
SENATE BILL 6484

State of Washington **52nd Legislature** **1992 Regular Session**

By Senators Erwin, Madsen and Conner

Read first time 02/05/92. Referred to Committee on Transportation.

1 AN ACT Relating to transportation and land use; amending RCW
2 39.92.010, 39.92.030, 70.94.531, 81.75.010, 81.75.020, 81.75.030, and
3 81.104.080; and adding a new chapter to Title 47 RCW.

4 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

5 NEW SECTION. **Sec. 1.** (1) The legislature finds that local
6 transportation systems that are responsive to the needs of shoppers and
7 workers are needed for coordinated land use and transportation
8 development. The public and private sectors must cooperate locally to
9 facilitate land use and transportation development patterns that
10 promote economic development compatible with the goals and guidelines
11 established for growth management under chapter 36.70A RCW, high
12 capacity transportation systems under chapter 81.104 RCW, and
13 transportation demand management under RCW 70.94.521 through 70.94.551.

1 (2) It is the intent of the legislature to encourage joint efforts
2 by local governments and the private sector to establish networks of
3 transportation centers served by a combination of local transportation
4 systems and high capacity transportation systems and offering public
5 transportation service that competes with the single occupancy vehicle.
6 The legislature shall provide incentives to local jurisdictions that
7 are able to measurably increase their share of alternative mode trips
8 in relation to total trips.

9 (3) To establish continuity, consistency, and predictability in the
10 development process it is necessary to establish a system that brings
11 decision makers together at the local level. These decision makers
12 shall agree upon an implementation plan that addresses local land use,
13 infrastructure, and transportation problems in a comprehensive and
14 cumulative fashion that supports regional growth, infrastructure, and
15 transportation goals.

16 NEW SECTION. **Sec. 2.** Unless the context clearly requires
17 otherwise, the definitions in this section apply throughout this
18 chapter.

19 (1) "Alternative mode trips" means any trip taken for shopping,
20 employment, business, or pleasure purposes that is not taken using a
21 single occupancy vehicle. This definition includes, but is not limited
22 to, walking, bicycling, telecommuting, or riding public transit.

23 (2) "Land use-transportation benefit district" means an entity
24 created under section 3 of this act.

25 (3) "Local transportation system" means a locally controlled
26 network of transportation centers supported by a transportation
27 brokering service that promotes alternative mode trips and coordinates
28 paratransit services.

1 (4) "Paratransit services" means publicly and privately owned
2 transportation services and includes, but is not limited to, taxicab
3 services, ridesharing services, car and van pooling services,
4 destination and subscription services, shopping and delivery services,
5 circulator and shuttle services, passenger ferry services, and bicycle
6 transit services.

7 (5) "Performance-based contract" means one or more contracts for
8 transportation brokering services between a land use-transportation
9 benefit district and any other persons or entities, if the payment
10 obligation for each year under the contract, including the year of
11 installation, is set as the percentage increase in alternative mode
12 trips and reflected in a measurable quantity such as vehicle miles
13 saved or passenger trips saved. Such a figure has a measurable region
14 benefit that can pay for the transportation brokering service and the
15 paratransit services under this chapter. A guarantee shall be given,
16 at the option of the land use-transportation benefit district, a bond
17 or insurance policy, or some other guarantee determined sufficient by
18 the land use-transportation benefit district to provide a level of
19 assurance similar to the level provided by a bond or insurance policy.

20 (6) "Regional growth, infrastructure, and transportation
21 guidelines" means local land use, infrastructure, and transportation
22 system goals and guidelines established under the growth management
23 act, chapter 36.70A RCW, high capacity transportation systems, chapter
24 81.104 RCW, and transportation demand management, RCW 70.94.521 through
25 70.94.551.

26 NEW SECTION. **Sec. 3.** (1) The legislative authority of a county
27 may establish one or more land use-transportation benefit districts
28 within the county for the purpose of creating local transportation
29 systems under chapter 47.-- RCW (sections 1 through 13 of this act)

1 within the district that is (a) consistent with state, regional, and
2 local transportation plans, (b) necessitated by existing or reasonably
3 foreseeable congestion levels attributable to economic growth, and (c)
4 partially funded by local government or private developer
5 contributions, or a combination of such contributions. The district
6 may not include any area within the corporate limits of a city unless
7 the city legislative authority has agreed to the inclusion pursuant to
8 chapter 39.34 RCW. The agreement shall specify the area and such
9 powers as may be granted to the benefit district.

10 (2) The members of the county legislative authority, acting ex
11 officio and independently, shall compose the governing body of the
12 district. If a land use-transportation benefit district includes any
13 portion of an incorporated city, town, or another county, the district
14 may be governed as provided in an interlocal agreement adopted under
15 chapter 39.34 RCW. The county treasurer shall act as the ex officio
16 treasurer of the district. The electors of the district shall all be
17 registered voters residing within the district. For purposes of this
18 section, the term "city" means both cities and towns.

19 (3) A land use-transportation benefit district is a quasi-municipal
20 corporation in charge of a planning area and shall be the conduit for
21 information and decision making relating to the benefit district. All
22 government agencies with jurisdiction pertaining to land use,
23 transportation, and infrastructure shall support the district with the
24 personnel and information necessary to carry out the planning and
25 implementation of effective growth, transportation, and infrastructure
26 policies.

27 (4) Land use-transportation benefit districts shall be supported
28 primarily through the assignment of personnel from existing relevant
29 agencies as opposed to the creation of a new level of government.
30 Support services shall be contracted out as opposed to the opening of

1 civil service positions. Land use-transportation benefit districts
2 should be able to be dissolved and not have to lay off more than six
3 employees. The intent of this approach is to bring together the
4 policymaking power of various agencies under a single umbrella for the
5 benefit of coordinated land use, transportation, and infrastructure
6 development.

7 (5) Land use-transportation benefit districts shall have the
8 combined enforcement, planning, and regulatory power of the
9 contributing agencies and the respective administrative and judicial
10 processes shall be available for appeal from their decisions. The
11 local land use-transportation management association established in
12 this chapter and the community land use-transportation cooperative
13 established in this chapter shall have the power to influence the
14 process as an equal partner with the land use-transportation benefit
15 district as long as they are following agreed-upon population
16 accommodation, transit efficiency, and infrastructure rebuilding goals.

17 (6) Land use-transportation benefit districts shall be no larger
18 than one hundred fifty thousand population, except no city should have
19 more than five districts and no county should have more than twelve
20 districts.

21 NEW SECTION. **Sec. 4.** (1) A land use-transportation benefit
22 district shall establish land use-transportation management
23 associations as voluntary associations used by employers and developers
24 to improve the public transportation system by offering it as a market
25 service designed to meet concurrency standards for further development.
26 The land use-transportation management association shall provide a
27 focal point for developers and employers to cooperate with the public
28 sector and citizens in implementing innovative solutions to problems of
29 infrastructure deficit and transportation inadequacies.

1 (2) Every land use-transportation benefit district has unique needs
2 for the improvement of public infrastructure and transportation
3 systems. These systems must be improved over time in order to
4 accommodate existing zoned densities. The land use-transportation
5 management association shall cooperate within the district to develop
6 a plan that builds infrastructure and transportation systems to meet
7 the projected needs of currently zoned land use capacity as well as any
8 future increases in zoned capacity.

9 (3) In establishing a network of transportation centers, it may be
10 necessary to create special benefit areas within an area appropriate to
11 the scale and size of a transportation center. A special benefit area
12 shall be formed upon approval of sixty percent of the business
13 assessments in the area. The purpose of a special benefit area is to
14 implement a plan that promotes the transportation center to increase
15 public transit and business activity related to the users of public
16 transit. A special benefit district may also implement plans to
17 improve mobility for pedestrians, bicyclists, and public transit users
18 around transportation centers.

19 (4) The land use-transportation management association shall work
20 with the special benefit district, if any, to jointly develop plans to
21 increase the market share of alternative mode trips in relation to
22 total trips within the district. The management association shall
23 contract with the special benefit district using a performance-based
24 transportation service approach to allow the management association to
25 provide customer services at transportation centers and transportation
26 brokering services. This shall provide an incentive to the management
27 association to maximize the utilization of public transportation and
28 related services.

1 for public transportation, education, health care, and resource
2 conservation projects.

3 NEW SECTION. **Sec. 6.** The land use-transportation benefit
4 district, management association, and community cooperative shall
5 establish a long-term vision for the district that is based upon
6 regional growth, infrastructure, and transportation guidelines. The
7 basic principles which shall guide in the creation of the community
8 vision are the following. Land use-transportation benefit districts
9 shall:

10 (1) Establish land use guidelines that at a minimum accommodate the
11 population projections attained by complete zoning build-out and may
12 optionally include twenty-year multifamily growth boundaries.
13 Accommodating such population projections does not mean zoning may not
14 be altered, it means there can be no net loss of population capacity
15 within a district during the community visioning process.

16 (2) Recognize that public infrastructure deficits exist in all
17 communities that must be concurrently eliminated to accommodate
18 additional growth. This infrastructure deficit cannot be eliminated
19 simply by piecemeal impact fees on individual development, so a plan
20 must be in place to eliminate infrastructure deficit on a district-wide
21 basis through more comprehensive funding sources.

22 (3) Establish a network of transportation centers located in
23 neighborhood business areas, shopping malls, employment centers, and
24 other activity centers that, in conjunction with responsive local
25 transportation systems, can offer public transportation service that
26 effectively competes with the single occupancy vehicle. These
27 transportation centers and the transportation brokering service that
28 supports demand-responsive access to the centers shall be jointly
29 developed and operated by the district and the land use-transportation

1 management association through a performance-based contract with
2 regional transit authorities to provide maximum ridership to the
3 regional high capacity transportation system. Transportation centers
4 shall support catchment area populations of two thousand to ten
5 thousand. These centers shall include support services designed to
6 make them attractive to shoppers and workers such as day care services,
7 delivery services, cleaning services, and other services identified as
8 necessary to reduce ancillary trips. The scale of transportation
9 centers will be appropriate to the scale of land use patterns and the
10 size of the proposed population catchment area.

11 NEW SECTION. **Sec. 7.** The private sector is encouraged to take
12 a leading role in providing public transit by jointly developing
13 transportation centers, operating a transportation brokering service
14 for demand-responsive trips, and marketing public transportation as a
15 consumer good that is in competition with the single occupancy vehicle.
16 The approaches to implement these components are the following:

17 (1) The siting and design of transportation centers shall be based
18 upon the needs and requirements of the local area. Adjacent
19 transportation centers shall range in size from covered bus stops
20 supported by sidewalk consumer services to a transit mall designed into
21 a shopping mall and supported by structured parking services. Larger
22 transportation centers supported by structured parking are encouraged
23 to be sited at choke points in the regional highway system where
24 dedicated access to a transportation center could alleviate congestion.

25 (2) The transportation brokering component of the local
26 transportation system is a critical component designed to offer demand-
27 responsive access to transportation centers and between local
28 transportation centers. The key to a successful brokering system is
29 emerging information technologies that allow the brokering service the

1 flexibility to schedule and dispatch a diverse group of independently
2 operated paratransit services. This same technology will be able to
3 allow for measurement of transportation system utilization through the
4 use of a personal smart card similar to an automated teller machine
5 card. It will be important to develop a region-wide brokering system
6 so that the technology is seamless between land use-transportation
7 benefit areas.

8 (3) Transportation centers shall be operated as an integrated part
9 of the local business district. This will provide a basis to treat
10 public transportation as a consumer good that shall be marketed on the
11 basis of flexibility, ease of access, and mobility. Offering
12 incentives to transportation brokering services such as being paid on
13 the basis of vehicle miles saved and passenger trips will encourage
14 service providers to explore innovative ways to deliver services that
15 will reach transportation consumers who are not usually public transit
16 consumers.

17 NEW SECTION. **Sec. 8.** It is critical to reduce the public
18 infrastructure deficit in all areas within the region in order to
19 accommodate additional growth. This infrastructure investment shall be
20 individually designed to meet the needs of each land use-transportation
21 benefit district and shall be funded from diverse set of sources
22 including a special public works fund designed to reward benefit areas
23 incrementally for improvements in the utilization of public
24 transportation. The objective is to increase infrastructure investment
25 as opposed to reducing zoning density.

26 NEW SECTION. **Sec. 9.** The development of transportation
27 centers and the transportation brokering system shall have access to
28 federal, state, and local funding as passed through by the regionally

1 designated funding agency. However, land use-transportation benefit
2 areas shall be able to independently raise capital from private sources
3 as well as have debt capacity in order to make the system of higher
4 quality than would be expected from public sector funding alone. Since
5 paratransit services are expected to be funded entirely by the private
6 sector, they will not be reflected as a capital component in local
7 transportation system development.

8 NEW SECTION. **Sec. 10.** The operational aspects of local
9 transportation systems shall be funded through a performance-based
10 contract intended to encourage private sector initiative in the
11 marketing and development of an effective public transit system. This
12 should provide operational funding for paratransit services and
13 transportation brokering services at land use-transportation benefit
14 districts on the basis of performance. The measurement of performance
15 would be calculated using statistics such as vehicle miles saved or
16 passenger trips saved compared to an agreed upon base year case. Base
17 year measurements shall be established for existing transit ridership,
18 then, as the land use-transportation benefit district increases
19 ridership, the district is paid back by a regional authority that
20 monitors the performance of all districts. This would introduce
21 competition between communities for funding on the basis of improving
22 transit ridership.

23 NEW SECTION. **Sec. 11.** The legislature finds that:

24 (1) Conserving energy on highways will have a beneficial effect on
25 our overall supply of energy;

26 (2) Conserving energy on highways results in cost savings for
27 taxpayers; and

1 (3) Performance-based transportation brokering services contracts
2 as outlined in this chapter are a means by which municipalities can
3 achieve energy conservation without capital outlay.

4 Therefore, the legislature declares that it is the policy that a
5 land use-transportation benefit district may, after a competitive
6 selection process, negotiate a performance-based transportation
7 brokering service contract with a firm that offers the best proposal.

8 NEW SECTION. **Sec. 12.** (1) Each land use-transportation benefit
9 district shall publish in advance its requirements for transportation
10 brokering services except that the local land use-transportation
11 management association shall have right of first refusal for the
12 contract under this chapter or may subcontract for the service.

13 (2) The land use-transportation benefit district may negotiate a
14 fair and reasonable performance-based contract with the firm that is
15 identified, based on the criteria that is established by the land use-
16 transportation benefit district, to be the firm that submits the best
17 proposal.

18 (3) If the land use-transportation benefit district is unable to
19 negotiate a satisfactory contract with the firm that submits the best
20 proposal, negotiations with that firm shall be formally terminated and
21 the land use-transportation benefit district may select another firm in
22 accordance with this section and continue negotiation until a
23 performance-based contract is reached or the selection process is
24 terminated.

25 NEW SECTION. **Sec. 13.** If a land use-transportation benefit
26 district chooses, by resolution or other appropriate mechanism, to
27 negotiate a performance-based contract under this chapter, no otherwise
28 applicable statutory procurement requirement applies.

1 **Sec. 14.** RCW 39.92.010 and 1988 c 179 s 1 are each amended to read
2 as follows:

3 The legislature finds that there is an increasing need for local
4 and regional transportation improvements as the result of both existing
5 demands and the foreseeable future demands from economic growth and
6 development within the state, including residential, commercial, and
7 industrial development.

8 The legislature intends with this chapter to enable local
9 governments to develop and adopt programs for the purpose of jointly
10 funding, from public and private sources, transportation improvements
11 necessitated in whole or in part by economic development and growth
12 within their respective jurisdictions. The programs should provide a
13 fair and predictable method for allocating the cost of necessary
14 transportation improvements between the public and private sectors.
15 The programs should include consideration of public transportation as
16 a method of reducing off-site transportation impacts from development.
17 The programs shall include the creation of local transportation systems
18 that support the goals and guidelines under chapter 47.-- RCW (sections
19 1 through 13 of this act). The legislature finds that the private
20 funds authorized to be collected pursuant to this chapter are for the
21 purpose of mitigating the impacts of development and are not taxes.
22 The state shall encourage and give priority to the state funding of
23 local and regional transportation improvements that are funded in part
24 by local, public, and private funds.

25 The authority provided by this chapter, RCW 35.43.182 through
26 35.43.188, and 36.88.072 through 36.88.078 for local governments to
27 create and implement local transportation programs is intended to be
28 supplemental, except as expressly provided in RCW 39.92.030(9),
29 82.02.020, and 36.73.120, to the existing authorities and

1 responsibilities of local governments to regulate development and
2 provide public facilities.

3 **Sec. 15.** RCW 39.92.030 and 1988 c 179 s 3 are each amended to read
4 as follows:

5 Local governments may develop and adopt programs for the purpose of
6 jointly funding, from public and private sources, transportation
7 improvements necessitated in whole or in part by economic development
8 and growth within their respective jurisdictions. Local governments
9 shall adopt the programs by ordinance after notice and public hearing.
10 Each program shall contain the elements described in this section.

11 (1) The program shall identify the geographic boundaries of the
12 entire area or areas generally benefited by the proposed off-site
13 transportation improvements and within which transportation impact fees
14 will be imposed under this chapter.

15 (2) The program shall be based on an adopted comprehensive, long-
16 term transportation plan identifying the proposed off-site
17 transportation improvements reasonable and necessary to meet the future
18 growth needs of the designated plan area and intended to be covered by
19 this joint funding program, including acquisition of right of way,
20 construction and reconstruction of all major and minor arterials and
21 intersection improvements, and identifying design standards, levels of
22 service, capacities, and costs applicable to the program. The program
23 shall also indicate how the transportation plan is coordinated with
24 applicable transportation plans for the region and for adjacent
25 jurisdictions. The program shall also indicate how public
26 transportation and ride-sharing improvements and services will be used
27 to reduce off-site transportation impacts from development.

28 (3) The program shall include at least a six-year capital funding
29 program, updated annually, identifying the specific public sources and

1 amounts of revenue necessary to pay for that portion of the cost of all
2 off-site transportation improvements contained in the transportation
3 plan that will not foreseeably be funded by transportation impact fees.
4 The program shall include a proposed schedule for construction and
5 expenditures of funds. The funding plan shall consider the additional
6 local tax revenue estimated to be generated by new development within
7 the plan area if all or a portion of the additional revenue is proposed
8 to be earmarked as future appropriations for such off-site
9 transportation improvements.

10 (4) The program shall authorize transportation impact fees to be
11 imposed on new development within the plan area for the purpose of
12 providing a portion of the funding for reasonable and necessary off-
13 site transportation improvements to solve the cumulative impacts of
14 planned growth and development in the plan area. Off-site
15 transportation impacts shall be measured as a pro rata share of the
16 capacity of the off-site transportation improvements being funded under
17 the program. The fees shall not exceed the amount that the local
18 government can demonstrate is reasonably necessary as a direct result
19 of the proposed development.

20 (5) The program shall provide that the funds collected as a result
21 of a particular new development shall be used in substantial part to
22 pay for improvements mitigating the impacts of the development or be
23 refunded to the property owners of record. Fees paid toward more than
24 one transportation improvement may be pooled and expended on any one of
25 the improvements mitigating the impact of the development. The funds
26 shall be expended in all cases within six years of collection by the
27 local government or the unexpended funds shall be refunded.

28 (6) The program shall also describe the formula, timing, security,
29 credits, and other terms and conditions affecting the amount and method
30 of payment of the transportation impact fees as further provided for in

1 RCW 39.92.040. In calculating the amount of the fee, local government
2 shall consider and give credit for the developer's participation in
3 public transportation and ride-sharing improvements and services.

4 (7) The administrative element of the program shall include: An
5 opportunity for administrative appeal by the developer and hearing
6 before an independent examiner of the amount of the transportation
7 impact fee imposed; establishment of a designated account for the
8 public and private funds appropriated or collected for the
9 transportation improvements identified in the plan; methods to enforce
10 collection of the public and private funds identified in the program;
11 designation of the administrative departments or other entities
12 responsible for administering the program, including determination of
13 fee amounts, transportation planning, and construction; and provisions
14 for future amendment of the program including the addition of other
15 off-site transportation improvements. The program shall not be amended
16 in a manner to relieve local government of any contractual obligations
17 made to prior developers.

18 (8) The program shall provide that private transportation impact
19 fees shall not be collected for any off-site transportation improvement
20 that is incapable of being reasonably carried out because of lack of
21 public funds or other foreseeable impediment.

22 (9) The program shall provide that no transportation impact fee may
23 be imposed on a development by local government pursuant to this
24 program when mitigation of the same off-site transportation impacts for
25 the development is being required by any government agency pursuant to
26 any other local, state, or federal law.

27 (10) The program shall comply with chapter 47.-- RCW (sections 1
28 through 13 of this act) and allow for the creation of a network of
29 transportation centers supported by a transportation brokering service
30 and paratransit.

1 **Sec. 16.** RCW 70.94.531 and 1991 c 202 s 13 are each amended to
2 read as follows:

3 (1) Not more than six months after the adoption of the commute trip
4 reduction plan by a jurisdiction, each major employer in that
5 jurisdiction shall develop a commute trip reduction program and shall
6 submit a description of that program to the jurisdiction for review.
7 The program shall be implemented not more than six months after
8 submission to the jurisdiction.

9 (2) A commute trip reduction program shall consist of, at a minimum
10 (a) designation of a transportation coordinator and the display of the
11 name, location, and telephone number of the coordinator in a prominent
12 manner at each affected worksite; (b) regular distribution of
13 information to employees regarding alternatives to single-occupant
14 vehicle commuting; (c) an annual review of employee commuting and
15 reporting of progress toward meeting the single-occupant vehicle
16 reduction goals to the county, city, or town consistent with the method
17 established in the commute trip reduction plan; and (d) implementation
18 of a set of measures designed to achieve the applicable commute trip
19 reduction goals adopted by the jurisdiction. Such measures may include
20 but are not limited to:

21 (i) Provision of preferential parking or reduced parking charges,
22 or both, for high occupancy vehicles;

23 (ii) Instituting or increasing parking charges for single-occupant
24 vehicles;

25 (iii) Provision of commuter ride matching services to facilitate
26 employee ridesharing for commute trips;

27 (iv) Provision of subsidies for transit fares;

28 (v) Provision of vans for van pools;

29 (vi) Provision of subsidies for car pooling or van pooling;

1 (vii) Permitting the use of the employer's vehicles for car pooling
2 or van pooling;

3 (viii) Permitting flexible work schedules to facilitate employees'
4 use of transit, car pools, or van pools;

5 (ix) Cooperation with transportation providers to provide
6 additional regular or express service to the worksite;

7 (x) Construction of special loading and unloading facilities for
8 transit, car pool, and van pool users;

9 (xi) Provision of bicycle parking facilities, lockers, changing
10 areas, and showers for employees who bicycle or walk to work;

11 (xii) Provision of a program of parking incentives such as a rebate
12 for employees who do not use the parking facility;

13 (xiii) Establishment of a program to permit employees to work part
14 or full time at home or at an alternative worksite closer to their
15 homes;

16 (xiv) Establishment of a program of alternative work schedules such
17 as compressed work week schedules which reduce commuting; and

18 (xv) Implementation of other measures designed to facilitate the
19 use of high-occupancy vehicles such as on-site day care facilities and
20 emergency taxi services.

21 (3) Employers or owners of worksites may form or utilize existing
22 transportation management associations to assist members in developing
23 and implementing commute trip reduction programs. Transportation
24 management associations may cooperate in the formation of local
25 transportation systems as outlined in chapter 47.-- RCW (sections 1
26 through 13 of this act) and use the system formed as a mechanism to
27 measure reduction of commuter trips.

28 **Sec. 17.** RCW 81.75.010 and 1977 ex.s. c 217 s 1 are each amended
29 to read as follows:

1 It is desirable to a transportation system that convenient and
2 comfortable terminals be established and maintained with the services
3 of all modes of public transportation available to the public at such
4 a center to the extent feasible. It is proper that cities, towns,
5 counties, public transportation benefit area authorities, land use-
6 transportation benefit districts, and municipal corporations of this
7 state be authorized to own and operate transportation centers.

8 **Sec. 18.** RCW 81.75.020 and 1977 ex.s. c 217 s 2 are each amended
9 to read as follows:

10 Through its council or other legislative body, any city, town,
11 county, public transportation benefit area authority, land use-
12 transportation benefit district, or other municipal corporation,
13 authorized to operate public transportation services, may construct or
14 otherwise acquire intermodal transportation centers by donation, lease,
15 or purchase and may operate or let for purposes of leasing space at
16 fair market value for the services set forth in RCW 81.75.030, and to
17 perform other functions permitted by law, the centers or portions of
18 the centers, for public or private purposes or for compensation or
19 rental upon such conditions as its council or other legislative body
20 shall from time to time prescribe. The city, town, county, public
21 transportation benefit area authority, land use-transportation benefit
22 district, or municipal corporation, may apply for and receive grants
23 from the federal government for purposes of funding a transportation
24 center and may consolidate a transportation center with other lawful
25 city or town activities.

26 **Sec. 19.** RCW 81.75.030 and 1977 ex.s. c 217 s 3 are each amended
27 to read as follows:

1 To the extent feasible, the services available to the public at any
2 transportation center may include taxi, auto rental, passenger trains,
3 motor buses, travel agents, restrooms, food, telegraph, baggage
4 handling, transfer and delivery of light freight and packages,
5 commercial airlines, air charter, place of temporary rest for citizens
6 and travelers (but not overnight), mail, private auto parking for users
7 of public transportation through the transportation center, local
8 transit, limousine, any amenities needed to meet the goals and
9 guidelines of chapter 47.-- RCW (sections 1 through 13 of this act),
10 and any other use necessary to the foregoing.

11 Any city, town, county, public transportation benefit area
12 authority, land use-transportation benefit district, or municipal
13 corporation, which elects to operate a transportation center shall
14 operate the center for the general public good. The operator may
15 establish the terms of usage for the various modes of transportation
16 and for others that utilize its facilities, may make reasonable rules
17 concerning public and private use, and may exclude all persons
18 therefrom who refuse to comply with the terms or rules of use. The
19 operator may own, operate, maintain, and manage a transportation
20 center, but shall not engage in providing a transportation or other
21 related service at the center unless otherwise authorized by law. To
22 aid general economic development and to facilitate merchant and
23 business cooperation, the operators may accept a petition from sixty
24 percent of the businesses within the area for assessments for
25 improvements related to the promotion and success of the transportation
26 center under goals and guidelines of chapter 47.-- RCW (sections 1
27 through 13 of this act) and to levy special assessments on all
28 businesses within the area. The operator, to the greatest extent
29 possible, shall jointly operate the center with businesses in the area

1 to meet the goals and guidelines of chapter 47.-- RCW (sections 1
2 through 13 of this act).

3 **Sec. 20.** RCW 81.104.080 and 1991 c 318 s 7 are each amended to
4 read as follows:

5 Where applicable, regional transportation plans and local
6 comprehensive plans shall address the relationship between urban growth
7 and an effective high capacity transportation system plan, and provide
8 for cooperation between local jurisdictions and transit agencies.

9 (1) Regional high capacity transportation plans shall be included
10 in the designated regional transportation planning organization's
11 regional transportation plan review and update process to facilitate
12 development of a coordinated multimodal transportation system and to
13 meet federal funding requirements.

14 (2) Interlocal agreements between transit authorities, cities, and
15 counties shall set forth conditions for assuring land uses compatible
16 with development of high capacity transportation systems. These
17 include developing sufficient land use densities through local actions
18 in high capacity transportation corridors and near passenger stations,
19 preserving transit rights of way, and protecting the region's
20 environmental quality. The implementation program for high capacity
21 transportation systems shall favor cities and counties with supportive
22 land use plans. In developing local actions intended to carry out
23 these policies cities and counties shall (a) establish land use-
24 transportation benefit districts as provided in chapter 47.-- RCW
25 (sections 1 through 13 of this act) for the purpose of integrating
26 local transportation systems with the high capacity system and (b)
27 insure the opportunity for public comment and participation in the
28 siting of such facilities, including stations or transfer facilities.
29 Agencies providing high capacity transportation services, in

1 cooperation with public and private interests, shall promote transit-
2 compatible land uses and development which includes joint development.

3 (3) Interlocal agreements shall be consistent with state planning
4 goals as set forth in chapter 36.70A RCW. Agreements shall also
5 include plans for concentrated employment centers, mixed-use
6 development, and housing densities that support high capacity
7 transportation systems.

8 (4) Agencies providing high capacity transportation service and
9 other transit agencies shall develop a cooperative process for the
10 planning, development, operations, and funding of feeder transportation
11 systems. Feeder systems may include existing and future intercity
12 passenger systems and alternative technology people mover systems which
13 may be developed by the private or public sector.

14 (5) Cities and counties along corridors designated in a high
15 capacity transportation system plan shall enter into agreements with
16 their designated regional transportation planning organizations, for
17 the purpose of participating in a right of way preservation review
18 process which includes activities to promote the preservation of the
19 high capacity transportation rights of way. The regional
20 transportation planning organization shall serve as the coordinator of
21 the review process.

22 (a) Cities and counties shall forward all development proposals for
23 projects within and adjoining to the rights of way proposed for
24 preservation to the designated regional transportation planning
25 organizations, which shall distribute the proposals for review by
26 parties to the right of way preservation review process.

27 (b) The regional transportation planning organizations shall also
28 review proposals for conformance with the regional transportation plan
29 and associated regional development strategies. The designated
30 regional transportation planning organization shall within ninety days

1 compile local and regional agency comments and communicate the same to
2 the originating jurisdiction and the joint regional policy committee.

3 NEW SECTION. **Sec. 21.** Sections 1 through 13 of this act shall
4 constitute a new chapter in Title 47 RCW.