

**Central Puget Sound  
Regional Transit Authority**

**March 22, 1996  
Board Meeting**

**Call to Order**

The meeting was called to order at 1:38 p.m. by Chairman Drewel. It was held in Room 402 of the King County Courthouse, Seattle, Washington.

**Attendance**

**Chair**

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

Norm Rice, Seattle Mayor

Dave Russell, Kirkland Councilmember

Jim White, Kent Mayor

**Pierce County**

Ann Kirk Davis, Lakewood Councilmember

Bill Stoner, Pierce County Councilmember

Doug Sutherland, Pierce County Executive

**Snohomish County**

Dave Earling, Edmonds Councilmember

Ed Hansen, Everett Mayor

**Washington State Department of Transportation**

Sid Morrison, Secretary

The following Board members arrived after roll call:

**King County**

Gary Locke, King County Executive

Cynthia Sullivan, King County Councilmember

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

## Minutes

It was moved by Mr. Sutherland, seconded by Ms. Choe and carried by the unanimous vote of all Board members present that the minutes of January 26 and February 9, 1996 be approved as presented.

## Revised Agenda

Mr. Drewel indicated public comment would be accepted at the conclusion of the presentation of the ten-year Regional Transit System Plan (Preliminary Draft).

## Report of the Chair

Mr. Drewel called the Board's attention to the written position statements or resolutions (copy on file).

## Executive Director Report

Mr. White reviewed the outline of dates for the public hearings on the draft plan. The schedule allows time for the public to review the draft and for the Board to incorporate those comments into any revisions.

## Committee Reports

### Finance Committee

#### Motion No. 12 - Authorizing the Adoption of New Financial Assumptions for the Purpose of RTA Financial Analysis and Planning

It was moved by Mr. Nickels and seconded by Ms. Choe that the Board approve Motion 12 which would authorize the adoption of adjustments to several key financial assumptions used for purposes of financial analysis and planning.

Mr. Nickels indicated that a regular review of the RTA's financial assumptions is critical to ensure their currency with actual projected market conditions. The staff recently conducted such a review with the assistance of members of the investment banking community and bond counsel. These changes have also been discussed with the Expert Review Panel who concurred the changes were reasonable. The changes have been incorporated into the development of the financial plan.

**Motion 12 was approved by the unanimous vote of all Board members present.**

### Rules Committee

### Legislative Report

Mr. Drewel was recently in Washington, DC and met with Senators Gorton and Murray, and Representatives Dicks, Dunn, Metcalf, McDermott, Tate and White. At that same time, a meeting of the American Public Transit Association (APTA) was taking place and a presentation of a study entitled Conservatives and Mass Transit: Is It Time for New Look? was made. A copy of the study was included in Board members' packets and he encouraged them to read it.

## State Legislative Report

Mr. Matsuoka reported that since the last Board meeting, the State Legislative session has ended. One bill which would affect the RTA, SB 6078, removed the requirement for a public information brochure and limited what could be said about the dollars assumed to come from federal and state revenues sources. In the House this bill was amended to apply to all high capacity transit (HCT) proposals. Consequently, there are other transit agencies who are upset and are asking the Governor to veto this proposal. It is on the Governor's desk until the end of the month.

Mr. Morrison mentioned that the state transportation budget would also be of interest to the RTA. It includes high occupancy vehicle (HOV) segments in key areas.

### Vote Date for Ten-Year Regional Transit System Plan

Mr. Drewel reminded the Board that this had been on the prior board agenda for discussion, and it is on today's agenda for action.

**It was moved by Ms. Choe and seconded by Mr. Earling that November 5, 1996 be established as the vote date for the Ten-Year Regional Transit System Plan.**

**The motion to establish November 5, 1996 as the election date for the Ten-Year Regional Transit System Plan was approved by the majority vote of all Board members present. (Those voting in the minority were Ms. Davis and Mr. Sutherland.)**

### Presentation of Ten-Year Regional Transit System Plan (Preliminary Draft)

Mr. Drewel reviewed a summary of the Ten-Year Regional Transit System Plan (Preliminary Draft) (copy attached).

(Board member Locke arrived at this time.)

Mr. Drewel noted that Mr. Ford had arrived. He thanked him for the considerable amount of time he has spent on this project and asked him if he had comments.

Mr. Ford reported that the Regional Outreach Committee was putting together a response for the Board. He touched on a few of the critical issues that will be in the response.

The first issue is the question of leadership. In trying to convince voters to endorse the proposal, leadership is needed; not just political leadership, but the business and civic leadership as well to support the proposal.

Underlying this, is an issue of regional trust. There is a great deal of distrust between various areas. It is based on an whole litany and history of disagreements and problems. This makes it difficult to pull together for a successful vote.

Another issue is how people move in this region. In the next five years about 20 billion trips will be made by people in automobiles, 500 million by people on transit. People talk move about moving in their cars rather than in transit vehicles. People are worried about road programs, such as the HOV lanes, but they have a lot of issues about mobility for vehicles. Some surveys show people want a truly

balanced system. We need to figure out how the state's program and the local highway programs fit with this transit proposal. The public does not separate the two.

Equity. It is important to try to resolve equity in a way that people can understand and believe in. It's important that the RTA translate the tax issue. While \$3.5 billion is a lot of money, even over 10 years, it is not a lot of money when you talk about it in terms of families. An average family would be contributing \$100 per year into this program.

The Regional Outreach Committee will be reporting back in the next three to four weeks.

**Public Comment**

The following individuals offered public comment:

Mr. Jessie Tanner, Mayor of Renton

Mr. Jonathan Jackson, speaking on behalf of Mr. Larry Vincent, President of the Rainier Valley Chamber of Commerce, read a statement into the record (copy on file)

Mr. Maynard Arsove, Seattle

Mr. Paul W. Locke, Seattle

Mr. David Hopkins, representing King County Councilmember Maggi Fimia, read a statement into the record (copy on file)

Mr. Louis Williams, Jr., Senior Planning for Puget Infrastructure Group

Mr. Robert Whalen

Mr. Warren Yi, Washington Association of Rail Passengers

Mr. Stuart Case

Mr. Mark Dublin

Ms. Nancy McCormick, Redmond City Councilmember

Copies of comments are on file with the board administrator.

**Other Business**

Mr. Drewel recognized Representative Frank Chopp in the audience and acknowledged the arrival of Ms. Fimia.

He concluded the meeting by thanking staff and announcing that he would be seeking a vote to put the draft plan before the public at the March 29, 1996 Board meeting.


**Adjourn**

As there was no further business, the meeting was adjourned at 3:45 p.m.



Bob Drewel  
Chairman of the Board

ATTEST:



Marcia Walker  
Board Administrator