"Whatever light rail is about, it's not about moving people."

RTA campaign contributors seek contracts

They invested in the chance to bid

By GEORGE FOSTER

transit inc

key word "If th

passed, wi John Beri

national

Virginia-b tributed \$1 and is neg

contract 1 this speci

large à roll our campa

is set up fo

state direc

\$890,750

gional tr

All to

RTA campaign contributors

Cash contributions for the 1996

"unfortunately there has not been more" attention to campaign contributions from companies that could profit from transit and highway projects.

sit Authority light rail director. uals to \$35,856 interviews with engineering from executives reveal how central it is to the \$12,200, or 1 percent

way you Onecharacterize our campaign finance system is that it is set up for special interests to finance our campaigns," says Common Cause state director Chuck Sauvage.

Pierce and from engineering and architectural recommendations, railroads, transit tunalely there has not been more tunalely there has not been more equipment suppliers and providers of See TRANSIT, Page BZ services related to the project.

"If it's about high-paying jobs and making a few select people rich, then let's say that ... instead of misleading people into believing it has anything to do with reducing traffic congestion."

...interviews with engineering firm executives reveal how central it is to the transit industry to win elections. The key word is opportunity."

Establishment of the property 10.000 U.S. Bunk of Wostington / Seattle Dame: & Moore / Seattle CH2M Hair / Bellevio hirst interstate / Seattle ICF Kaises International Inc. / Virginia Parsons Brinkerhoff / New York City U.S. Bark of Washington / Swiffle 10,000 7,500 5,000 David Evens & Associate HNTB Corp. / archite Huitt Zollars, Inc. / angine DeLeuw, Cather and Co. / Chicago not pleased with our presentation. Nobody likes to lose." KCM Inc. / engineers

> "If these initiatives don't get passed, we don't have any work," said John Bergerson,

using levies in the 1880s.

If the \$859,84 speed during the campaign, \$880.000 for broadcast ads \$113,319 for direct mail, \$104,918 personnel, \$30,129 for office supplies and \$29,223 to a devertising and research, reasons for giving vary. Frequently, the phrases "good sorder cytizen and crive responsibility" pop up. When you work in an industry, whether it is consomption or airplanes, you believe in and support at inclustry, said Tom Jones, a Redmond resident who

in Seatile, Seafirst Corp. in May won the construct to provide the RTA with banking services through March 2002. It gave \$15,900 to the campaign.

The possibility of serving as the RTA's banker was not the seatile that the possibility of serving as the RTA's banker was not because into behind our contribution. We contributed because into the right thing to do, "Seafirst spokeswoman Sheri Pollock said.

RTA finger and administration director Jan Frederickson has said Seafirst won hands down, "especially ... with its terms for establishing a line of credit."

■ P-I reporter George Foster can be reached at 206-448 8341 or georgefoster@seattle-pr.com

877 Fro. / Lus Angeles Washington Natural Gas / Seattk 5.000 Bechtel Infrastructure / San Francisco Contributions of more than \$4,000 Total of all contributions

butors

65.000 35.000 30.000

25,000 25,000

21,000

20.000

20,000

15,000

Go to truthabouttraffic.org and see a full list of those who stand to gain from ST-2's passage - and who will likely fund the program to sell you!

Morrison K