridors are not properly addressed in the Master Plan. I would like to see amendments to that. It doesn't show on these maps.

The other thing is that HOV lanes need to be addressed better in the Master Plan. In five years we will be readdressing the issue in a phased approach. We should have a bigger discussion in the Master Plan about what would change the direction. One question is whether the GMA will compel people to grow the way we think they will grow. Can we change that in the next five or six years. This precludes that decision making.

The other issue is the Master Plan doesn't talk about new technology over the next 25 years. I think there are corridors today that we are not designing with light rail when we should be using new technology. Light rail has two short comings. Grade separation is extremely hard to do with light rail. Elevated systems have grade separation built in. We are not looking at suspended systems. It is too hard for light rail to go up and down hills. Grade affects how light rail can operate. It is a technology that is old. We have hills in this area. We want grade separation. I think new technology should be evaluated in the Master Plan; this precludes that. Those are my concerns.

Mr. Laing:

It seems one of the benefits of the suggestion is it continues the revenue stream after construction of what I think of as Phase I. That is the assurance that there will be resources to be served in the future. I think that is a necessity. In addition, it seems we have to be sure the portion of resources allocated to regional trunk bus in the intermediate time are sufficient to meet areas not served by rail. The chart on page two does not include bus but the first page does. Is that within 2010? To get regional bus investment, what is the time period on first page?

Mr. Sutherland:

The center column shows \$5 billion at 2008. We computed that the extension to 2010 would add money necessary for the bus systems and bus support program. Our suggestion is to add bus as indicated on the first page. It is an important part of it. We are looking at a 15 year program up to 2010 to build a base system. But there are funds available under that .4%/4% which would enable us to accomplish that.

Mr. Laing:

Are there other suggestions that Board members want to get on the table?

Under the "Other Business" portion of the agenda Mr. Davidson wanted to have some discussion of the Master Plan.

Mr. Sutherland:

I would reiterate that in continuing to have the county executives work on giving this better definition, do it with the caveat this is not "the" proposal, but "a" proposal. As we bring back this kind of approach, we are not close minded. Secondly, we would appreciate commentary from the Board who may not have wished to express an idea this afternoon or over the weekend who have an idea to entertain those comments.

Mr. Laing:

Thank you for taking that approach, leading up to a decision by the entire Board.

Mr. Miller:

Someone raised the concerns under the PSRC's proposed amendments to the multi-county planning policies that, in essence, they allowed the PSRC control over siting all stations. Several of us made comments about that language. As of this morning's joint meeting, that language has been amended and they acknowledge the language went farther than they intended. They believe it is their role to direct growth that surrounds the stations and to insure those become successfully integrated into the community and that the community supports them, but it is not their intent to presume they have final say over siting. Their desire would be that we take their growth management considerations into account to be sure we have successful stations both in terms of reviewing existing growth management zoning regulations and in insisting community served by the stations do appropriate rezoning to insure success of the development around the sites.

Other Business

Mr. Davidson:

We should look at I-405 and SR-520. Right now this service is an also ran; I would like to see it in the plan itself. New technology I feel could be addressed more thoroughly. The language about projections and growth management issues should be reviewed. I wanted to raise those concerns now.

Mr. Earling:

I have two pages of questions related to the Master Plan. I will submit them to Mr. Matoff for feedback to us.

Mr. Laing:

Staff could respond to the Rules Committee where possible.

Mr. Morrison:

Please enlighten us as to the process by which we intend to define this animal. Will we have various elements to consider piece by piece with financial implications?

Mr. Laing:

We have three tasks: the Master Plan, the Phase I plan and the financial plan with Phase I. We haven't had Board discussion of the Master Plan, as we have with Phase I. Phase I was viewed as a tool for indicating changes to the Master Plan. What is before us technically is the plan the JRPC recommended to us. Our requirement is, should we wish to make any changes, which I assume we will, doing so will require a two-thirds majority vote. Based on the Rules Committee meeting on Wednesday, I am hoping the least controversial changes could be identified and circulated to the Board. Then we need to look at revisions to the Master Plan. It would differ from the JRPC plan in that it would not have an end date. Phase I would be a logical first element of that. The county executives have proposed a rather extensive portion of what we have talked about as being in Phase I. We need to let people know what is the balance so they know what the revenues would be directed towards.

Mr. Morrison:

Has the legislature changed the rules so we do not take the Master Plan to the public?

Mr. Laing:

Right. I felt we needed to say it is our vision.

Mr. Morrison:

I agree with that. We want to keep the dream alive. We want to bring it closer to the reality of today without destroying the dream.

Mr. Laing:

I think we have more leeway under the approach without having an end construction plan than the JRPC did. It allows us to look at a more total system.

Mr. Morrison:

The only constraint is not physical but fiscal. Are we worried about a train with a \$15 to \$20 billion price tag? Or do we look good because we are only proposing 25% of it in the original phase?

Mr. Laing:

If it went beyond what we can envision as a complete system and took it so far out, it gets into the question of credibility. It seems the funding mechanism of pay as you go is the assurance that through time you will have the resources to address parts of the system you don't construct at the outset.

Mr. Miller:

Are we not limited in adopting the Master Plan by the EIS work done to date?

Mr. Matoff:

Months ago in considering alternative work programs for this year we had two programs: 1) the first phase was bound by confines of the EIS that was done on JRPC Master Plan plus amendments already circulated; or 2) go beyond that. The whole construct by which we are to get to a vote next spring was based on the concept we would not go outside the elements of the plan as have been cleared by the EIS. The plan does contain language providing for periodic review and amendment. I assume next year, after a successful vote, many things not fully articulated in the plan will be taken up by the Board. A year from now there could be significant amendments to the Master Plan and a draft EIS associated with that. At this time I think it would be best to stick with the original notion which was not to amend overall plan to go beyond the EIS lest we endanger the whole notion of proceeding and getting through the councils and the voters in the spring. We should consider ourselves limited by that.

Mr. Morrison:

To change the plan can we only get smaller?

Mr. Matoff:

Changes would have to result in lesser environmental impact.

Ms. Val Beatty:

It would have to be less or equal to the plan reviewed in the EIS in terms of environmental impact.

Mr. Morrison:

The basic question is the mechanism of designing the Phase I plan. Can you describe your thinking about how we will build those blocks?

Mr. Laing:

The Executive Director has suggested that on October 14 the Board would give direction to staff, that in fact advises our vision on Phase I and any contested issues so they could be formulated into actual resolutions. This would come back to the Board on October 15. We would then look at them in preparation for a vote on October 28.

Mr. Matoff:

From staff's point of view there are perhaps seven generally scoped options on the table: Options 1, 2 and 3, Option 2.5, the County Executives' proposal, Mr. Davidson's proposal and Mr. Earling's proposal. In general terms all of the different options that have been suggested fall within those seven. The final three have not been laid out with all details of the first four. I think some of the staff work will be to bring those up to speed as much as possible so you have an area of options before you next Friday, one of which I hope you will select and ask to have brought back to you in some form on Saturday morning.

Mr. Laing:

If there are suggestions, they should be stated now. I thought we would follow the Executive Director's suggestion that we would be capable of focusing ourselves on an option we would be willing to use as the focus for amending after the 14th.

Mr. Nickels:

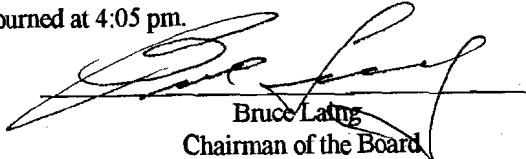
There are two options I want to bring to your attention.

- 1) Part of the Master Plan or part of the package we adopt. The map of the larger system would be important. I have asked staff to do that and I would bring that to the Board. We can look at the system not as corridors but as a red line, blue line or a teal line to show how a light rail system links the system.
- 2) The options in the options report did not have the system going further north than Northgate. Over time, both in the JPRC process and here, there have been Board members and citizens who have asked that SR-99 be looked at in addition to I-5. The answer was that Phase I only goes to Northgate. The county executives' proposal and discussion of Option 2.5 has us going at least to Lynnwood and maybe Everett. It seems we should look at SR-99 to be sure it has been addressed.


Mr. Laing:

Is the Board comfortable with the response on the 14th being the development of an option which will be the basis for amendments? This was the consensus of the Board.

As there was no other business, the meeting was adjourned at 4:05 pm.


Bruce Laing
Chairman of the Board

ATTEST:


Board Administrator