

**Regional Transit Authority
October 28, 1994 Board Meeting**

Meeting Minutes

Call to Order

The meeting of the RTA Board was called to order at 12:33 p.m. in the 17th floor conference room of the Pacific Building, 720 Third Avenue, Seattle Washington, by Chairman Laing. The following Board members were present:

Chair:

Bruce Laing, King County Councilmember

Vice Chair:

Dave Earling, Edmonds Councilmember

Paul Miller, Tacoma Deputy Mayor

King County:

Martha Choe, Seattle Councilmember

Don Davidson, Bellevue Mayor

Jane Hague, King County Councilmember

Gary Locke, King County Executive

Greg Nickels, King County Councilmember

Norm Rice, Seattle Mayor

Pierce County:

Sharon Boekelman, Bonney Lake Councilmember

Ken Madsen, Pierce County Councilmember

Snohomish County:

Bob Drewel, Snohomish County Executive

Ed Hansen, Everett Mayor

The following Board members arrived after roll call:

Sid Morrison, Secretary, Washington State Department of Transportation

Cynthia Sullivan, King County Councilmember

Doug Sutherland, Pierce County Executive

Jim White, Kent Mayor

The Board Administrator indicated a quorum of Board members was present.

Public Comment

Mr. Laing:

I have 20 members of the audience who have indicated a desire to address the Board today. I will be very strict in limiting each speaker to three minutes.

Mr. Paul W. Locke:

Page 3-3 of the Master Plan includes a financial assessment which indicates the revenues the RTA is collecting. It is essential that the revenues from the farebox and other revenues cover a larger percentage of your costs. In fact, these revenues should cover the operating costs over a period of time. As you build the system, you should maximize the farebox

revenues or the taxpayers will not be able to pay for this. Page 4-4 refers to a subsidy ratio; I don't think there should be a subsidy ratio. You should be maximizing the amount collected from the farebox. You should collect the full amount from the farebox and advertising, etc.

Mr. Mark Dublin:

I live in Ballard and I am a transit driver. My favorite route is Route 7 and some of the tunnel routes.

It is painful to watch everyone struggle with this. We have the hard part of the regional transit system completed. With the CBD (central business district) tunnel and completion of I-90, the hard, technical part of the system is done. Even a subway through Capital Hill and the University District (U District) will be easier to complete. I think the tunnel from the Seattle CBD under Capital Hill to the University of Washington (UW), to Northgate and through Rainier Valley from the present tunnel to Boeing Access Road to the airport has to be considered the missing part of the I-5 project. This should have been built when I-5 was built. It is a missing piece of the region's infrastructure. The system won't work until that is done.

I would like to comment on the system traveling on the surface. I have some photographs I will distribute today that show a surface operation. My favorite photo is where a runaway truck knocked a San Diego light rail car into the surf board factory. This is not to say running rail on the surface is bad or that it won't work anywhere, but it does have its problems. You may spend the capital to provide surface rail through the U District to Lynnwood, but the trains may be stuck at 45th.

A regional transit system will include buses for the next decade. We need to figure out how to run them faster throughout the system. We could put RTA stickers on the currently operating Breda coaches and utilize 15 minute headways to Bellevue. We could do the same thing with some of the Route 7 Express coaches. There are many things you can do now to get regional transit going.

Mr. Jerry Banchemo:

I am president of the Rainier/Gennessee Merchant Association. My family has been in business in that area since the early 1940s. We have seen many changes.

My concern with this plan is the possibility of losing lanes of traffic on Rainier Avenue. I use Martin Luther King Way and Rainier Avenue. The traffic is getting worse and worse. I understand you are trying to do something with a regional transit plan. I have given thought to this. I have a possible solution for South Alaska, Martin Luther King Way and Rainier Avenue: take 100 feet on the west side of Rainier Avenue to be used for rail and existing bus systems. If you look at the west side, you have a hillside that would be hard to use for economic development.

We have been having meetings. We will have a meeting on the third Wednesday in November to bring the various property owners together to discuss this. I only learned of this meeting this morning. I closed my business to come and express our concerns, because we have only have two arterials north/south so it becomes very congested. I suggest you look at using 100 feet on the west side of Rainier Avenue for exclusive bus and transit lanes. The impact on businesses would be very minimal.

Thank you for your consideration.

Ms. Deborah Pierce Sterling:

I live in North Seattle.

In general I approve of surface rail. There are various technologies to make it efficient, fast, safe and quiet. There is no need for excess tunneling. I cannot take a subway. I am one of the 10 percent of the population who suffers from seasonal affective disorder. In the winter, the only time I see the sun is when I commute. This is very serious. What happens to people when they take the subway? They are afraid. It is dark and dingy. There is a certain amount of crime involved. Every year you will have to pay for the patrolling of the subways. What happens to people? They can't look out the windows to see the beauty of Seattle. They do not get the natural advertising of seeing businesses. They begin averting their

eyes from each other, both on and off the subway. Eventually people won't be looking at each other. That is what makes Seattle special now; people are willing to look each other in the eye. This will disappear 20 years from now. I don't think that can be underestimated. You know how this is if you have visited Washington, D. C., or even San Francisco.

Thank you.

Mr. Jeffrey Sterling:

I have served as a citizen volunteer to this public process for years now. I wish I didn't have to say the things I am about to say. It has to do with politics. These are the conversations in the hallway that no one comes to the Board to discuss.

I have a business in the Westin Building. We are going to have the largest internet backbone company in the Pacific Northwest in the next four to six months. I got into this because I felt the political process got to the point where opportunities for people to participate and find out what is going on have been diminished. There are opportunities to change that and to use technology to sell ideas and promote opportunities. If this regional body can come to consensus on Option 2.5 or the White/Earling plan, I personally am going to take on, as a demonstration project, selling that project using this multi-media technology. I plan to do this on a personal, volunteer basis.

(Board members Sullivan and Sutherland arrived at this time.)

On the other hand, if we are going back to some of the Joint Regional Policy Committee (JRPC) proposals, I intend to use the knowledge I have gained about the public process to go back to the old ways and publish information so that everyone gets involved to kill the project. I would favor not only killing the project but openly discuss who took the opportunity to do that.

Quite frankly, I was thinking about the movie "Little Big Horn" with Dustin Hoffman. In the movie, Custer was looking down at Little Big Horn. Everyone told him not to go into battle. That will be the case if you take on that tunneling project.

Mr. Tom Brown:

I am Vice Chair of the Regional Transportation Coalition. I have lived in King County and worked in Snohomish County for the last 30 years.

The other day when we were discussing the RTP (Regional Transit Project) and the RTA, we went beyond the plan. As you know, a plan is no better than the skill of its execution. My remarks are not directed at what the plan should be; my remarks have to do with how it is presented and executed. Under this is something we haven't talked about and that is the credibility of the RTA. Part of that is the referendum we are about to come to. People have said let's give the RTA a shot at it.

One need is to communicate a more clear sense of priority. Expanding and integrating bus service early on is good. The prospect of a regional transit pass fairly soon is not unrealistic. Experimenting with trunk bus soon also is in the cards. Commuter rail experimentation makes sense. That sense of priority and staging, which does not leave out the new rail, is needed. The new rail won't go in the day after tomorrow, but securing right-of-way is important. We would urge some sense of prioritization and staging in the ballot issue. Leave flexibility because we know all the projections are wrong. Ten years from now, even five, everything will be a little bit different. In this process the RTA may enhance its credibility and gain the confidence of the voters.

Mr. Mike Vaska:

I am an attorney with Foster, Pepper and Shefelman. I live in Issaquah. I am Chairman of the Regional Transportation Coalition, which is made up of business, environmental and civic groups.

Our coalition has walked a long path with the RTA; we supported your formation before the King County Council. Last year we sought to work with you to develop a regional solution to the regional transportation problems that voters can support. We appreciate the opportunity you have given us to engage in the dialogue of issues facing you. We are motivated

to spend time and energy by the realization that the ability to move throughout the region grows worse every year. Once in each generation we have the chance to do something about it. This is our chance; we have to make the most of it.

How do we develop a regional program not so costly that it puts off the voters? How do we convince them to turn over billions of dollars to implement what is untested rail technology, and a plan that is regional but offers credible prospects for them not getting service in the first phase? Mr. Laing and others have attempted to do that and have tried to strike a balance in the region. We believe it is of paramount importance to think of this as a regional plan first and foremost, even after many make hard choices about what is best for your community. The RTC and others will support you in making these hard choices. The voters say they will support you as well; in your survey three to one agreed with the proposition that taxes raised in each area should be combined for transit problems existing for all of us. None of us who support regional transit should forget there can be a plan without success in the region because it tries to do too much for each local community. We believe any plan should be fiscally constrained to avoid this possibility. We believe a truly regional plan can be presented that is limited to a .5 percent sales tax increase for a maximum of 15 years. We look forward to the successful conclusion of your deliberations.

Mr. Ted Bradshaw:

I appreciate the opportunity to address you. I am the President of the Roosevelt Chamber of Commerce.

I have had the opportunity to do some investigation of other communities' rapid transit in the last two or three months since we found surface rail might be a possibility. I went to Portland and Vancouver. Our information from them confirmed the logic that a tunnel through a heavily impacted area, through the U District and the Roosevelt area, is the only logical option. Construction impacts merchants drastically. In Portland as much as 50 percent of the walk-in traffic was lost during the construction period, which could be seven to 15 months. I know of no merchants in the Roosevelt area that can bear that burden and remain in business.

We found from the members of the RTA and the people in Portland that businesses tend to change in character from destination businesses to convenience businesses. Fifty-four percent of all merchants in Roosevelt are destination businesses. We can see a loss of perhaps thirty to forty percent of the business with a surface rail system. That would be a heavy loss in terms of individual businesses, but also for the district in general. The recovery period would be a number of years. The loss of property value and income for various individuals would be significant. The amount saved by using surface rail rather than a tunnel probably would be diminished by economic impacts to the community, including taxes generated by the community.

(Board members White and Morrison arrived at this time.)

I was pleased to see our two county executives from King and Pierce Counties coming through with an option that included a tunnel from the U District and the Roosevelt area. Our concern is that stopping at NE 65th puts a tunnel exit in the middle of a heavily congested residential and business community. By moving the portal 10 blocks north there is a very open area for exit without impacting residences or businesses. I would share the map with you.

Thank you for this opportunity to speak, and I appreciate the work you are doing.

Mr. Al O'Brien:

I am a City Councilmember from Mountlake Terrace.

The Mountlake Terrace City Council adopted a resolution on October 17 regarding the plan for electric rail transit. I will read it to you:

Whereas, Snohomish County needs light rail service from King County to connect with employment, education, commercial and medical areas; and

Whereas, light rail from King County should serve as many Snohomish County activity centers as possible in the first phase; and

Whereas, Blue Cross headquarters is the largest employer in Mountlake Terrace;
Whereas, rail stations at 236th and 228th would bring intolerable increases in traffic congestion, noise and pollution to single family areas; and
Whereas, I-5 is too distant from South Snohomish County's major needs, such as Blue Cross, Stevens Hospital and Edmonds Community College;
Now, therefore, the City of Mountlake Terrace resolves that rail should not operate on I-5. The light rail alignment should be on SR-99 to the old Interurban right-of-way. The rail line should have stations at Aurora Village, Blue Cross, the Lynnwood Park and Ride Lot and at Alderwood Mall.

The station at 236th and I-5 is proposed at the park-and-ride lot. That area's infrastructure is not designed to carry this volume of traffic. Lakemont Boulevard has a 25 mph speed limit. This would be turned into an arterial. 236th only feeds traffic to the eastside from 44th Avenue West. This would bring in traffic from other jurisdictions, such as Lake Forest Park, Edmonds and Lynnwood to the park and ride lot area. That would cause intolerable congestion. This is a residential area. If you have to have a park-and-ride lot in that area, the best place to look would be at the King/Snohomish County line. There are roads available to serve such a station.

Mr. John Curtin:

I am the Mayor of Bothell.

I would like to compliment the Chair of the Board for coming to this point. You have done a lot of work. I would like to raise some points relating to the Chair's proposed Phase I draft. This relates to comments to the map that was provided. In looking to the future, one element I think is missing is to connect Totem Lake to I-5 along I-405, perhaps south, but I will speak to the north. Light rail may not be included in Phase I, but it should be included on the map.

The phasing of construction for trunk bus service, which I can't say enough about, should take into consideration those areas not receiving a rail component in Phase I. We need to look at that as a fairness issue. The Northshore area and Bothell/Woodinville areas would be affected. Growth is occurring in South Snohomish County and North King County, near the UW and Cascade College, which will be increasing by 10,000 FTEs (full time equivalents). That potential growth needs to be addressed.

Mr. Terry Lukens:

I am a councilmember from the City of Bellevue and a member of the Eastside Transportation Program (ETP).

Some members of the RTA Board voted on the third runway yesterday. This morning a steering committee met to review the RTA proposals and to provide last comments. I will read our letter to you:

The ETP appreciates the opportunity to provide these comments on the proposals currently before the RTA Board. ETP continues to advocate for the recommendations submitted on October 14, 1994. The following comments highlight those previously-stated position issues that we feel deserve special note and respond to the Chair's recommended Phase I Proposal as outlined in the October 27, 1994 memorandum to the RTA.

1. Future light rail in the I-405 corridor north from the Phase I terminus to Swamp Creek should be included in the RTA's plans for later phases of implementation.
2. ETP supports the general funding level (.4 percent sales/.3 percent MVET) included in the Chair's proposal.
3. ETP supports the Regional Trunk Bus system outlined in the Chair's proposal. In the interim, the following should occur.
 - a. provide additional bus service to mimic rail in those corridors scheduled for later rail facilities to build ridership;
 - b. begin implementation of regional trunk bus service within three years after a positive vote.

4. ETP restates its support for light rail east/west across I-90 through downtown Bellevue serving Overlake and the South Kirkland area. Specific alignments and a Factoria connection would be considered during project level planning.
5. ETP supports exploration of connections to the regional rail system at an Eastside location outside of the Bellevue downtown transit center, with particular attention focused on South Kirkland and Factoria.
6. ETP cannot accept a proposal that does not provide a regional solution to address the transportation needs of the I-405 corridor between Bellevue and Renton/Tukwila.

ETP urges careful consideration of our comments by the RTA Board.

It is ironic that you are meeting here; many of us spent years meeting in this room as members of the JRPC. I think all the good work and good vibes here will also occur today or tomorrow and bring you to a conclusion. We wish you well.

Ms. Doris Cannon:

In the resolution adopted by the Mountlake Terrace City Council, we are not saying "NIMBY" (not in my backyard). We are saying we do not want our city destroyed as a convenience for others. We are saying don't put rail on I-5; put it on SR-99 and you can still get to Lynnwood.

I live by the I-5 corridor, which is being improved for motor vehicles. I think it should be kept for motor vehicles and not be cluttered with construction of rail. SR-99 extends from Canada to California. Using it provides some good alternatives.

I understand the RTA Board is set up according to population, which makes it a win/win situation for Seattle and King County. Neither Pierce nor Snohomish Counties have equal representation, but if this passes they will be sharing the billion dollars of tax burden. How can one elected official from one small city, with one vote, represent the other small cities in the county and protect their interests? I think every city in each of the three counties should have a representative on the RTA Board. I wouldn't vote for any of the plans reviewed so far. Routing on I-5 is intended to give the appearance of including Snohomish County in Phase I without analyzing our needs or cost. I had hoped it would be possible to develop a plan for each county and then join them to form a regional network. This way people of all three counties could be involved as it progressed while seeing what they are paying for.

Ms. Nancy Lamb:

I am a citizen of Tukwila, which is not represented on this Board. I am not here as a NIMBY. I am fairly progressive and active in my community. I don't mind paying taxes when it is for quality of life reasons, in my community and society as a whole. The current plan for rapid transit and light rail serves only a small portion of the potential passengers in the region. However, the voters may approve it. Those fiscal considerations don't trouble me as much as the cost to run surface rail on Pacific Highway South through residential areas and the school community. Officials urged you to use Interurban Avenue and serve the business community by connecting the system to Southcenter. I had hoped to establish a neighborhood center where you plan on putting in major disruptions. This will restabilize that part of our community. Unless you change the plan to provide service to Renton and Southcenter, you will find many organized forces opposing it.

Don't spend the bulk of our dollars by putting tunnels through the Capital Hill area when you need to serve our part of the region equitably and contribute to our quality of life.

Mr. Ron Lamb:

My concern is about the selection of SR-99 through Tukwila. I would prefer the use of Interurban. I didn't have much time to prepare my remarks for today; I learned of this proposed routing only last week, even though I am on the mailing list.

I live in Tukwila, two blocks from SR-99. This is the house I grew up in. I am also interim President of the Foster Community Group. Others could not be present to speak today.

Why should you care? I want you to know the depth of my feelings. Tukwila is a small town with small town values. The residents taxed themselves to build a new Foster High School two blocks from SR-99. In February when other areas had trouble passing their school levies, we approved our levy plus a bond issue to remodel the middle school and one of the elementary schools. A rail line with this station brings blight. With a station comes high density development.

Tukwila engaged in a visioning process two to three years ago. Last year we did it for SR-99. The citizens, overwhelmingly, said protect our neighborhoods and redevelop SR-99 but keep it in scale. A rail line is not in scale with these neighborhoods.

If you look at the economics of locating stations, a station dictates high density. In Vancouver there was some remaining single family neighborhoods near the stations, but in questioning Burnaby officials, they said it will not stay that way. The staff says there will be money available for neighborhood betterment. What if there are cost overruns? What if there is no state funding? What will be cut? What is the soft money?

Trust is an issue. Why should we trust regional decision-makers? It looks like you are sticking it to South King County. We have taken more than our share. One of my questions would be how does this affect neighborhoods who will be asked to approve this at the polls?

Mr. Larry Fogdall:

I am speaking as an individual who has followed transit developments for a dozen years. We must view the RTA system as a long-term investment. The public has been telling the Board to built it right the first time. The Board should not consider some of the recent compromise options, such as Option 2.5, that give away too much. The investment with the best payback has maximum ridership. I urge you to go for that option. It was noted in the Seattle Times there are some numbers difficult to believe. Those with the straightest shot always came out best. Go for the highest predicted ridership and develop that ridership.

The tunnel consistently yields the highest number of riders. The fastest service guarantees success. As was suggested by the Roosevelt Association, a portal at 75th may be the optimum location. A continuous tunnel, in a straight line from the First Hill hospitals to the U District, with no jogs or deviations would be best.

The RTA should "hug" the University. We should serve the Health Sciences complex as well as central campus, via a tunnel. On the map there is a reference to Campus Parkway; this is not adequate to serve the Health Sciences complex. We should stay off the surface in the U District. This would be a transportation failure and it would have a poor future.

Mr. Robert Whalen:

I am concerned about the continuing insistence that the RTA include expensive tunnels, especially north of the Ship Canal. This would sacrifice a lot of service in other parts of the region. A tunnel would also result in a campaign against the proposal by supporters of the regional rail system. By demanding a tunnel, Seattle is showing its unwillingness to sacrifice for regional cooperation. They are forgetting that regional support is essential to a prosperous Seattle. There have been newspaper articles about the deterioration of the Seattle retail core; there is a feeling that Seattle will turn into another Detroit. There is another comparison with Detroit. Several years ago they pushed through a light rail people-mover system. This was a prime example of political foolishness. It could not connect with the subway because there was a lack of regional cooperation. It operates at a loss but they won't shut it down and admit failure. They could have purchased each rider a BMW or a limousine ride.

It would be better to consider events in Dallas. They proposed a rail transit way system similar to Seattle. It was soundly defeated at the polls. They revised it and approved the surface light rail with a minimum amount of tunneling. Construction is underway with opening in 1998. Detroit shows you can survive, but would you rather be Detroit or Dallas?

Mr. Hans Aschenbach:

Here we are again, talking about system design issues. The Roosevelt Neighborhood Alliance is here to support an underground system. We have been involved in this since 1990, since the RTA considered bypassing a station at the state's largest university and one of the largest employers in the area. We have put that to rest but today we are talking about underground versus at grade systems.

I am supporting undergrounding for two reasons. This more efficiently serves patrons in Snohomish County and North King County who want fast service to the center of our regional development. I think voters understand that.

Our sense, as an organization, is that at grade transportation in the denser urban areas will be resisted by neighborhoods and business districts. Any cost savings will be eaten up by mitigating the impacts.

The current debate finds us at grade versus underground. The proposed cost savings are \$200 million, but this is a small percentage of the overall \$5 billion cost. In the U DISTRICT we are promised nice streetscapes. This would be nice, but our real problem is traffic. We worry that an at-grade system will lose efficiency and reliability and will not attract ridership to keep a problem from getting worse. Given the population and traffic increases, it is feasible that after Phase I is completed, it will be one giant system bottleneck. Headways for the trains mixed with cars will be severely restricted. Each accident will cause huge traffic problems. We may have to begin undergrounding in the UW as soon as the at-grade system is operational. We are not talking about a gold-plated system, but one that will work from the start versus one that will not.

The trouble with doing something right the first time is that no one appreciates how difficult it was. We all appreciate your efforts. I think voters have been educated on short-term versus long-term solutions by the Kingdome situation. Please don't take the short-term solution but give us something for the next 20 to 30 years. We believe the voters will pay the price.

Mr. Dean Claussen:

I am speaking today not as a citizen of Bellevue, but of the Central Puget Sound region.

Regionality has been lost to a certain degree in the talk about equity. Vision and boldness, not timidity, is the order of the day. It is difficult to know what to say, being as involved as I am. Today's decision is the most important thing happening in the region and will be for the next 20 to 50 years. I am afraid your deliberations are being cost-driven. Remember you have authorization for a .9 percent tax equivalent increase and you are up to .5 or .6 percent. You haven't exhausted your authority. We can afford the system. We should not cut corners and be penny-wise and pound-foolish.

Mr. Aubrey Davis said this is a system for 50 to 100 years from now. The bottom line is regionality. How do you get out to connect the activity centers? You do it with a tunnel. It is absolutely essential that there be a tunnel under Capital Hill with a bridge over the Ship Canal. You need exclusive right-of-way. You can have that on the surface with barriers. Do it right. The Chair's proposal comes very close to doing it as right as you can. Please do it right.

Mr. Martin Fleck:

I am a home owner in the Roosevelt area on 70th. This is not just the location of Magnolia Hi-Fi. I am a transit advocate and a supporter of the regional transit system. I am ready and willing to pay additional taxes; I hope I am not alone. I said last week I think this should be done right the first time. I feel it will not be done right. I am representing myself and also have a letter from the neighborhood association.

The Roosevelt Neighborhood Association appreciates all of your efforts in community involvement. I appreciate it. We came to the high school on October 20. We discussed surface and tunnel operations. Mr. Ted Bradshaw gave a report. We endorsed only an underground alignment for the regional rail system at least as far north as NE 75th Street. The alignment we approved is not listed as an option. The surface option between the U DISTRICT and 75th was resoundingly rejected. Most said they would vote against the package if it included surface operations. We should go back and do it right. We did not have the opportunity to vote on a tunnel up to 8th and 65th with aerial structures beyond that. It seems you should have

brought it up to us eight days ago if it will be voted on today. Our support was for a tunnel beyond 75th. I think the RTA should realize that these 11th hour negotiations leave little room for public input.

We have big plans for moving people with rail. It is great and it is long overdue. I agree this part of the system should have been put in when the freeway was built, but instead you are in a negotiating effort. I know it is a budgeting nightmare you are fatigued. Please visualize plans between the U District and Northgate. Don't kid yourselves; put it in a tunnel where it belongs.

Mr. Charles Lewis:

If you are going to do it, do it right. I don't mind paying the first time, but repairs and modifications are something else. One of the proposals, which may not be doing it right the first time, is to use DMUs on the existing Burlington Northern tracks from Tukwila to Bellevue. In that case, you will affect my business, which is accident reconstruction. There are 19 crossings, mostly uncontrolled and a crossing at Coolon Park. In addition, these rails run forty feet from my home. You should consider that. Everyone in this community supports rail, but it should be done right the first time.

Ms. Barbara Van Bogart:

I live in Renton. I am here on behalf of a group opposing the use of the Burlington Northern tracks for mass transit.

The rails on the east side of Lake Washington run close to several hundred homes, four parks and the lake. You have heard from us on this topic. I will summarize my remarks. This week the RTA planning commission told our neighborhoods that many of them didn't know about the number of homes, wetlands and wildlife sanctuaries near the tracks. They weren't aware of the Lake Washington bike trail. They were not aware of the 19 crossings and low speed limits, as low as 10 mph. We were able to provide information about the Coolon Park usage; over one million people have passed through the gates and over the tracks. In addition, over 50,000 boats were launched at the park last year. The other three parks are equally well used. This is representative of the quality of life for which we pride ourselves. We must not lose our perspective when designing this transit plan. As neighbors and voters we are concerned about the lack of information provided to those planning our transit needs into the 21st century. I submit the DMU proposal does just that.

Before we consider using the rails adjacent to Lake Washington, we must adequately explore more realistic, less expensive ways to serve our community. I am not opposed to mass transit. I am opposed to hastily prepared proposals that do not consider neighborhoods, wetlands and parks, especially if it is not useful in the end. I don't think this will enhance mass transit. I think other options are less expensive, less intrusive and will serve us as commuters.

Ms. Carol Bernasconi:

I am a neighbor and live along the tracks on Lake Washington. I hope you have heard my comments before. I hope you have read and considered the letter with over 75 signatures saying why this doesn't go with the plans of this Board and predecessor of this Board. I will not rehash that. Please read the letter.

I will comment on the Master Plan. The revised draft, dated October 27, 1994, indicates on page 2-10 that the extension of I-405 south between I-90 and Renton has been covered by the environmental impact statement (EIS). I looked at it previously and said they had not completely reviewed the environmental impact on this area because use of the tracks had been dropped due to the low demand in that area. I would ask that the Board or staff look into that.

In addition, I would like to suggest that if the interest in using DMUs on those tracks continues, this Board should follow the Chair's recommendation from last night proposing that dollars be split between south and east King County and that a careful review of the use of those tracks, the impact and viability be considered in conjunction with a community group. I hope that is sooner instead of later so we know in the spring what we are proposing to the voters for cost and implications. We have an active community group. We are willing to help make that review. I would like to be included. The equity provision you are trying to follow is great; I just hope we can take a careful analysis to be sure it is a legitimate review.

Mr. King Cushman:

I am the Director of Transportation Planning for the Puget Sound Regional Council (PSRC). I have some comments on the Master Plan.

We are going into a new ballgame in how the region will develop over time. With the growth management act and the metropolitan transportation planning efforts, we have been doing recent modeling on travel demand to see the consequences of policies people have been advocating--those in Vision 2020. You are restricted to what exists and what is adopted. You are not allowed to look at future changes in policy. The time horizon is 2010. What we are saying is there will be 30 percent higher ridership by 2010 than we say under the 2020 plan. There is three times as much ridership as you are looking at now in the most ambitious Phase I plans. There would be about 1 million daily riders on the transit system. Today there are 300,000 or so for all four counties. Just on the rail line it is as high as 180,000 people per day. Considering today it is 300,000 in all four counties, that is a high demand. It is 14,000 per direction by hour just north and south of Seattle. It is within the range of your modified Master Plan to accommodate that demand.

What are the consequences? The region, in cooperation with the state Department of Transportation, must look at a new way to finance and develop a new transportation system. We might have to be more ambitious. We need greater HOV system development and more pedestrian and bike improvements. There isn't any one right way. There is a whole host of things needed.

I have three observations. Please don't diminish the possibility of future performance you may want to accomplish in your Master Plan because of the expediency to get Phase I started. Focus on equity. Ruth Fisher probably regrets that she ever included that language in the legislation. I hope we can focus on mobility and benefits instead of the dollars involved. There is reason in a regional system to have larger capacity. When things come together in water mains, it is the aggregation that means you need bigger facilities. This debate has helped us with policy decisions and what we should be thinking about for future financing and how to define equity.

I give my compliments to the Chair. Thanks for trying to pull this together.

Mr. Mark Silver:

I am the Chair for the Snohomish County Puget Sound Light Rail Transit Society (PSLRTS).

I urge you to realize in planning this system that Everett is a major market. There needs to be regional service at the first. I heard the choices you are facing concern how voters will look at the plan. What will they think of the plan you have put out there? Listening to this conversation and reviewing previous discussions, I seriously ask whether the Board wants Pierce and Snohomish Counties included in this plan. Some of the suggestions for proposing funds give us the idea that if Snohomish and Pierce Counties opted out, King County representatives wouldn't care less. What you want is a plan that serves King County, Seattle and Bellevue. People in Snohomish and Pierce Counties are as real and needy as those in King County and Seattle. You must keep this in mind or this could be the laughing stock of the nation. Everett needs a light rail system up front. You have in your minds that people are willing to pay more for a comprehensive system that will tie the area together in the first phase. I don't see how it is possible to spend so much on a tunnel under Portage Bay to achieve an average speed increase of two minutes. This can't be warranted and justified. People in south Snohomish County would not be served by a faster system with a tunnel under the U District. The people in Snohomish County may not get service at all. You need to conduct more surveys and polls; ask the public and then publish the results. You need more public discussion of what they want and are willing to pay for.

Mr. Robert Pantley:

I am a Kirkland City Councilmember.

I understand part of what you have to do. We really need a regional transit system. I attended the ETP meeting today and they want to get a yes vote. I think in order to do that it has to be a system that works and achieves a fair share or parity. In achieving parity to the Eastsider, and the greater Eastside, I think we have to do that to deliver a vote. If not, we will be

defending a system that doesn't work and there will be a no vote. We want to promote this system. We brought to you one more time what we believe are the main elements for a yes vote.

I think our presentation is a regional presentation. We must have access from the north part of the Eastside in south Kirkland and to deliver HOVs (high occupancy vehicles) and SOVs (single occupancy vehicles) from Bothell, West Redmond and Kirkland. We need that same rail connection for people in Issaquah. Under the current system why would anyone in Issaquah vote for this? I think we do that by delivering a rail connection in the south Bellevue area. To do this we added numbers. I understand the need and desire for tunnels, but we need to deliver a minimum system. The proposal indicates that \$620 million, which is 13.5 percent of the money to be spent on the Eastside, be used for this purpose. What is the funding mechanism of the dollars delivered by the Eastside? We have stiff opposition on the Eastside. We need to be able to promote this. We took numbers from the Department of Revenue, which says in an estimated amount the greater Eastside will deliver 22.8 percent of the revenue. Delivering only 13.5 percent of these funds back to the Eastside will kill those of us who try to promote it. Our proposal asks for \$820 million. This would deliver 17.2 percent of the dollars expended towards the greater Eastside. This is still below the level of funding generated on the Eastside. I hope we can promote this and get a yes vote. The most important thing is getting a yes vote.

Mr. Gordon Edberg:

I am a City Councilmember from Mercer Island. I also serve on the ETP.

We have enthusiasm for the Chair's proposal. I would encourage that there be a further look to the Eastside. We very much want to see this approved. I think there needs to be some attention given to the connection to Renton. In that proposal it may be insufficient to recognize the need with the \$100 million identified. In general, we think there needs to be consideration given to South Kirkland as well. There needs to be more done to generate support for what will be before us in the spring. We feel strongly about the I-405 corridor. We feel strongly that is a growing north/south route that may go beyond percentages you posted here. Mercer Island is in the middle. We are interested in a system that provides mobility. To that end, we have supported by resolution, the recommendation from the ETP with the additional condition that it supports systems running north of the CBD. Mercer Island is very excited and interested in being part of this and is interested in helping to implement the program. We are in the process of implementing things in the downtown and conducting a design study that would incorporate the system after traversing I-90. Members of Metro and RTA will be participating in that event. We have demonstrated an ability to review and accomplish permits in a timely and fast fashion. The cost impacts caused by the struggle that can occur in getting approval.

State Representative Bill Reams:

I would like to congratulate you on your work over the last decade. You have done it with courtesy, good humor and perseverance.

My remarks today are my own. I am pleased this group decided to phase these projects. I think that is the way people understand it the best and work can be done the best. I am concerned that the first phase is getting very large. If I had my druthers, I would buy the right-of-way for a complete system. I would go to the public and tell them we are going to buy the right-of-way and call that Phase I. This would enable transportation and land use planning to be done properly. That is one of the problems with a system like this. There are bad examples all over the country.

Secondly, this will give various communities the kind of help they need to go with this kind of system and not worry about one or two communities getting the lion's share of the money. That is the problem right now. You need to get to the point there is confidence in what you are doing. Phasing is a help.

I think our population per square mile has to be the first topic of discussion. In Seattle this is 6,000 persons per square mile (ppsm); it is 3,000 ppsm in the suburbs. San Francisco has 15,000 ppsm. You can't run the same kind of systems successfully unless you jack up the population around the centers. We have had examples of that. People know low density equates to good living. That is a real problem. I think you might have a corridor where rail can work. For credibility, you have to confine it to that in the start. Go with HOVs and busways to handle the problems we have over the next decade. When I say that it was thought that busways could carry 15,000 people in the peak; now we are up to 20,000. If you are to

develop busways, you should build the stations to rail specifications and then wait the time when that would have to happen. You would avoid the big mistakes.

In Los Angeles and Miami they built billion dollar facilities in the wrong locations. Portland went to MAX without a zoning agreement with Gresham. They never said they would go high rise around the stations. You have to have those agreements first. Atlanta got the money that was coming to Seattle. At the north side of the city there is a massive traffic jam. They didn't assimilate the north station with the bus lines. I think if you move slowly, you can avoid the big mistakes. Acquiring rights-of-way would be a good way to do that.

The Board recessed from 2:05 p.m. until 2:55 p.m.

Legislative Task Force

Resolution No. 41--To Establish Election Date

It was moved by Mr. Madsen and seconded by Mr. Miller that the Board suspend the rules and place Resolution No. 41 on today's agenda after action on Resolution No. 40.

Mr. Madsen:

Resolution No. 41 deals with setting the date for the election. I believe it might be wise to take action on this resolution after the Board decides what proposal will be placed on the ballot. I would suggest it appears the elections officers of the three counties have met and they would like to know as soon as possible when this election will happen. They suggested they would like to know this date by November 7. There is probably more of an administrative constraint. I suggest that when we know what Resolution No. 40 will contain, I will raise the issue of Resolution No. 41.

The motion to defer action on Resolution No. 41 until after action on Resolution No. 40 was carried by the unanimous vote of all Board members present.

Finance Committee

Resolution No. 42--To Authorize Executive Director to Approve Interim Policies Necessary to Apply for Federal Grants

It was moved by Mr. Nickels and seconded by Mr. Sutherland that Resolution No. 42 be approved as presented.

Mr. Nickels:

Resolution No. 42 would allow the Executive Director to develop policies, procedures and assurances necessary in order to apply for federal grants. It does require that the Executive Director report this immediately to the Chair of the Board and the Rules Committee so there is a check. The W/MBE (women/minority business enterprise) policy is one policy the Board has already requested and required the Executive Director to report on. This allows us to begin accessing the \$300 million appropriation as soon as possible.

The motion to approve Resolution No. 42 was carried by the unanimous vote of all Board members present.

Mr. Nickels:

I know everyone is anxious to resolve our decision today. For every day we delay our project, the cost increases \$685,000. This means the Board should strive to make its decision today instead of tomorrow.

Resolution No. 40--To Adopt Regional Transit System Plan

Mr. Laing:

Resolution No. 40 would adopt a regional transit system plan. I will call on Ms. Choe to move that resolution, but before I do so, I would like the Executive Director and staff to call Board members' attention to the materials that have been distributed today.

Mr. Matoff:

We have distributed to you several documents (copies on file). You have Resolution No. 40 before you, which provides for adoption of the Regional Transit System Master Plan, which is described as Exhibit A. Exhibit A is the October 27, 1994 draft of the Master Plan. There will be additional copies distributed to Board members today, and they should be labeled "Exhibit A."

The Master Plan includes additional language, some of which has resulted from extensive discussion by the subcommittee chaired by Ms. Choe on the Master Plan, some points of which remain to be decided by the Board. There are two important parts that are missing: Chapter 3, Section H, which is basically a description of Phase I; and Chapter 4, Section E, which is the financial plan that corresponds to Phase I. There is also a section at the end of that describing the financial requirements to bring out depending on how large Phase I is.

Staff has also prepared, pursuant to the Board's instructions, a memo called "Additions to the Master Plan." In it you have the two sections, in a draft form, that are appropriate for insertion should the recommended Phase I be adopted. Chapter 3, Section H and Chapter 4, Section E are to be adopted for insertion in the plan. There are some alternative options which are before you. Last night we were instructed to bring back a summary of those. Those are in an additional memo to you from me, entitled "Summary of Options." Following its transmittal, there is a chart showing a summary of the options. They are #1, moved by Ms. Hague, the Davidson option, the Nickels option, which is a modified Option 3, and the Earling/White proposal, which was moved by Mr. Earling last night. For comparison there is a column describing the Chair's proposed option. Behind that those options are described with a very brief diagram showing a rail portion and the financial sources and uses chart we have been developing in working all the options with you.

There are, in addition, large quantities of analysis and paper produced previously. I understood you wanted a summary for today. Staff is prepared to answer any questions.

Ms. Hague:

The materials indicate, in Option 1, that the MVET increase of .25 percent would generate \$510 million. The same increase in MVET is reflected in the Davidson proposal, but revenues of \$410 million are indicated. Is this a typographical error? If so, does the total change?

Ms. Fina:

The \$410 million figure is correct. The total would decrease by \$1 million to \$2,820 million.

Mr. Miller:

What is the effect on the "uses" side of the chart?

Mr. Matoff:

We would have a lower reserve balance of \$162 million instead of \$262 million. The rail O&M (operating and maintenance) expenditure would increase to \$340 million.

Mr. White:

In looking at the White/Earling option under sources of revenue, it indicates the state and federal grants would total \$1,760 million. Under the Chair's proposal the federal and state revenues are shown as \$1.920 million. Can staff tell me why these figures are different.

Mr. Laing:

In preparing my recommendation to the Board, I took into consideration information we received from the Secretary of the Department of Transportation that state funding would be proposed to be based on a formula of 20 percent of the rail cost. Using that formula, I gave staff parameters that would produce \$130 million in a combination of federal and state funding, and I asked that they use a middle point between \$110 and \$130 million.

Mr. White:

The White/Earling proposal shows \$678 million for commuter rail uses; the Chair's proposal reflects \$586 million for commuter rail.

Mr. Matoff:

This includes DMU option in the I-405 corridor.

Ms. Choe:

I apologize that I did not reiterate my request that the Board be given ridership figures for each of the options. I think that is one helpful consideration in weighing the comparative value of each option.

It was moved by Ms. Choe and seconded by Mr. Miller that Resolution No. 40 be approved, adopting a Regional Transit System Master Plan.

Mr. Laing:

Attachment A is the substance of this action. It does contain a blank where a section needs to be inserted.

Mr. Miller:

I want to raise two items. The first is a clarification. In presenting the Master Plan changes in last night's meeting, Ms. Choe indicated there were a series of amendments and she said tomorrow she would deal with those language aspects of the plan.

Mr. Laing:

I think a logical sequence of events, and what I am proposing now, is that the Master Plan is before us as we work the Phase I option and perfect it. It has ramifications of specifics into those areas in which any of those have not been resolved. We would then go through the balance of the Master Plan and call for action on contested issues.

Mr. Miller:

For the purposes of discussion and not to cut off any other discussion, I believe it would be useful to move that the Chair's proposal be inserted as the Phase I alternative.

It was moved by Mr. Miller and seconded by Mr. Madsen that the Chair's proposal be inserted as the Phase I alternative.

Mr. Rice:

In your proposal, does a 20 percent state grant include \$190 million for the U District tunnel and \$60 million for Columbia City as shown under the Transit Development Fund category?

Mr. Laing:

The total funding, federal, state and local, is sufficient to cover those costs. The 20 percent I utilized to adjust the \$110 million to \$120 million would have increased this funding to \$130 million. My direction was to use a mid-point between the previous \$110 million assumption and that figure, raising it to \$120 million.

Mr. Matoff:

Specific sources have not been tied back to specific projects.

Mr. Laing:

The Board will now recess until approximately 5:00 p.m. This will allow groups, that do not constitute quorums of the Board, to meet and discuss various amendments they might want to converse with each other about prior to reconvening. There will be no action taken prior to 5:00 p.m. Several conference rooms are available in the King County Courthouse for the purpose of these conversations.

Mr. Sutherland:

I hope that if you indicated the Board would reconvene at 5:00, that that will be the case. Some of us may have other activities that may require our absence shortly after that time.

Mr. Laing:

I intend to try to reconvene at 5:00 p.m. and I hope everyone will be available at that time.

The meeting was recessed at 3:15 p.m. and the Board was called back to order at 6:00 p.m.

Mr. Laing:

The motion before us is the motion to amend Resolution No. 40 by inserting in Exhibit A, which is the Master Plan, the Chair's alternative, which is in the hands of each of the Board member. I understood that to be the motion made by Mr. Miller.

Mr. Miller:

That is correct.

Mr. Laing:

Is there any further comment from Mr. Miller?

Mr. Miller:

No.

Mr. Nickels:

We are trying to put together an amendment that will identify and deal with different concerns in different parts of Mr. Miller's amendment. There has been concern about the need for the trunk bus line service to begin early in the program.

The first element is to add \$100 million in order to speed implementation of the regional trunk bus system with eight lines. The intention is that the lines would begin in three years. If that money is not sufficient to implement all eight lines, then priority would be given to those in Snohomish County and East King County, and then to the West King County line and then Pierce County. Staff would be directed to develop a plan for implementing those trunk bus lines as soon as possible with that \$100 million.

The second element is to add \$200 million to the transportation development fund for Pierce County. That is to deal with a concern they have expressed about the return on their investment, or the dollars being spent versus that contributed by taxpayers compared to other regions.

The third element is a \$25 million addition to the transportation development fund for the North King County subregion. The dollars identified in the Transit Development Fund have North King County to date is equal to the amounts delegates believe is necessary for grade separation. There would be no dollars available if grade separation goes forward as they believe is necessary. This would allow some additional capacity to make connections within the system even if grade separation goes forward.

Finally, \$40 million would be used for additional grade separation on the south corridor to allow for aerial alignment to Othello in South Seattle. This is an issue the King County Executive argued for and we believe it was taken out and it was not intended to be taken out.

There is \$100 million identified in the budget currently for the I-405 corridor between Bellevue and Renton/Tukwila. The amendment would call for that \$100 million to be used to explore alternative technologies and, if feasible, the RTA would pursue federal money for technologies such as DMUs for the I-405 corridor. It would direct staff to pursue those additional technologies.

The intent would be to have the Finance Committee come together this evening and take into consideration a number of suggestions made for this \$265 million addition. Those suggestions include a cash balance or a portion of it that has been identified, perhaps deferral of some of the north commuter rail stations in King County and other possibilities we believe are possible to fund these elements. I submit this as an amendment.

Mr. Sutherland:

I would be delighted to second the motion for amendments proposed by Mr. Nickels.

Mr. Laing:

There is an amendment proposed to the Chair's Phase I option. I would direct members to the second to last page of the "Summary of Options" handout. We would be adding \$100 million for acceleration of trunk bus service with a three year start date and prioritization as listed, an add of \$100 million to the transit development fund for Pierce County, an add of \$25 million for North King County, an add of \$40 million for light rail in the south corridor for grade separation from Columbia city to Othello.

Mr. Nickels:

Also included in the proposed amendment is the proviso on alternative technology for south I-405. This is a change in intent.

Mr. Miller:

I would like to add two clarifications. The first is that with the Finance Committee looking at alternate methodology for juggling dollars to fund this package, we are staying with the Chair's assumption regarding tax levels, time frame, bonding limits. We will be working within the revenue package and federal/state assumptions listed. Secondly, for the record I want it to be clear the \$100 million for study of alternative technology is not an ultimate endorsement or assumption that DMUs will be put in place or that existing railroad alignment would be used. That would be part of a public process to identify the best expenditure of those funds in the I-405 corridor.

Mr. Morrison:

I believe the proposed package is "do-able." While I saw, in this same room, the JRPC come apart with parochialism, I sense tonight there is a system with regional spirit in our grasp. Mr. Laing has brought focus to this. I am hoping maybe we can get on with this. After the vote taken on the airport, I think regional government has taken on a strength it hasn't always exhibited. I think we can be enormously proud of what we put before the people. On behalf of the state, who is eager to be your partner, let's take this step. I believe the proposal is "sellable."

Ms. Hague:

I would like clarification of how that trunk bus service would be completed.

Mr. Nickels:

We would set some priorities. The first would be Snohomish and East King County. The second would be a West side line which is split between the North King and South King corridors. The third would be Pierce County. I believe we may have enough flexibility that we will not have to phase it. I think we can move it along faster. Pierce County could expect to see an early initiation of the regional trunk bus service. We need to have staff put that plan together. That would be the order of priorities.

Mr. Miller:

The intent is that we will find a package that gets all or most of the trunk bus lines in service within three years after the vote. I would anticipate that service in Snohomish and east King County would be in place three years after the vote, to be soon followed by the west King County and Pierce County lines, if there has to be a delay.

The motion proposed by Ms. Nickels was carried by a vote of 16 in favor and 1 opposed (Mr. Hansen voted in the minority).

Mr. Miller:

It is our understanding in Pierce County that we are taking a two-step vote. Tonight is a vote on Phase I and tomorrow is the final vote on the Master Plan and moving forward. There is still a question on the financing, which will be worked by the Finance Committee tonight and inserted as part of the vote tomorrow. There is, likewise, an agreement that must be formalized regarding construction scheduling which will be done over night and inserted tomorrow. I have one amendment to my amendment, that is I assume the Phase I plan principles would be adopted in conjunction with the Chair's proposal. It is addressed in the Chair's proposal and Phase I assumptions. I am looking at page two.

Mr. Davidson:

I have a problem. I understood we would give direction and bring this back tomorrow morning. That is a directional vote.

Mr. Miller:

I will withdraw my amendment and ask staff to present language that can be discussed tomorrow morning.

Mr. Laing:

We have an amendment before us to insert the Chair's option into the Master Plan.

The motion to insert the Chair's proposal into the Master Plan was carried by a vote of 15 in favor and two opposed. (Ms. Hague and Mr. Hansen voted in the minority.)

Mr. Laing:

We now have before us Resolution No. 40, with the Master Plan, with an option and financial plan inserted which is still before us for additional amendment. I understand the will of the Board is to act on this tomorrow morning, following an evening meeting by the Finance Committee.

Mr. Sutherland:

I would like to take this opportunity to express deep appreciation to the Chair and members of the Board who have helped put this together. I think it is of critical importance that we complete the work we set out to do and we do it tonight. I am late for another engagement, and Mr. Davidson has already had to leave. I believe what we have done here is to face an enormous issue. What we have done tonight is probably the most important local government decision this area has ever heard. This vote and the work done tonight is, by far, the most critical we have faced. To do it collectively and collaboratively and without too much blood on the floor is a testament to our abilities as individual members and our various constituents. I recognize this has not been an easy assignment. Since the beginning I have been critically impressed by the willingness of people to pursue a regional decision. Thank you very much for being kind and for being on a schedule that allowed me to participate thus far. I will see you in a couple of weeks.

Mr. Locke:

Before Mr. Sutherland leaves, I would like to say I empathize with his situation. Two weeks ago I had to leave the meeting to get married.

I am pleased with the way we have come together to represent various regions and constituents. We have been thinking regionally; we are not just thinking about tomorrow but 15 to 20 years from now. This plan reaches to all three counties. It puts light rail into all three counties and all parts of each region. I think this is a great testimony to all members of the Board and the staff. I don't think anyone ever thought we would meet the deadline or come up with a plan to meet the needs of the three counties. I express my appreciation to the Chair and the Board for allowing us to move off controversy.

Mr. Drewel:

I feel compelled to speak. It would be hard for me to overstate the compliments I would direct towards the Chair. This has been extraordinarily difficult. We are all very creative. We have some work to do this evening, but I think the important thing is we are looking at a regional plan.

Mr. Rice:

I think this group's charge to the Chair's recommendation is a tribute to Mr. Laing's leadership in putting the package before us. I think it is a tribute to Mr. Laing's listening to us and being sure our hopes and ambitions are reflected. In two days we have probably made two of the biggest decisions about the economic future of the Puget Sound region. The third runway and the regional transportation system really take us to the 21st century. It will move people and goods. It lets us be competitive. It is a tribute to everyone here. There has been give and take. There has been regionalism. We have compromised and reached an agreement that serves our constituents.

Mr. Miller:

I would add my appreciation and compliments to everyone around the table. I think we have fashioned a package that serves the entire region. It reaches into all three counties. It provides not just light rail and commuter rail but an adequate amount of bus service to those counties that require or need that above and beyond some of the rest of us. It is not important here who did not pull and wait in putting this package together; they battled for their own constituencies and felt comfortable representing the regional needs of the Puget Sound area.

Particular thanks and compliments go to the three county executives in getting this started. They brought us into a position of reaching the consensus we reached today. Far and above anyone the credit goes to Mr. Laing for being more than a politician, but for being a statesman, and for being the even hand at the tiller as the rest of us pushed and shoved in different directions.

Ms. Choe:

I think we are finally on track, after years of studying and struggling. I think this will take us into the 21st century and serve people in all three counties. I am excited about this. It is a direct response to what the public in all three counties have asked us to do. I think several days ago we were skeptical about whether we would reach this point. There was more honest, candid discussion by Board members in the past three months than I have seen before. This was the missing element for our predecessors. In the final hours be willing to build, but not compromise the integrity of the system. I feel enthusiastic and good about this vote. I look forward to going hand in hand to explain this to the public.

Ms. Hague:

I give special thanks to Mr. Laing for being so very fair. This has been an exciting opportunity to sit here and to debate our vision for the future and how to deal with transportation needs into the 21st century. I feel compelled to say we have a plan here today that represents a Master Plan. Many of us know I was very much in favor of a "snack" instead of a "banquet." I wanted the public to come back with an appetite for more. I was disappointed to vote no, but I wish you well.

Mr. Nickels:

This is a special day. Many have been working on this for a long, long time. Many were skeptical. It has been 25 years since voting on a true mass transit plan. It was in 1970 when a regional rail system was presented, and this was in only one county. We have put together a three county transportation system. I think that is a remarkable achievement. The winners are the people of the Puget Sound region. It is absolutely critical that the transportation system be up to the challenges of the 21st century. We have to compete with a world that is increasingly sophisticated and sensitive to the need to move people and goods. We cannot afford another 25 years of indecision. That cost is very real. Each day of delay makes this system \$685,000 more expensive. That adds up each day.

We need to get on with this. Mr. Madsen suggested, and I am going to support his efforts, that we move forward the election date by almost 60 days, which would result in a \$36 million cheaper system. It is essential we go out and do legwork in the communities to teach them why this is important.

I want to add my thanks for Mr. Laing's great work on this, and the staff's work on this. A year ago, when we came into being, I think we were skeptical about getting to this point. The work done by Mr. Matoff and staff, and the forum provided by the Chair, has been incredible.

Mr. Madsen:

I would like to thank everyone in general.

I should point out that for some people in the room, we started a year ago dealing with a \$13 billion plan. It is now a \$6 billion plan. We were able to put a package together that kept the tax rate down. It is important to point out we ended with a .4/.3 percent sales tax/MVET increase. A year ago it would have been easy to jump into raising that. We stuck to this

and put our own fiscal constraints on it. We restricted the bonding we were going to do so that at the end, we will have a revenue stream for additional work or a reduction. We have done something here that is economical. It will do the job.

I appreciate also the way we have come together. Three days ago I would not have bet on our reaching a decision today.

Mr. Earling:

I would like to thank the Chair. This is the first opportunity I have had to serve on a panel with a regional nature. If given any other similar opportunities, I could only hope the project would be chaired by someone with the same quality of leadership.

Second, my compliments go to the staff. I know the public thinks it can imagine the stress and strain that has been placed on the staff, but it is my sense that not one of us can understand it. I compliment them for always being ready to answer a question or find an answer.

I think the last comment I have reserved is to us compliment ourselves on coming to a regional decision. I would hope in the coming months we can keep that focus but more importantly, that those of us who go off the Board can help remind new members that there is a regional concept. We think regionally. We have taken a great step forward this evening but the plan will not be completely developed through our progress this evening. There will be additional steps taken to improve it. We will have to begin discussions on phase two at some time.

Mr. White:

I would echo the comments made regarding Mr. Laing's leadership. We have reached a tremendous milestone, but it has just begun. We have to go out and sell this plan. We must work with the public and leave no stone unturned. I look forward to this. This has been a learning experience and I look forward to learning more from the public.

Ms. Boekelman:

I have been very impressed with everyone and the regionalism. Thanks to Mr. Laing for being the fair person he has been. We should leave with the idea we have to keep in mind those cities not being served in Phase I. We should keep in mind we need to give assurances that when this part is over, they will be served. We have not finished something tonight, we have just started.

Ms. Sullivan:

It is not only my privilege to serve with Mr. Laing on this body, but to serve with him on the King County Council. It is like this all the time with Mr. Laing; he is always fair and always a statesman.

I also thank Mr. Nickels, who I consider to be the King County Council's power forward on this project. Thank you for taking care of the financial details.

Getting to know the people from the three counties has been wonderful. We are fundamentally changing the way we do business. Mr. Rice said there have been two profound regional decisions made in the last 24 hours. Both of them will implement a bigger phase we have subscribed to in the growth management plans. Through this fundamental change we are setting the stage for our children and the future in a positive way.

Mr. Laing:

I am proud of each of you for standing up to very tough decisions. Your thanks really are shared with Mr. Matoff and staff who have been heroic in their efforts to provide information we needed to make our decision. Mr. Nickels will be convening a meeting of the Finance Committee later this evening.

Mr. Nickels:

This evening's Finance Committee meeting will take place in this same room.

Mr. Laing:

Is it Mr. Madsen's desire to continue action on Resolution No. 41 until after action on Resolution No. 40?

Mr. Madsen:

That would be my preference.

Ms. Walker:

Tomorrow's meeting is scheduled to begin at 9:00 a.m. in the King County Council Chambers in the King County Courthouse.

The meeting was recessed at 6:45 p.m.

Reconvene Meeting

The October 28, 1994 RTA Board meeting was reconvened at 9:35 a.m. on October 29, 1994 in the King County Council Chambers Room 402, 516 Third Avenue, Seattle, by Chairman Bruce Laing.

Mr. Laing:

The October 28, 1994 meeting of the Board of the Regional Transit Authority is reconvened; it being the morning of October 29, 1994.

I intend to go through my understanding of what we have on our agenda to accomplish this morning. We have available to us the four rooms that we had access to yesterday afternoon should we decide to recess for discussion purposes. So, the entire process again is for the Board to utilize the ways that make them feel most comfortable about making those decisions. With that background I will ask Marcia to call the roll.

The following members were present:

Chair:

Bruce Laing, King County Councilmember

Vice Chairs:

Dave Earling, Edmonds City Councilmember

Paul Miller, Deputy Mayor of Tacoma

King County:

Martha Choe, Seattle City Councilmember

Don Davidson, Mayor of Bellevue

Gary Locke, King County Executive

Greg Nickels, King County Councilmember

Norm Rice, Mayor of Seattle

Cynthia Sullivan, King County Councilmember

Jim White, Mayor of Kent

Pierce County:

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

Snohomish County:

Bob Drewel, Snohomish County Executive

Washington State Department of Transportation:

Sid Morrison, Secretary

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

Mr. Laing:

Thank you. Does the Board Administrator have any comments to make regarding logistics or other business.

Ms. Walker:

If the meeting continues through the lunch hour, lunch will be provided for the Board.

Mr. Laing:

So we all have a common understanding of what intend to cover this morning are the action items that remain before us. When we recessed last night we had on the table Councilmember Choe's motion to adopt Resolution 40. Resolution 40 is the umbrella resolution adopting Attachment A, the Master Plan. We have now amended the Master Plan by inserting the Phase I and Finance Plan that we adopted last night. Our action was to amend that and insert it into the Master Plan. So we have further amendments to the Master Plan and the adoption of Resolution 40.

We also have proposed Resolution 41 out of the Legislative Task Force before us. Resolution 41 is to establish an election date. We will act on that after our action on the Master Plan. Those are the action items that the Chair thinks are before us, if there are others that come to the Board members minds for purposes of all of us having a common interest in them, you should identify them now. Mr. Matoff.

Mr. Matoff:

Thank you Mr. Chairman. There are some issues relating to language itself in the Plan that the Board needs to discuss and resolve. Additional amendments to the motion that has been made.

Mr. Laing:

The bulk of our work this morning is to address those. Tom Becker of Preston Gates and Ellis is our legal counsel this morning. He's on the team that Bob Gunter supervises and is standing in for Bob today, but Tom has been working on this and is familiar with our work and our advice from him is that we can adopt the Master Plan and delegate to the Finance Chair or to the Board Chair, whatever board members are more comfortable with.

Mr. Matoff:

There are a few additional items pursuant to the Board discussion and direction last night which have been brought to you this morning.

Mr. Laing:

Do they constitute amendments identified as action before us?

Mr. Matoff:

Yes.

Mr. Laing:

I have identified the Master Plan and would ask you to identify the other things.

Mr. Matoff:

The first thing you should have is the Master Plan with the October 27 date with a sticker on it that says Exhibit A.
Mr. Laing:

As we go through, if there are board members that need any of these documents staff will provide them.

Mr. Matoff:

The version of the insert that was adopted by the Board last night is in the form of the Chairman's memorandum to the Board dated October 28 and titled "Additions to the Master Plan." There was a similar thing from the previous day which is worded just a little differently and that has the two segments "Master Plan Chapter 3-Section H" and the final three pages are "Master Plan Chapter 4-Section E" and both of the two sections were included into the Plan. Now when that was done, we were informed that an additional Financial Plan shall be prepared so the last insertion has been revised and we will provide to you at 10:00 this morning a document that is titled "Financial Program."

(Boardmember Jane Hague arrived at this time.)

There will be another piece that accompanies that which deals with the issue of the financial plan, not just of Phase I but of the whole Master Plan.

Mr. Laing:

Is that the Financial Analysis?

Mr. Matoff:

The Financial Analysis #2 Master Plan. So those are the remaining financial pieces that need to be discussed by the Board.

Then there are suggestions of language which the Board should consider regarding the phasing of construction. This is two sheets; page one being 4.1 and the second page is 4.2. So, Section 4.1 is a list of principles that have been moved forward from the Finance section and Section 4.2 is a specific prioritization of phasing, for your consideration.

This is the draft language for it. Then there is an amendment to amend Chapter 3-Section H "Principles and Commitments" and it reads "Following construction of the Phase I plan, the revenue package described above (.4 sales tax and .3 motor vehicle excise tax) will be used, first to fund RTA rail, bus and agency operating costs, regional fare integration, and capital replacement; and, second, to retire bond indebtedness related to the Phase I Plan. When the Phase I Plan bonds are retired, the tax level will be reduced to a level sufficient to pay for the above described Phase I ongoing program costs

Mr. Laing:

We will take as much time as we need for Board members to get comfortable with what's there and any time you need a break for conversations we will take it. We will take the process of any Board member who requests a recess will get a recess.

We will continue with our discussion of Resolution 40 by asking staff to walk us through the amendments.

We will utilize Councilmember Choe's ad hoc committee on this to go through the amendments with explanations given by staff.

Barbara Gilliland, are you going to be the lead on staffing this? All right.

We can take a recess now if the Board members would like to. We will recess for five minutes.

Mr. Laing:

The Board meeting of October 28 having been continued over to October 29 is back in session. Barbara Gilliland is here to take us the Regional Transit System Master Plan, revised after October 27, 1994.

Ms. Gilliland:

Thank you, Mr. Chair. As was described to you, the format of the Plan that you have before you is essentially what you saw on September 9 or revisions made by the subcommittee through 2 meetings. Some of those revisions are underlined and some of them are bold. Staff recommends that the ones underlined should be incorporated into the plan and that the those issues in bold be addressed by the Board.

Mr. Laing:

The committee is recommending that the Chair move that the underlined items be adopted in one amendment action. Is that right?

Ms. Gilliland:

Correct.

Mr. Laing:

Again, those are actions that the Master Plan subcommittee recommends.

Ms. Gilliland:

That is right.

It was moved by Councilmember Choe and seconded by Mr. Davidson that the Board adopt the underlined items into the Master Plan, as recommended by the Master Plan Subcommittee.

Ms. Choe:

I just want to clarify that these underlined items constitute consent items and the bold items are ones where there was not consensus among the subcommittee members. I think the Board will want the prerogative to pull any of these out if we get to that point.

Mr. Davidson:

Yes I would like to keep that option available.

The motion carried unanimously.

Mr. Laing:

It is our intent to take the bold items one at a time.

Mr. Davidson:

Have staff reviewed all aspects of this document to make sure it's consistent with Phase I?

Mr. Laing:

My understanding is that staff is prepared to make recommendations section by section on amendments that are consistent with Phase I.

Ms. Gilliland:

That is correct. Also, staff did go back and take a look at this Plan in reference to what you adopted yesterday.

Mr. Miller:

Mr. Chair, I suggest we go page by page and if there are changes ask the Board members to comment.

Ms. Choe:

You know there was a lot of good discussion in the community and I move that Section B, which starts at 1-4 and goes to the top of 1-6, become Section A and Section A which starts on 1-1 become Section B.

It was moved by Ms. Choe and seconded by Mr. Nickels that Section B become Section A and Section A become Section B.

Mr. Miller:

On page 2-8 would the title or the heading of the B Section change?

Ms. Choe:

We were just going to keep the title as is. I can also refer to staff.

Mr. Miller:

I guess I would just ask for better language.

Ms. Gilliland:

We can do that.

The motion carried unanimously.

Mr. Laing:

Are there other amendments on Page 1-1? Page 1-2?

Mr. Earling:

On page 1-2 towards the end that says "it is clear that buses alone will not meet the need..." I think it should say something broader.

Mr. Laing:

I think the total section seems to deal with why we are going to rail? Why are we including rail? That's the context.

Mr. Earling:

There should be some language in there like "no single mode..."

Mr. Laing:

I don't have an objection. I am just trying to give you guidelines as to the context.

Mr. Earling:

So, I would like to amend the language.

Mr. Laing:

So we are on page 1-2 in the third bullet which starts with "In spite of innovative efforts...." Mr. Earling's motion is to strike alone and add *no single mode of transportation* in the last sentence of this paragraph.

The motion carried unanimously.

Mr. Locke:

We have about 40-50 pages to go. We've got a lot of other issues that I think are really needy to deal with time frames and anything else in terms of construction within the Finance Plan. I guess my admonition to caution everyone is: how many of us are really going to be looking at exact detail and placement of paragraphs, sentences, colons etc. next week, a year from now, or five years from now?

Mr. Davidson:

I think Martha, as Chair of the subcommittee, is just being very accurate. We spent two full meetings and maybe more on the master plan. This has been pretty well nailed down. I think she was just being sure that everyone's issues are covered and I appreciate her concerns. She has a series of notes from those meetings and I am sure they reflect the discussions of the committee.

Mr. Laing:

We are now on the "equity section."

Ms. Gilliland:

All of those sections are highlighted for Board discussion. We did craft some language last night, based on your adoption of the Phase I proposal to be included in this section.

Mr. Rice:

The equity principles in Phase I relate to the equity discussion on Friday.

Ms. Gilliland:

They may show up in a few locations.

The bottom part of the page we will address later. The top part of the page takes one paragraph out of Phase I document and highlights it in bullet form your objectives for equity. So, under equity it includes some balancing and cross relating, overcoming geographic constraints, ridership benefits, social equity factors, serving high growth areas early and overall regional benefits. It is staff recommendation that we also leave the second bullet as is. But we question the first bullet with the language that I just passed out.

It was moved by Ms. Choe and seconded by Mr. Madsen to accept the amendment. The motion carried unanimously.

Mr. Miller:

I have to apologize. The comments with regards to the equity principles in Phase I as they are inserted will those equity principles only relate to Phase I and not to the Master Plan?

Ms. Gilliland:

These are the Master Plan Equity Principles. They cover all phases.

Mr. Miller:

Whereas the equity principles that will go into Phase I will only relate to Phase I?

Ms. Gilliland:

That's right.

Ms. Gilliland:

We're now on page 2-4. This particular section was relating to how to address regional trunk/hours or in general the comments that were made during the subcommittee were "how do we reinvest regional trunk bus hours." There was concern by some Board members on how those hours got reinvested based on the interim development or the interim implementation of that particular service.

Mr. Laing:

Is it staff recommendation we adopt the language in bold?

Ms. Gilliland:

It is staff recommendation that we include the language that is bold and deleting the words that have been stricken over.

Ms. Choe:

Just briefly to provide the Board with a little background. We wanted to avoid some of the problems that other railroad transit agencies have experienced; to learn from the mistakes and problems that other agencies have experienced.

Mr. Davidson:

I would continue to look from a little perspective and that has to do with corridors. And I felt that service areas would be a better description of these. For instance, some corridors basically are more bus dependent. I am not convinced rail is the only way to move people around. And so the intent I had was that it somehow could be distributed to at least the service area.

Ms. Choe:

We used the word corridor to be more specific, areas is more vague in general. We have provided a little bit more direction.

It was moved by Ms. Choe and seconded by Mr. Miller to adopt the language at the top of page 2-4.

Mr. Davidson:

Basically then, the goal that bus service should go right back into that same corridor regardless of the amount of investment we get from that corridor for rail is the intent.

Ms. Choe:

Yes.

Mr. Davidson:

I want to get back to the original statement so that I make sure that I understand. "To avoid duplication of services when the rail system is extended along corridors served by regional bus, the bus routes may no longer be necessary for the regional trip purposes in that corridor."

Mr. Laing:

Right now we have a motion before us on specific language that goes to the point of if "rail service is will the regional bus service is really needed in that corridor".

Mr. Davidson:

I am trying to recall the discussions. When we decided the usual trunk buses was going through the corridor. We decided that trunk service would free up local hours. Right?

Ms. Gilliland:

That is correct.

Mr. Davidson:

With these local hours I basically wanted more flexibility within the service area so it could be distributed throughout the service area. And so the bus corridors in the trunk system now that we have, basically says you got to use those in those corridors.

Ms. Gilliland:

There are two definitions here. One is related to regional trunk bus. The other is related to local bus services. This particular section addresses regional trunk bus. The next bolded area on the next page addresses both local services and the redeployment of those services.

The motion was carried unanimously.

Ms. Gilliland:

On page 2-5 is the section where we talked about the redeployment of local bus services. This is directly related to another section regarding the tax development fund on page 2-19. On page 2-19, it describes the conditions for which we would be allocating transit development fund resources to local transit operators. At the top of that page under #2 it states that the local transit operators maintain recaptured bus hours within a subregion. At the bottom of the page under #3 there was language added by the subcommittee that talked about that to the extent that people viewed their local transit operators get money from the fund that they ought to get it based upon the reorientation of local feeders services and the avoidance of parallel and competitive services. Staff recommends that the language on page 2-5 be adopted.

It was moved by Ms. Choe and seconded by Ms. Boekelman that the language on page 2-5 be adopted.

Ms. Choe:

I think including the words that were crossed out reflects the committee's discussions. I would like to amend the motion to include that language and add the words "within the same subareas."

Mr. Laing:

As I understand your motion to amend this amendment, it would reinstate the language on the second line "bus services replaced by rail can be redeployed by the local transit providers."

Ms. Choe:

And add the words "within the same subareas."

It was moved by Ms. Choe and seconded by Mr. Miller to reinstate the words "bus services replaced by rail can be redeployed by the local transit providers within the same subareas."

Mr. Davidson:

I'm sorry, I'm still a little confused on how that thing works, we're talking about a service network that serves certain needs. I'm thinking it might be better as a separate sentence at the bottom.

Mr. Nickels:

It seems to me that the concept we're trying to get to in this section is how do we create the network. But at least in part, not entirely, but in part, we're creating the network by putting up these bus hours. The service network that we talk about in the paragraph will be created through redeploying bus hours in that subregion. That's certainly the way in my part of the north King subarea and my part of the south King subarea we're going to be able to sell this. We are going to have the trunk line that will allow us to take our local bus service and redeploy it to create the network.

Mr. Davidson:

Wouldn't it make more sense to redeploy that within the service area and not restrict Metro, for instance, to making decisions on subarea basis.

Mr. Nickels:

Actually, from my perspective it would make sense to limit it even further, that the bus hours within West Seattle, White Center and Burien be redeployed within West Seattle, White Center and Burien to create the network, so I guess that the subareas may be something that we can all agree on as the definition.

The motion to adopt the amendment was carried by a vote of 13 to 1, with Mr. Davidson voting in the minority.

Mr. Miller:

I guess I'm going to address the same issue. There is a concern on our part that in redeploying bus service that is freed up that we have an obligation to ensure that feeder bus service occurs and although we have a criterion of transit development fund for that aspect, we don't have it in the master. Our desire would be that freed up bus service be oriented to the feeder bus service first and then to increased local service that may not add to the feeder, and therefore, there would be two limits, one in the original paragraph or the original sentence, it would be to take the last portion of that sentence, "the supporting feeder routes to the regional rail and trunk bus system" and move it up as the first item, in other words, create a transit service network that serves as supporting feeder routes to the regional rail and trunk bus service, to serve areas deficient in local bus service, shall be the first priority. My second one would be to stretch that by being very clear in an additional sentence that specifies that bus services will be first as feeder bus service or a service feeding the rail and trunk and bus network.

Mr. Laing:

Let's keep those as two separate sentences so that we get the wording proposed.

Mr. Miller:

I apologize. My motion is to move the portion that says "as supporting feeder routes to the regional rail and trunk bus system" up to fall immediately after the portion that says "the network it serves."

It was moved by Mr. Miller, seconded by Ms. Choe and carried unanimously to adopt the amendment.

It was moved by Mr. Miller and seconded by Ms. Choe to add the sentence that priority for redeployment of displaced service would be given to supportive feeder routes to the regional rail and trunk bus system. The motion carried by a vote of 12 to 2 with Mr. Davidson and Ms. Choe voting in the minority.

Mr. Laing:

Could the staff read the entire paragraph that we have adopted and amended up to this point in time as they understand it?

Ms. Gilliland:

"As the regional transit system is built, the RTA will work with local transit providers to create a transit service network that serves supporting feeder routes to the regional rail and trunk bus system areas deficient in local bus service and that increases the frequency of services on existing local bus routes. In part the transit service network will be created by the redeployment of displaced services within the same subarea. Priority for the redployment for those displaced services will be given to local feeder routes."

Mr. Matoff:

We've received some proposals for specific graphic treatments from Councilmember Nickels. We will incorporate those proposals into the final graphics.

Mr. Laing:

The Finance Committee's report to us is available at any time. I think it's important for us to take that action early.

Ms. Gilliland:

The financing plan is regarding the Phase I proposal. It is actually at the end of the Implementation chapter which is chapter 3 where would be imported into the Master Plan.

Mr. Laing:

I understand that, but I am worried that a Board member may have to leave and I would think that Board members would like to be here to adopt the finance committee's recommendations into Phase I. I intend to keep working as long as we have a quorum to perfect the Master Plan. So let's talk about that process.

Ms. Choe:

I think it's fine if we just pick up on this section after the discussion of the financing plan.

Mr. Laing:

We will go to the report of the Finance Committee unless there are any Board members who object.

Mr. Miller:

I am assuming that our intention to move through the financial plan and to get the amendments taken care of as much as possible here today and have a formal vote on the entire package at some later date.

Mr. Laing:

It has been my intention to adopt it today.

Mr. Miller:

We're talking about losing bodies and we're very close to the number required to adopt it today.

Mr. Laing:

If we can't, then we will move it to later date. I just want to remind Board members that November 4 is the intended date of transmitting the Master Plan to the three county councils.

Mr. Nickels:

The Finance Committee met last night following Board action and staff took it from there and put together a plan which is being passed out now, which balances the budget and I think it does it consistently, with our direction from yesterday. You will recall that I gave rather a long winded amendment yesterday which did the following. 1) directed that we speed up the implementation of the trunk bus to three years and we estimated that cost to be \$100 million. East King County and Snohomish would be first. The west side trunk line which is split between north King and south King would be second and Pierce County offered that if there was a major imbalance to be last in

that process. We added \$100 million to the Transportation Development Fund and we were to consider the equity of the part in Pierce County. \$25 million for north King and \$40 million for grade separation in the south corridor within the north King subregion. That was the \$265 million package in that amendment. Plus, there were changes that directed the use of transportation development fund in the south 405 corridor. That didn't change the bottom line. So \$265 million is what we go with. The Finance Committee met and gave direction to staff in terms of how to go about balancing that.

The first assumption that we asked staff to look at and was highest priority was adjusting the federal and state grant assumption to reflect 20 percent state contribution to rail capital and to reexamine the federal grant assumption because we believe that might be a bit high so that's reflected in what they brought back. Secondly, we asked them to take a look at the reserve balance and use all of the portion of that and we asked them to define for us what the reserve balance was needed for and what a prudent amount would be for that reserve balance. Thirdly, we asked them to look at some changes in capital facilities; particularly three commuter rail stations within north King County in the north commuter rail line and a light rail station (specifically the Mount Lake Terrace station) and finally commuter rail whether there was some savings in terms of operations of the commuter rail. So that's the direction from the Board yesterday and the direction from the Finance Committee following up.

I will read to you the changes that have been made that reflect our intent. In some changes, the numbers have been revised based on the information staff was able to learn. Federal and state assumptions are now \$2 billion; that's an \$80 million increase. That reflects a slightly more conservative estimate on the federal grants and it reflects a 20 percent contribution from the state for rail capital.

We are going to display that in the future as a lump sum of \$125 million per year as our assumption. We're not going to limit our requests of either the federal or state government, but the working assumption in here is slightly more conservative under federal grants and assumes a 20 percent contribution from the state on rail capital. The second change is in bond proceeds. It assumes bond proceeds of \$90 million. Third is to change \$5 million to \$105 million of private funds. The private funds is the calculation based on the amount of rail capita. With greater rail capital that assumption is changed to keep it consistent with our earlier formula. Interest earnings are up \$15 million, because it is a slightly larger program. That's an increase on the revenue side on the resources side of \$190 million.

On the expenditure side there are a number of changes. The commuter rail number is changed reflecting a decrease of 3 stations within King County on the north commuter rail. That's a \$12 million decrease. The light rail is increased by \$40 million to reflect the grade separation issue and decreased by \$10 million to reflect the reduction of a light rail station. The Transit Development Fund has increased \$125 million to reflect the Pierce County and North King County amounts. Regional bus is increased \$75 million. That is necessary to have regional bus start after 3 years. Pierce County, the west side, Snohomish County and the east can start at the end of 3 years with the \$75 million increase in that line. We didn't need the entire \$100 million. Debt service is increased \$15 million to reflect the increase in bonding through our self-imposed maximum and the referred balance is reduced by \$43 million to \$85 million. That is a total of \$255 million in increases and \$65 million in decreases, which balances. The second table is the Annual Cash Flow Analysis and has all the changes reflected here. Fare box revenue is increased by \$4 million to reflect the changes in the regional bus system. Debt service is increased by \$7 million and the balance available for capital is decreased by \$3 million to \$54 million per year. Those are the changes that are reflected in this financial program and I will move that it be adopted and amended as an amendment to the plan.

It was moved by Mr. Nickels and seconded by Ms. Choe to adopt the financial plan as presented.

Mr. Earling:

Councilmember Nickels, regarding commuter rail stations, are they sites specific?

Mr. Nickels:

Yes

Mr. Earling:

I am opposed to being so specific at this time.

Mr. Nickels:

I guess I have a couple of concerns. One is we need to start nailing this down; and two is if you are going to have reductions within King County these are the only three stations within King County on the north line, so third the staff analysis has shown that these have very low ridership. From a ridership standpoint they are not justified. It's 100 people.

Mr. Earling:

I have a personal concern I about Mount Lake Terrace. I would like to see the Snohomish County delegation have some flexibility in what station might be eliminated. I believe the citizens in Mount Lake Terrace should at least be able to help to make the determination whether or not their station will be eliminated. My feelings are if we go ahead and take it out now we are basically taking it right out of the planning process.

Mr. Nickels:

My motion has to do only with the financial plan.

Mr. Drewel:

I want to be clear that we are talking dollars on stations based in Snohomish County and if we achieve that goal this is not built up as site specific.

Mr. Nickels:

In the financial plan I have stated the assumptions and I think it would be good to get clarification if Snohomish County thought there was a better way to achieve this.

Mr. Earling:

The question with regards to \$275 million for the regional bus. I understand that it will prioritize with Snohomish County being first

Mr. Nickels:

This one will have all eight trunk bus lines starting at the end of 3 years. Pierce County's very generous offer to come third doesn't have to happen. This will allow us to start the regional trunk bus at end of the third year.

Ms. Hendrickson:

The direction staff received was to add the regional trunk bus lines within 3 years and service would continue throughout the remainder of the time period.

Ms. Fina:

We estimated quickly last night I have to admit, but it will take only \$75 million to add that service for 2-3 years.

Mr. Earling:

On this system to the point you've had some staff input in Snohomish County and east King and they come up with \$30 to \$35 million. I am very concerned that the two got that far apart.

Ms. Fina:

We will have some conversations with them and work it out.

Mr. Miller:

I wasn't sure if I understood correctly, but we were only substituting this one page for Page 5. I guess my concern is that the first page is the financial program assumptions that need to be replaced over what is in the adopted amendment.

Mr. Matoff:

I am assuming that this is one of the editorial changes you wanted us to make to the full document.

Mr. White:

In reading the text of this, so there is no misunderstanding, commuter rail service will be from the south corridor in 1998. That's 4 years from now as opposed to the previous discussion of 2 years. Two years is what we've been telling the public for quite a while. We've said that this could be operational in 2 years, yet now we are saying 4 years. I just want the board to be clear when we talk to the public. Discussions that have gone on have always referred to 2 years

Mr. Nickels:

This motion we had indicated to staff that our final priority area if we needed to get there to balance the budget was to make some reductions in commuter rail service after light rail service had started in corridors. That was not necessary, so this doesn't make any change from what was discussed yesterday, so I don't remember the other line from yesterday but this makes no change in the operating assumptions in commuter rail from what's been on the table.

Mr. White:

I wasn't referring to discussions yesterday, but just from general conversations that have gone on previously.

Mr. Miller:

I have some questions. First, a question for staff is in the first paragraph. Are we referring to the continued annual cost of operating needs for a regional bus or are we aiming for integration program.

Mr. Laing:

I thought we were adopting this as individual page and now I have to ask Councilmember Nickels if it's his intention to have moved the title page as well.

Mr. Nickels:

The third page in this package "construction sequencing" is not a part of this amendment.

Mr. Laing:

The motion to us by Councilmember Nickels is to adopt amendments to the financial program as have been described. They will result in amendments to page 4, which the staff will bring back to us for a second time

Mr. Nickels:

Page 3 of the Chairman's Proposal will be deleted.

Mr. Miller:

I guess I'm wondering if I heard the Executive Director say that the sequencing will be covered under a different section of the plan.

Mr. Nickels:

The motion has made new construction sequencing through the page. Page 3 is to be wiped out.

Mr. Miller:

Then I will indicate that the state funding assumption will be wiped out at this time.

Mr. Nickels:

My motion is to amend Page 5 to reflect the Finance Committee's adjustments. When we come back in a few minutes we can turn to Page 2 and review what had changed. That will follow on the decision that we are about to make.

Mr. Laing:

We are substituting for Page 5 in the action we took last night, the revised Table in the Finance Committee's report that has been distributed.

The motion to adopt the financial plan as amended was carried unanimously by members present.

Mr. Laing:

Councilmember Nickels do you feel that some additional work should be done before we go back to the other pages?

Mr. Nickels:

No. Staff and I will come back with a copy.

Mr. Laing:

Then we'll get back to where we left off in the Master Plan.

Ms. Gilliland:

We were on page 2-8.

Mr. Laing:

Are there amendments to page 2-8?

Mr. Davidson:

In this whole section, maybe because Renton falls out of the commuter rail concept and because the I-405 concept is described under the transit development fund, I just want to make it clear here that people will notice Renton fell out. It needs to fit in the Master Plan someplace and I am just making those comments now. I think this will suffice for now in this session and then we will make those suggestions in another section.

Mr. Madsen:

I want to mention that on page 2-9, but I don't think I'm going to submit this as an amendment. It deals with all of the conceptual language about the Puget Sound Regional Council and I guess I want to articulate right now that I have an extreme problem with that agency and the rumors that are out on the street, etc. about how they are going to tell us where stations are going to be, where the corridors are going to be, gives me grave concern about the role of this agency.

I share with you that if we continue to word smith we are going to be here until tomorrow morning and I think it would be foolish if we don't vote on this thing today. So, I am not going to offer an amendment on the Puget Sound Regional Council, but I have a real problem with all of the language and how we seem to be tied to them. Now I understand the planning relationship and all of that, but at some point in time I'm going to have language that clearly articulates that the RTA is responsible for our implementing this Plan not the Puget Sound Regional Council, even if they believe they are. With that, I will thank you for the chance to bring it out. I think we need to move on and get this thing done.

Mr. Laing:

I want you to know how refreshing it is to hear your comments.

Mr. White:

Mr. Chairman, I would certainly like to hear Mr. Madsen's amendment.

Mr. Laing:

I think Councilmember Madsen has said that it is a greater priority in his mind for us to act on the Master Plan, but I'm not trying to stop him from explaining to you that in the light of that.

Mr. Madsen:

Basically, it would have been one of my suggestions to staff to go through and change all mentions of the Puget Sound Regional Council to the Regional MPO. As it may very well be, hopefully, that after this session of the legislature it will not be the MPO. The other thing in the language that I had is that the MPO shall adopt this Plan. It would be clear that what we ask is what we ask.

Mr. Rice:

I am very supportive and share the same concerns that Mr. Madsen has, but I don't want to be on the side of pulling it apart before we give them direction. Some of us serve on the PSRC Executive Board and do give direction which I think could also help. With strong direction from this board, we may be able to accomplish that and I am surely able to pledge to that's my intent and I do not intend for PSRC to expand its power into siting and the other kinds of things that you're concerned about.

Mr. Madsen:

I appreciate that and I hope we are able to resolve it this way.

Mr. Drewel:

I agree with Mayor Rice's comments. I have to pay some attention to the agreement that the Board just acted on last month with Puget Sound Regional Council. I just don't know if you need to make all of those changes right now, but your message has been received.

Mr. Laing:

Let us note that we move in finding a consistency within the regional transportation plan from the Puget Sound Regional Council.

Mr. Miller:

In the center of that same paragraph where we call for "working in cooperation with the PSRC, WSDOT, and affected railroad operators" we would request that that we add the Ports in that mix. They will be greatly affected. If you're looking page 2-9, in that paragraph we call for "working in cooperation with PSRC, WSDOT, and affected railroad operators to develop a memorandum of understanding." We would ask that the ports be included. It should include port authorities rather than just a port authority.

It was moved by Mr. Miller, seconded by Ms. Choe and carried unanimously that "port authorities" be added to the paragraph on page 2-9.

Ms. Gilliland:

The Board has adopted what a Phase I Plan would be and we'll identify that on the map that you see on the facing page. The issue in this section is what happens after Phase I?

Mr. Miller:

I have no particular problem with the language as it is, but there are a couple of changes I believe we need to make. Go to the proposed "Potential Rail Extensions" in the middle of the page.

It was moved by Mr. Miller, seconded by Mr. Madsen and carried by unanimous vote of the Board members present to revise the second bullet under Potential rail extensions to read I-405 north between Totem Lake and 164th SW.

It was moved by Mr. Nickels, seconded by Mr. Locke and carried by unanimous vote of the Board members present to revise the third bullet to read "I-405 south between I-90 and SeaTac (completion)."

It was moved by Mr. Miller, seconded by Ms. Choe and carried by unanimous vote of the Board members present to add a sixth bullet to read "164th SW to Everett CBD."

The meeting was recessed for five minutes.

Ms. Choe:

A quick question Barbara. At an earlier time, we said we wanted to make sure that W/MBE was addressed. Is that captured anywhere here? In other words, we're clear about construction phasing, but we also want to make sure that in Phase I that it is included in engineering. I know that there has been a conflict of interest.

Ms. Gilliland:

The only place that is actually highlighted is in the Transit Development Fund where you can use those monies for additional work and rail extension corridors. There is no language in this particular section that addresses that issue.

Mr. Laing:

The map on the next page falls under a general motion we've already adopted.

Ms. Choe:

One of the questions that was raised under Characteristics on page 2-12 had to do with the average speed of light rail. There was reference to the most recent Expert Review Panel presentation in which the lower range was 25 miles an hour.

It was moved by Ms. Choe and seconded by Mr. Davidson to amend the average speed from a low end of 20 mph to a low end of 25 mph.

Mr. Miller:

This was brought up at the Master Plan amendment discussion time, and the staff had concern over that as did the rest of us in the outlying regions. If this an overall system average that is one thing, but the majority of the segments in the outlying portions don't meet this according to the executive director. Perhaps he can tell us what the concern might be.

Mr. Matoff:

Thank you. The intent here is to provide a wide range of averages; average speeds that we give the Board for flexibility and design assurance that would cover different points of different segments of the system. I disagree with the comments of the panel in that regard. I think that this does reflect the regional systems and gives the Board full breadth of ability to build system of different characteristics. I see no reason for the Board to constrain itself.

Ms. Choe:

The average speed refers to the overall system on the way that this is achievable. And we recommend that the 25 mph lower speed be adopted.

The motion carried by a vote of 12-2 with Councilmembers Madsen and Miller voting in the minority.

Ms. Sullivan:

I don't know if anything can be done about this, but the maximum speed for light rail is given in a range and the maximum speed for commuter rail is very precise. Is there somehow a limiting factor in this? I mean if we can make this run faster, don't we want to? 79 mph seems like a very precise number to me.

Mr. Morrison:

79 mph is the maximum allowable.

Ms. Sullivan:

79 mph is a maximum and it is a limiting factor. Thank you, then I'm happy.

Mr. Miller:

Under commuter rail frequency in addressing Mayor White's concerns on the lower frequency numbers, we have been able to revise the language. Staff was supposed to have been back, but let me try and wing it and if it is confusing we can wait until the typed language comes back. Following the "30 minutes frequencies becoming more frequent as ridership warrants" the language will read "increase frequencies will be" -- can I ask to come back on this one after the language is in front of me?

Mr. Laing:

Certainly.

Mr. White:

Under train capacity of commuter rail it states "3 to 10 car trains." What does that exactly do? I think this might be directed to Mr. Matoff. What does that do to our valley's cities where we have so many grade crossings?

Mr. Matoff:

We will probably have lower speeds. There will really be no affect on the amount of time that crossing gates are down. This will affect station platform lights primarily and for longer trains to go through.

Mr. Rice:

This is a question of procedure. I do have to leave at 1:00 and there is no way I can stretch it and one of the critical elements is the system's organization and those amendments that go in there. At this time is it possible to move to that so that I can participate in those decisions.

Mr. Laing:

Yes. Let's complete this page. Are there further amendments on page 2-13? With the understanding we have one amendment that we will come back to for Councilman Miller, we're now going to Finance Chair Councilmember Nickels.

Mr. Nickels:

Staff is passing out the changes for page 2 and page 4 of the Chapter 4 Section E and I will quickly go through those changes. They reflect the substantive actions we've already taken. The first bullet on page 2 should reflect a 16 year implementation period rather than a 15 year period.

The first bullet on page 4-2; I have described the change. The fourth bullet should read \$125 million per year of federal and state funding. The first paragraph under #1 Phase I, second line should read \$940 million rather than \$740 million for regional bus service subregional transit development fund and fare integration program. The line that ends "these three programs will be implemented" is deleted and replaced with a sentence that reads "The regional bus service will begin operating within 3 years."

The next paragraph contains a couple of number changes - the financing package assumes an average of \$120 per year from state and federal sources. Issuance of up to \$800 million in bonds to cover construction costs, while keeping the minimum annual debt service coverage rate up above 3.8. The last line on that page reads \$125 million per year, rather than \$120.

Page 4 is the table and the changes there are all mathematical changes to reflect the actions we've already taken. \$1.7 million for the light rail in the north. That reflects the station deletions. Light rail in the south is increased for increased grade separation, so the total capital for light rail is \$4.015. Commuter rail north is increased by \$12

million to reflect the deletion of three stations within King County. Commuter rail total capital therefore is reduced by \$12 million and the total rail capital becomes \$4.589 billion. The Transit Development Fund is increased by \$25 million from Seattle/North King County. The Transit Development Fund is increased by \$100 million to \$200 million for Pierce County. Regional Trunk Bus is increased by \$75 million to \$275. Debt Service is increased by \$15 million and debt and operating reserves should be reflected on this page at \$85 million. The total is \$6.704 billion.

It was moved by Mr. Nickels and seconded by Ms. Choe that the financing plan be adopted by the Board.

Mr. Earling:

I just want to be sure that on page 2, it is changed from \$740 million to \$940 million. I want to be sure that staff included the \$75 million additional dollars that was added.

The motion to accept the financing plan was carried by unanimous vote of the Board members present.

Mr. Laing:

Then we have completed the amendments to the Phase I portion included in the Finance Plan unless there are further amendments at this point.

Mr. Madsen:

We need to have an amendment to the construction sequencing. Is this is an appropriate time to move that amendment?

It was moved by Mr. Madsen and seconded by Mr. Rice that the amendment on construction sequencing be approved as presented.

Mr. Madsen:

I would like to ask Mr. Matoff to clarify how I have confused this and tell us where to go now.

Mr. Matoff:

The construction sequencing is addressed originally in the Finance Section because the finance staff had to make assumptions about the order in which things were going to be built in order to make some financial assumptions. However, as part of the overall plan it probably makes more sense to be in the body of the document that describes the rail system itself. Consequently, what you have before you are two pages which I passed out at the beginning of this morning's meeting. The first page says "draft language regarding construction phasing for LRT" then it goes on a couple of lines and it says "4. Construction Sequencing and it has sections 4.1 and then it takes the six policies that were in the Financial Plan and puts them there and then attaches a second page 4.2 with three specific proposals on introduction phasing of the system and attaches them to those policies and proposes to insert them on page 16 of the body of the document of which you adopted or inserted last night.

Mr. Laing:

I'm suggesting that the Boardmembers look at the package that is the Phase I insert that we adopted as an insert to the Master Plan last night.

Mr. Matoff:

Then this would be #4 right after the I-405 corridor which is #3. This is a long section that begins at Page 8. Number 1 is Commuter Rail, #2 is the Light Rail System, #3 is the language referring to I-405 Corridor that still needs to be amended by you and then #4 should be the Construction Sequencing of all that.

Mr. Laing:

Is that clear to the Boardmembers that we will talk about inserting this additional language? So, as I understand correctly Councilmember Madsen's motion is through the staff drafted and recommended Construction Sequencing section as is stated on these two pages?

Ms. Choe:

Bullet #3 on 4.1 there is a typo that said "investment is projected."

Mr. Laing:

This is under Subsection 4, #1 on the first page of the amendment, sub 3 the last word is "projected."

Mr. Rice:

This is the section that Mr. Miller is amending if you look at your Regional Master Plan -- Section 3 on Page 4.

Mr. Laing:

My recollection is that the terminology is intended to reflect those regions that had a lower portion to be returned. Can this substitute for lower return investment lower equity ratio? Is that satisfactory? That's an editorial change? All right. By consensus. We are back to Councilmember Madsen's motion.

Mr. Davidson:

I have a full substitute be separated from 4.1 to 4.2?

Mr. Laing:

A clear separation. So, we have before us Councilmember Madsen's proposal which is now on the first page and it's inserting Section 4 and Subsection 4.1 of that. What do you think it is that you offered right now is an amendment to your amendment?

Mr. Davidson:

I don't think it's really our prerogative to separate them. I mean they are two different subjects.

Mr. Laing:

The question is whether to adopt 4.1 without 4.2. It has some internal inconsistencies. I'm deferring to the maker of the motion to tell me that.

Mr. Madsen:

I think the way you stated that "the internal inconsistencies" is section 4.1 as proposed. It is inconsistent language in there.

Mr. Davidson:

I would like to move a substitute motion. The concept here is to offer this substitute motion. Mainly it discusses the necessary design and environmental review. Part of that got hung up because one section is having trouble with design or environmental review. We might want to move onto a different section in the meantime.

Mr. Madsen:

I need a parliamentary inquiry. Which of these amendments is before us?

Mr. Laing:

We have a motion to move the substitute.

Mr. Madsen:

Thank you, Mr. Chair. I would like to oppose Mayor Davidson proposal, as well intentioned as it is, we seem to be getting ourselves into a lot of language that I am not sure is really necessary. The issue is if we delay and we are sitting in the year 2010, we are probably going to have to move somewhere else or live somewhere else. I believe I read somewhere in here that that, in fact, is covered. The language that I proposed was agreed upon language as it related to Pierce County. I hate to clutter preexisting agreements with additional language at the latest hour. Again, as well intentioned as it is, I would like to oppose Mayor Davidson's proposed amendments.

Mr. Miller:

Just so that Mayor Davidson is clear, I initially indicated I would consider a minor amendment to the first paragraph. This is a substantial amendment and I can't support it either as written.

Mr. Davidson:

There is a great deal of lack of communication on certain issues. Where do you see such a differences?

Mr. Miller:

There are some new changes on 4.2, paragraph 1 is changed, paragraph 2 is a whole new paragraph, paragraph 5 is a whole new paragraph. They may have significant impacts.

Mr. Laing:

Councilmember Miller, it seems to me that at one time you circulated a proposed sequence of construction that had a broader array than Councilmember Madsen's proposal and maybe some boardmembers have discussed that.

Mr. Miller:

I would just like to say that staff had that document when they prepared this, but we felt it was inappropriate to try and specify years which is what that document did. This was an attempt to merely address the agreement.

Mr. Laing:

By agreements, we are talking about the understanding that any of you boardmembers had from private discussions. There was no discussion by actions last night

Mr. Rice:

I understand what you are trying to do, Mr. Davidson. But why don't you just make a new amendment to Mr. Madsen's. I think his amendment covers all that may be required of the RTA. To try to predetermine it now makes it a little difficult.

Mr. Davidson:

Why put in the eastside, where there is light rail. But when you see a statement of sequencing that doesn't even mention it, that makes it kind of interesting

Mr. Earling:

Two minute recess.

Mr. Laing:

We'll recess for 5 minutes.

Mr. Laing:

The meeting will reconvene. We have before us a motion from Councilmember Madsen in Section 4.2.

Mr. Earling:

Again, a question on the principle of cost overruns. We've had some debates here and there that that language might present it and my understanding is that there was staff suggestions that perhaps that the Chair had some language.

Mr. Drewel:

I'm looking at Subsection 3 of 4.2. It indicates construction of an all underground light rail program shall commence as rapidly as possible in the sequence consistent with the ability to finance right-of-way acquisition, through an environmental review and procedure. I am proposing as what I hope to be a final amendment With consideration of the underlying principles set forth in Chapter 3, Section H, Subsection 2.2. In that subsection we have already acknowledged that as the Engineers develop the build-out strategy for the fifteen year plan, where can you have project control in those subregions where a lower equity ratio is presented.

Mr. Laing:

Is that a friendly amendment?

Mr. Drewel:

The intent of the amendment then is to address the issue of equity first and then that principle will be used to apply to possible runs that could be determined by a number of sources, environmental and other?

Mr. Laing:

It doesn't say so that specifically. What it says is it brings into consideration, after the south corridor, construction of all other elements. The proposition that we've already stated earlier is that the equity ratio will be a factor in the general consideration of staff of the sequencing of construction.

Mr. Drewel:

If that understanding is there, then I think we're all right.

Mr. Madsen:

I am trying to stay away from specifics, such as 164th south, from the south north. It is not my intent to bring this to a screeching halt.

Mr. Laing:

There a motion on the floor then and that is Councilmember Madsen's 4.2 amendment.

The motion to approve the amendment was carried by a unanimous vote of boardmembers present.

Mr. Laing:

We've changed our sequence of going page by page through the Master Plan in order to accommodate the Finance Committee's report, which we've done. There are additional amendments, which I understand from Boardmembers, related to the Phase I section that we've inserted. Perhaps it would be best to complete those and then come back and do our page by page. We are continuing to work on the additions to the Master Plan.

Mr. Miller:

In the addition to the Master Plan on Page 4 underlined "Equity Principles for Phase I Plan --"

Mr. Laing:

There are two sections; they each have the wrong page numbering. The one we are talking about is Chapter 3 - Section H, page 4.

Mr. Miller:

The section we are referring to is Section 2.2.2.

It was moved by Mr. Miller and seconded by Mr. Madsen that the language in the parentheses be stricken.

Mr. Davidson:

How are we going to calculate and allocate the cost to the debt service?

Mr. Miller:

This doesn't necessarily speak to that.

Mr. Davidson:

I noticed that. That's why I'm asking.

Mr. Miller:

I guess the question being that beyond 15 years when the majority of funds is going to be coming in, whatever portion is being generated by a subregion.

Mr. Laing:

When you follow up on that one of the mechanisms that has been used to help achieve an equitable first phase is the use of the Transportation Development Fund. So, in effect this will exempt the Transportation Development Fund from any calculation of debt service.

Ms. Choe:

I am a little concerned about the voting in of this amendment because I think we have really struggled with the concept of equity and have tried to be fair. I think there are some serious questions about how you would calculate this and whether you can do it or not.

Mr. Davidson:

It would be my guess that the more specific in this whole area the more trouble there will be with people trying to calculate all of this. It is going to get messy so I tend to still want to keep this area kind of loose.

Mr. Miller:

In closing, I have not attempted a new way to address distribution for funds that come from other sources i.e. state, federal, but we had a general understanding that there would be no subregion being a donor to other subregions. Thank you.

The motion to strike the language in the parentheses in section 2.2.2 failed by a vote of 11 to 2, with Mr. Miller and Mr. Laing voting in the minority.

Ms. Choe:

I am on page 7 of the Chair's memo, paragraph 6-2, Principle #2. I am suggesting adding "from the Capitol Hill station to the Northgate station" no more than "two" minute"s" slower...and striking "per station to station pair"....

It was moved by Ms. Choe and seconded by Mr. Rice to revise the second the principle, beginning with "In practice," to read: "In practice, this means that alternative surface alignments and designs considered will have average travel times from the Capitol Hill station to the Northgate station no more than two minutes slower than the average travel time of the fastest alignment/design alternative considered through that same segment."

Mr. Matoff:

Mr. Venturato, is that right? No problem. This standard can be met provided there is cooperation from the city engineering department on transit prioritization.

Ms. Choe:

We're just reflecting what staff has given us as the standard that will be used as they have promised. So, we are trying to reflect the basis of understanding of the difference between the two alignments.

Mr. Matoff:

If there is significant prioritization of signals to allow trains to move, this standard can be met.

Ms. Sullivan:

Does this assume that the cross streets through this corridor would be blocked off?

Mr. Matoff:

Some, perhaps.

Ms. Sullivan:

How many?

Mr. Matoff:

Because we haven't done the design work, I can't answer that.

Mr. Laing:

The cross streets would be signalized or blocked off.

Ms. Sullivan:

Is there no third option?

Mr. Laing:

Grade separation at individual intersections.

Mr. Davidson:

This is restrictive language. I am hesitant to put it in as an exact criteria. There would be no reason to have a study if we put such restrictions in.

Ms. Choe:

I would like to see the language here because it reflects what staff has told us is possible.

Mr. Madsen:

It is my recollection that the two minutes was Capitol Hill to the University District. This says Capitol Hill clear to Northgate is still two minutes.

Mr. Venturato:

It doesn't matter because they are the same on the south side of Portage Bay and 75th to the north. It's the same. Our basis is signal prioritization and communications-based signal system.

The motion to revise Principle #2 as suggested by Ms. Choe passed by a vote of ten to four, with Drewel, Davidson, White and Earling voting in the minority.

Mr. Miller:

On page 3, it should be 1.6.

Mr. Laing:

Thank you. The materials handed out at the beginning of today's meeting -- a single page is to amend Chapter 3 Section H.

Mr. Miller:

By excess revenues - rather than having an immediate reduction of a tax level for those revenues to pay down the bond until the bond is paid off, the tax can be reduced.

Mr. Davidson:

I remember there's one group out there that wondered about the reduction in taxes at that point.

Mr. Nickels:

Mr. Chair, I just want to make it clear that this language means for Phase II.

Mr. Miller:

I guess the concern that I have is that the financial element of the Plan that we have been talking about adopting has the following language in it, "The local revenues are sufficient to support the operations maintenance, debt service, and capital replacement of the system after 2011, as well as provide funds available for match with potential future state and federal funding to continue capital investment in the years following 2010. If the state and federal funding levels were to continue at the level assumed for Phase I, \$120 million per year, the annual balance available for capital investment would reach almost 50 percent of the average annual spending for the capital element of the Phase I program." That is that condition of different use than what this section is. So we have an internal inconsistency within the Master Plan.

I take it that the second sentence of the Finance Plan ought to be taken out because it's irrelevant. It would either have a Phase II vote that will provide an additional revenue source or it will be going to paying off the bond. It will not be going to match federal and state funding for additional capital.

Mr. Davidson:

Mr. Miller's amendment says that after you finish Phase I you will buy down the debt.

Ms. Sullivan:

You know I appreciate the fact that we're trying to cover as much as we can in the event that really bad stuff happens, but I am concerned that we are being far too restrictive in terms of our options. I'm assuming that this is going to wildly successful. In ten years this program is not only going to be so successful that people are going to say what can we do to make this whole thing a whole lot faster or we would want to go to a second vote in 10 years rather than waiting 16 years to levy the additional taxes. I think all of this is implied because it's simply good judgment, but if we don't anticipate the fact that this is going to be successful at some point I think we are missing a real opportunity.

Mr. Matoff:

I will respond by saying that if we do not have the language that is currently in construction with the post construction paragraph, it will be no problem because the Board will make that decision to comply; it appears that it will be automatically reduced at the end of 16 years. And therefore, we will have those funds available.

Mr. Miller:

Let me repeat it. The original 1.6 language says at the end of 16 years, if we have not had successful Phase II vote we loose that money through a tax reduction. What the new language says is that at the end of 16 years if we have not had a successful Phase II vote then we will continue to take that \$54 million and buy down the bonds until they are paid off, then after they are paid off we would automatically reduce the tax levels.

Mr. Matoff:

It is the understanding of the staff that we should go through the document and where there are inconsistencies bring them into conformance with the decision of the Board last night.

Ms. Gilliland:

If I'm not mistaken, I have one additional amendment that was handed out at the beginning of the meeting. This section of the Master Plan which would be on page 6. It was identified as additional information, not replacements. I'm on Section H under Principles and Commitments page 6 paragraph 5.2.

Mr. Baker:

This issue can up in several discussions over the last week and the question is whether you want to indicate as a policy matter that it would be a good idea to have an integrated fare system between RTA and the local transits systems to try and implement this program.

Mr. Laing:

Do we have a motion to second?

Ms. Sullivan:

Mr. Chair, I have a question.

This last amendment was fairly harmless, but I think that if there is going to be amendments offered, they ought to be offered by a member of the Board. If there are staff amendments perhaps the Chair should offer them.

Mr. Miller:

We had one on 2-13. I now have the written language, if we could get that out of the way quickly. Again, as I stated, we are now looking at 2-13 Commuter rail - the frequency in peak time periods. We have returned to address the concern of Mayor White for increased frequency and the Port Authorities' for concern in their ability to keep moving freight. So, we ideally need to add this sentence to the end of frequency following *ridership warrants*. It would be period increased frequency will be structured so as not to have adverse impacts on freight movement.

It was moved by Mr. Miller and seconded by Mr. Madsen and carried by unanimous vote of boardmembers present to add "Increased frequency will be structured so as not to have adverse impacts on freight movement" to 2-13 Commuter Rail frequency.

Mr. Davidson:

Transit development funds is where I presumed we could talk about 405 a little bit more. Allowed Improvements - I see that there is a series of dots at the bottom then it says the local funds are allocated under Transit Development Fund.

It was moved by Mr. Davidson and seconded by Mr. Earling to add the language "funds shall be used to study and provide local sources of revenue for the appropriate technology in the I-405 corridor. These local funds will be available to match state or federal grants. The RTA will aggressively pursue federal or state demonstration grants or other applicable grants to implement the agreed-upon technology for the corridor."

Mr. Locke:

When you say funds should be used to study and provide for local sources of revenue, what funds are we talking about to provide the local source of revenue for the appropriate technology?

Mr. Davidson:

There is \$100 million identified between \$50 million in South King County and \$50 million in East King County.

The motion to add the language was carried unanimously by boardmembers present.

Ms. Sullivan:

We have all got into the Growth Management Act. We have written our comprehensive plans assuming the RTA plan rather than to suggest the comprehensive plans include transit supported language. Those comprehensive plans are transit supportive and local jurisdictions are encouraged to implement those plans as written rather than suggesting that there is a need for -- what I'm talking about is a much broader rewrite of this particular section. It might be worth some discussion -- it might be worth holding up until the County Councils have voted.

Mr. Laing:

Under the legislation, the County Councils don't have the option of amending our plan. They either choose continued participation in the RTA or not.

Ms. Sullivan:

I don't have an amendment ready at this time, but what I do have I would like to work on one for a little bit and then come back to this section.

Mr. Laing:

Let me just verify from legal counsel that my understanding of what the authority of county councils is. My understanding has been that when we submit our plan to county councils, they approve or object their continuation of participation to RTA -- they can not condition the Plan or amendments to it.

Mr. Gunter:

That's correct.

Mr. Laing:

So, we do need to get through this?

Ms. Sullivan:

I would rather you do it now.

Mr. Davidson:

You have the maximum speed for light rail at 55-65. I wish I had read this when Secretary Morrison was here. Is there anything to prevent maximum speeds above 65? Is the technology is available or what?

Mr. Matoff:

There's probably very few places where on this system where you would be able to exceed 65 miles per hour. One concern would be station to station. After that it determines the power of the car, etc.

Mr. Davidson:

Isn't it the performance characteristic that we'll be looking for in the technology. If we found something that out performs - is actually higher than normal light rail - that would be eliminated as a result of this, but we would want something that at least made this a top end speed.

Mr. Matoff:

The standard minimum speed is usually 55 miles per hour. We state a higher maximum speed so that when we do have the station to station, per power of car and full size trucks, we can achieve that.

Ms. Choe:

I was wondering if we shouldn't say then at least 55-65?

Mr. Matoff:

This is the maximum.

Ms. Choe:

The top end speed?

Mr. Matoff:

Correct.

It was moved by Mr. Davidson and seconded by Mr. Madsen and carried by unanimous vote of the boardmembers present to add "at least" to the maximum speed of light rail.

Ms. Gilliland:

The next issue on page 3-3 dealing with cost overruns and their impact on successive phases. This was a issue that we brought up in a particular point in time during our discussion as a subcommittee. It's stated in here as an issue and it also has some effect on page 4-3 of the Financing Plan.

It was moved by Ms. Choe and seconded by Mr. Miller and carried by unanimous vote of the boardmembers present to add the language that states "Each phase may encounter cost overruns or revenue shortfalls. Should this happen, the RTA will complete the full phase as proposed, with as minimum delay in the construction schedule as possible."

Ms. Gilliland:

The first part on page 3-6 is that we recommend that the language that's bolded there be left in according to text. And then there was an issue about multiple/phased construction and being that this has been addressed in your Phase I proposal we would not include any additional language.

It was moved by Mr. Miller and seconded by Mr. Madsen and carried by unanimous vote of the boardmembers present to include the bold language as presented.

Ms. Gilliland:

This piece on page 4-3 was alternative language for how we address the issue of including in the Plan the State tax on fuel. The alternative language staff recommends is that we include the language that is at the top of that page.

It was moved by Ms. Choe and seconded by Mr. Earling to include the language shown in bold.

Mr. Madsen:

I would like to ask for a friendly amendment to that. In fact that it be in two parts. You know we're talking about the bold language on line 3 of #1. I would like to strike it and insert "all revenue sources" and then strike the comma and put a period and then strike "a tax on fuel."

The amendment to the motion was moved by Mr. Madsen and seconded by Mr. Miller and carried by unanimous vote of Boardmembers present.

The motion to add the language "and all other revenue sources authorized by the state legislature, including a tax on motor vehicle fuel" was carried by unanimous vote of the Boardmembers present.

Ms. Gilliland:

This particular language on 4-3 is similar to what we adopted in the implementation section.

Mr. Laing:

The language is that if a project experiences cost overruns, is that it?

Ms. Gilliland:

That's correct.

Mr. Nickels:

Before we get to Councilmember Sullivan's fine amendment, the subsidy ratio could I have an explanation. I am on 4-4 at the top of the page.

Mr. Matoff:

I will attempt to answer that I was there in the room. The subsidy debt ratio was not called out. It was X'd at the time we went through this. A discussion was held that it be identified and there was no ability to identify it at this time. So, rather than try to specify a specific farebox ratio in the Master Plan at this time it was just too much, based on the fact that we need to establish a target for a farebox recovery ratio for Phase I of the rail system and for subsequent phases rather than trying ourselves and ending up with numbers that have no real meaning at this time.

Mr. Miller:

We certainly need to when we develop a financial plan - have an assumption of what the farebox recovery would be.

Ms. Choe:

What was that farebox assumption?

Mr. Matoff:

Twenty percent.

Mr. Nickels:

Mr. Chair I think there's a value to having a farebox recovery target.

Mr. Laing:

Do I take that as a motion on page 4-4 to amend under Subsidy Ratio - establish a target farebox recovery ratio of at least forty percent for Phase I of the rail system,

Mr. Nickels:

And establish farebox recovery ratios for subsequent phases. I would agree it is a better way since we don't know how the subsequent phases are going to look like. But, I do think for Phase I we ought to have in the Master Plan.

So, it would be "Establish a target farebox recovery ratio of at least forty percent for Phase I of the rail system, and establish farebox recovery ratios for subsequent phases."

I think that this is going to need to be a point that we're going to need to speak to in the campaign. I think it's also something that is reasonable for us to try and achieve as we develop the system.

Mr. Drewel:

I would just like to inquire of Mr. Matoff. Is forty percent realistic?

Mr. Matoff:

Yes. That is what it is in Sacramento and San Diego.

Mr. Madsen:

I have a concern with the way it's said, it will end up having a life of its own anyway. The point is, what we want to do is make this system economical for people to ride it and if forty percent becomes too high we're going to have trouble eliminating our trunk bus system if that is less than forty percent. I don't mind having a target of forty percent if it doesn't end up automatically being forty percent, because it may take awhile for us if we need to go to that, but it may be twenty percent the first day we open the doors, in order to start getting ridership. I think we just simply have to deal with the economics. Economics of cost and time. But, if it's cheaper to ride the bus or it's cheaper to drive the car, why do I want to ride the rail?

It was moved by Mr. Nickels and seconded by Mr. Davidson and carried by unanimous vote of all Boardmembers present to include the language "Establish a target farebox recovery ratio of at least forty percent for Phase I of the rail system, and establish farebox recovery ratios for subsequent phases."

Ms. Sullivan:

Page 2-19 is the page. It's the first bullet under #2 and the language is taken directly out of the State Growth Management Act so it should be fairly self explanatory.

It was moved by Ms. Sullivan and seconded by Mr. Locke and carried by unanimous vote of all Boardmembers present to include the language “the jurisdictions shall have adopted a comprehensive plan containing a transportation element which implements and is consistent with the land use element of that comprehensive plan pursuant to the Growth Management Act.”

Ms. Gilliland:

There was an issue at the subcommittee about whether in the second line #1 bolded language whether cities should be added to that and the counties and cities revised comprehensive plans. There was no recommendation. Staff has no recommendation on that on whether cities should be added.

Mr. Laing:

The word “cities” would be added.

It was moved by Mr. Miller and seconded by Mr. Nickels and carried by unanimous vote of the Boardmembers present to add the word “cities.”

Mr. Laing:

Are there Boardmembers leaving? We have exactly 2/3 of the Board present. Ms. Hendrickson.

Ms. Hendrickson:

This section was drafted last night with the intent of giving the Board strong indications as to what the content of this section would look like relative to all the changes that have been made earlier today. So, the very first section describes financial strategies. This is language taken directly out of the Master Plan in an earlier section and of course was amended today, so we will essentially update that to reflect these changes.

It was moved by Mr. Nickels and seconded by Mr. Miller and carried by unanimous vote of Boardmembers present to insert the Financial Capacity Analysis on page 4-5 under that section in the Master Plan.

It was moved by Mr. Miller and seconded by Mr. Drewel to adopt Resolution No. 40.

Mr. Laing:

I have a motion to adopt Resolution 40.

Ms. Sullivan:

Mr. Chair, I just want to clear that if you’re calling “unanimously” this is the vote that requires all 12 of us and I want the record to be very clear in every way.

Mr. Laing:

I would also like it to be clear. Therefore all in favor adoption Resolution No. 40 with Attachment A as we have amended it please say I. Opposed say NO. It is carried unanimously by 12-0.

The motion to adopt Resolution No. 40 was carried unanimously by the twelve Boardmembers who were present.

Mr. Laing:

I have two other motions for the Board to consider.

It was moved by Mr. Nickels and seconded by Ms. Choe and carried by unanimous vote of the Boardmembers present that Resolution No. 42 be adopted.

It was moved by Mr. Madsen and seconded by Ms. Sullivan to adopt Resolution No. 41.

Mr. Madsen:

This sets the date of the election of March 14, 1995. I just want to say I think this is the right time to do it. We've got a lot of people who want it

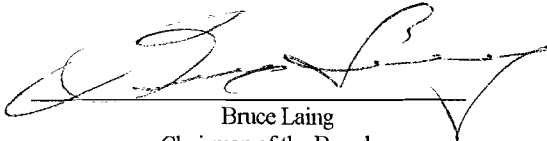
Mr. Nickels:

In the past I have resisted this idea and I still have concerns that we have a strong task in front of us. First, to get approval by all three of the county councils and second, to ask citizens to help organize the campaign in favor of this proposal and I think that a campaign in the three county areas is going to be a very difficult undertaking. The one saving grace though, and the reason I'm going to support the motion, is that every day that we delay costs \$685,000 and Councilmember Madsen's motion would save \$38,360,000.

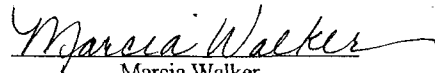
The motion to adopt Resolution No. 41 was carried unanimously by Boardmembers present.

Mr. Laing:

Is there other business to go before the Board? Hearing no other business, we're adjourned. It is 2:40 p.m.


Bruce Laing
Chairman of the Board

ATTEST:


Marcia Walker
Board Administrator