

**Central Puget Sound
Regional Transit Authority**

**May 24, 1996
Board Meeting Minutes**

Call to Order

The meeting was called to order at 8:20 a.m. by Chairman Drewel in the Puget Sound Regional Council Conference Room, 1011 Western Avenue, Seattle, Washington.

Attendance

Chair

(P) Bob Drewel, Snohomish County Executive

Vice Chairs

(P) Paul Miller, City of Tacoma Councilmember

(A) Greg Nickels, King County Councilmember

(P) Martha Choe, City of Seattle Councilmember

(P) Dave Earling, City of Edmonds Council President

(P) Mary Gates, City of Federal Way Councilmember

(A) Jane Hague, King County Council Chair

(A) Ed Hansen, City of Everett Mayor

(A) Ann Kirk Davis, City of Lakewood Councilmember

(P) Gary Locke, King County Executive

(P) Rob McKenna, King County Councilmember

(P) Renee' Montgelas representing Sid Morrison

(A) Norm Rice, City of Seattle Mayor

(P) Dave Russell, City of Kirkland Councilmember

(A) Bill Stoner, Pierce County Councilmember

(P) Cynthia Sullivan, King County Councilmember

(A) Doug Sutherland, Pierce County Executive

(A) Jim White, City of Kent Mayor

The Board Administrator indicated that a quorum of the Board was not yet present.

Public Comment

The following individuals addressed the Board. Comments are on file with the Board Administrator.

Mr. Aaron Ostrom, Vice President of the Washington Environmental Council

Mr. Bill Svensson, General Chairman of the Puget Sound Light Rail Transit Society

Ms. Maggi Fimia, King County Council, read into the record a letter from the SeaShore Transportation Forum's North Caucus

Mr. Everett Wilcox, Co-Chair of Washington Conservation Voters (WINPAC)

Mr. Douglas Tooley, Vision Seattle

Mr. Robert Whalen

Mr. Roger Pence, President of People for Modern Transit

Ms. Rosemary Ives, Mayor of Redmond

Ms. Virginia Gunby, Vice President of Thousand Friends of Washington,

Mr. Warren Yi, representing both the Association of Rail Passengers and the Duwamish District Council.

(Board member Choe arrived at this time.)

Mr. Dean Claussen, Eastside resident
Mr. Maynard Arsove, Chair of No Expansion of SR-520

(Board members Hansen, McKenna and Russell arrived at this time.)

Chairman Drewel recessed the meeting from 8:55 a.m. to 9:10 a.m.

Report of the Chair

Mr. Drewel called the Board's attention to a number of documents in the packets (copies on file):

- ◆ A letter from the Chair of the Transportation Commission, Ms. Connie Niva, outlining the Commission's recently adopted HOV policy. Her letter stated that the policy is consistent with the RTA objectives to manage freeway HOV lanes to achieve speeds and reliability to enhance transit operations. Resolution No. 532 accompanied the letter.
- ◆ A letter from Secretary of Transportation Sid Morrison, transmitting Resolution No. 529 of the State Transportation Commission. Resolution No. 529 states the Commission's desire to work with the RTA in developing a program implementation and budget strategy where mutually beneficial improvements to the Intercity and Commuter Rail Programs are completed in partnership.
- ◆ Position statements on the Draft Ten-Year System plan.
- ◆ Copies of correspondence received since the last Board meeting
- ◆ The final report of the Regional Outreach Committee, accompanying a memo from Mr. Dick Ford.

Finance Committee Report

Revisions to Draft Financial Policies

Ms. Choe reported in Mr. Nickel's absence.

She explained that Motion 16 describes the Finance Committee's recommended final changes to the financial policies, and the Board is scheduled to act on it at the May 31 meeting.

She also reviewed: 1) the May 3 draft of the financial policies; 2) a resolution adopting the financial policies; and 3) the financial feasibility of extending light rail to Northgate and SeaTac.

She described each of the proposed amendments to the financial policies. Proposed amendment #1 would apply the equity principle to future phases.

The second proposed amendment deals with the allocation of expenditures. The Finance Committee proposes revising the second sentence of section 6, page two, to read: "The allocation of expenditures for facilities and services that cross subarea boundaries and share costs among subareas will be made by the Board with consideration to subarea benefits and priorities." The purpose was to recognize that benefits accrue to constituents and riders beyond one subarea, and there would be consideration of that made in the allocation of those costs.

Proposed amendment #3 would add language to deal with what would happen if projected or actual expenditures exceed actuals by 5% or greater.

Proposed amendment #4 clarifies voter approval requirements, and reads "The RTA Board recognizes its authority to fund the ten-year system plan's future operations, maintenance and debt service as well as any future phase capital program through a continuation of the local taxes initially authorized by the voters. However, in its commitment to public accountability, the RTA Board pledges that any second phase capital program which continues local taxes for financing will require approval by a vote of those citizens within the RTA."

Proposed amendment #5 revises the title to read "Future Visions" because the language refers to O&M, as well as capital costs.

Mr. Russell asked Mr. Gunter if the equity principle as adopted by the Board in the financial policies and ten-year plan would be legally binding to future RTA boards. Mr. Gunter replied that assuming the principles are either in the plan or in a resolution that is a major decision document, any revision would require a super-majority vote of a future Board.

Mr. McKenna asked if that would be also be the case, if the equity principle were imbedded in the ballot title or in a resolution mentioned in the ballot title.

Mr. Gunter replied that there would be a higher probability that it would be in the range of a contract with the public. The ballot title is restricted to a few words, making it impractical to include the equity principle in it. By referring to it in the resolution, there is a higher possibility it would have a future binding effect.

Mr. McKenna asked if the Board could incorporate a resolution which would have space to explicate some of these principles, and/or could the principles be included in the voter's pamphlet.

Mr. Gunter expressed that he would further research that. He explained that the RTA's enabling legislation declares particular actions of the Board to be "super-majority" decisions. In fact, the legislation provides the authority for the Board to change its plans by virtue of future Board votes.

Mr. McKenna suggested researching the use of bond covenants to enshrine the principles and protect them against a super-majority vote.

Ms. Choe referred the Board to the financial analysis for light rail extensions to Sea-Tac Airport and Northgate, which had been requested by Ms. Gates and several other Board members. The extension of light rail to Sea-Tac would cost \$315 million. This can be financed within 10 years and within the subarea's equity principle with the following assumptions: federal funding has been 40 to 50% of a project's cost. Inclusion of an extension to Sea-Tac would require an increase in bonding for the South King County subarea. The total bonding would be reduced by about \$13 million to reflect an increase in federal funding assumptions.

Mr. Hansen asked if there was consensus in South King County for substituting the extension of light rail in lieu of HOV access projects.

Ms. Gates replied that when light rail is extended to the airport, there is no longer a need for the access projects.

Ms. Choe explained that the financial analysis of extending light rail to Northgate was preliminary in that it had recently been introduced as an amendment, limiting available time to do the analysis. However, staff would be complete the analysis before the Board acted on the proposed amendment.

The cost of extending light rail to Northgate would be \$375 million. The Finance Committee reviewed the impacts and constraints of the financing principles. Some possibilities would be to increase the federal funding assumption to 40%, which would also probably entail looking at schedule adjustments to 12 years. Adjustment in the schedule would allow an increase in bonding and would allow service of the debt.

Draft Amendments to the Ten-Year Regional Transit System Plan

Mr. Drewel drew the Board's attention to a revised packet of amendments. He asked Mr. White to introduce each of the amendments and asked the sponsoring Board member to speak to it. He indicated that following the introduction of all of the amendments, the Board would identify the ones to be included on the consent agenda for the May 31 Board meeting.

(The Draft Amendments Packet is on file with the Board Administrator.)


The Board identified amendments 6, 1b and 1c, 20, 8a and 8b, 13, 15 and 17 for inclusion on the consent agenda for the May 31 Board meeting. Ms. Montgelas indicated that she would consult with Mr. Morrison and let staff know if amendment #2 should be included on the consent agenda.

Mr. Drewel announced that action on Motion No. 15, authorizing staff to revise the language in the draft ten-year regional transit system plan and draft long-range vision to be consistent with the amendments adopted by the Board, would be requested at the May 31 Board meeting.

Next Meeting

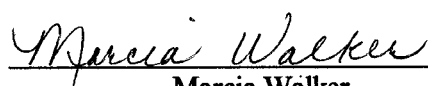
Mr. Drewel announced that the May 31 Board meeting would begin at 1:00 p.m. to allow adequate time for thorough discussion of proposed amendments.

As there was no other business, the meeting was adjourned at 11:20 a.m.



Bob Drewel
Chairman of the Board

ATTEST:



Marcia Walker
Board Administrator

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alternatives have been considered. The RTA is continuing to respond to criticisms and suggestions. If the Board doesn't move toward a November 1996 election, it will lose momentum.

Ms. Kirk Davis agreed with Ms. Choe's remarks.

Mr. Earling stated that his support for a November 1996 election date.

Next Meeting

Mr. Russell and Mr. McKenna suggested the meeting on Friday, May 24 begin later than 8:00 a.m. as ETP would be meeting that same morning.


Ms. Walker said her office would work with Board members' schedules to determine the best starting time for the meeting.

Other Business

Mr. McKenna asked when the Board could expect answers raised at the last Board meeting regarding models. Mr. David Beal indicated that the information would be available by the May 24 Board meeting.

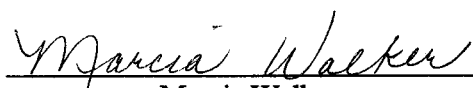
Adjourn

As there was no other business, the meeting was adjourned at 3:40 p.m.



Paul Miller
Vice Chairman of the Board

ATTEST:



Marcia Walker
Board Administrator

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