

REGIONAL TRANSIT AUTHORITY

RESOLUTION NO. 18

A RESOLUTION of the Board of the Regional Transit Authority for the Pierce, King and Snohomish Counties region authorizing the execution of Interlocal Agreements for the conduct of Station Area Planning in connection with the Tacoma-Seattle Commuter Rail Project.

WHEREAS, the Regional Transit Authority (RTA) is undertaking project-level planning for a commuter rail system proposed to be developed between Tacoma and Seattle, and known as the Tacoma-Seattle Commuter Rail Project; and

WHEREAS, the RTA desires to ensure that the sites and design of commuter rail stations, together with any station ancillary facilities, such as commuter parking, passenger drop-off spaces, bus, auto, bicycle and pedestrian access facilities are fully coordinated with local plans for land use and circulation in the vicinity of commuter rail stations; and

WHEREAS, local government jurisdictions desire to ensure that the sites and design of commuter rail stations, together with any station ancillary facilities, are compatible with existing and proposed land uses and circulation systems in the vicinity of the commuter rail stations and are consistent with local Comprehensive Plans prepared in response to the Washington Growth Management Act; and

WHEREAS, station area planning responsive to the desires of local agencies and the RTA as described above can most effectively be accomplished through a team approach and a shared work program; and

WHEREAS, the RTA has defined a work program to include the following elements for each station:

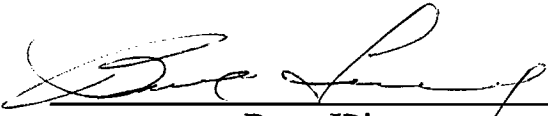
1. Definition of Station Site, Function and Configuration;
2. Comprehensive/Land Use Plan for the Station Area;
3. Traffic Circulation, Access and Parking Plan;
4. Bus Service Plan;
5. Supporting Capital Facilities Program; and

WHEREAS, accomplishment of those elements of the work program for each station can best be carried out by a team composed of staff and consultants designated by the RTA; staff and/or consultants designated by the local transit agency; and staff from the County, Washington DOT and other agencies as appropriate; and

WHEREAS, the RTA shall provide for coordination of work efforts by the individual station area teams, to ensure consistency of approach and compatibility of findings among all the local government jurisdictions participating in station area planning in the corridor, under the general policy direction of the Board of the RTA;

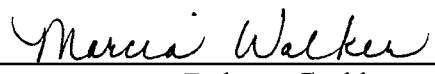
NOW THEREFORE BE IT RESOLVED by the Board of the Regional Transit Authority, that the Executive Director of the RTA is hereby authorized to execute interlocal agreements with the Cities of Seattle, Tukwila, Renton, Kent, Auburn, Puyallup, Sumner; and Tacoma, King and Pierce Counties; and Pierce Transit to undertake a shared work program to accomplish station area planning in each jurisdiction, substantially in the form of Exhibit A, and described herein, or as appropriate for each individual jurisdiction.

ADOPTED by the Board of the Regional Transit Authority for the Pierce, King and Snohomish Counties region at a regular meeting thereof held on the 25th day of March 1994.



Bruce Laing
Chair of the Board

ATTEST:



for Delores Grubbs
Clerk of the Board

EXHIBIT A

**INTERLOCAL AGREEMENT FOR
STATION AREA PLANNING FOR THE
TACOMA-SEATTLE COMMUTER RAIL PROJECT**

THIS AGREEMENT is made this 25th day of March 1994 between the Regional Transit Authority (hereinafter referred to as "Authority") and the City of _____ (hereinafter referred to as "City").

WHEREAS, the Authority is undertaking project-level planning for a commuter rail system proposed to be developed between Tacoma and Seattle and known as the Tacoma-Seattle Commuter Rail Project; and

WHEREAS, the Authority desires to ensure that the site and design of commuter rail stations within the City, together with any station ancillary facilities, such as commuter parking, passenger drop-off spaces, bus, auto, bicycle and pedestrian access facilities, are fully coordinated with the City's plans for land use and circulation in the vicinity of commuter rail stations; and

WHEREAS, the City desires to ensure that the site and design of commuter rail stations within the City, together with any station ancillary facilities, are compatible with the City's existing and proposed land uses and circulation systems in the vicinity of the commuter rail station(s) and are consistent with the City's Comprehensive Plan, prepared in response to the Washington Growth Management Act; and

WHEREAS, the City and the Authority hereby mutually agree that station area planning responsive to the desires of the City and the Authority as described above can most effectively be accomplished through a team approach in a shared work program;

NOW THEREFORE, in consideration of the mutual promises and covenants herein contained, to be kept, performed and fulfilled by the respective parties hereto, it is mutually agreed as follows:

SECTION 1 - ELEMENTS OF THE STATION AREA/LAND USE PLANNING WORK PROGRAM AND THE RESPONSIBILITIES OF EACH PARTY IN ACCOMPLISHING.

The accomplishment of the following elements of the work program shall be carried out by a team composed of: staff and consultants designated by the Authority; staff and/or consultants designated by the City; together with assistance by staff from the local transit agency, the County, Washington DOT and other agencies as appropriate.

1. Definition of Station Site, Function and Configuration. Inasmuch as the primary responsibility for design and construction of stations and ancillary facilities resulting from the Tacoma-Seattle Commuter Rail Project will rest upon the Authority, a staff person designated by the Authority shall act as leader of the team for this work element.

The team will define the alternative location of the station or stations within the City, the function and plan "footprint" of the station or stations, and the size and configuration of station ancillary facilities on plans, maps and drawings as needed and appropriate. The determinations shall be made through consideration and optimization of at least the following aspects, and others as appropriate:

- Station functions.
- Availability of land for stations and facilities.
- Compatibility with surrounding land uses and community goals.
- Location to effectively serve an identified "commuter shed" of users.
- Accessibility to appropriate streets and highways, pedestrian and bicycle paths, and transit routes.
- Engineering requirements for construction and operation of commuter rail package and station platforms.
- Environmental constraints.
- Frontage/infrastructure improvements.
- Community acceptance.

2. Comprehensive/Land Use Plan for the Station Area. Inasmuch as the responsibility for adopting a Comprehensive Plan, determining appropriate land uses and adopting zoning ordinances rests with the City, a staff person designated by the City shall act as leader of this work element.

The team will review the nature and intensity of existing and proposed future land uses in the station area and for approximately one-quarter mile around the proposed station(s) and the existing and proposed street and circulation system to serve those land uses. The team will particularly address compatibility with GMA requirements, with City goals for the station area(s) and with regional goals for corridor development. The team will identify the potential for desirable new development or redevelopment, if any, and the need for any possible modification to the City's Comprehensive Plan and/or Zoning Ordinance. The team may recommend street setbacks and future ROW dedication requirements, as appropriate.

The team may develop proposed incentives to promote desired changes, or protective measures to prevent undesirable changes, as appropriate; and shall prepare drafts of proposed policy and regulatory documents, including, but not limited to

Comprehensive Plan amendments and Zoning Ordinance amendments, for submission to the Planning Commission and the City Council for public review and adoption.

3. Traffic Circulation, Access and Parking Plan. Inasmuch as traffic circulation, access to stations and commuter parking at stations are closely interrelated matters and the responsibility for them is shared by the City and the Authority and, in some cases, by other agencies, the City and the Authority shall each designate a staff person to act as co-leader of the team for this work element and the team shall include representatives of other agencies as appropriate.

The team will review the existing and projected future traffic patterns and service levels in the area of the stations, resulting not only from the presence of the stations and facilities, but from any changes in type and intensity of land use proposed in the Comprehensive/Land Use Plan work element. Special attention will be given to optimizing and providing for access to the area by pedestrians, bicyclists, auto drivers, auto passengers and bus passengers, whether they are coming to the area to use the station or to access nearby homes, businesses, or employment sites. Special attention will also be given to parking problems and needs in the area and any potential competition for parking by commuters and by area residents, businesses, or employees.

The team will develop plans as appropriate for new or modified street and access facilities, driveway access and circulation to the station area(s), on-street and off-street parking provisions, pedestrian walkways and bicycle lanes, provisions for bus and auto-passenger drop-off facilities, waiting areas, shelters, provisions for people with disabilities, traffic signals, grade crossing protective devices and other system requirements.

4. Bus Service Plan. Inasmuch as the primary responsibility for implementing feeder bus service rests with the local transit agency, a staff member designated by the local transit agency shall act as team leader for this work element, closely supported by staff from the City and the Authority.

The team will define appropriate bus service changes to support the commuter rail plan, including bus routes, locations of bus stops and bus schedules. This plan may include route changes well away from station areas to ensure adequate service to the community as well as feeder service to the commuter rail stations.

5. Supporting Capital Facilities Program. Inasmuch as the primary responsibilities of the Authority will be for short-term capital improvements in connection with commuter rail and for longer-term capital improvements in connection with transit services and the responsibility for future land uses around the station area rests with the City, therefore, staff persons designated by the Authority, the City and the Local Transit Agency shall act as co-team leaders for this work element.

The team will develop a short-term capital program for implementation with the start-up of commuter rail operations; and a longer-term capital program for implementation over time, as the Comprehensive/Land Use Plans for the station area develop.

The short-term capital program will include direct station-related facilities at the site, which must be constructed to begin commuter rail operations and will be included in the commuter rail capital budget. It may also include any desirable off-site improvements, such as transit speed, reliability, and passenger facility, street and frontage improvements, curb cuts to meet ADA requirements and pedestrian walkways or traffic signals and will identify potential funding sources for such improvements.

The longer-term capital program may include needs for area-wide street improvements and other infrastructure requirements to support land use changes anticipated in the area under the Comprehensive/Land Use Plan. It may recommend street setbacks and other right-of-way preservation measures and may discuss considerations of timing and funding responsibility.

Public involvement activities in support of the station area/land use planning work program shall be carried out by the working teams outlined in this section. The Authority and the City shall work in partnership to undertake activities that involve citizens in the work program. The Authority will provide elected officials and citizen organizations of the City with information about the programs of the work program on an ongoing basis. The Authority and the City will involve the general public through public meeting and informational materials targeted to the specific issues of that community. The City will identify key citizen groups and the individuals and carry out additional public involvement activities with assistance, as necessary, from the Authority and other working team members.

SECTION 2 - TIMING OF THE STATION AREA/LAND USE PLANNING WORK PROGRAM.

Designation by the City and by the Authority of individuals to participate in the working teams and of work element team leaders to accomplish the work program outlined in Section 1 shall take place as soon as practically possible after approval of this agreement. The team so designated shall schedule times and places for regular working sessions and shall commit to a program permitting substantial accomplishment of all the work elements by September of 1994.

SECTION 3 - CORRIDOR-LEVEL COORDINATION OF THE STATION AREA/LAND USE PLANNING WORK PROGRAM AMONG CONTIGUOUS JURISDICTIONS IN THE CORRIDOR.

To ensure consistency of approach and compatibility of findings among local government jurisdictions participating in station area planning in the corridor, the Authority shall provide for coordination of work efforts by the team designated under this Agreement with work efforts by the team designated under this Agreement with work efforts by teams designated under similar agreements in other jurisdictions in the corridor. This coordination shall be under the general policy direction of the Authority Board and shall include at least the following elements:

1. Final determination of the commuter rail alignment--Union Pacific R.O.W. or Burlington Northern R.O.W.
2. Establishment of system wide commuter rail design standards for the corridor.
3. Relative functions of stations within the corridor.
4. Corridor-wide circulation and access issues.
5. Communication of findings among the various station area planning teams in the corridor and sharing of planning ideas, approaches and problem solutions.
6. Environmental concerns that affect more than a single station or jurisdiction.
7. Operations and staging plans for start-up of commuter rail revenue service.
8. Public involvement and public information technical support to the individual station area planning teams and direction of corridor-wide public involvement for commuter rail plans.

SECTION 4 - FINANCING

The above Station Area/Land Use Planning Work Program is funded by Federal and/or State grant contracts for the Regional Transit Project. The City agrees to comply with all provisions of such grant contract(s), which contract(s) is (are) incorporated herein by reference.

IN WITNESS WHEREOF, the parties hereto have executed this AGREEMENT as of the date first written above.

For the City of _____

REGIONAL TRANSIT AUTHORITY

(Name)

(Name)

(Title)

(Title)

ATTEST:

ATTEST:

APPROVED AS TO FORM:

APPROVED AS TO FORM:

(Name)

(Name)

(Title)

(Title)