

REGIONAL TRANSIT AUTHORITY

MOTION NO. 19

A MOTION of the Board of the Regional Transit Authority of Pierce, King and Snohomish counties committing to the development of a public involvement program.

WHEREAS, on May 31, 1996, the Board of the Regional Transit Authority adopted Sound Move, the Ten-Year Regional Transit System Plan; and

WHEREAS, the Ten-Year Plan includes the RTA Board's commitments to public accountability and citizen participation, and specific public involvement principles, Attachment A to this Motion; and

WHEREAS, on November 5, 1996, the implementation of the Ten-Year Plan received voter approval; and

WHEREAS, the RTA is now in the process of developing the work program and budget for implementing the Ten-Year Plan, including the commitments to public accountability and citizen participation; and

WHEREAS, the RTA Board has adopted Motion 18 committing to the creation of the Citizen Oversight Panel which is one element of public involvement in the RTA's activities;

NOW, THEREFORE BE IT MOVED BY THE BOARD OF DIRECTORS OF THE REGIONAL TRANSIT AUTHORITY AS FOLLOWS:

1. The RTA Board will develop a public involvement program which implements the general and specific commitments contained in the Ten-Year Plan.
2. The RTA will consult with representatives of community groups, good government organizations and local jurisdictions in the process of developing the public involvement program.
3. The public involvement program will include a variety of techniques to involve and support citizens representing all stakeholder groups in the wide range of regional, subarea, corridor and community issues and projects, examples of which are listed in Attachment B to this Motion.

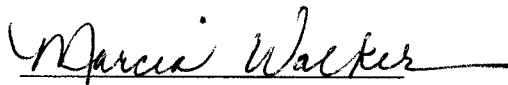
4. One specific element of the public involvement program will be a citizen committee for the North Corridor segment between downtown Seattle and the University District which will consider and help identify an alternative northern route for the electric light-rail line which can be evaluated against the preferred alternative during environmental review and preliminary engineering stages.
5. In developing the public involvement program, the following guiding principles will be applied:
 - ◆ Reflect the cultural and ethnic diversity of the communities involved.
 - ◆ Clearly define the objectives, missions and tasks of the activities and participants.
 - ◆ Establish time schedules (including beginning and end dates) for activities and participant processes to achieve objectives within a timeframe supportive of the plan implementation schedule.
 - ◆ Retain decision-making within the Board.
 - ◆ Assure that all public input, not just that of advisory or review groups, is available to the Board members.

PASSED by the Board of the Regional Transit Authority for the Pierce, King and Snohomish region at a regular meeting thereof held on the 13th day of December, 1996.



Bob Drewel
Chair of the Board

ATTEST:



Marcia Walker
Board Administrator

Public involvement commitments and principles adopted in *Sound Move*

Adopted commitments in the plan:

Page 6: Principles and commitments. “Public accountability — the RTA will ... appoint a citizen committee to monitor RTA performance in carrying out its public commitments. Citizens will be directly involved in the placement, design and implementation of facilities in their communities.”

Page B-7: Public accountability. “the RTA will: b) Appoint and maintain for the ten-year construction period a citizens’ oversight committee, charged with an annual review of the RTA’s performance audit and financial plan, for reporting and recommendations to the RTA Board.”

Page 29: Electric light rail. “The first implementation stage will include environmental review, preliminary design and preferred alternative refinement for each of the three segments. This stage will also include an extensive community process to refine the preferred alternatives for each segment and define potential alternative alignments.”

Page 30: Electric light rail, continued. “As with any major construction project, the community will be involved in the project from beginning to end. Opportunities for public and technical review will be included in each stage of the implementation plan.”

Page 32: A community effort, continued. “The RTA will provide the resources and support necessary to involve the public at all levels of planning (local, corridor, regional) and during all phases of putting the plan in place (environmental, preliminary engineering, final design, construction, operation). The RTA will also support independent citizen and/or technical review committees to oversee and provide advice to the RTA during detailed electric light-rail segment planning.

One of the first tasks of a citizen committee for the north light-rail line will be to consider and to help identify an alternative norther route which can be evaluated against the preferred alternative ... The time and resources devoted to the task of identifying an alternative northern route shall be established at the beginning of the citizen process.”

Public involvement principles

The RTA will work with local public transportation agencies, local jurisdictions and agencies to create an open public involvement process with ample opportunities to inform and involve the community. Citizens and groups will have extensive opportunities to interact with, and receive a response from, appointed and elected officials on issues of interest or concern. The RTA will ensure that:

- citizens have access to the planning process
- citizens’ input is actively sought at all stages of planning and development
- a representative cross-section of interests is engaged
- all programs and activities are publicized and the proceedings and records made available for public review
- citizens have opportunities to affect decisions before they are finalized
- citizens’ inquiries, suggestions and ideas are answered or accounted for in the decision-making process.

Issues and projects which the public involvement program needs to be designed for

Example issues:

Regional issues

- Overall performance on public commitments
- Coordination with regional land use and transportation
- Capital/service implementation plan
- Incorporating TDM and CTR efforts
- Policy issues
 - M/W/DBE
 - ADA
 - Public art
- Regional fare integration
- System integration

Subarea issues

- Capital/service implementation plans
- Integrating service components
- Integrating with local service

Corridor projects

- Commuter rail
 - Seattle to Tacoma —Tacoma to Lakewood
 - Seattle to Everett
- Light rail
 - Tacoma downtown —Boeing Access to SeaTac
 - Seattle to Boeing Access —Downtown Seattle to University District/Northgate
- HOV Expressway/regional express bus
 - I-405 North —Seattle to Everett
 - I-405 South —Seattle to Tacoma
 - Cross Lake Washington —Pierce County

Station areas

- Specific neighborhood issues
- Access and design issues
- Interface with local service