

July 6, 1993(3:09pm)
93-466RTA.sub
(RM/ldt)

Phillips
Sullivan
Barden
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Introduced by:

Proposed No.: 93-466

ORDINANCE NO.

10925

AN ORDINANCE confirming that King County will participate in the Regional Transit Authority.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. Findings and Intent.

A. On May 28, 1993 the Joint Regional Policy Committee (JRPC) adopted a regional transit system plan, transmitted that plan to the legislative authorities of King, Pierce and Snohomish counties and recommend that the counties elect to form a regional transit authority (RTA) pursuant to RCW 81.112.

B. The system plan adopted by the JRPC directs the RTA to refine the system finance plan and to then return the amended plan to the legislative authorities of the counties which have elected to participate in the RTA. Pursuant to the 1993 amendments to RCW 81.112, the participating counties must elect to either confirm the amended plan or withdraw from the RTA.

C. The King County Council finds that an involved and educated citizenry is vital to the ongoing success of the regional transit plan and system. Accordingly, the council requests that the RTA's work program and timeline contain specific elements which focus on developing and refining the system plan with full input from all public interests, as well as a comprehensive public education program about the plan. The council further requests that the public election required by RCW 81.112 meet this element by sequencing the election to allow sufficient time for full and comprehensive public knowledge of the details and impacts of the plan on the region's economy, environment, infrastructure, and quality of life.

D. The King County Council finds that the success of a regional transit plan is inseparably linked to growth

1 management and transportation planning. Accordingly, the King
2 County Executive is urged to provide for the appointment of
3 councilmembers who serve as chairs of the King County council
4 standing committees responsible for growth management and for
5 transit issues to the RTA.

6 E. The King County Council desires that the RTA retain on
7 personal contracts, the absolute minimum number of staff
8 necessary to carry out its statutory duties and that to the
9 maximum degree possible, services be contracted for with other
10 agencies including the region's transit agencies, as opposed to
11 hiring permanent staff. Such employee contracts should expire
12 after the election on the final system plan and financing plan
13 pursuant to RCW 81.112.

14 F. The King County Council finds that a programmatic draft
15 environmental impact statement (DEIS) and a final environmental
16 impact statement (FEIS) was issued by the JRPC concurrently
17 with the draft Regional Transit System Plan. The final system
18 level environmental impact statement was determined to be
19 adequate following on administrative appeal. King County has
20 issued a notice of adoption of the draft and final
21 environmental impact statements pursuant to WAC 197-11-630.

22 G. The King County Council intends to substantively
23 review and analyze the regional transit system plan and the
24 system finance plan to examine at a minimum, issues relating to
25 phasing, least cost planning, new technologies, implementation
26 of growth management strategies and the impacts of the system
27 plan on business, commercial activity and neighborhood
28 stability. This review will be conducted prior to the King
29 County council's decision on whether or not to continue in the
30 RTA described in B. of this section.

31 H. The King County Council intends that local bus service
32 not be affected by the Regional System Plan and requests the
33 RTA to address the following issues:

34 1. To assure the financial viability of the existing
35 METRO bus system and to assure the continuity of service to

1 existing METRO transit riders, the Regional Transit Authority
2 shall not eliminate, within King County, those pre-existing
3 METRO bus routes that compete with proposed high-capacity
4 transit corridors nor shall the Authority re-align pre-existing
5 METRO bus routes as feeder bus routes for high-capacity transit
6 without the express approval of King County; and

7 2. Any system or financial plan adopted by the Regional
8 Transit Authority that fiscally impacts METRO (increasing METRO
9 costs and/or reducing METRO revenues) shall be submitted to
10 King County for approval prior to implementation.

11 SECTION 2. Based on consideration of the above findings
12 and the JRPC recommendations, county public hearings, agency
13 review and comment and public deliberations, King County will
14 participate in the Regional Transit Authority authorized by RCW
15 81.112.

16 The council supports continued efforts to refine the
17 regional transit system and financing plan and ensure state
18 participation in the financing, prior to the placing of the
19 proposal on the regional ballot.

20 SECTION 3. Non-Severability

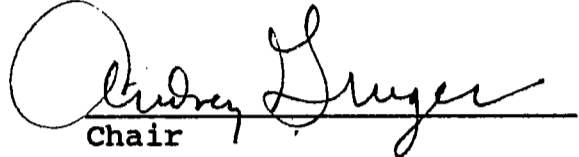
21 King County's decision to participate in the Regional
22 Transit Authority is based upon the provision in the System
23 Financing Plan which requires that the plan be amended, as a
24 major action requiring a two-thirds approval of the RTA board,
25 and that such amendment be submitted to the legislative
26 authorities of participating counties for their decision
27 whether to continue to participate in the RTA. This commitment
28 in the plan to this provision is not severable from King

1 County's decision to participate in the RTA and in the event
2 such amendment is not so approved by the board or submitted to
3 the county, King County shall be deemed to have opted not to
4 participate in the RTA.

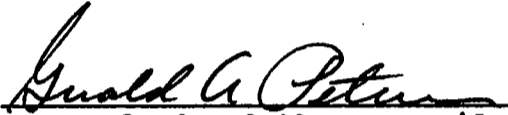
5 INTRODUCED AND READ for the first time this 14th day
6 of June, 1993

7 PASSED this 6th day of July, 1993

8 KING COUNTY COUNCIL
9 KING COUNTY, WASHINGTON

10 
11 Chair

12 ATTEST:

13 
14 Clerk of the Council

15 APPROVED this 9TH day of July, 1993

16 
17 King County Executive

18 Attachments: