

**Central Puget Sound
Regional Transit Authority**

**February 9, 1996
Board Meeting Minutes**

Call to Order

The meeting was called to order at 1:10 p.m. by Chairman Drewel. It was held in room 402 of the King County Courthouse, Seattle, Washington.

Attendance

Chairman:

Bob Drewel, Snohomish County Executive

Vice Chairs:

Paul Miller, Tacoma Councilmember

Greg Nickels, King County Councilmember

King County:

Martha Choe, Seattle Councilmember

Mary Gates, Federal Way Councilmember

Rob McKenna, King County Councilmember

Dave Russell, Kirkland Councilmember

Cynthia Sullivan, King County Councilmember

Snohomish County:

Dave Earling, Edmonds Councilmember

Ed Hansen, Everett Mayor

Washington State Department of Transportation:

Sid Morrison, Secretary

The following Board member arrived after roll call:

King County:

Jane Hague, King County Councilmember

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

Minutes

It was moved by Ms. Choe, seconded by Ms. Gates and carried by the unanimous vote of all Board members present that the minutes of January 12, 1996 be approved as presented.

Public Comment

The following individuals presented comments to the Board:

Mr. Robert Whalen
(Board member Hague arrived at this time.)
Mr. Mark Dublin
Mr. Warren Yee
Mr. Doug Tooley:

Comments are on file with the Board Administrator.

Report of the Chair

Mr. Drewel indicated that Board members would receive copies of the revised March meeting schedule. The meeting on February 23 has been canceled and rescheduled to March 1, to allow Board members to attend the Cascadia conference.

Committee Reports

Public Involvement Committee

Decision '96 Workshop and February 21, 1996 Open House/Public Comment Meeting

Mr. Earling indicated that 14 Board members are expected to attend the workshop on February 21. He referred Board members to a memorandum outlining the format of the workshop (copy on file). In addition, the RTA will host an open house on the evening of February 21, which will be open to the greater public.

Rules Committee

Motion No. 11 - Authorizing the Executive Director to Execute Agreements and Approve Protective Arrangements with the Amalgamated Transit Union (ATU) and Railway Labor Executives Association (RLEA), in Accordance with Section 13C of the Federal Transit Act

Mr. Gunter indicated that the Motion No. 11 represents a condition for receiving \$1 million in federal funding for the commuter rail demonstration project, and is required by federal law.

It was moved by Mr. Morrison, seconded by Mr. Russell and carried by the unanimous vote of all Board members present that the Executive Director be authorized to execute agreements and approve protective arrangements with the ATU and the RLEA in accordance with Section 13(c) of the Federal Transit Act.

Motion No. 10 - Amending the RTA's 1996 Legislative Program

Mr. Drewel stated that the Rules Committee is recommending passage of Motion No. 10.

Mr. Matsuoka indicated that, at the last Board meeting, Mr. Metcalf had reported that the attempt to obtain the local option gas tax had run into some difficulty and was dropped from the legislative program. Motion No. 10 would formalize that action.

It was moved by Mr. Morrison and seconded by Mr. Russell that the RTA Board amend its 1996 Legislative Program to remove the local option fuel tax proposal and cease any further pursuit or advocacy of a local option fuel tax through a new RTA mechanism, and that the RTA Board continue to work with state legislative leadership to identify a supportive strategy which will address the Central Puget Sound's mobility needs within the larger statewide transportation context.

Mr. Morrison stated that Motion No. 10 removes any question of a gas tax issue interfering with an otherwise clean financial package.

The motion to adopt Motion No. 10, as amended, was carried by the unanimous vote of all Board members present.

Public Comment

The following members of the public, who were not present for the public comment agenda item, presented comments to the Board at this time:

Mr. James Deal
Mr. Gregory Hill

Comments are on file with the Board Administrator.

State Legislative Update

Mr. Jim Metcalf stated that, halfway through the legislative session, several events have occurred in the House. They have passed one bill which would prohibit the RTA from contracting for a lobbyist. Another bill which is currently in the Rules would prohibit the RTA from contributing dues to any governmental associations.

He continued to say that the House has adopted a supplemental transportation budget. That supplemental budget will not directly impact the RTA. The CPSTSA and the HCT accounts, which were created in 1990 by the legislature to provide funds for transit and transit planning, have received all of the money projected to accrue through the end of the biennium appropriated in this budget for a variety of road projects, for a total of about \$ 23 million. There will be nothing unappropriated left in those accounts by the end of the biennium.

Included in the budget is a directive to the Legislative Transportation Committee to conduct another assessment of public transit. There would be \$250,000 to pay a consultant to help with this work to look at transit governance, accountability, efficiency and productivity of expenditures.

In King and Snohomish Counties, all of the funds to the transportation partnership division of the Department of Transportation (DOT) to pursue public/private projects on SR 520 and SR 522 have been eliminated.

Finally, there is a provision in the budget that directs the DOT to adopt a rule by July 1, 1996 which would allow any vehicle to use designated HOV lanes during non-peak hours.

In the Senate, Substitute Senate Bill (SSB) 6078, which would remove the requirement that the RTA publish a voter's pamphlet, has been passed and is in the House Transportation Committee.

Another HOV related bill in the Senate, SSB 6348, would allow certain commercial for-hire vehicles to use the HOV lanes regardless of passengers. This bill has been approved by the Senate Committee and is on the Senate calendar. SB 6730, a failed bill, would have allowed non-HOV vehicles to use HOV lanes during the non-peak hours.

Bill SS 6768, sponsored by Senator Haugen, would allow the RTA to provide services in adjacent counties. This has been approved by the Committee and sent to the Senate Rules Committee.

The Committee held a hearing on the RTA request, SB 6709. Mr. Drewel and Mr. Morrison testified in favor of the bill. The bill was opposed in the public hearing by the Washington Highway Users Federation, the State Truckers' Association and Mr. Kemper Freeman and Mr. Bill Eager. The bill is still in Committee and probably won't be acted upon.

Mr. Nickels distributed a motion on the use of HOV lanes. He stated that this motion was not intended for inclusion in the RTA legislative program, but to state the RTA's position.

It was moved by Mr. Nickels and seconded by Ms. Choe that the RTA Board express opposition to single-occupant vehicle use of WSDOT's high-occupancy vehicle system.

Mr. Nickels stated that one proposal in the Senate has to do with taxi cabs using HOV lanes to pick up fares. The other proposal has to do with single occupancy vehicle (SOV) use of the diamond lanes in off-peak hours. When the freeway is free flowing (during off-peak hours), general purpose vehicles don't need to use the HOV lanes. When the freeways are congested, the HOV system is very important. Metro, Community Transit, Pierce Transit and Everett Transit publish millions of bus schedules every year, which promise that their buses will be at various locations on time. The HOV system will allow transit agencies to keep those promises in the future. Any SOV use of the HOV system is a threat to that promise, especially as the region becomes more and more congested during the off-peak hours.

The motion to oppose single-occupant vehicle use of the high-occupancy vehicle system was carried by the unanimous vote of all Board members present.

Mr. Drewel stated that he would write a letter and transmit the motion to the legislature.

Funding Options for HOV Lanes

Ms. Hendrickson referred Board members to an annotated issue paper discussed by the Rules Committee (copy on file).

She stated that the Rules Committee narrowed down the options for funding HOV lanes. In addition, the Committee addressed question 3. The State Transportation Commission has recommended that HOV lanes and freeway-to-freeway connections remain a state responsibility, but that access ramps would be the responsibility of regional and local governments. The Rules Committee seemed to agree with this.

The Board directed staff to: 1) develop a list of alternative HCT projects in the event that the state is able to complete the region's HOV lane system; 2) retain the option of a loan program with the DOT; 3) develop conditions for HOV funding; and 4) accept the Transportation Commission's outline of state vs. local responsibility in HOV funding.

Mr. Hansen distributed a list of potential RTA investments being considered in Everett (copy on file).

Financial Policies

Ms. Hendrickson reviewed the discussion draft financial policies (copy on file). She indicated that these reflect discussions by the Board during the last workshop and the Rules Committee.

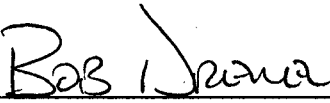
District Boundary Revisions and Annexations

Mr. Drewel stated that the Rules Committee did not have time to undertake this discussion, and therefore will not offer a report.

Next Meeting

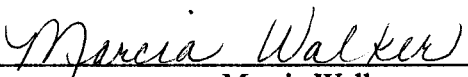
The next meeting of the RTA Board of Directors is scheduled for Friday, March 1, 1996, from 9:00 a.m. to 12:00 noon.

As there was no other business, the meeting was adjourned at 3:17 p.m.



Bob Drewel
Chairman of the Board

ATTEST:



Marcia Walker
Board Administrator

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