

RESOLUTION NO. 899

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDMOND, WASHINGTON ESTABLISHING SUPPORT FOR RAIL AS AN ELEMENT OF ONE OR MORE ALTERNATIVES OF THE REGIONAL TRANSIT PROJECT SYSTEM PLAN AND THE CONDITIONS UPON WHICH THE CITY OF REDMOND CITY COUNCIL WOULD SUPPORT A REGIONAL TRANSIT PROJECT SYSTEM PLAN.

WHEREAS, in June 1988, the Municipality of Metropolitan Seattle (Metro) adopted Resolution No. 5506 directing Metro staff to propose a rail and bus system for its long range public transportation plan so that a high capacity segment in King County could be built by the year 2000; and

WHEREAS, in March 1989, Metro adopted Resolution No. 5566 approving a four-year rail and integrated bus system planning work program to be included as one of the alternatives of Metro's Year 2000 Public Transportation Plan; and

WHEREAS, in March 1990, HB 1825, High Capacity Transit (HCT) legislation, provided for the establishment of the Joint Regional Policy Committee (JRPC) and a process for the development of a high capacity transit system plan; and

WHEREAS, in March 1992, ESHB 2610, Regional Transit Authority (RTA) legislation, gave authority to the JRPC to adopt a system and financing plan, including the service area definition for a regional transit plan by September 1, 1992; and

WHEREAS, the Eastside Transportation Program's mission is to explore and resolve critical transportation issues affecting Eastside communities and to develop and implement solutions through a collaborative, integrated transportation planning process; and

WHEREAS, on August 23, 1991, the Eastside Transportation Program (ETP) Steering Committee unanimously approved the ETP Recommendations Report which calls for improvements to local bus services and high occupancy vehicle (HOV) facilities on the Eastside as well as extension of HCT in a number of key Eastside corridors; and

WHEREAS, on November 22, 1991, the Eastside Transportation Program Steering Committee unanimously approved a series of policies which outlined the Eastside goals and needs as they relate to the Regional Transit Project (RTP) and associated System Plan elements and transmitted those policies to Metro Planning Subcommittee.

WHEREAS, on April 10, 1992, the Eastside Transportation Program Steering Committee unanimously approved a resolution endorsing rail as an element of one or more alternatives for the Regional Transit Project System Plan and identifying the conditions upon which the ETP will support a system plan, regardless of technology; and

WHEREAS, the Eastside Transportation Program Steering Committee has requested that the city council's of ETP member jurisdictions adopt similar or identical resolutions as the one adopted by ETP on April 10, 1992.

NOW, THEREFORE, THE CITY COUNCIL OF REDMOND, WASHINGTON HEREBY RESOLVES AS FOLLOWS:

The City Council of Redmond endorses rail as an element of one or more alternatives for the RTP. Support for any RTP System Plan shall be conditioned upon satisfaction of the following policy issues:

1. Equity. The RTP System Plan shall identify how the Eastside will be provided revenue for rapid transit facilities, transportation system management (TSM) improvements, and/or service investments proportionate to its current and projected population. The ETP Steering Committee shall have a role in determining the allocation of RTP improvements and service investments.
2. Phasing. The RTP must include a phasing package of transit and transportation improvements to enhance the existing transit operation and support future transit needs prior to full implementation of a cost-effective rapid transit system. Eastside jurisdictions which shall receive rapid transit service subsequent to initial service must be allocated adequate regional transportation resources to permit them to grow as planned within the Vision 2020 framework.
3. Accountability. The RTP System Plan shall (1) identify the specific allocation of new revenue sources between high capacity, supporting transit services and facilities, and HOV facilities, and (2) identify the financial, institutional, and legal mechanisms that will be utilized to assure implementation of these funding allocations.
4. Land Use. Communities with adopted transit-supportive land use plans and transportation demand management programs shall be given priority in the development of a rapid transit project.
5. Revenue Stream. Consideration should be given to generating new revenue streams which may include tax on sales of gasoline instead of placing the entire burden on an increase in the general sales tax.
6. Evaluation Criteria. Evaluation criteria comparing rail and other technologies must include 1) the long term benefits and impacts of the proposed systems, and 2) substantial consideration of environmental impacts.

RESOLVED this 16th day of June, 1992

APPROVED: .



ROSEMARIE IVES, MAYOR

ATTEST/AUTHENTICATED:

Doris A. Schaible
CITY CLERK, DORIS A. SCHAIBLE

FILED WITH THE CITY CLERK: June 11, 1992
PASSED BY THE CITY COUNCIL: June 16, 1992
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