

RESOLUTION NO. 765

A RESOLUTION OF THE CITY OF UNIVERSITY PLACE, WASHINGTON, PROVIDING COMMENT ON PROPOSED UPDATES TO THE SOUND TRANSIT LONG RANGE PLAN

WHEREAS, the Growth Management Act (RCW36.70A) requires that the City plan for transportation facilities and services including transit; and

WHEREAS, the City Council adopted the City's GMA Comprehensive Plan on July 6, 1998 and made significant amendments in May 2000, June 2003, December 2004, May 2010, and October 2013, responding to community input and changes in regional policy changes and state regulatory amendment; and

WHEREAS, Countywide transit services are provided in University Place by the Pierce County Transportation Benefit District commonly known as Pierce Transit, with regional service provided by the Central Puget Sound Regional Transit Authority commonly known as Sound Transit; and

WHEREAS, in April 2012 the University Place Candidate Regional Growth Center was adopted by ratification of amendments of the Pierce County Countywide Planning Policies by 14 cities and towns in Pierce County and Pierce County, designating it as a place where future growth should be concentrated and as a priority for regional transportation funding; and

WHEREAS, in July, 2014 the City of University Place submitted its application for a Regional Growth Center to the Puget Sound Regional Council, which is currently under consideration; and

WHEREAS, the City of University Place is in the process of reviewing and updating as necessary its Comprehensive Plan including the Transportation Element in accordance with RCW 36.70A.130; and

WHEREAS, Sound Transit is in the process of updating its Regional Transit Long Range Plan and as part of that process issued a Draft Supplemental Environmental Impact Statement in June 2014 with comments due by July 28, 2014; and

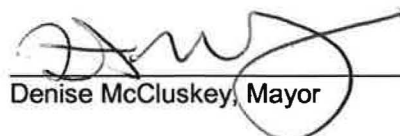
WHEREAS, on July 7, 2014 the City Council held a study session on the future of transit services in University Place, including the alternatives evaluated in Sound Transit's Regional Transit Long-Rang Plan Update Draft Supplemental Environmental Impact Statement.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF UNIVERSITY PLACE, WASHINGTON, AS FOLLOWS:


Section 1. Comments regarding the alternatives evaluated in Sound Transit's Regional Transit Long-Rang Plan Update Draft Supplemental Environmental Impact Statement attached hereto as Exhibit A are hereby adopted.

Section 2. This Resolution shall be effective immediately upon adoption.

ADOPTED BY THE CITY COUNCIL ON JULY 21, 2014.

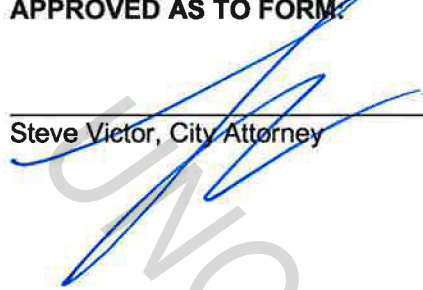

Denise McCluskey, Mayor

ATTEST:



Emelita Genetia, City Clerk

APPROVED AS TO FORM:



Steve Victor, City Attorney

UNOFFICIAL DOCUMENT

EXHIBIT A

1. The Potential Plan Modifications "Alternative 6" *DuPont to Downtown Tacoma via Lakewood, Steilacoom and Ruston* would need to travel through University Place to provide the shortest route between Steilacoom and Ruston.
2. Using light rail to provide service in Potential Plan Modifications "Alternative 6" *DuPont to Downtown Tacoma via Lakewood, Steilacoom and Ruston* would be the least preferred mode of transit through University Place.
3. The City Council believes if the Potential Plan Modifications "Alternative 6" *DuPont to Downtown Tacoma via Lakewood, Steilacoom and Ruston* were added to the long range plan it would be a long time before it would be designed and constructed. Given the time and costs associated with such a long term proposal it may be more appropriate to consider this alternative in a future update.
4. Express Bus Service should be provided from University Place to light rail and between places of higher density housing and employment centers.
5. Transit is a major component of the City's future needs. More study and discussion of transit services between Sound Transit, the City and its citizens in University Place would be appreciated.
6. Any Sound Transit services in University Place should include service along Bridgeport Way through the Town Center.
7. With a 25-50 year horizon and evolving technology, it makes the design, structure, and needs of mass transit on a regional basis difficult to anticipate for planning.