

**Regional Transit Authority
October 14, 1994 Board Meeting**

Meeting Minutes

Call to Order

The meeting was called to order at 1:48 p.m. in the Edmonds Public Library, Plaza Room by Chairman Laing. The Board Administrator called the roll and the following members were present.

Chair:

Bruce Laing, King County Councilmember

Vice Chairs:

Dave Earling, Edmonds Councilmember

Paul Miller, Tacoma Deputy Mayor

King County:

Martha Choe, Seattle City Councilmember

Don Davidson, Bellevue Mayor

Mary Gates, Federal Way Mayor

Greg Nickels, King County Councilmember

Norm Rice, Seattle Mayor

Pierce County:

Sharon Boekelman, Bonney Lake Councilmember

Ken Madsen, Pierce County Councilmember

Doug Sutherland, Pierce County Executive

Snohomish County:

Bob Drewel, Snohomish County Executive

Ed Hansen, Everett Mayor

Washington State Department of Transportation:

Sid Morrison, Secretary

The Board Administrator indicated that a quorum of the Board was present.

The following Board members arrived after roll call:

Jane Hague, King County Councilmember

Cynthia Sullivan, King County Councilmember

Jim White, Kent Mayor

Ms. Laura Hall, Mayor of Edmonds:

I would like to welcome each of you to our city. In the past two years, every time we have a transportation-related meeting, it has not rained. That is still the case thus far today.

I am so grateful to see this turnout. There are many people in this small room today, so we will have to get along with each other. Why is it we can build transportation facilities in times of war, for mobilization, or for entertainment, such as the case of the World's Fair? I think we are currently somewhere in between.

I have a son who works in the movie industry. He recently told me that the "True Lies" movie had been completed at a cost of \$120 million. I said that is the amount I need for multi-modal transportation.

Welcome and have a good meeting.

Minutes of September 23, 1994 RTA Board Meeting

It was moved by Mr. Rice, seconded by Ms. Boekelman and carried by the unanimous vote of all Board members present that the minutes of September 23, 1994 be approved as presented.

Public Comment

Mr. Terry Lukens, Bellevue City Councilmember:

I am here today as the Chair of the Eastside Transportation Program (ETP) Steering Committee. We have had many meetings to talk about Phase I. We held a workshop last week and another meeting this week. We have proposed a resolution, which should be in your packets (copy on file), and a letter outlining our views on Phase I. Most of you are probably "visual," and would like to read the letter. I will point out some of the highlights.

The letter is broken into recommendations related to the Master Plan and then specific items on Phase I. That is what I will highlight.

(Board member White arrived at this time.)

The first is a recommendation to fully fund the following regional bus trunk routes. I do not have exact costs because they will vary, but we believe these routes should be fully funded: North/south on I-405 from Bellevue to I-5, east/west on SR-522 west to Northgate and east/west from the Aurora Transit Center, SR-520 to the University District, and east/west on I-90 to Issaquah with a light rail connection. We also recommend including the following rail lines: light rail east/west across I-90 through Bellevue serving Overlake and South Kirkland with alignments in Factoria to be considered. We are also recommending a rail line north/south on I-405 from Bellevue to Tukwila. We recognize the importance of I-405 in the Master Plan and in Phase I. We recommend including regional trunk bus capital improvements at Bothell Transit Center and intermodal connections on I-90 at the east/west terminus. We support a rail connection from the Eastside to Sea-Tac Airport. We left the specifics of this to be determined by SKATEBoard. We are recommending an increase in funds allocated to the Transit Development Fund for transit related improvements. We must purchase equipment plus provide signal prioritization and transit ways. We are suggesting the Transit Development Fund should include funding for the purchase of right-of-way. We did not recommend a specific financing level, but felt comfortable with a .5 to .7% equivalent. We support the pay-as-you-go approach and urge that you consider implementation of local sales tax on gasoline as a major revenue source. We want to be sure opportunities are provided for new technology. We ask that the RTA recognize the importance of SR-167 and I-405 as a parallel to I-5.

An integrated seamless system and its importance on the Eastside with a complete grade system for buses to connect with the regional system. We urge that any free funds be reallocated to the Eastside to provide this connective service.

Written materials have been distributed. I can answer any questions. Thank you for your time.

Ms. Rosemary Ives, Mayor of Redmond:

I am here on behalf of Redmond. I hope the King County Councilmembers will accept my comment that I am also speaking on behalf of East King County and unincorporated areas.

I want to articulate that Redmond finds rail service to the Eastside to Overlake to be imperative. We support a multi-modal system. There must be a commitment to expand feeder bus service as well on the SR-520 corridor. We support Option 3. We are interested in the different scenarios that support that level of service.

There has been a strong history of support for improved transit. The support for regional rail service has been stated through our community forums, and the RTA local telephone survey confirmed those result. There has been extensive public testimony and a unanimous vote by the City Council, the Mayor, and from the Redmond Chamber of Commerce. We are all together on this issue.

Why do we need this? All of us? It is a multi-county and state interest. We all have been involved in developing growth management policies for over two years. This is the mechanism for implementing that. Option 3 is the first step to where we need to be with growth management for Redmond, Overlake, Eddie Bauer and Nintendo. We are dependent on major transit investments. There are very few road opportunities. The economic development of not doing anything will be devastating. This is the time to move forward. Waiting for Phase II will not make it; it will be too late.

Thank you from the people of Redmond and the region. It is a tough decision but I am sure you will step up to supporting at least Option 3.

Mr. Tim Schlitzer, Renton City Councilmember:

I am speaking from the standpoint and viewpoint of SKATEBoard. There are a couple of points we want to make in addition to our letters and resolutions, and that is that we strongly support an integrated bus and rail system to serve the entire region. We found in our roundtables and discussions that the southeast portion of the county has been poorly linked to the rest of the region. We have some of the largest employers in our sector, and yet we are almost not linked to the east at all. If things don't improve, we will be even more segmented than we already area.

While commuter rail is important to the south county, SKATEBoard is interested in improving transit beyond north/south service. Travel is not focused to Seattle. Figures have shown at least half of the trips that originate in the south county will remain there. Improvements to east/west movement are urgently needed. Many people have mentioned that I-405 is being improved in the area of Renton. That is only an update on HOV lanes that won't do that much more for carrying the major amount of traffic and goods through our area. Our primary emphasis is on transportation improvements, mobility for people, supporting growth management efforts to link centers and enhance opportunities for economic development. We support a fully integrated system to help us achieve these goals. We urge the RTA to seriously consider our comments and the plans we have forwarded to you. We ask that you truly consider the fact that transportation improvements in the southeast corner have not had improvements since the early 1960s. Our economic vitality depends on our being linked to the other centers.

Mr. Dean Claussen, Bellevue:

I am speaking on my own and as a member of the Eastside Transportation Committee (ETC).

I have just returned from Europe where I rented a car and drove through Belgium, France and Germany. Lead free gas cost me \$4.00 per gallon. I submit this is news. German drivers consider the price of gas to be cheap. According to this week's news magazine, at 148th and Main in Bellevue, the cost of gasoline was \$1.23 per gallon. That is cheaper, when inflation is taken into account, than it was in 1947 at 23 cents per gallon. My point is that the new conventional wisdom seems to be that the tax increase for the cost of the rail/bus plan cannot exceed the equivalent of half a cent. I think that is too timid. You have legislation authorizing you to go as high as .9%. With none of the plans are you approaching that amount. I urge you to consider legislative authority for a sales tax on gas, as Mr. Lukens suggested, of three to four cents per gallon to supplement the general tax and the MVET (motor vehicle excise tax). I am convinced that the motoring public would willingly pay this extra dedicated tax if they knew how little it costs them today, relatively. I hope you move toward agreement on Option 3 or the proposal from the county executives.

Mr. Forrest Briggs:

I am a retired railroad engineer. I have spent 40 years watching what amounts to an impasse develop. Now it is being steamrollered by vehicle traffic. There are two schools of thought. We have the engineering problem of congestion. People know how to solve those problems. On the other hand we have the political job of expediency. I wish to speak about the engineering concept. It involves a load factor. It is designed it is the ratio of a system generated to maximum capacity. When these are exceeded, system failure results. This is where we are now.

I can liken this to the old manually operated PBX telephone system. It became necessary to go to a direct dial system. No one asked the public what we thought about it; it was a matter of getting a job done. This is the way we have to face our current transportation problem. I recently returned from Montreal and traveled their metro system there. I made note of the fact that when they built that stadium for the Olympics, they had no parking lot. People were forced to use transit to access this stadium.

The Roman chariots were built with a four foot, eight and a half inch gauge to allow two horses in the front.

(Board member Hague arrived at this time.)

The outline here is to use existing facilities, called the freeway, which came into being by necessity. No change is every popular. We have the freeway system and we can run tracks up the middle. We can use feeder bus lines. We could use the existing facilities, such as van service. The problem must be handled by engineers. They should be left alone to solve the problem and costs should be set aside.

Mr. Robert Whalen, Kent:

The regional plan put forth by the county executives is an encouraging move to establish a difficult political consensus. In order to pass a ballot issue you must go forth to find a consensus the voters will support. We have completed a comprehensive voter survey. They said do not exceed a .5% tax increase. They want you to get the system up and running in a few years. Build a system that is less expensive and easier to use. Make a system that improves connections, providing services, shopping, recreation, etc. Meeting the criteria the voters have given us is possible. This can only be done with all parts if all parts sacrifice local desires so everyone sees benefits. Or it will fail because exceeding a .4% and a .25% MVET increase will lead to defeat regardless of the merit. While some feel a higher taxing level is attainable, there will be erosion of public support especially with waste and selfishness in the system. Extending beyond 10 years eliminates tangible benefits for too much of the population. While senior citizens are concerned for the future, our support is based on near term benefits. Cutting buses to pay for tunnels and grade separation increases the possibility of failure at the polls. The single most important compromise would be to define near term alternatives of the tunnels and elevated structures. They are an overwhelming barrier to regional cooperation. We sacrifice three miles of bus service for each mile of tunnel. For each elevated section, at least one mile of regional bus is sacrificed. If you cannot select a plan that gets voter approval, we will watch while surface light rail expands with enthusiastic public support elsewhere where they were wise to reject the tunnel approach. Please make the system cost effective, and one that unites rather than divides. Give us a system voters can support.

Mr. Rob Morrison, Edmonds:

I am a member of the Planning Board for the City of Edmonds. I am also secretary of the Puget Sound Light Rail Transit Society (PSLRTS) and also Chair of a Task Force for the Chamber of Commerce. However the paper I have included in your packets (copy on file) speaks for my personal thoughts.

I support Option 2. I would ask you to amend it to Option 2.5 which I understand is somewhere in your discussion area.

I support light rail transit to Lynnwood or 164th but with tunnel and aerial portions limited to areas of necessity in order to have the lowest cost. I also support full funding for regional trunk buses with east/west and reverse commute service. I support commuter rail from Everett to Lake Washington and I support system facilities as noted on pages 19 and 20 of the study dated September 9. I prefer a pay as you go policy with equity to all regions. Thank you very much.

Mr. Frank Hutchins, PSLRTS:

I have been a resident of Mountlake Terrace for 34 years.

Right here, let's establish a principle: Projects undertaken for the public good should bring the most possible benefit and do the least possible harm, while considering the interests of everyone involved. Following that principle, we would all share in the harm in order to share in the benefit.

This brings us to the comparison—and the contest—between one NIMBY (not in my backyard) and another. Some NIMBYs have moved into areas with existing transportation facilities nearby. Others are affected by new projects. The difference is a valid point for discussion, and the solution, again, is to find the answer that will do the least harm with the most benefit.

People living above the century-old railroad along Puget Sound knew it was there. So did those folks who bought homes near Sea-Tac—or Paine field, for that matter. They have every right to complain, but their complaints are weakened by their late arrival on the scene.

A different example of this is people who, in the late 1940s and early 1950s, built affordable homes for young veterans in what later became Mountlake Terrace. With little grasp of the machinations of state policies, they positioned themselves for a major loss: the rape of a beautiful potential park. I-5 was placed in their valley, cutting full length through the heart of what is now the region's most densely populated residential community. This makes Terrace's experience of the freeway uniquely damaging.

A more recent threat was the intention to bring a heavy rail line along the I-5 corridor, with a station at every one of Terrace's three overpasses. When the city and citizens united in a resolution rejecting that idea, it was made more palatable by the inclusion of an alternate alignment on Highway 99 and the Interurban right-of-way.

Now Mountlake Terrace is positioned for a second rape: The newest suggested alignment returns to I-5, with one station at 236th. This is part of the commendable plan to reach Lynnwood in the first phase, but with this routing, the extension would be at Mountlake Terrace's expense.

With this development, Terrace citizens are becoming NIMBYs, and they are in a mood to say, "Rape me once, shame on you. Rape me twice, shame on me!"

When Portland's MAX line was in planning, there were the NIMFYs: "Not in my Front Yard!" Residents along Burnside had gradually encroached on the street right of way, even including public property in their landscaping. When the transit project came along, they protested that they would lose "their" property. It was necessary to explain that the project would only reclaim what had always been public.

But TriMet went beyond explaining. A massive PR campaign included helping each property owner re-design the street frontage, with the result that all properties were improved, residents were pleased with the re-design, and they have a major enhancement of both property values and lifestyles. I would dare anyone to try removing MAX now that they've experienced its benefits.

What are those benefits? Can we have them? Where would they occur? The answers are in the experience of many cities, but Portland is our closest example. For public transit, accessibility and convenience, safety and reliability, are higher on the list of prerequisites than raw speed. Other factors now given high priority are light rail's effect on land use, growth management, business activity, and property values. Vancouver's elevated Sky Train has had little or no effect on these factors except at the stations.

Portland's experience with MAX was that a light rail line increased profits for businesses all along the line, and it was an effective land use tool, guiding growth and density into desired areas, so that hard-won zoning protections were not disrupted.

All of this can happen along Highway 99; none of it can happen on I-5. It can be said with confidence: If you put rail transit on a freeway, access and everything else has to happen at the interchanges, and it's all bad; it all needs mitigation. But if you put the line on an established

thoroughfare, though it may run at a slightly slower speed, everything can happen everywhere along the line, and it's all good--for business, for property values, for growth guidance, for quality of life.

Along with many commercial firms, the activity centers in south Snohomish County include Blue Cross, a major employment site; Stevens Hospital; Edmonds Community College, South County Court, and the new Edmonds-Woodway High School under construction on the site of the old school. Aside from these, 76th Avenue is fast becoming the "Pill Hill" of south Snohomish County, with many clinics and health-related centers.

An alignment on I-5 would be of little use to those sites. They can be best served by a line on Highway 99, with a station located at the point where it swings off 99 to the old Interurban right-of-way.

For all these reasons, which are supported by both logic and experience, the line into Snohomish County belongs on Highway 99--for everyone's sake.

Ms. Rosemary Zilmer:

I am representing a rapidly forming group of homeowners on the southeast shores of Lake Washington who are strongly opposed to the latest proposal, including the use of Burlington Northern (BN) tracks.

Years ago the BN trackbed that still exists along Lake Washington was there to move coal from NewCastle to Renton to be barged to the Duwamish. The area has changed to a rural, residential neighborhood. There are three city parks and hundreds of homes extremely close to the railroad tracks, sometimes only 10 or 20 feet from our front door. One train per day, plus the dinner train, operate on these tracks. This is tolerable. The potential effect of constant day/night traffic is intolerable and will be strongly opposed. Never mind our property values and our ability to sell our homes, but look at the distance of the physical, environmental and shoreline wildlife, safety and quality of life for those who must cross the tracks to access their homes.

Over the past few years many environmental issues, including shoreline management, were addressed, as well as low ridership as reasons previously given not to include this course of rail in the recommendations. In the photograph I have passed around you can see the proximity of our homes to the tracks. You may think this is a NIMBY, but the track is in our front yard. This is in our living rooms night and day. This would be not unlike returning the Burke Gilman trail to a commuter rail line. I submit you give strong consideration to the county executives' proposal that excludes this or reroutes this to the I-5 corridor and creates a Burke-Gilman trail in residential areas along Lake Washington.

Ms. Cheryl Smith:

I am representing myself as a business owner and a growing number of citizens who are concerned about Phase I.

We are in support of a multi-modal system for rail; however, we feel the citizens, voters, taxpayers and business people in the community where Phase I is expected to come through the southeast area of Rainier Avenue as well as Martin Luther King Way in the central area will be impacted by this. I have been to most of your meetings. We are concerned that in all of the decisions made, we don't see any representatives from that community. Decisions are being made that will impact the quality of life for those residents. Decisions are being made that will also affect economic development.

It is often said we are reactive; we are trying to be pro-active. The women/minority business enterprise language in most of the RTA's personal services contracts have contained the words "if you can" or "should you", but nothing definite. We have looked at the amount of money spent in this area on the RTA and the amount given to minority contractors living within the area affected by Phase I. We don't see that. Surely there are some M/WBEs who can type.

We feel we have not been included in any of the planning for Phase I. We will be asked to vote and when we do, we want to be confident we have had some input into this process. I am asking that you include the taxpayers, citizens and business owners of this community. There are three newspapers serving this community; I don't see articles in those papers and they would reach our community. I ask that we be included in the money spent and money to be spent in the process of developing Phase I and all other phases. I ask that you do this so that the quality of life can be improved in this community where you intend to bring rail transit in Phase I.

Ms. Dixie Troice, Mountlake Terrace:

I want to ask some questions. We have been to the big meetings. Many citizens have spoken. I haven't heard anyone favoring a station at Mountlake Terrace. Many people have expressed their opposition. Our Council has voted against this. At the last Council meeting I saw a map showing that you expect to go through Mountlake Terrace, but with an aerial rail section going through from 236th to the Eastside. How much attention are you paying to us? I have read plans for this whole thing from the beginning. You have said Mountlake Terrace is the only place where there is an ideal place for the building of one of those stations. But there are tall buildings and apartments at the top and businesses at the bottom. Where in Mountlake Terrace is that ideal place? Do you know there is sandy soil and hilly terrain in this

area? It will slide. When we built the police department, the money that was set aside was not sufficient because the City had to dig to find solid soil. Can you put an aerial track on sandy soil? You will have to dig deep. There is a school south of 236th and a parking lot on the north, which is already filled. Many are parking up above. You cannot expand that parking lot because it is surrounded by cliffs on two sides and a street and the freeway. There is no way to expand that. Will you take our city park away from us? Take the school? If you are going through Mountlake Terrace it should be in the middle of the freeway without stopping in Mountlake Terrace anywhere.

We are an area four miles by four miles square. There are just enough businesses to serve our small community and we like the country atmosphere. We don't want it disturbed. What is your plan? Where do you expect to put those buildings?

Ms. Doris Cannon, Mountlake Terrace:

I am from Mountlake Terrace. I am very close to this station you are proposing. I was amazed to see this as a consideration. I have attended many of these meetings with Carolyn Feiss. People have said no to this station. We don't want it at 236th or 220th. We did consider it at 244th. City officials have made it clear they don't want it either. I am in favor of light rail transit. I believe in it. I do not believe in leapfrog stations. I think a combination of I-5 with bus, cars and rails will cause a greater clogging of traffic at those points. I think you are doing a smart thing in Seattle. When you have proposed and disregarded I-5 to take in Seattle University, South Central Community College and the University of Washington, City College at Northgate, not only to serve students and faculty, but businesses, hospitals and medical facilities. I ask why aren't you doing the same thing for Shoreline, which is on Highway 99 and the South Snohomish cities? We have Edmonds Community College, Stevens Hospital and apartments along Highway 99. We have entertainment and restaurants and businesses, serving customers, patients and students. There are many fares to be had along Highway 99.

I have attended almost all rail transit meeting and hearings and according to Ms. Feiss, we were told we would have a choice about where any stations would be located in Mountlake Terrace and what size they would be. We were told we didn't have to have a station. I would expect you to honor and uphold those promises to Mountlake Terrace. You advertise choices; I expect you to let us have some choice.

The Highway Department got itself in trouble with the bridge you are talking about because they didn't realize there was a school next to this interchange at the county line. This is a year round school. It has many students and they don't need disruptions or the threat of a trestle coming near them. They need to devote their time to learning. I have heard the Highway Department has offered to put up a barrier, can you do that?

Growth management. This requires more population and fill in and more children for Mountlake Terrace. We don't have any place large enough for anymore schools.

Where we need light rail is on Highway 99. That is our industrial area. We also need it at Aurora Village. A station on Highway 99 in the 220th area would provide us with what we need, not what has been proposed on 236th.

Mr. Mark Silver, Arlington, member of the PSLRTS:

One thing I appreciate is there has been a developing awareness that engineers and planners are central to putting the system together. The political realities are the public who will be riding the system and paying for it. When you look at the housing development projects across the country, put together by the government, it is amazing how those were for low income people. They had high expectations, only to be demolished 10 to 15 years later because people could not live in them successfully. There was a time when architects and city planners could draw people into their drawings. It was almost as if they could "will" people to use them. This is not an engineer's prerogative. It is the public that decides. This is where the rubber hits the road. When you submit a plan to the public, they will not be asking how fast the train goes or how many people fit into one car. They will look and see how close it comes to their house and their place of work. Can it get me where I need to go? Is there a bus that can take me to that line? Voters' consideration will be extremely pragmatic. While speed and high capacity may flatter their ego, it will not affect the vote. For these reasons, I proposed that the primary consideration for light rail in King County and Snohomish County be this:

1) density of the residential areas served; and 2) the number of activity centers on that line. This makes it useful. If those are being served, they will look at speed as a third consideration.

I am asking that light rail into Snohomish County use Highway 99. We are proposing east/west connections to Northgate on 99 via 103rd or 105th. At some recent meetings they said that getting from Northgate to 99 is very difficult. It is difficult if you think it goes diagonally, but if you give up the idea of moving north as quickly as you go east, and building a bridge and then making the corner, it is not a problem. People want to avoid a dog leg but you are doing that from the Convention Center to Capital Hill. The service could go north on Highway 99, cross the county line at 220th and leave Highway 99 and go the old Interurban right-of-way up to Lynnwood Mall. This is the most cost efficient route possible because of the established at-grade alignment. It has 100 feet of easement already there. North of 105th you have two lanes south and two lanes north. You have a line for HOVs. You could put two tracks in the center or on either side without sacrificing any automobile traffic. This will serve the high density areas along Highway 99. It would create important jobs at Highway 99 and Holman Road. It creates bus connections to Edmonds and Lake Forest Park via 105. It avoids the NIMBY situation with Mountlake Terrace and Haller Lake.

Mr. Mel Critchley, Edmonds:

I was at the satellite broadcast on Saturday. A man referred to us as "the affected people at the beach." We became involved with this over a year ago when we decided we would resist a speed increase for freight trains. Since that time we have done studies with our own money that would have cost the government over a quarter million dollars. We found it is extremely dangerous to run trains down the water and although they have addressed the situation of spilling oil, they have not addressed the possibility of spilling chlorine from trains that use these tracks every day. Or LPG gas. It is not sane to put that commuter train there with freight trains. Amtrak is, by its own admission, in a state of decay. They need \$750,000 to begin to patch it up. We would support light rail somewhere else, either on Highway 99 or I-5.

In studies, community transit service by bus can go to the Lynnwood park-and-ride to 9th and Stewart with 13 stops in 29 minutes. The proposed light rail from Lynnwood to Convention Place Station is projected to take 35 minutes with 20 stops. We haven't perfected our bus system yet and we would have dedicated lanes on the freeway. We could have overhead stations where people accessing the service from the east/west could use raised platform stations. If you did it that way, it would be an improvement over this and the projected speed of the light rail system.

We feel there needs to be a lot more public input. There will be resistance to the taxation from the Eastside and Seattle. I don't think this is going to fly. When we started this, we packed this room to get them to reverse the decision to change speeds. We went from town to town on up the line. They have reversed their commitments to this speed increase. These trains cross many streams. I can't tell you how many accidents they have had. There were 65,000 people evacuated a week ago in Wisconsin. The same thing happened in Oregon. We have only faced this on a regional basis. There are 25,000 miles of BN track, and I think there are 245,000 miles of railroad track in this country.

To put rail transit service along the water is a dire mistake.

Executive Director Report

Mr. Matoff:

I have distributed three memos today. One is dated October 13; it contains a series of answers to questions I received earlier this week from Ms. Choe. I will not go into the details, but if you have any questions, I can respond later today.

The second is a memo dated October 14, addressed to all Board members, attaching a map. Mr. Nickels had suggested a color-based map might be helpful in illustrating how the trains would be routed over a proposed network. This is a draft of such a map, based on only one of the proposals, which is Option 2.5. Once the Board has selected a concept, we can put together a final map.

The third is a memorandum dated October 14 regarding the four options. It has a detailed worksheet containing capital costs for various segments of the light rail and commuter rail proposals. Mileage and running times and a financial outline are also included. This will be discussed under item ten on today's agenda.

Finally, I would like to provide an advisory. On October 11 the federal court advised parties to the oil settlement litigation that our distribution of \$1.5 million for the commuter rail demonstration program would be approved. The Attorney General expects a formal order will be signed and entered into in the next few days. This is the second and largest of the hoops we must jump through to get these funds. Assuming there are no appeals in the next 30 days, we should have funding available to us in the middle of next month.

I understand there will be a report to the Legislative Task Force regarding the Congressional appropriation for this purpose. Staff expects to receive proposals for service from the railroads within the next 10 days to two weeks. This would be a weekday rush hour demonstration between Everett and Tacoma and Seattle, with additional non-commuter services for other special purposes. I will advise you of those proposals as soon as they are received.

Public Involvement Committee

Mr. Earling:

I would like to bring your attention to a plan approved by the Committee this last Wednesday, which includes some of the methods to communicate between mid-October and December, including the use of the media and editorial boards. If you have an invitation to speak to them, please let us know. There will be an opportunity for op/ed pieces. Please contact staff to be sure we know what we are saying.

There is also a draft of some of our regular newsletters to reflect where we are in making a final vote on October 28. After that we are sending out copies of the final plan to the mailing list. It is expanding now to include all roundtable invitees. Now we will be working on a piece to describe the plan in a newsletter to the general public. That is one of our charges.

That is the general outline for the next couple of months. With that, we will now have a report from Ms. Barbara Dougherty.

Report on Public Hearings, Roundtables, Satellite Summit on Regional Transit

Ms. Dougherty:

There is a document included in your packet today (copy on file). You have heard public comment today and it is reflected in the documents. It is a fairly thick document, and it should be easy to find. It is a preliminary report; it covers the last two months. We call it "preliminary" because we will be compiling a final report just after October 28. We wanted you to have these summaries before your final decision. It includes a summary of the public hearings in Tacoma, Everett and Seattle. There were approximately 125 people present at the three hearings, with 50 people testifying. We have tried to highlight those comments, but we do count on having the transcripts and we will get them to do.

With regard to the satellite summit, you have received summaries and transcription of every comment received. We have summaries of the roundtables held with the public and the planning commissioners. You will notice there will be a second roundtable with environmental leaders next week. I hope you can participate. We have included a section called "key issue areas," organized into eight issue areas. It contains the official position statements and correspondence.

There is also a listing of all public meetings that have been held during the RTA's one year of existence. It is in alphabetic order. There have been over 300 public meetings since you began a year ago, bringing to over 1,000 the number of public discussions on the planning that has been going on. There is also a media package. I was advised there are results from surveys done in Pierce County and Pierce Transit by the Tacoma News Tribune. Those results are available and we will mail them to you as soon as possible.

Mr. Earling:

I would like to thank the staff for the assemblage of the satellite summit. I would also like to say that four or five months ago we laid out how it would work best, conceptually. All of the feedback is that it came off very well. Staff did a great job of coordinating a difficult situation. They should be commended. I would like to thank the Board members who helped in the effort. Twelve or 13 Board members were able to become involved.

Rules Committee

Mr. Laing:

The only item discussed by the Rules Committee was the Master Plan. We asked staff to utilize the September 9 version of the Master Plan, which was not the latest version. There is an October 7 redraft incorporating some changes the Rules Committee felt should be brought to the Board before being inserted. Our instructions were to utilize the September 9 draft, and to put it on legislative paper and prepare the suggested changes along with the staff recommendations on sheets for us to consider. Because of our focus today on Phase I alternatives, I am suggesting we delay consideration of this until our agenda tomorrow, not only because of the timing, but because Phase I is necessary to making the package which is the Master Plan. Unless there is objection, we will do that tomorrow. There is, however, the package of material for your consideration tonight as you prepare for tomorrow's meeting. This material will be distributed now (copy on file).

Legislative Task Force

Mr. Madsen:

I would like to give you a briefing on what happened in Congress as it relates to the RTA. For your review, we were concentrating all of our efforts on two bills. One was the appropriation bill. In that we have an additional appropriation of \$2.3 million for commuter rail. One million dollars of that can be used for the commuter rail demonstration project. Our state delegation really came through for us.

The other one was the National Highway Safety Bill, which basically is the reauthorization of ISTEA. We did have language included that is important to us but the bill did not pass. Everything we wanted was in the House version and it was all taken out in the Senate version. The Governance Committee did not get together soon enough. We will probably have until September of next year to continue our work. We will see if additional language will be necessary.

Resolution No. 39—Contract for Federal Representation

It was moved by Mr. Madsen and seconded by Mr. White that Resolution No. 39 be approved as presented.

Mr. Madsen:

The Legislative Task Force met this morning and recommended to the Board that Resolution No. 39 be approved. The Executive Director would be authorized to sign a contract with what would be the RTA's federal legislative representative.

What we have suggested is we hire one prime contractor and one subcontractor. Denny Miller and Associates would be the prime contractor, and Bracy Williams would be the subcontractor. Denny Miller is the major strength of that lobbying team, but much of the work would be occurring in the bureaucracy. Bracy Williams is noted for their ability to move within the USDOT. I would comment that the individual who will probably be assigned to us is the person who put together the rail transit package in St. Louis. He is smart enough to trade bridges, roads, etc. and he ended up with a rail system with little out of pocket expenditure. I felt we would like to have that person on our side.

With that explanation, I would recommend approval of Resolution No. 39.

The motion to approve Resolution No. 39 was carried by the unanimous vote of all Board members present.

Election Date and Method

Mr. Madsen:

I would like some clarification. This item is listed for "discussion" on today's agenda; there has been concern about taking action on items noted for "discussion." The Task Force voted to make a recommendation on a date and method of election. Is it appropriate to make that motion today, or just lay this information before the Board?

Mr. Laing:

Since this item is identified as a discussion item, unless it is time sensitive, I believe the Board should take action at its next meeting. The Board's next meeting is scheduled for October 28.

Mr. Madsen:

I think this is important as you plan for the next six months; it is time sensitive. The Task Force would suggest we officially set March 14 as the date of election. We also would suggest we enter into discussions with the three county elections officers on the use of a mail-out ballot and deal with the concerns surrounding that. King County, because of the mass of counting that would have to occur, feels that meeting the requirement to certify the election in 10 days would be impossible for them. If we adopt this, it would be our intent to go to the Legislature with a bill that would say something along the line that only transit agencies of two or more counties west of the Cascades having an election in 1995 would have a certification period of 20 days. There is a serious problem for King County and we must deal with it. I don't believe King County has used this process to obtain a vote on this large a scale. We need to walk through some of the problems they may face. That was discussed this morning.

I know there is some heartburn and discomfort about this. My concern is if we are trying to run a public information process during a legislative session, while they will be running a major transportation package. I think we have a grand opportunity of confusing everyone. I think it would be to our benefit to go as early as possible. It will be helpful to some legislative leaders. That is the rationale for this recommendation. It will be proposed and the Board can then vote on it.

Ms. Choe:

I know there are different opinions. As I talk with people who are leading efforts to change the way we finance transportation in our state, that is going to be a major effort in this legislative session. The rationale for an earlier vote has to do with that effort. Avoiding confusion by the public is an issue. If some of the reform efforts are successful there may need to be a public vote. People are not clear about the confusion. That is the reason to separate the RTA, which I believe will be the beneficiary of those changes, from some of those changes. I would argue to make this a single cleaner vote and then have other radical changes separated from the RTA vote. I am hopeful we will leverage a successful vote in Olympia. It is important to think seriously about an earlier vote.

Mr. Earling:

I would second Ms. Choe's thoughts. Throughout the public involvement process in the last six months, the public has consistently said we need a transportation system and they are ready to take these efforts under consideration and vote. I think that has been the message from the public and business community more recently. I think they are ready to support our package. This should be done as soon as possible I would support the March election date.

Ms. Hague:

I would like to comment on the method of election. Special election dates have a perception of appealing only to special interests and of being manipulated by a small interest group. For that reason I would strongly endorse a mail-in ballot. I think with our proposal we need to educate and include the largest group of voters possible. I think this would address that concern.

Mr. White:

I believe the theme that was loud and clear in the satellite summit was that the public wants to see a system now, and they want to see it done well. The earlier we take the vote and get on with life, the better off we are.

Ms. Gates:

I very much support a March 14 date and the concept of the mail-out ballot is not only intriguing, but consistent with our public involvement process. I would not be so inclined to sacrifice the date if we could not process votes and move the Legislature to provide the necessary legislation. I would hope as we make this decision we decide which is more important. I hate to see the March date have to hold out for a mail-out ballot. I think, priority-wise, I am hearing the same thing, which is that the public wants the opportunity to vote and they want to do so as soon as possible.

Mr. Laing:

If we are not successful with the Legislature on being able to conduct a mail-out ballot, would that be a factor for the Legislative Task Force to reconsider the election date?

Mr. Madsen:

In my mind, I would say no. We may change the method of election.

Mr. Laing:

Would a change in the method of election change the date of the election?

Mr. Madsen:

Anything may change. I would presume the proposed election date would stand.

Mr. Laing:

Should the Board adopt a financing structure that is not supported by the business community, would the length of time to mount a campaign be a factor in changing the election date?

Mr. Madsen:

Being one who supports the needs of the people and not just the business community, the only thing that might change that date is if there were one county who chose not to remain active in the process. Then we would have to come back and redo the whole program. We feel confident that all three county councils will vote to stay in the process.

Mr. Morrison:

Only the Legislature issue related to the election itself is not the premise to use mail ballots, but the extra time needed for certification.

Mr. Madsen:

Yes.

Mr. Laing:

If the Legislature does not grant the extended period and the election couldn't be certified in that time, I wouldn't think there could be a mail ballot in a portion of the RTA area and an election at the polls in the remainder.

Mr. Madsen:

That is my assumption. The method of election would have to be the same in all three counties. We need to sit down with the three election offices and be sure we are taking the right steps in the right time frame to make this work.

Mr. Morrison:

As a former legislator, would you consider this request a "motherhood" issue?

Mr. Madsen:

In reality, I believe we would have to have an agreement from all four caucuses that we could run this in the first 10 to 15 days of the session.

I would reiterate one thing. With regard to the Congressional action, our delegation has done a tremendous job for us over the last four to five years. There have been members on this Board who were involved in the first throes of the ISTEA writing. In the last session we got a lot more done than we ever expected. Our Congressional delegation has done a very good job. I personally thank them and would like to have the Board thank them officially.

Mr. Laing:

I will take that as a direction to the Chair.

Mr. Morrison:

Al Swift was shocked to hear the new title of the High Speed Rail Act--the Swift Rail Act. This is borrowing the phrase we used at DOT when we used the term "Special Swift Rail." Unfortunately, Mr. Swift is leaving office. I hope the Congressional delegation will pick up the leadership he will leave.

The Board recessed from 3:25 to 3:40 p.m.

Board Discussion of RTA Phase I Proposal and Direction to Staff

Mr. Laing:

Board members consented to the position that before specific discussion we would review recommendations on funding parameters recommended by the Finance Committee and then have time for councilmembers. Or there may be other issues related to finances in terms of a general discussion. With that, we will go to the Executive Director's memo which includes an analysis of the four alternatives board members put on the table last time. I will now impose on the Finance Committee Chair to remind us of his Committee's recommendations.

Mr. Nickels:

The Finance Committee, at its workshop, made one very firm recommendation and one "testing the water" recommendation. The firm recommending had to do with the state and federal funding assumption, which we assumed to be a combined total of \$110 million from state and federal sources. That was our recommendation last time. In terms of a tax rate, the Chair of the Finance Committee threw out an upper limit of a .5% increase in the sales tax and a .5% increase in the MVET. It was the impression that that was as high as most were willing to go. There were exception to that. Some were far more comfortable at a lower taxing level. This seemed to be testing the upper limits.

Mr. Davidson:

I would like to throw out a concept that gets somewhat to the equity question and allows us to think differently about the taxing proposal.

As you know, I proposed a plan which I will use as a base to begin my discussion. I am recommending that we use this plan as a base plan so that a sales tax increase of .4% would be paid by the whole district. This would give the taxing base that would cover a base plan; we would all agree to that. The other aspect is that Snohomish and Pierce Counties, SKATEBoard, the ETP and Seattle would have the ability to impose an MVET tax above that and to utilize it for what I would call the "amenities." For example, Seattle's grade separation may be an amenity so their MVET revenues could be used for that purpose. Some areas could use these funds to provide more buses. Maybe SKATEBoard and Pierce County could get together and use this revenue to take the line to Tacoma. Maybe Snohomish County and the ETP could get together to fund service on I-405 going north.

It is a way of looking at the taxes so sales tax could provide a base for a regional system. I would suggest that amendment would be a .4% increase in the sales tax, which in King County would bring a penny to public transportation. That is a lot of funding for the whole district. Each separate subarea would have MVET revenues to be used in their own districts or in a partnership.

Mr. Laing:

Would the MVET be different for these different subareas?

Mr. Davidson:

I could perceive where it could be. I don't know if that is legally possible. The other concept is that all subareas would have the same MVET potential but would take a more regional approach to how that revenues would be spent.

Mr. Gunter:

Mr. Davidson's proposal could not be accommodated without changing legislation to create different taxing districts. The general rule is that taxes have to be uniform within the district. If the RTA proposed a tax, it would have to be uniform throughout the service area. There would have to be separate taxing districts to have different amounts.

Mr. Laing:

The concept would be that the MVET would be at a consistent rate but it would be utilized for amenities.

Mr. Davidson:

That is correct. We would have a base system that the whole area is responsible for. We are still thinking about 10 years. Some areas could move this forward by investing one way or others may want more buses.

Mr. Drewel:

I understand this is in the conceptual form. How much money is there?

Mr. Davidson:

The MVET up to .5% is 75% of the .4%. If we decided that .4% sales tax equivalent was the maximum, you would have .4% of actual sales tax for the basic system and each area would have .25% of the MVET to spend on what they want. I don't know how far that would get, but it would probably get it a long way. You might go higher if that is what you needed to do. It would be nice to have some variation because some subareas might want to go higher than others. I seem to hear you cannot do that. It would give equity to the program. That has been one of the hardest problems. If one subarea has a big investment, others feel they can't get what they want.

Ms. Hague:

With regard to input from the satellite summit Saturday, there were any number of sites on the Eastside where there was strong interest in having part or all of our taxing structure related to vehicle use. There is a strong sentiment for exploring sales tax on gas. Is that a possibility and can we change our taxing structure at a later date? What kind of state changes would be required and how would we handle the funding?

Mr. Gunter:

We don't have the authority to impose a sales tax on gas. This would require a legislative change. When can we anticipate that change? Once we have adopted a plan that includes certain assumptions if we got additional revenue sources we would have to go back and amend the plan before the election so it was clear to the voters what the revenue sources would be. RCW 81.104 talks about all the revenue or planning process being concluded before the ballot measure is presented to the public. I am suggesting if Board members reach a decision on a plan and funding program and then receive additional funding, we would still have time to readjust it before the election date.

Mr. Davidson:

Under RCW 81.104 do we have to have a firm taxing structure before we go to the voters?

Mr. Gunter:

Yes.

Mr. Davidson:

Is there any possibility of amending that without changing RCW 81.104?

Mr. Gunter:

No.

Mr. Davidson:

We cannot explore any vehicle related taxes?

Mr. Gunter:

Not unless it is in the legislature now.

Ms. Choe:

Maybe we could include language that says if we are ever able to legally do that, even though the revenue stream is relatively small, the public has asked us to include that in the revenue stream if possible. That would reflect the request from the public.

Ms. Haguc:

I heard this on Saturday. They said do it now and do it right. People said they would prefer something related to vehicle use for a funding mechanism.

Ms. Choe:

We may differ but I appreciate Mr. Davidson bringing forth ideas to challenge us. I appreciate your thoughtfulness. I do not agree with your substance. In my mind it would be difficult to define "amenities." You may categorize certain things as amenities that I think of as essential parts of the system. If you take that different definition and also ask the question as a region what kind of benefits do people all over accrue from whatever we are building, whether it is service to I-90 and Overlake, which I think are significant areas for job opportunities, I think what makes that very difficult is it assumes there are no benefits that other people realize. We know that isn't the case. It doesn't address the shared benefits of a regional system.

Mr. Davidson:

Funds would be applied to projects contained in the Master Plan. Projects would have to be presented to and approved by the Board. This would still be a regional approach but it would give some autonomy. We see there is a .4% increase in the sales tax for the base plan and a .25% increase in the MVET. Because you can identify MVET revenues by zip codes, you could actually divide it into districts. We could say that equal amounts of resources would come back to those areas to be invested if they wish. We would still be able to have one portion going to the base regional plan and another portion directed in these areas as they see fit. We would still have to meet the Master Plan.

Mr. Nickels:

I thank Mr. Davidson for bringing this idea before us. I particularly think the concept of having funds that subregions can direct is a positive idea. I think we have various circumstances in our three county region. Someone from West Seattle doesn't understand what happens in Snohomish County as well as they do. The one caveat is that if we develop that subregional decision-making process, we make sure whatever comes out of that meets the test of being part of the regional system. If you had a decision by one subregion to put in trunk buses and on each side of it they utilized rail, it would be absurd. You need to have a check on that. I think a transportation system is a basic and I don't see any amenities. For things that augment the system, I think a subregional decision-making process would be very helpful.

Ms. Gates:

I think it is important that something else we have heard is assurances. To the extent we provide a floater sales tax or MVET tax that is not tied to something in the plan, I think we lose the ability to assure voters this is what you are voting on. That is where I would have trouble with a discretionary fund beyond our transit development fund. To add another fund could cause voters to have some concern about voting favorably, even on the basic system.

Mr. Rice:

What I like about the concept of flexibility in subregions is the notion of developing stations. These are the kinds of things that get people want to become involved in, and this could be a very good inducement for them to want to buy the system. If there is the potential to have enhancement of a station, it helps us get people to vote yes. You are trying to get that balance. Some of those station enhancement projects are things I would like to see.

Mr. Laing:

Some of the feedback I have heard since the Finance Committee workshop and since the executives' proposal, was a reminder of the results of our survey and the level of funding at which we began to lose voter support, which is between .4 and .5% equivalent. More recently from

the groups who are supportive of HCT system who are also concerned that if it goes beyond .5% equivalent they would not be able to support it. I think those are things we need to take seriously.

Ms. Hague:

A .5% sales tax increase and a .5% MVET increase translates to what? A .7% equivalent?

Mr. Nickels:

A .1% increase in the sales tax raises \$35 million. Each .25% increase in the MVET raises approximately \$35 million. I have a difficult time with the concept of equivalents. Sales tax you pay over time and the MVET is a one time payment per year. The MVET grows faster so for us there is some advantage to having that revenue stream. Each .1% increase in the sales tax is \$35 million and each .25% increase in the MVET is \$35 million.

Mr. Drewel:

I think we should revisit the amount we are asking for from the state. We were at \$70 million per year, we are now at \$40 million per year. Perhaps there is increased availability from the state.

Mr. Nickels:

I would be happy to have the Finance Committee do that or the Board itself. I would make it clear it is not the amount we intend to request but what we think is appropriate to assume as realistic. That is why I have referred to a lump sum instead of separate federal and state funding. They are both fairly fluid. We do not have assurances on either at levels we are talking about. We have to have something in the plan and to assure the voters.

Mr. Laing:

Subsequent to the Finance Committee workshop, the concept we all accepted was you could give what was reasonable to propose to the voters by a different form if what we requested in the legislature became challenged. I didn't have that same difficulty.

Mr. Morrison:

I haven't taken this up with the Commission I work for. I hope we can achieve the basic definition of the high capacity capital account which would be the state contribution. I hope administratively we end up with something more definitive, such as a percentage of those qualified activities that would come under this account. Until we come up with a price tag of what would be eligible, we can look back. I think at this time we could use a figure for ballpark figures but reserve the right to ask for more to leave leeway for a formula response. Before the RTA, the DOT will be looking at Clark County and southwest Washington. I would like the ground rules to apply to all parts of the state. I think that helps us with getting a package through the Legislature. We may have to go to the voters too. We have to be fair to everyone.

Mr. Davidson:

I am wondering about the contributions. You have four plans but no revenue sources are complete enough. We can't tell how they are supported by state and federal dollars.

Mr. Laing:

We will have a staff presentation. All four options will be covered, including financing.

Mr. Rice:

Is everyone satisfied that what we have asked for is enough? Should we ask for more?

Mr. Laing:

We have asked for \$120 million.

Mr. Rice:

What should we put into our assumptions? We have said we will take \$70 million per year from the state but we will ask for \$120 million.

Mr. Laing:

After the presentation today, perhaps we could take this issue up tomorrow.

Mr. Davidson:

In the discussions now, I hear that a .5% increase in the sales tax being discussed instead of what was a .6% or .7% increase. Are we down to .5%?

Mr. Laing:

I don't believe this figure has changed; we are setting an upper limit.

Mr. Hansen:

This seems to be a "chicken and the egg" question with regard to funding packages. We need to look at what we will be getting for our money. Certainly, being from Everett, at the tail end of the project, the question of what kind of funding package we are considering has to relate to what service will we receive for those funds. It is difficult to discuss this in a vacuum. What kind of a regional system will we end up with? How much of that system can we pay for with that level of funding? If it doesn't include service to Tacoma, Everett or the Eastside, it might change my vote on the level of funding.

Mr. Laing:

The next subject is the discussion of the more focused Phase I options.

Mr. Sutherland:

I helped with the assignment to bring focus to some of the proposals. There was also lightning and thunder.

Let me say we have continued to discuss these issues. Mr. Rice, Mr. Nickels and Mr. Earling joined us, as well as Mr. Miller. We continued to try to look at these options. We also had proposals from Mr. White, Mr. Davidson and Mr. Earling to lay side by side.

Let me back up and review what the assignment was. We had a lot of time looking at different assignments, different assets, different routing of those assets, and breaking this into different phasing. There was an enormous amount of information. What we did was try to put into place some philosophical approaches and set aside some of the approaches that had been suggested. This has to be a regional system—first and foremost. In addition, we really believed this regional system had to be built as a whole system. We tried to define that. We ended up spending more than what we had received. Without trying to allocate those resources against the dollars available, what would a regional system look like? We said it would take longer than 10 years to build so we focused in on a 15 year program that was regional. It would be built over time, which allowed revenues that would, in essence, put together a way to decrease short-term borrowing and utilize a pay as you go program. Once you have left those basic assumptions, what was next was what assets we are looking for in order to build what revenues there are.

We have to temper all of this with a sense of equity. It is by far the most difficult piece of this to put together. Because equity is viewed in different way. Building assets in Pierce County is great but the equity of that really doesn't work unless it goes somewhere. Equity in Seattle is great if you want to go from one end of the system to the another, but it doesn't provide the regional system we are looking for. I believe the system has to have elements that are able to be delivered early, with some in the middle and some toward the end of the program. That plays into the question of equity.

We also looked at what assets are more than you are willing to pay for. We looked at a funding level, after listening to a great deal of comment and the poll. As I indicated, I felt a .4/.4 increase in the sales tax/MVET was as high as we could go. That allowed a lot of focus on that as well. If you trade time versus assets versus dollars available, you can play one against the other. If it is not acceptable, you have to reduce something. I heard the .4/.4 was higher than people believed it to be. In our discussions we allowed maybe that should be dropped down to .4/.3 to satisfy those who felt it was too high. We could then go back and review assets that would generate. This would be mostly for commuter rail, light rail and a bus segment to provide a regional system through the center and on the edges. We looked at what we initially thought was reasonable at a \$25 million level, but that didn't satisfy all the requirements. We went back to look at assets that were on the table before and began to remove some of them. We stepped through the program element by element and it was great discussion about the merits. On light rail we spent time discussing elevated, surface and tunnel alignments. We discussed the pros and cons and the costs of those elements to the overall regional system. What we were trying to do, and frankly we are not completed yet, was to come to an equitable program at a reasonable tax rate with reasonable assets that this is what we could agree on.

We are not there. What we do have is a pretty good layout of some of the proposals and the elements in each of the proposals. It is not finished. I believe we need to have continued discussion. I would be willing to deal with how the Board feels would be most appropriate. I

think we need to narrow the choices. I think all of us can dream up some of ways to solve it but what we have to do is to take it away. It doesn't make sense. We should continue to narrow the choices before us. If we don't do so, time will be an element we don't have much of.

With that, I would say thank you to all of those who participated. It has been helpful to every one of us. Staff has a significant amount of information that can help us answer questions on any of the four proposals before us. I think those questions can help us. Staff has been able to refine some of the elements on the table. I think we can begin to understand and realize there is a system here and there are ways to reach that that provides sustenance to all of us.

Mr. Laing:

I would suggest staff present to us the analysis done for the four proposals.

Mr. Davidson:

There is one other issue I would like to lay on the table. It has to do with whether we are talking about a fixed program. I always use a 10 year build out system, and then build onto it as opposed to a 15 year program. This represents more of the Master Plan. The first one looked like a Master Plan one step approach. I think the philosophical question we need to deal with is what we are trying to accomplish in the next few days. Is it a two-step program or a 15 year, one-step pretty broad program?

Mr. Sutherland:

In approaching this when you put together a regional system in a 15 year period with pay as you go minimizing bonding indebtedness, revenues beyond 15 years could be available for other amenities. I believe the public should have an opportunity for some referendum on the construction and build out. You could define it as Phase IA and Phase IB. It depends on whether you want to continue taxing level after 15 years over and above the maintenance and operation expenses. I think that is a good idea. It allows us to define additional enhancements that make sense and what a reasonable tax level would be. Our objective was to provide a regional basic system that does as much as possible with revenues at a reasonable rate.

Mr. Matoff:

I would ask Mr. Tony Venturato, Director of Engineering and Construction, to comment:

Mr. Venturato:

Staff developed an option detail work sheet draft, which has been distributed by Mr. Matoff (copy on file). It is a worksheet and it is in draft form. We have tried to break these four options into building blocks to facilitate the Board's deliberations. As such, there is a caveat. When you break up a system like that, I am afraid there may be gaps here and there. These figures are probably close, but there are a couple of errors.

LRT North:

North from the CBD to South of the University District. Under the White, county executives' and Earling proposals, these figures are the same. We would use a shorter Capital Hill tunnel running under First Hill and Capital Hill toward the Ship Canal. It assumes there would be three stations: Convention Place, First Hill and one on Capital Hill near John. Only two of these stations would be completed; one would remain provisional. The cost is \$655 million. If you wanted to complete the First Hill station, the cost would increase by \$40 million. If you added a provisional station at Roy, the cost would increase by \$25 million.

One different option is the Davidson proposal, which takes the Commons/Eastlake routing on surface to a bridge over Portage Bay. The cost of this option would be \$505 million.

Mr. Davidson:

I assume it is \$150 million difference to tunnel that distance under First Hill. After hearing some of the problems in Los Angeles talking about a 160 foot deep tunnel, is my assumption correct? Is there only a \$150 million difference?

Mr. Venturato:

Yes. It is a little longer and it involves substantial tunneling to get to the surface of Eastlake. There is some structure across Mercer. We will check this figure again; this document is in draft form only. It does seem this difference should be greater.

Three of these options use a bridge across the Ship Canal and dropping down below Roosevelt into Campus Parkway and on the surface throughout the University District. We priced this at the worst case level, which would be utilizing University Way. We would then travel on to Ravenna and Roosevelt and 12th. We utilized an aerial structure along I-5 to Northgate. This would cost \$310 million.

One different proposal still under discussion was the tunnel under the University District. This cost is shown at \$450 million, but it should be \$500 million. This runs with a tunnel or a bridge. The main difference is it runs in a tunnel under the University District with two tunnel stations. It goes to aerial routing at Ravenna somewhere along I-5. By doing so it accomplishes putting a station at 65th. The aerial or surface station would be utilized, and then move along I-5 to Northgate.

Northgate to Lynnwood: Three of the proposals are the same. They would run along I-5 to a station at the present park and ride lot at Lynnwood. The cost would be \$580 million. The Davidson proposal would end service at Northgate.

Lynnwood to Everett: We are not sure how the county executives' proposal would deal with this issue, so we left the price out of it. There is a note at the bottom of the page. We looked at the Earling proposal which goes from \$165 million to 164th and \$410 million to Everett. It follows the I-5 and Interurban alignments and a combination of structure and surface routing wherever possible. There is some discussion about the section between Lynnwood and 164th, about whether the Interurban right-of-way will be available to us. Lynnwood and the state have come up with a design plan that uses a lot of that for a new design for an adjunct to the freeway. Mr. Drewel is looking into that matter. We are staying with the \$165 million figure, but this could be another \$125 million.

LRT South:

CBD to Boeing Access: Under the White proposal it is mainly at grade except a piece between I-90 on Rainier Avenue, south of the Martin Luther King intersection. It then goes to the surface. That is the difference between the White and county executive proposals. The county executives' proposal carries aerial structures farther to Columbia City. The Davidson and Earling proposals stay at grade the entire length.

All the proposals travel at grade down Martin Luther King Way to Boeing Access Road. To the airport it is all the same, running at grade on Highway 99.

South from the airport: All options assume the airport is served directly. From the airport south to 316th they are the same except the Davidson proposal stops at the airport. That is the \$400 million proposal. It is at grade on Highway 99. The county executives' and Davidson proposals include service from 316th to the Tacoma Dome. This differs from the White and Davidson proposals, and has a cost of \$330 million. From the Tacoma Dome to the Tacoma CBD at grade on Pacific the cost would be \$65 million. This is in all three of the options, and is not included in the Davidson proposal.

LRT East:

The service would travel from the International District to the Bellevue Transit Center. All options would follow I-90 to Bellevue Way and then jog to the east up 112th and some structure to the transit center. The cost would be \$340 million. Also common to all four options is service from Bellevue to Microsoft. The service would travel east along the median of NE 8th to Crossroads. It would use a travel lane along that route. It would travel north along 156th to 40th Street, with a cost of \$280 million.

Added mitigation and betterment costs are based on a formula. The county executives' proposal should be \$4,085 million. Commuter rail costs are pretty much common; all options go to Seattle, Everett and the Tacoma Dome. All include service from the Tacoma Dome to Lakewood. There is a difference of opinion about the use of DMUs from Tukwila to Bellevue. This is included in the Davidson and Earling proposals, but is not included in the county executives option. Service from Bellevue to South Kirkland is included in the Davidson proposal. A median cost is \$678 million.

The total rail cost for the county executive's proposal is \$4.671 billion. The mileage and run times are on the back of this sheet.

Mr. Morrison:

Is the price for commuter rail based on full service or peak hour service?

Mr. Venturato:

I believe this is based on full service.

Mr. Morrison:

Could we have the difference between the two levels of service?

Mr. Venturato:

The capital costs would remain the same. The operating costs may vary a slight amount, but we would need the same amount of equipment.

Mr. Matoff:

I did ask Mr. David Beal his opinion about this. He performed operation planning for Metro in Chicago. His estimate was because the capital costs are the same, the physical plant would be fixed by necessity to move those trains back or in addition to passengers and freight service. You would have same equipment to maintain. You would need the same size maintenance facility. An educated guess was that without full service, you would only save 40% of the operating cost.

Mr. Laing:

How are differences in the bus portion of the proposal shown?

Mr. Venturato:

Those differences are not included in this presentation.

Mr. Davidson:

With regard to the East Corridor, if I add those two together, it looks like \$620 million. That is a great difference from Option 3, which was \$445 million.

Mr. Venturato:

The difference in these options and Option 3 is that Option 3 also went to South Kirkland with light rail.

Mr. Davidson:

It seems Option 3 should be more expensive than less expensive.

Mr. Venturato:

That is correct. I will have to check on this. The system cost caused the difference because of the allocation of the fleet.

Mr. Miller:

What caused the \$50 million difference.

Mr. Venturato:

Staff did a "reasonableness" check today after printing this information. There is a tunnel and tunnel station involved. We didn't account for the difference with the tunnel station. The \$140 million difference does not account for the two tunnel stations, which are high ticket items costing \$65 million each. Surface stations through the University District would be pricey, approximately \$5 million, versus \$65 million for a tunnel station. Just that difference is approximately \$130 million.

(Board member Sullivan arrived at this time.)

Mr. Sutherland:

If you go through and look at these different assets and elements, it became apparent that if you have enough revenues to be able to do it well, great. If you are trying to set a revenue rate and taxation rate that is generally acceptable, instead of .4/4 we looked at .4/3. In doing that, it becomes even more crucial to have a good sense of equity. We all can argue whether a particular asset is necessary in our own jurisdictions, but I do think there needs to be further discussion about what do we really mean by equity. We have done some more work on it. We are not prepared to get into the numbers game. I don't feel comfortable with what people feel is equity. If there is an opportunity today to get into that discussion, I would love to have feedback about what we believe that to be. Is it a straight mechanism where you pay in a certain amount and you get back a certain amount, or is there more to it?

Mr. Laing:

We can open the floor to that now. I think the proposition of equating sources of revenue with reinvestment in a particular area of capital and operating costs is an artificial measure of equity in a regional system. There are components that benefit everyone. There might be a way to do a measure of riders generated by area and how much they use the system. I don't know how accurate it is. I think during the JRPC years there was something more refined than a direct equation of how much is generated and how much is reinvested in a certain area.

Ms. Choe:

I made a request of Mr. Matoff. What might be helpful is to look at what other systems have done to address this issue. I suggest we may want to consider including several different elements of equity instead of one definition. One example offered to the JRPC was using the Washington, D.C. system with a cost allocation that included revenues raised and spent in areas as well as consideration of passenger miles to reflect the kind of measures that go back and forth. I think the staff just received a copy of that information. I think that might be helpful.

Mr. Madsen:

I think this is an important discussion for two reasons: 1) how will it actually work? and 2) how will it be perceived by the voters in all of these areas? If it is perceived that one or two areas get everything, it will not be approved at the polls. We have to keep the context that the system must work but we have to satisfy our voters who may have concerns that everything appears to be out of whack. These are two different issues. I think we have to keep them both in mind.

Mr. Hansen:

I think we have differences of opinion. Maybe each of us has his or her own views as to what is equity, realizing each of us has to present to our own constituents some good reasons why they should vote for this tax plan. We had a discussion about this earlier. I think Ms. Gates said as we ask voters to approve a tax measure we need to be able to show how they will be benefited by that tax measure. I think that is a major part of the equity consideration. If I am asking voters of Everett to impose a sales and MVET tax increase on themselves, I have to make a good case to those voters, who are very sophisticated, that this is bringing some real benefits to them. I think the equation may be different in each community. We want a regional system but we have to realize some of us are on the short end of the stick. Equity is very difficult. I don't think we can achieve a mutual understanding; it will vary from each of our perspectives. We should understand we each have our own cities to consider.

Mr. White:

I am not as concerned about equity if we are looking at revenues generated and revenues spent as I am about solving the problem of moving people in the area. That is more of a concern to me. I am concerned about taking a workable system to the voters. This is my biggest concern.

Ms. Sullivan:

The whole purpose of this plan is to implement our land use plan and vision for these three counties. One of the underlying principals is that we maintain a high quality of life in urban areas and centers. Part and parcel of that is recognizing that if we destroy neighborhoods in the process of putting this in place, we have fundamentally undermined the very principal we are trying to accomplish in the plan.

In thinking about equity, I think about it in social terms instead of in dollar and cents terms. With the nature of the taxing system, which is fundamentally very regressive, many individuals who will be paying a significant amount will receive very little direct benefit. Others who will be paying significant amounts will be paying very dearly in terms of quality of life. This is supposed to support the quality of life; I think we have to keep those neighborhood impacts very closely in mind.

Mr. Davidson:

I did take a shot earlier on some way to deal with equity. I had my staff run sales tax numbers from the area. I remember the explanation of equity numbers. The RTA staff took figures in King County for total sales tax revenues and divided it by the number of retail employees. I ran actual sales tax figures, which produces different numbers. With that knowledge it proves you can divide equity into all kinds of terminology. On the other hand, I wanted my proposal to have some area money coming back which would help the equity question and that is why I proposed it. I think we should think in those terms. We would have flexibility in certain areas. If you go much further, it doesn't make sense.

Mr. Miller:

This is one of the issues that disturbs me most. I don't disagree that equity comes in many forms. But when we start talking about social or design equity or a ridership issue, it becomes extremely difficult to explain. In each of the four proposals before us right now and using

numbers from staff in comparing equity numbers, we don't like to use how much does a subregion generate in local taxes and how much is spent in investment, ignoring state and federal dollars. In each of the four proposals, Pierce County is a donor county. It gets back less than it generates. When I try to explain this to people in Pierce County, it becomes very difficult to swallow. I think the people in Pierce County will be asking why are we the only subregion shipping dollars out and not getting them back. I don't think you can move very far away from local dollars generated and local investment without having the public question our explanations.

Mr. Davidson:

On my recommendation I think you can deal with that. It has \$80 million in trunk investment that we don't know where it will go. This may be divided in just the rail portion. If you add the \$80 million a year, you might feel a little better about the potential for how much Pierce County is investing into it.

Mr. Laing:

The second part is on the financial aspects.

Ms. Fina:

The White proposal utilizes a .4% sales tax increase and a .4% MVET increase. I tried to meet the objective to lower that to a .25% increase in the MVET, but because it is an intensive capital program in a shorter time frame, more is required.

In the county executive and Earling proposals, there has been talk of lowering the tax increases to .4% sales tax and .4% MVET. I was unsure if you wanted a .25% or a .3% increase in the MVET. If you prefer .3% increase in the MVET, this would add \$7 million to the bus or increase bonding by \$100 million over 15 years.

Mr. Davidson:

I requested consideration of a .3% increase in sales tax and a .25% increase in the MVET.

Ms. Fina:

With what you proposed for bus and capital expenses, that wasn't feasible in 10 years. I assumed you wanted it the same so I extended the program by three years.

Mr. Davidson:

Were the state and federal funding per year the same or were they more?

Ms. Fina:

They are the same. I assumed \$110 million per year during the construction time frame.

Are there any questions about the terminology?

Mr. Matoff:

That is all we had prepared in the way of a staff presentation.

Mr. Laing:

Are there any questions for staff? I need a sense of the Board. Are you feeling like you are in a position to narrow the options or would you prefer to recess and take up the Master Plan at the outset of tomorrow morning's meeting? That meeting will be held in the King County Council Chambers. We could then come back to focusing options after that discussion.

Mr. Sutherland:

I like the idea of narrowing today, but I think it would be a good idea to do a complete review of the Master Plan and be sure determinations and decisions relative to narrowing fit within the scope of that overall plan. It also would give us an opportunity to have some interjurisdictional discussions.

Mr. Laing:

We have a proposal to recess and reconvene at 9:00 a.m. tomorrow morning. The instructions are to enter the King County Courthouse on the Third Avenue side. There will be a guard; tell him you are attending an RTA meeting. We have not included a time for tomorrow's meeting to adjourn. Are Board members able to continue late into the day? Before we adjourn, are there requests to staff for additional information?

Ms. Hague:

Will we be dealing with the Master Plan tomorrow?

Mr. Laing:

The Board would be dealing with the Master Plan and then focusing on Phase I options.

Ms. Hague:

I would like to have staff look at the I-405 corridor and split in the route from Bellevue to Tukwila and operating that into the south and east corridors and come back with a cost from I-90 to Factoria.

Mr. Hansen:

I have a request I will provide in writing to Mr. Matoff.

Mr. Morrison:

There is a conflict I see coming up. Until Stampede Pass is reopened, I do not want to get into a legislative arena with the port districts fighting us. I want to discuss moving to peak hours only for commuter rail, at least to begin with. This would be plus or minus \$12 million which could possibly be invested somewhere else.

Mr. Laing:

We should make it clear we are squeezing it so there is not a conflict with freight traffic.

Mr. Morrison:

That is the plan. We will want to have the promise of adding service but not cut off the vitality of the economic region.

Mr. Madsen:

I hope we can return to the discussion Mr. Morrison raised because there are other options that could be discussed.

Mr. Davidson:

I would request that the information be laid out as it was in the study options report on each of the four plans.

Mr. Matoff:

That will be done.

Mr. Davidson:

Along with commuter rail I would like to request that the DMU service isn't always just peak hour. There is only one freight train operating on that line.

The meeting recessed at 5:10 p.m.

The meeting was called back to order at 9:15 a.m. on October 15, 1994 in the King County Council Chambers of the King County Courthouse by Chairman Laing.

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

Chair:

Bruce Laing, King County Council

Vice Chairs:

Dave Earling, Edmonds Councilmember

Paul Miller, Tacoma Deputy Mayor

King County:

Martha Choe, Seattle Councilmember

Don Davidson, Bellevue Mayor

Mary Gates, Federal Way Mayor

Greg Nickels, King County Councilmember

Norm Rice, Seattle Mayor

Jim White, Kent Mayor

Snohomish County:

Bob Drewel, Snohomish County Executive

Ed Hansen, Everett Mayor

Pierce County:

Sharon Boekelman, Bonney Lake councilmember

Ken Madsen, Pierce County Councilmember

Doug Sutherland, Pierce County Executive

Washington State Department of Transportation:

Sid Morrison, Secretary

The following Board members arrived after roll call:

Jane Hague, King County Councilmember

Cynthia Sullivan, King County Councilmember

Mr. Laing:

My intention is to announce the sequence of events. There are several rooms available to be used as caucus rooms if necessary.

I would like to alter the proposed sequence of events for today. Instead of going to a review of the Master Plan, I suggest we continue to focus on the options. Is there any objection?

Secondly, regarding the Master Plan, it is my intention that if we can complete our work on focusing on an option this morning, we would then go to the Master Plan. Should that not occur, I am suggesting we formulate a committee to work the Master Plan utilizing Phase I as input to that by October 28. Maybe we could formulate one with a representative from each of the subareas, which would create a five member committee.

Mr. Davidson:

What are we using for subareas?

Mr. Laing:

I intended to use the same subareas used in the analysis: Seattle and North King County, Snohomish County, East King County, South King County and Pierce County.

Mr. Earling:

I would request that the Chair consider serving on this committee, based on his ability to temper conversation.

Mr. Laing:

If it is acceptable to the Board, I would be happy to serve on this Committee.

There are several rooms available today that could be utilized for caucusing.

Mr. Matoff:

At the close of yesterday's meeting there were questions from a number of the Board members. I think we have responded to most of them. Ms. Hague had requests about service on the I-405 corridor and the possibility of consolidating routes for the Tukwila, Renton, Bellevue DMU service. We have prepared a memo that has a map on one side and cost estimates on the other side. This adds \$300 million to the overall cost of that option. The proposal is that there would be DMU service from Tukwila junction at Renton. We would share common trackage there. It would come out of the BN right-of-way south of Factoria. This would require a lot of structure, over I-405 and then into the mall at Factoria. There would be a junction there and that station would be served by both services. Then on common trackage from there to Bellevue. This would have a \$335 million additional cost but because the common trackage of BN from Factoria to Bellevue, there would be some offsetting savings of \$35 to \$40 million.

Mr. Hansen:

I asked for a breakdown of the capital costs associated with light rail in Snohomish County. The information is contained in a memo, explaining the cost of \$1.155 billion. It breaks it down in segments.

Mr. Davidson:

I asked for a breakdown of revenue and staff communicated that this information was developed by Jan Hendrickson. I believe that has been addressed by the equity calculations that have been distributed. They have subarea revenues generated under various alternatives. There are equity analysis summaries. The shaded figure is the estimate of local revenue generated in each subarea for that particular tax rate. This is on the second page. It is a summation of the sales tax and MVET raised in each subarea assuming a .4/.4 increase over 10 years. This is an important number but it is one that is on the table.

Mr. Madsen:

I get confused with all of these numbers. The second shaded line is local revenue, but the calculation assumes the state and federal funds. If you extracted state and federal dollars, what would it do to the equity numbers?

Mr. Matoff:

State and federal funding is in the spending line but I believe Mr. Davidson asked how much is raised locally. Maybe staff misunderstood the request for information.

Mr. Davidson:

The request was that we use the same format we used before, which would have showed the local revenues in one lump sum.

Ms. Hague:

With regard to the materials handed out, we have simply added three pieces of information to it. If you drop to the second box sales tax rate added a line for revenues generated over the period. That is the lump total sales tax generated over a particular time frame for each proposal.

The third box shows the MVET added total revenues generated for that proposal and then inserted a federal and state revenues over the frame showing a lump sum of the \$110 million.

Mr. Sutherland:

I understand there was some confusion about the MVET under the county executives' proposal. We suggested an increase of something less than .4%/.4%. I don't think we agreed it would be a quarter percent. I would prefer that the .3% be reflected. I know the footnote adds \$7 million per year, but I would just as soon have the .3% number there. I would appreciate that.

Ms. Choe:

There are a couple different parts of this. There is a concern that there is a stream of information in to perpetuity without a check in with the public about what enhancements or expansions would be. While that might be nice for the RTA, it does make sense to protect the operation and maintenance (O&M) stream but at the point in time we want to expand or enhance the system, we should do the same thing we are doing now and check in with the public. I think that is consistent with other programs around the country and with concerns I have heard. It is an element I think we need to address.

Mr. Sutherland:

We too had heard that concern and we did discuss it. We agreed there needs to be a referendum along the way. That can be timed to an important point in the program. There may be more than one referendum point. Somewhere there should be a referendum and there could be a series of issues that could be placed concurrently with that referendum.

Ms. Choe:

We may want to think about how we want to frame that. I wouldn't be comfortable unless we have a whole system and then begin discussing it.

Mr. Laing:

One alternative is to think in terms of completion of Phase I. We identify the revenue stream required for O&M and the resources required for the next phase. We would take those to the public, one or both of them.

Ms. Choe:

Is this the O&M for Phase I or Phase 2?

Mr. Laing:

I am talking about Phase I. The issue is whether we can adequately estimate O&M costs and tell people they will continue so that they know now that that is going to be required. The problem I had is estimating the amount of the revenue stream the tax rate will generate at that time. An alternative is to stipulate what we are asking the public to do as a continuing stream. If it is too much or too little, we could take that adjustment to them. It would be necessary to indicate we are anticipating and map a demand for additional construction at that time and it would be a second phase.

Ms. Choe:

The clarification is helpful. As long as we are talking about adjustment to the O&M, that makes sense. I wouldn't want it to be in jeopardy. We need to have a continuing revenue stream.

Mr. Laing:

We need to be clear that is what we are asking for.

Ms. Choe:

Yesterday and today one of the pieces that has been missing and is critical in our discussions is some mention of ridership. It alarms me that we haven't had a discussion about ridership and we are a public transportation agency. Presumably that is what we are about. I think that is something that would be helpful as we look at these other numbers. I am concerned that that has not been a point of discussion in this entire discussion. I think the heart of the mission is to move the most people around. Somewhere we have got to be talking about ridership.

Mr. Laing:

What is available today in terms ridership information for the four options?

Mr. Matoff:

I think Board members have most of the ridership data. I think we can put it together segment by segment for most of the proposals other than the White proposal. As you assemble it in different ways, the connectivity and speed affects the overall ridership.

Ms. Choe:

I recognize the difficulty of doing ridership figures but I believe looking at these charts without any mention of ridership is a big mistake.

Mr. Hansen:

I agree with Ms. Choe. We are comparing costs of different links. We are being asked to narrow the options without any consideration of ridership. If ridership is a factor later, it is a factor today. I know we don't have all the information today, but if there is a way to present ridership numbers and realize there are different ways of interpreting them, we should be looking at a matrix with ridership numbers so they would be part of the information we would review. I would support Ms. Choe's request.

Mr. Laing:

We have some ridership information available today. We have it for the three options.

Mr. Matoff:

That is correct. We also have ridership information available for Option 2.5 and for most parts of Mr. Earling's proposal. We can give you a general number on the common sections. We have been working with so many different versions of putting segments together that in order to give you good numbers, we were hoping things would settle down. We could give some numbers today and once the options are narrowed, we can have better information next week.

Mr. Laing:

Do we have that information in front of us now?

Mr. Matoff:

I have the results report from September. I have the Option 2.5 document and I am sure there are different pieces of information. We could send someone to the Exchange Building to gather more information.

Ms. Gates:

We are facing several options here. It seems we have left Options 1, 2 and 3 behind. For study purposes I think we have left those options behind because they brought us to these four new options. Because they were a vehicle to get to these four options, I am willing to say let's leave those three options behind and begin concentrating on these four or the county executive proposal. We have a lot of options here already. It might be appropriate to discuss whether those there are the vehicle to get us to these four we are looking at now as opposed to having seven options before us.

Mr. Laing:

I am glad to take that up as the first narrowing of options.

Mr. Drewel:

I am speaking to the comments made and in support of Ms. Choe. We need a list of options we can truly talk about. The county executives' proposal was a trigger point. It is essential to get down to a number of options we can discuss.

Mr. Earling:

Mr. White and I have talked. It is apparently fairly easy to merge the two plans we put forward. There are a couple of issues that would have to be agreed upon. I would support of narrowing the field even further and making this the Earling/White proposal.

Mr. Laing:

If that is the consensus of the two proposers, is there any problem from Board members?

Mr. White:

I support Mr. Earling and I think we would be making a big step forward to merge these two proposals.

Mr. Laing:

Will we have to wait or can we utilize the information in front of us?

Mr. White:

We can use the information in front of us.

Mr. Matoff:

I assume this merging of proposals would take a 10 year time frame off the table.

Mr. White:

That is correct.

Mr. Davidson:

My proposal could creep back to a 10 year time frame with some financial changes.

Mr. Nickels:

I think Option 1 of the original three study options could be deleted. I have not heard anyone advocate anything like Option 1. I think it could come off the table. Yesterday and at the roundtables we asked the public to focus on the options in the study options. I think Options 2 and 3 began the focus of those discussions. Option 3 is the starting point in my own mind. I judge the county executives, the Earling/White or Davidson proposals against it, so it would not be useful to eliminate Option 3. I think this would also be confusing for the public.

Ms. Boekelman:

Many of us said at the outset that we did not believe the final option would look like Options 1, 2 or 3. We felt they were on the table to be discussed. We now have all the figures and we are considering taking them off the table as full options. We told the public we would probably take pieces of those options to make a new option. I think now is the time to eliminate them as options.

Mr. Laing:

Mr. Nickels has suggested Option 3 remain on the table to be referred to as a yardstick. The conversation has been from Option 3 on. Doesn't that in itself suffice? Do you think it should be a fall back option?

Mr. Nickels:

I don't advocate Option 3 as written in the study options, but when looking at the other proposals, I take them and compare them to Option 3. It acts as a very useful baseline. Since we asked the public to focus on those in the roundtables, I think it acts as a good anchor.

Mr. Laing:

I wonder if we only differ by semantics.

Mr. Nickels:

These charts are helpful showing what individual members are thinking. I would like to see Option 3, what it is, what does it generate and compare it with the other options put forward.

Mr. Drewel:

We are not entirely sure where we will land in the next couple of weeks. If you are keeping Option 3, I think you should keep Option 1 as well. The public has focused around Option 2.5 I think you need to do that on both ends of the three options if you are going to do it at all.

It was moved by Mr. Earling and seconded by Mr. White that the proposals made by Mr. Earling and Mr. White be merged into an Earling/White proposal, and that one option be taken off the table.

Mr. Miller:

By merging those two options I interpret that to mean the only change to Mr. Earling's proposal is in the Rainier Valley corridor where Mr. White and Mr. Earling varied.

Mr. Earling:

That is correct and I understand that to be the case. We need to make some decisions there. I also acknowledge Mr. Matoff's point about it becoming a 15 year analysis instead of 10.

(Board member Sullivan arrived at this time.)

Mr. Laing:

I am now asking for a vote on this matter. I have opened the floor to motions. We have a motion to combine the Earling and White proposals.

Mr. Nickels:

These are put forward by individual Board members. Those two proposers have agreed to merge. Is this action the Board's way of allowing them to go ahead with this merger?

Mr. Laing:

Yes.

Mr. Davidson:

There seems to be some real differences between the two proposals. I wonder what the new proposal looks like.

Mr. Earling:

It would be my intention with some adjustments, that it would be possible to work down to a .4/.3 proposal.

Mr. Davidson:

Is it then similar to the county executives' proposal?

Mr. Earling:

In numbers, yes.

Mr. Davidson:

I am curious if this merger will make the county executives' and this proposal close.

Mr. Miller:

I support this, but want to be sure staff is clear what the merger means. This will be a 15 year proposal, and instead of a .4/.25 increase, it will be a .4/.3 increase. Bonds will be adjusted based on staff's work. Lynnwood to Everett service will be included. Federal Way to Tacoma service will be included and in Rainier Valley, Mr. White's proposal would be the overriding proposal. Mr. Earling's proposal contained surface routing and Mr. White used aerial routing to McClelland. I understand Mr. White's proposal would override.

The motion to merge the proposals made by Mr. Earling and Mr. White into the Earling/White proposal, and to remove one option from the table, was carried by the unanimous vote of all Board members present.

Mr. Rice:

Was Mr. Nickels' suggestion that Option 3 remain for comparison purposes accepted? I understand it is a base for comparison; is that the way it will be displayed?

Mr. Laing:

We have not made that decision. Some Board members have said Option 3 should be taken off the table. Mr. Nickels suggested we keep Option 3 as a comparative base and now we are in the process of focusing.

Ms. Gates:

I don't have a motion but what we really have is six options. That is a large number of options.

It was moved by Mr. Drewel and seconded by Ms. Choe that the original three study options be stricken from the table.

Mr. Nickels:

What does it mean to strike these options?

Mr. Laing:

I would ask the maker of the motion to state his understanding of this action.

Mr. Drewel:

I understand that the three options, as laid out, were target points of discussion for the public. They have served their purpose as discussion points. Any reference to them has been useful, but given the evolution of our discussion and the actions we have taken to merge two of the proposals that were neither Options 1, 2 or 3, I don't know what useful purpose any choice of them would serve.

Mr. Morrison:

Do I presume that if we eliminate these three options, any of their elements remain as mix and match potential?

Mr. Laing:

Yes; the information remains.

Ms. Choe:

In my discussions with people in the summer, I indicated it was pretty likely what we adopted would not look like what was on the table now. I think the options actively being analyzed and discussed grew out of the first three options. These are the ones we focused on. To avoid confusion if we can narrow the focus, that would be better. The elements are reflected in the ones we are struggling with. I would support the motion on the floor.

Mr. Nickels:

We have been extending courtesies to members to put individual proposals forward, understanding that this member could put forward Option 3 removing I-405 light rail and replacing it with trunk bus service and a .3/.5 taxing proposal. With doing so, I wouldn't be opposed to removing the three options on the table. I think at some point we are struggling with the desire to extend the system as far as we can and keep the tax rate as low as we can. We will need something available to us that will do that. I am asking that an option like that be put forward in our analysis and I would be supportive of the motion.

Mr. Laing:

The floor is open for any Board member to ask that options be analyzed. We are a long way down the process. Is staff capable of producing information that is requested.

Mr. Nickels:

No new information would be required.

Mr. Davidson:

And then Mr. Nickels will come forward with another option?

Mr. Laing:

He has requested it. The only limitation is staff's ability to produce the information.

The motion to remove Study Options 1, 2 and 3 from the table was carried by the unanimous vote of all Board members present.

Mr. Laing:

My intention is to take a break after the first attempt to narrow the options.

Mr. Davidson:

If we are going to go out and redo the options, I would like to, in lieu of Ms. Hague being present, move that we add to all options the Factoria connection. I am doing this for clarity's sake. This is a potential connection, and I would rather add it now than hold off and try to include it during the final decision in the design phase.

It was moved by Mr. Davidson that the Factoria connection raised by Ms. Hague be added to all the options.

Mr. Laing:

You want it added, knowing any element can be removed in the design phase?

Mr. Davidson:

Yes. We haven't decided how to handle rail going through Bellevue. I was suggesting this be added to be able to cover all the bases.

Mr. Laing:

I will accept this proposal after motions to further narrow the options.

Mr. Davidson:

I am proposing to add this segment. From Factoria to Richards Road is one connection. Staff has utilized an alignment along Bellevue Way. There is a great interest in looking at the Factoria connection. It connects I-90 and the route would be on Richards Road. Every time we mention it on the ETP, we are told it is more expensive. I think, for clarity, we should look at least at this option. If we do this for the studies on how it goes through Bellevue, we can make those decisions and save money.

Mr. Laing:

Adding it at this time does not mean it is going to survive to the design stage. Part of the narrowing will be making decisions on each segment.

Mr. Davidson:

I want to be sure the financial impact of that add is reflected so I don't have to, some time later, say I wanted it considered but the dollars aren't there.

Mr. Miller:

I will, for discussion purposes, second Mr. Davidson's motion.

Mr. Davidson's motion to include the Factoria connection in all options was seconded by Mr. Miller.

Mr. Davidson:

I am seeing a degree of confusion over what I am doing.

Mr. Laing:

You are offering to add to each option an extension to the east and that analysis shows what it is costing.

Mr. Davidson:

That is all I am doing.

Mr. Hansen:

Perhaps this connection should be added to the Davidson proposal but not the Earling/White or county executives' proposals. If this is to be a study element, it should be added as an element of the Davidson proposal.

Mr. Davidson:

Does that mean the other proposals going forward would not consider this connection?

Mr. Laing:

This depends on the motions made later. I can't say at this time.

Mr. Miller:

I need clarifications from staff. Mr. Davidson indicates this would be a slightly more costly version of what is in there as Bellevue to Overlake. I believe this additional \$300 to \$335 million is on top of the \$2.5 million on top of the Bellevue to Overlake run already there.

Mr. Matoff:

That is correct.

Mr. Miller:

It is substantially more expensive.

Mr. Matoff:

Here is the situation. All of the proposals have in common the line from downtown Bellevue to Microsoft at a cost of \$620 million. What Mr. Davidson is asking is that an additional amount be included to provide for evaluation of an alternative from I-90 to the Bellevue Transit Center. That is less than what this presently does. This does that but in addition it goes to the additional expense of taking the DMU from Tukwila to Renton and combining it into that alignment. If the sole concern is to include sufficient funds to permit a fully funded environmental discussion of alternative approaches to Bellevue, that is less than \$300 million for what Ms. Hague asked us that those two services be combined at Factoria. Because BN is on the other side of I-405 at Factoria, combining the services represents more cost than the Bellevue consideration alone would. It is a question of which of those two you wish to include as an option.

Mr. Davidson:

I want to have a legitimate envelope I can work within.

Ms. Choe:

Do you have a break out of the costs for Mr. Hague's request from I-90/Factoria north?

Mr. Matoff:

Those are two different issues. If the sole consideration was reaching DMU alone and taking light rail into Bellevue via Richards Road or Bellevue Way, it would be half of this or less. We can get a breakdown for you.

Mr. Davidson:

You have to take what it would cost on one and subtract the difference. I recall it is \$150 million. I basically thought adding \$150 million more in all options would allow us to consider this at the design time.

Mr. Laing:

Are you amending your motion?

Mr. Davidson:

How about amending the motion to include \$150 million more along that particular segment?

Mr. Laing:

We have Richards Road as one alternative alignment we studied in the summer.

Mr. Matoff:

That is correct; the cost estimate is based on Bellevue Way.

Mr. Laing:

There are three alternative methods of going from I-90 to Bellevue, one of which was Richards Roads. The one costed by staff utilized Bellevue Way. Is it correct to say it was costed for Richards Road?

Mr. Davidson:

Yes.

Mr. Miller:

Mr. Davidson wants to add this before the costing is known.

Mr. Davidson:

They have already evaluated the three corridors. I want to be sure the most expensive costing is on here so we can deal within that amount.

Mr. Matoff:

What was costed was the low cost alignment on Bellevue Way. If the line were to be on Richards Road, it would be an additional \$135 million, but that doesn't include a station on the south side of I-90 at the mall. The line would basically have to cross I-90 twice, which is an expense. This would involve structures and tunneling.

You have three \$100 million components, light rail via Richards Road to serve the mall and a third to get DMUs in there. Those are the amendments to the \$620 million.

(Board member Hague arrived at this time.)

The Board recessed from 10:15 until 10:35 a.m.

Mr. Laing:

The Board is considering and discussing a motion from Mr. Davidson.

Mr. Davidson:

During the break I saw that Ms. Hague had arrived so I will withdraw my motion.

Mr. Miller:

I will withdraw my second.

Ms. Hague:

What I think Mr. Davidson and I would like to do is to add \$100 million for DMU and \$200 million for light rail transit to the Eastside alignment.

Mr. Laing:

Is this proposed addition being made to the Davidson proposal?

Ms. Hague:

Yes. We have been working with staff on this. There is not a great deal of analytical information because it is fairly new. I want to preserve the options to go with our alignment. This addresses some real concerns about continuous service and hook-up with Tukwila, which was a big issue along the I-405 corridor and connecting Factoria.

Mr. Laing:

We have to be sure we understand. Currently in the East options there is light rail to Bellevue downtown I-90 with three alternatives. The only one costed is Bellevue Way. The Executive Director indicated that to add the cost of the Richards Road option was \$100 million.

Mr. Matoff:

It would cost \$135 million for light rail following Richards Road rather than the South Bellevue Way alignment. This does not include service to the mall which would add another \$100 million. If we did Richards Road with light rail instead of Bellevue Way and a station at the mall, the aggregate increase would be \$235 million.

Mr. Laing:

There was a third added cost which was to add DMU.

Mr. Matoff:

My understanding of Ms. Hague's request was that we also include routing of DMUs through the mall. That adds another \$100 million but there is a savings because of the offset of not having to upgrade the BN segment we have now rerouted away from. The aggregate increase is \$300 million.

It was moved by Ms. Hague and seconded by Mr. Davidson that those alignments and costs be added to the Davidson proposal.

Mr. Laing:

Are you adding the map and the cost is \$300 million instead of \$335 million. I understand the maker of the motion considers that a friendly amendment to his option.

Mr. Davidson:

Yes.

Ms. Hague:

Equity is a big issue. I think the biggest issue is whether we can carry a ballot proposal forward that leaves us competitive with other areas with transportation packages. I want to be sure we have equity for all three counties but within King County, we have a portion which is projected to receive the growth in jobs and housing over the implementation period. That needs to be recognized; this motion does that.

Mr. Nickels:

This would be a 10% increase in the rail cost of your proposal. It was initially a 10 year package; now it is 13 years. Would you propose to extend the time line to accomplish this or increase the revenue stream?

Mr. Davidson:

There are several options.

Mr. Nickels:

You would be asking staff to make some suggestions?

Mr. Davidson:

That is correct.

The motion was carried by a vote of 16 in favor and one opposed. (Mr. Miller voted in the minority.)

Mr. Sutherland:

I want to make sure that in the county executives proposal it indicates \$25 million per year for transit. That should be \$36 million instead of \$25 million.

Mr. Matoff:

We understand that. The new equity calculation will accommodate that.

Mr. Laing:

Lunches for Board members will arrive at noon today.

Mr. Rice:

If Option 3 is also alive, whatever equity calculation staff does will include the calculation for Option 3. We have never seen that.

Mr. Laing:

Option 3 is off the table but Mr. Nickels asked for a new option. Please restate your request.

Mr. Nickels:

My request was to develop an option that is identical to Option 3 except that the light rail on I-405 between Bellevue and Renton would be replaced with regional trunk bus service and a .3/.5% sales tax/MVET tax increase.

Mr. Rice:

It is my request that if such an option is to be considered, an equity calculation be done for it.

Mr. Nickels:

I would work with staff to be sure that comes forward.

Mr. Laing:

Through our discussions we have taken four options and ended up with four options. I am not sure we are as focused as we want to be.

Mr. White:

Unless my hearing is poor, there are two options before us. We have a request for study of some other things.

Mr. Rice:

Can an equity calculation be done for Mr. Nickels' proposal?

Mr. Matoff:

Can an equity evaluation using the one methodology we are using be run for Mr. Nickels' request, which is based on Option 3 minus light rail on I-405 but putting bus service in that corridor financed over 15 years with a .3/.5% sales tax/MVET increase? It can be done. We will have to do some cost adjustments first before we do the equity evaluation. This information may not be available for the Board this afternoon.

Mr. Laing:

The four options on the table are the combined Earling/White option, the county executives option, the Davidson option and the Nickels request.

Mr. Drewel:

Mr. Nickels' request is not a real option.

Mr. Laing:

I believe this is a real option.

Mr. White:

We have taken formal votes on two of the options on the table. Now you are saying the county executives option is still on the table.

It was moved by Ms. Choe and seconded by Mr. Rice that the county executives' proposal remain on the table.

Mr. Miller:

Three proposals have been removed from the table by motion. It might be helpful to get Mr. Nickels' proposal on the table by a motion.

Ms. Choe and Mr. Rice withdrew their motion and second.

It was moved by Mr. Nickels and seconded by Mr. Rice that a modified Option 3 be carried forward for analytical purposes and the Board's consideration.

Mr. Nickels:

I believe the county executives proposal is outstanding. Certainly the makers are outstanding individuals. It seems we are getting into a dynamic that may lead us to a point where we can't sustain the size of the program and maintain a relatively low tax rate. By having an option similar to the options carried forward in the study options, I think that would be useful for us to have.

Mr. Hansen:

I would raise the question. Maybe we should consider Option 1 as well, which is the lower cost option.

Mr. Laing:

Are you arguing against the motion?

Mr. Hansen:

Yes.

The motion was carried by a vote of 14 to 3. (Ms. Hague, Mr. Hansen and Mr. White voted in the minority.)

It was moved by Ms. Choe and seconded by Mr. Rice that the county executives' proposal be retained as an option for discussion.

Mr. Laing:

We started with seven options: the three study options and the four options described today. We combined two options into one, resulting in the Earling/White option. We modified the Davidson proposal and we have added a modified Option 3. I consider the county executives' option to remain before the Board.

Ms. Choe and Mr. Rice withdrew their motion and second.

Mr. Laing:

We have four options before us. Are there any other motions for narrowing?

Mr. Sutherland:

What may be advisable is we have asked staff for different analytical approaches. We really need to look at some of that data so we can determine just where we are. I am not comfortable flying by the seat of my pants.

Mr. Laing:

Will we accept information as we meet today?

Mr. Davidson:

I have two questions. Staff said they would calculate equity. Are they doing that now? Before they do so, I would like to comment.

Ms. Hendrickson:

We have sent staff back to the Exchange Building to update the equity analysis based on input from Pierce County. In addition, we are making changes in the county executives' proposal and the Earling/White proposal to move tax rates to .4/.3 as they asked us to do. We are updating that work now. I think it will take an hour to update that information, to make copies and to get back.

Someone just asked staff to update Mr. Nickels' proposal. That will probably take a bit longer because we have to realign the capital costs. That will take longer than the hour required for the other work.

Ms. Hague:

I think there was some question about Mr. Davidson's proposal and whether we would spread it over time. I would like to hear back on that question.

Mr. Davidson:

I basically suggested instead of a .3/.4% sales tax/MVET increase it would shorten the time which is more in the course. It appears the willing tax level is around a .5% equivalent that would tend to shorten the time frame and come back to 10 years. This may even put it on a total cost basis. That is one of the evaluations I would like to see. I would still like clarification of assumptions on sales tax and MVET. It looks like that will be the base of the equity discussion. We need clarification of the assumptions used to get those numbers.

Mr. Matoff:

Ms. Hendrickson has now gone back to the Exchange Building. She knows the detail behind those numbers.

Mr. Davidson:

I have tried to avoid the equity question in this manner. I don't think there is a legitimate way to agree on what that local revenue percentage is. I have seen the percentage as a calculation that makes those numbers look different. I don't want to get into that debate. I am trying to calculate this based on revenue from the areas; I will have to challenge those numbers. That is the line of questioning I am taking. I thought we would define equity as we all see it.

Mr. Laing:

I understand the equity calculation is the one stipulated in the legislation. Is that correct?

Mr. Matoff:

Our understanding was that the equity calculation was something we were required to calculate. The Board is not required to draw any conclusions from it. The calculation deals with the local revenues generated in each county and corridor (we have taken that to be subareas) and the benefits accrued in those corridors. Those may be looked at any way the Board wishes to look at them. It could be capital or operating funds spent in that corridor. There are other ways to look at it. This is only one way to look at it. Mr. Davidson is saying he is concerned with the local revenue generation figures themselves.

Mr. Davidson:

The original assumption on sales tax was that we took actual figures from Pierce and Snohomish Counties. When it came to King County we took sales tax and divided it by retail employees to pro-rate that distribution. I am not sure that the borders would make a difference for the subareas and I don't understand why retail employees relate to sales tax collection. We could go to the state figures of actual collection in these areas. I haven't seen how the MVET is estimated at all. I haven't had a good read out on how that is done.

Mr. Matoff:

The equity calculation numeral is the benefits; the denominator is the local revenues. Mr. Davidson's characterization of the calculation done in King County is correct. The geographical spread is essentially south of the city limits north or south of May Creek and east or west of Lake Washington. I think the subcounty proposition is based on where retail employees have been. That is the general basis on which the split is made. I don't know how the MVET is done. I think it is done on a zip code basis.

Ms. Sullivan:

I think it is important to Tacoma and Everett and Snohomish County. We have a very analogous situation in looking at broad public funding when we get wrapped up in the equity question about where revenues are generated and where they are expended, and that is with our

schools. The fact that central cities have special needs and need special care is something we haven't gotten through to our state legislature. The result is we see a down spiraling in central city schools to provide education. I am afraid if we are not very careful and caring about central cities and fostering them, it isn't just bad for them. They are, in fact, the economic engine of the entire state. When they go down, the whole state suffers. We should build on the notion that if my partner does well, I do well. We are all partners. When we get down to taking dollars and putting them back exactly where they are spent but when looking at the long term and effects on the economy, it may cost those communities more because of the need to retrofit and invest in central cities. We can look at Detroit, Cleveland and New York to see what happens when central cities are not given their consideration.

Ms Choe:

There seems to be a question about what we are legally required by the enabling legislation to consider equity calculations. I take my cue from the legislation. It indicates we need to identify the revenues generated by corridor. It also says we should be advised which revenue will benefit residents of that county. I think there has been a conscious choice to choose one definition of equity that reflects part of this legislation. I have asked for other options for equity.

I would echo Ms. Sullivan's comments. Other systems have had to visit this difficult issue of a rail system crossing city/county lines. They have used a consideration that there are other benefits that accrue in addition to the definition that people have chosen to put before us. When you have one definition, it takes a life of its own. There is nothing to balance other considerations and benefits. I look forward to the response of other definitions of equity and help balancing number of considerations, which should be included. I don't agree that is the only consideration that fulfills the RCW.

I understand this response will be forthcoming.

Mr. Matoff:

We received a request that the calculation be made in accordance with a different, more complex calculation. The people available to do so are currently completing work based on what you have requested today and then we will follow up on this.

Mr. Laing:

Are you able to describe the variable. I am worried that when we get that back, others may think it should be done in another way. I am suggesting that we get some agreement on what we want the staff to do. We need to bring closure to this.

Mr. Rice:

Did we ever accept the equity analysis and assumptions, as a body?

Ms. Sullivan:

No.

Mr. Rice:

I agree, but if there is some formal acceptance of it, it would be appropriate to see if other people want some other configuration.

Mr. Laing:

Are there other measures of equity?

Mr. Hansen:

I think each of us has different concepts of equity. Regardless of the numbers and assumptions used by staff, we will end up arguing about the trees instead of the forest. I am speaking as a representative from Everett and Snohomish County, and we have serious traffic problems. I am focusing on why we are here. We have serious traffic problems. I know there are traffic problems in Seattle, King County and Tacoma. I will be focusing on how this system addresses the problems in Snohomish County. I know we have to look at King County and Pierce County and there are many ways of looking at it. I will be looking at it, at least in part, from the standpoint of how it addresses the problems in Snohomish County.

Ms. Boekelman:

My feeling is the legislation tells us we need to look at the ratio of revenues to expenditures. After that, so many measurements are intrinsic and something we cannot put on paper. We should discuss those that can be put on paper, and then discuss the others.

Mr. Laing:

Does the legislation refer to revenues to benefits instead of revenues to expenditures. Maybe legal counsel could refresh us.

Mr. Gunter:

There are three elements: the plan approved before submittal shall contain an equity element identifying revenues generated by corridor and county. It should identify phasing of construction and operations and benefits in each corridor. It would identify degrees at which revenues generated will benefit residents and identifies when such benefits will occur. We have to include this information in the plan.

Mr. Laing:

Where do we stand in the formal development of the equity of the plan?

Mr. Matoff:

The answer is apparent; we are not very developed. We have done many calculations based on this one definition. Given the fact a lot of the equity discussion will be based on what the Board decides equity is, we are waiting for the Board to define it so we can complete it. I wouldn't think the time needed to complete an equity element to adopt into the plan will be very long.

Mr. Laing:

As I understand legal counsel, it includes a calculation by corridor and by county.

Mr. Matoff:

Yes. We have assumed "corridor" means "subarea" as we have been using it.

Mr. Laing:

If corridors are north, south and east, that would be an accumulation.

Mr. Matoff:

That is true to some degree. There would be a subdivision of some kind. In the designing of that corridor means there would be another Board decision.

Mr. Gunter:

It is important to note there is no definition of "corridor." The legislation refers to revenues by corridor and county and talks about benefits by county.

Mr. Laing:

This doesn't preclude other measures.

Mr. Miller:

I somewhat support not so much the methodology that Ms. Choe has proposed but the concept that there is a greater need and there will be greater costs within the Seattle corridor. We have tried to take that into account. I think it is important for the Board to take that into account and acknowledge there is not a formula that will get us to a level playing field with Seattle and North King County. That is important to assume. I think the federal dollars will assume that as well. Among the other subregions I think it is important that we try to look at a balance among each of those so that we can feel good that in going back to our constituents we have achieved an equity that makes sense and accomplishes equity.

Mr. Nickels:

Equity is as equity does. The danger of the mechanical approach is even if the Board recognizes that the physics of getting through Capital Hill requires a tunnel and therefore greater capital expenditures, we offer an inviting target to a regional system. I don't capture the flavor of what we are trying to do here. North commuter rail is not something King County asked for. It is something intended to provide a meaningful service to Everett and Snohomish County through commuter rail. All capital costs occur in Seattle and are 100% attributed to

North King County. We felt Phase I needed to get to Northgate. We are looking at and running toward extending to Lynnwood. Costs from Northgate to 205th are allocated to North King County, but the benefit is not 100% North King County.

Option 2 had a segment from Tacoma to Federal Way and left Federal Way to Seatac with trunk bus. That didn't make sense. It seems the bottom line of equity analysis is for each subregion to receive back more benefits than they contribute in dollars. Beyond that we need to recognize the mutual benefits, assuming use of the CBD tunnel. They are paying .2% to pay that off. There is nothing here that accounts for that. The urban area of Seattle is the area that will attract federal funds. Mr. Miller acknowledges that. The equity analysis does not encourage that. I don't think we have a choice in grade separation, but it leaves this winning out.

Mr. Rice:

I see three things involved: price, politics and perception. Price is the cost, which everyone is concerned about, and they feel our costs are too high for a regional system. So we are trying to bring those costs down, but at the same time we are wondering how it can be a regional system if you try to bring the costs down. Politics deal with who we are serving. Are we serving the special interests who want to bring down the cost, or the public who says they want it built right and done right.

Finally, perception has to do with what is the problem with the narrow definition of equity. Perception is going to be very hard to change. If you are perceiving what you want in the system one way, you won't believe it when you see it. The perception is that if the public is to accept what we do, can we tell our constituents what they are getting and how it links together? Maybe we need to break bread and talk about these things instead of starting to pull back.

Ms. Sullivan:

It works when we do it right. That is the case with Metro. Many years ago when we established Metro we made a decision that everyone would benefit equally from clean water. We kept that as a standard before us and the public agreed. I think we have to find a similar principal with this regional system and keep that as the standard before us.

Mr. Davidson:

I don't know if I misinterpreted something. One of the problems when reducing expenditures is that equity as we determine by local taxes, was extremely hard to do. I suggested a whole new way of looking at equity. The reason was to fit more in line with a fixed plan. One of the problems is the first phase is heavy in King County; the second phase may not be.

I think we are here to define a regional system. I think it should be a phased system. It is hard to do this. That is why I said don't run the numbers until we decide what we want. I don't think the people doing the legislation had any idea of the phasing or what we would be dealing with. The ETP, SKATEBoard and the other counties make more sense than a corridor basis. I would rather not run these numbers and define equity at the end and then entirely redefine the numbers we need. That is why I tried to stop it. These numbers prove it out. My proposal appears to be the most inequitable, but it is the least costly. It doesn't make sense.

Mr. Morrison:

What are we trying to accomplish today? Do we need to narrow the focus down to the county executive proposal as a base and everything else is a deviant of that? We consider those deviations based on a number of issues, including equity. Does that bring us to the conclusion we need to reach in a matter of days. If so, we better change what we are doing now. I am not sure we have focused to the extent we need to do that today.

Mr. Laing:

I would be happy to entertain motions related to the focusing or reduction of options or to break so that Board members can discuss and come back and determine whether they are prepared to narrow options.

Ms. Hague:

I think we all want to be sure we get our fair share. Are we letting the tail wag the dog instead of concentrating on a Master Plan? If we can agree on a Master Plan that addresses equity costs and service, we can figure out what Phase I will be and the appropriate tie-in to implement the Master Plan. We should be focusing on what the Master Plan is. After that it is much easier to see how do we implement this.

Mr. Laing:

The Master Plan was to be our initial topic this morning. Board members asked that we continue to focus the options. I agreed on the appointment of a committee with membership from each subarea to work the Master Plan between now and the next meeting. If the Board exhausts itself on the discussion of phases we will go to a Master Plan discussion. The Board took that sequence up this morning.

Mr. Madsen:

I would like to suggest something. It sounds like we are at a point where we need to have some quiet discussion. I would suggest we break for lunch. There comes a point where we need to go back and talk to each other. I think we should take that opportunity now.

Mr. Laing:

The Board could reconvene at 12:30 p.m. and indicate its progress.

Ms. Gates:

I don't disagree, but I would think some of the concerns we should consider might be the suggestion by Mr. Morrison of do we have a county executive proposal that becomes the major proposal, with several other options. I also think that in talking about equity, it might be appropriate to ask what the voters view as equity. We have defined it and we have had the business community define it. What is it in terms of the people out there? I would like an informal agenda for that break.

Mr. Drewel:

I think that is appropriate. We have quoted Forrest Gump today. What we should not do is believe that equity is like a box of chocolates. We should define it. The other thing Mr. Morrison raised is the idea that the county executive proposal be considered the base plan and the others be considered as deviations of it. I think it is important to note that the county executives agreed to come up with something that would be a point of discussion. There has been evaluation from those plans but at this time, I am not sure it should be preempted over others out there now.

Ms. Sullivan:

People said in the public hearings, "Do it right. Do it now and don't build another Kingdome." If I could have predicted the King Dome roof tiles would have been a compelling argument for people to tax themselves, I would have caused them to fall a long time ago. Equity is a problem when trying to do a lot with a little bit of money. I appreciate keeping the costs down but maybe we should consider the big idea. Maybe cost should be a secondary consideration right now. We are getting into a way of thinking where it is cost driven instead of quality driven. I offer that as a thought. People mentioned the King Dome repeatedly when discussing this project.

Mr. White:

Perhaps we should consider the Earling/White proposal as the base plan and the others as deviations.

Mr. Drewel:

If you are looking for a regional approach and regional concept, it drives us toward the Earling/White plan.

Mr. Laing:

A memo has been distributed (copy on file).

Mr. Matoff:

I have had distributed a January 1991 memo to Jim Street. This was faxed to me earlier by Ms. Choe. This is the basis for the equity calculation that was suggested by Ms. Choe. It is fairly complex. It involves construction of a service plan and doing ridership forecasts for the proposal and then doing subdivision of passenger miles to allocate some of the costs. It is complex and it involves a lot of work.

Mr. Laing:

The last brief subject is a response to Ms. Hague's comments on the Master Plan. This is a question to the Executive Director. I believe the framework is the JRPC system plan, which is before us. We either, by a two-thirds vote, agree to amend the plan or it becomes the Master Plan. We have talked about amendments to it. The system described is the subject of a final environmental impact statement, which is a limiter to expanding that plan until we are in a position to do additional EIS work. We are contained by that. It appears to me the main

differences we have discussed up to this time are the amendment of grade separation. We have significantly reduced that and we are talking about phasing parts of that system plan. In response to the context that Ms. Hague describes, we will phase the proposition of that entire system. That is our plan for the time. It is something short of that because we can't expand within the EIS. How much of it are we proposing in Phase I and are we identifying some elements in future elements? That is a construct I believe we are working within.

Mr. Matoff:

That is exactly our understanding of the process.

Mr. Laing:

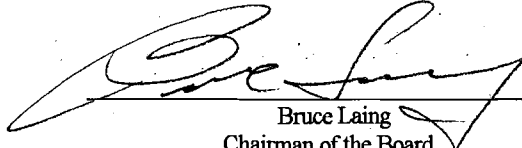
The reason I mention this is I believe identifying Phase I helps us to see considering decisions made, there is the balance to be proposed as the rest of the system. Is it the total JRPC plan or less? Do we complete this phase and then identify other parts?

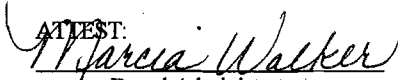
The Board recessed at 11:40 a.m.

Mr. Laing reconvened the Board meeting at 1:00 p.m.

It was moved by Ms. Sullivan and seconded by Mayor Rice that the meeting be adjourned. The motion passed by a vote of 12 to 3. Mr. Laing, Mr. Sutherland and Mr. Madsen voted in the minority.

The meeting was adjourned at 1:05 p.m.


Bruce Laing
Chairman of the Board

ATTEST:

Board Administrator