

April 8, 1987
1340B/MC:ple

Introduced by: Bruce Laing

Proposed No.: 87-186

MOTION NO. 6792

A MOTION authorizing the sale of certain King County property to METRO at North 165th Street and Interstate 5.

WHEREAS, King County has negotiated with METRO regarding the sale of certain King County property required for METRO's North Operating Base facility at North 165th Street and Interstate 5, and

WHEREAS, the proprietary departments have concurred with the proposed sale, and

WHEREAS, no other county department has expressed an interest in the subject property, and

WHEREAS, R.C.W. 36.34.130 provides for the disposition of county property to another governmental agency by means of private negotiations, and

WHEREAS, the property interests sought by METRO are surplus to King County's current and foreseeable park needs, and

WHEREAS, the property will be sold for no less than the mutually agreed upon appraised value, and

WHEREAS, all proceeds from the sale of the portion of the subject property that is under the jurisdiction of the parks division should be allocated for the improvement of parks in the Shoreline area, and

WHEREAS, a Right of Entry is required by METRO prior to the completion of the sale, and

WHEREAS, prior to the executive finalizing the property transfer, a written agreement shall be entered into between King County and METRO. This agreement shall contain terms and conditions relating to the use and operation of the solid waste facility located adjacent to the area being surplus, and shall include, but not be limited to provisions for maintaining

1 adequate access to the King County solid waste facility during
2 and after construction of the METRO North Operating Base, and

3 WHEREAS, the King County executive has recommended that the
4 subject property be declared surplus and sold to METRO;

5 NOW, THEREFORE, BE IT MOVED by the Council of King County:

6 A. The King County executive is authorized to execute the
7 proper forms to grant the necessary Right of Entry and to
8 finalize the sale of the following described property to METRO:

9 Lot 16 in Block 1 of Green Lake Five Acre Tracts to the
10 City of Seattle, as per plat recorded in Volume 11 of
11 Plats on page 72, records of King County, Washington,
12 EXCEPT that portion thereof condemned in King County
13 Superior Court Cause No. 586860 for Primary State
14 Highway No. 1; AND EXCEPT that portion deeded to King
15 County by Deed recorded under Auditor's File No. 5853029.

16 ALSO,

17 Tracts 59 and 60 of Murphy's Interurban Acres, as per
18 plat recorded in Volume 17 of Plats on page 83, records
19 of King County, Washington; EXCEPT that portion thereof
20 condemned in King county Superior Court Cause No. 586860
21 for Primary State Highway No. 1.

22 ALSO,

23 South 50 feet Lot 63, South 50 feet Lot 64, South 50
24 feet Lot 67, LESS Corliss Avenue North; South 50 feet
25 Lot 68, South 50 feet Lot 71, ALL in Murphy's Interurban
26 Acres, as per plat recorded in Volume 17 of Plats on
27 page 83, records of King County, Washington.

28 ALSO,

29 North 50 feet of East 200 feet Lot 1, Block 1, Green
30 Lake Five Acre Tracts, as per plat recorded in Volume 11
31 of Plats on page 72, records of King County, Washington.

32 B. All proceeds from the sale of the portion of the subject
33 property which is under the jurisdiction of the parks division
shall be allocated for the improvement of parks in the Shoreline
area.

PASSED this 13th day of April, 1987.

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Bill Reams
VICE Chair

ATTEST:

Dorothy M. Owens
Clerk of the Council

March 5, 1987

INTRODUCED BY BRUCE LAING
PROPOSED NO. 87-165**6793**

MOTION NO.

1
2 A MOTION authorizing King County to enter into an
3 interlocal agreement with the State of Washington
4 (WSDOT), Puget Sound Council of Governments (PSCOG),
5 Municipality of Metropolitan Seattle (METRO), City
6 of Bellevue, City of Redmond, City of Kirkland, City
7 of Bothell and City of Issaquah to conduct the Eastside
8 Transportation Program.

9 WHEREAS, King County, the cities of Bellevue, Redmond,
10 Kirkland, Bothell and Issaquah, METRO, WSDOT, and PSCOG have
11 indicated their willingness to enter an interlocal agreement
12 to undertake the development of a multi-jurisdictional transportation
13 program for the Eastside (as defined in Exhibit 1), and

14 WHEREAS, the council of King County has determined that
15 it is in the best interest of each of the Eastside jurisdictions
16 and the citizens of King County that a multi-jurisdictional
17 transportation planning process and transportation program be
18 developed for the Eastside and administered by the City of Redmond
19 with the support and active participation of the Eastside jurisdictions
20 and transportation agencies;

21 NOW, THEREFORE, BE IT MOVED by the Council of King County:

22 A. Pursuant to RCW 39.34, Interlocal Cooperation Act,
23 the King County executive is hereby authorized to enter into
24 an interlocal agreement in substantially the same form as is
25 attached hereto as Exhibit 2 with WSDOT, PSCOG, METRO, Bellevue,
26 Redmond, Kirkland, Bothell, and Issaquah for the purpose of
27 developing a multi-jurisdictional transportation program for
28 the Eastside as depicted in Exhibit 3 attached hereto and hereby
29 incorporated in full by this reference.
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1 B. The clerk of the council is hereby instructed to
2 forward a certified copy of this authorizing motion to the City
3 of Redmond.

4 PASSED this 13th day of April,
5 1987

6 KING COUNTY COUNCIL
7 KING COUNTY, WASHINGTON

8 Bill Reams
9 VICE Chairman

10 ATTEST:

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12 Janet M. Owens
13 Clerk of the Council

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code city of the State of Washington, hereafter called "Redmond", and the City of Bellevue, a non-charter code city of the State of Washington, hereafter called "Bellevue", and the CITY OF KIRKLAND, a non-charter code city of the State of Washington, hereafter called "Kirkland", and the City of Issaquah, a non-charter code City of the State of Washington, hereafter called "Issaquah", and the City of Bothell, a non-charter code city of the State of Washington, hereafter called "Bothell", and the Municipality of Metropolitan Seattle, hereafter called "Metro", and the Washington State Department of Transportation, hereafter called "WSDOT", and the Puget Sound Council of Governments, hereafter called "PSCOG".

WHEREAS, the area represented on the attached sketch (Exhibit 3) is the study area, hereinafter called the "Eastside", and

WHEREAS, the parties to this agreement recognize that multi-jurisdictional transportation planning and the development of a multi-jurisdictional transportation plan for this area would be of benefit to the parties and to affected citizens, and,

WHEREAS, the Eastside Transportation Program (ETP) has been proposed by the parties to this Agreement in order to develop a coordinated transportation plan and multi-jurisdictional transportation planning process that is designed to obtain the objectives noted in Exhibit 2 and will be offered to all jurisdictions for their consideration, and,

WHEREAS, the parties have authorized an expenditure of \$107,000 for the 1987 portion ETP. Now, Therefore,

THE PARTIES HEREBY AGREE AS FOLLOWS;

1. Purpose of Agreement. The parties to this agreement shall undertake the Eastside Transportation Program as substantially described in the attached Work Program (Exhibit 2).
2. Program Administration. A Steering Committee is created and will be responsible for overall program administration, establishing program direction, approving Technical Committee recommendations, and on-going communication with administrative officials and policy makers. The Steering Committee shall consist of two Directors or managers representing Planning and Public Works from each of the participating cities and the County, and a permanent representative of comparable authority from Metro, the WSDOT Public Transportation and Planning Engineer, and the PSCOG Subregional Director. The Steering Committee may also approve three members from the private sector representing the Eastside. Any Steering Committee member may appoint a person to act permanently in his/her place by notifying the Committee in writing of such appointment. The chair shall be elected by the members, and shall be a representative of one of the participant cities.
3. Program Development. The Technical Committee appointed by the individual members of the Steering Committee, shall be responsible for overall program development including drafting of the work program, managing and approving consultant work, public information material, and a final report with recommendations and conclusions. The Committee will also be responsible for coordinating its activities with adjacent jurisdictions including, but not limited to, Snohomish County, Medina, Yarrow Point, Seattle, Mercer Island, Clyde Hill, Hunts Point, Beaux Arts, and Renton. All work and decisions of the Technical Committee must be approved by the Steering Committee.
4. Lead Agency. The City of Redmond will be the lead agency for the purposes of receipt of funds, contract administration and disbursement of funds associated with consultant contracts and study-related expenses and

shall appoint a Redmond City staff member to serve as project manager and chair of the Technical Committee. The project manager shall be approved by the Technical Committee and Steering Committee.

5. Completion of Study. This Agreement shall be in effect until all tasks have been completed to the satisfaction of the Steering Committee or until such time as the participating members choose to conclude the study for other reasons, but in no case shall the study extend beyond December 31, 1988, without the parties agreeing, in writing, to an extension.
6. Property. The acquisition of real property is not anticipated under this Agreement. Any personal property acquired pursuant to this Agreement shall be held by the City of Redmond. For the purpose of holding and disbursing funds under this Agreement, Redmond shall establish a City fund entitled Eastside Transportation Program Fund. All cash contributions of the parties shall be placed in this Fund until disbursed by Redmond for consultant contracts or other expenses approved by the Steering Committee.
7. Disposal of Property. At such time as this Agreement is terminated, any unexpended and uncommitted funds shall be distributed proportionately to those parties to this Agreement at the time of termination. A party's pro-rata share shall be determined using the ratio resulting from the value of its actual combined cash and in-kind contribution to the actual combined cash and in-kind contributions of all parties remaining at the time of the termination. Any personal property other than cash shall remain with the lead agency.
8. Withdrawing From Study. Any participant may withdraw from the program at any time. However, funds contributed to the program will not be refundable and all obligations incurred prior to withdrawal must be met, including, but not limited to, the obligation to compensate consultants hired prior to withdrawal. However, no participant shall obligate itself beyond the payment schedule noted in Section #9 unless they notify the Steering Committee in writing.
9. Payment of Cost of Study. Participating jurisdictions shall provide cash (1987 only) and in-kind (total program) contributions to the study based

on the following table. Additional funds may be required from the participants in 1988 to complete the study. The cash contributions will be contributed to the lead jurisdiction prior to that agency obligating itself to consultant contracts. The in-kind contributions shall serve as a guideline to that member of the study.

	<u>Cash</u>	<u>In-Kind</u>	<u>Total</u>
PSCOG	\$	\$ 63,000	\$ 63,000
King County	\$ 20,000	\$ 20,000	\$ 40,000
Bellevue	\$ 25,000	\$ 10,000	\$ 35,000
Redmond	\$ 8,000	\$ 32,000	\$ 40,000
Kirkland	\$ 8,000	\$ 5,000	\$ 13,000
Issaquah	\$ 3,000	\$ 5,000	\$ 8,000
Bothell	\$ 3,000	\$ 5,000	\$ 8,000
Metro	\$ 10,000	\$ 10,000	\$ 20,000
WSDOT	\$ 30,000	\$ 5,000	\$ 35,000
Private	As available		

Total	\$107,000	\$155,000	\$262,000

10. This Agreement shall be filed with the City Clerk of all parties to this Agreement, the King County Auditor and the Secretary of State, as required by RCW 39.34.040.

 Tim Hill
 King County Executive

 Date

EXHIBIT 3

WORK PROGRAM EASTSIDE TRANSPORTATION PROGRAM (ETP) 1/27/87

I. INTRODUCTION

The Eastside area (see Exhibit 3) is one of the fastest growing areas in the state, changing rapidly in the last 30 years from a rural to a metropolitan area, and current projections indicate that this area will continue to grow. The population of the Eastside in 1970 was approximately 200,000 and by 1980 it had grown by 50% to nearly 300,000. It is estimated that by the year 2000 the population will increase to approximately 450,000.

More dramatic than the population increases on the Eastside has been the employment growth. While the population increased by 50% during the 1970's, employment increased 115%. In 1980 there were over 88,000 jobs in this area. By the year 2000 it is estimated that there will be nearly a 102% increase in employment to approximately 178,000 jobs.

These factors have combined to make transportation problems the number one issue on the Eastside. Vehicle trips in the central part of the Eastside increased 50% in the 1970's from 1,000,000 to nearly 1,500,000. Between 1980 and 2000 it is estimated that trips will increase an additional 75% to over 2,600,000 and current growth rates would appear to substantiate these predictions.

The transportation system is currently experiencing severe levels of congestion. The major freeways, I-405, SR 520 and I-90 are currently at or near capacity in several areas. Freeway congestion and increasing non-freeway vehicle trips have caused almost all major arterials in this area to be near or at capacity and in some cases significantly above capacity. It is safe to assume that there is not enough capacity in the Eastside freeway and arterial system to handle even conservative estimates of employment and population growth.

Recognizing that the transportation issues do not stop at corporate limits, the Eastside Transportation Program is proposed as a mechanism to cooperatively manage the impacts of growth, on the transportation system. This cooperation will offer the opportunity to creatively, efficiently and effectively deal with the long term transportation needs of the Eastside. Concurrently, it creates a foundation for cooperation on other issues of common interest to this area.

II. PROGRAM OBJECTIVES

The objectives of the Eastside Transportation Program are:

- A. Education: Inform staffs, decision makers, citizens and business community on the current and future transportation issues on the Eastside.

This will include:

1. Developing a computer model that illustrates future travel patterns, identifies problem areas and their underlying causes.
 2. A public information program which involves elected officials, individuals and organizations and communicates in a non-technical way the range of problems and alternative solutions to transportation issues on the Eastside.
- B. Planning and Implementation Program: By June, 1988, develop a program that identifies and prioritizes short and long-term regional problems, identifies alternative solutions and makes a recommendation thereon. This program will include implementation measures such as a financing plan and proposed legislative changes.
- C. Regional Transportation Plan: The regional components of the Eastside Transportation Program shall, through ongoing communications, be submitted to the Transportation Growth and Development Committee of the PSCOG for inclusion in the Regional Transportation Plan.
- D. Coordination: All participating jurisdictions shall keep the Project Manager informed of all local transportation studies deemed pertinent to the Eastside Transportation program.
- E. Program Approval: Develop a consensus among participants on a strategy for meeting the transportation needs of the Eastside which provides a basis for local, regional and state plans and implementation programs.
- F. Monitoring and Evaluation: Develop and initiate an on-going interjurisdictional transportation planning and implementation process which will promote, monitor and evaluate Eastside transportation objectives as growth occurs.

III. GENERAL APPROACH

The Technical Committee* appointed to manage the study shall develop a recommended work program and interlocal agreement for approval by the Steering Committee and jurisdictions involved in the study. Upon approval of the agreement, the Technical Committee shall be responsible for preparation of the study, consultant selection, a public information program and presentation to decision making bodies. An effort will be made throughout the program to keep each of the affected jurisdictions, community organizations and citizens informed on the progress of the study. At key points in the program, public meetings will be scheduled to provide information on the study and seek input on the direction and findings of the program.

Upon completion of the study, each of the participants will be asked to approve a strategy for meeting the Eastside's transportation needs by adopting or modifying plans and programs to implement the study's findings.

* See Section IV for definition of these terms.

IV. PARTICIPATION AND MANAGEMENT

Participants in the study are proposed to include:

- . City of Bellevue
- . City of Kirkland
- . City of Bothell
- . City of Issaquah
- . Washington State Department of Transportation (WSDOT)
- . City of Redmond
- . Puget Sound Council of Governments (PSCOG)
- . King County
- . Metro (Municipality of Metropolitan Seattle)

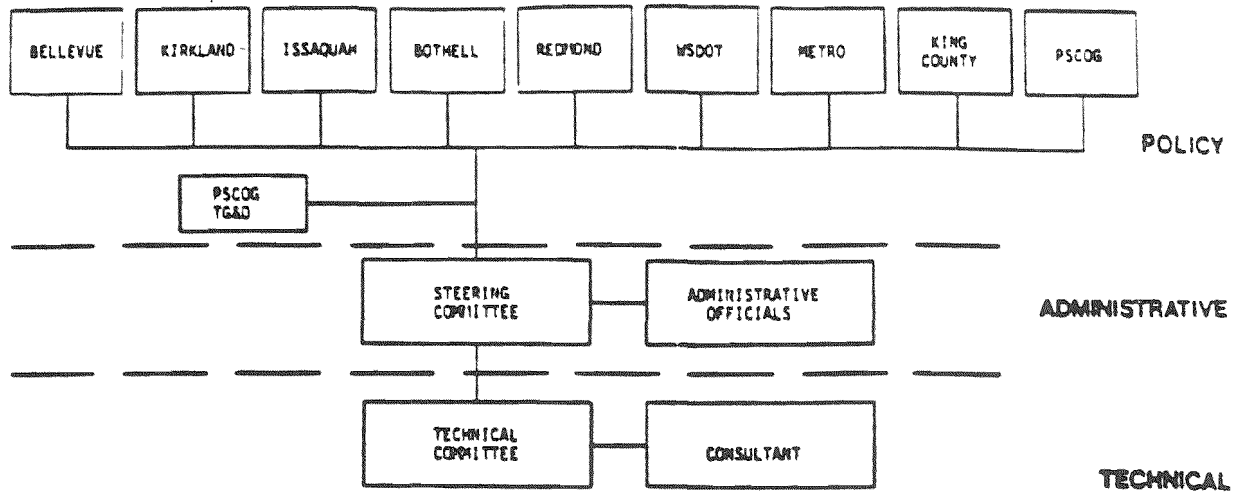
Each participant shall agree to enter into an interlocal agreement and provide in-kind and/or financial contributions in the amount specified in the agreement. In-kind contributions will include, but not be limited to, participation in a Technical Committee and Steering Committee.

Technical Committee: The Technical Committee appointed by the individual members of the Steering Committee, shall be responsible for overall program development including drafting of the work program, public information material, and a final report with recommendations and conclusions. The Committee will also be responsible for coordinating its activities with adjacent jurisdictions including, but not limited to, Snohomish County, Medina, Yarrow Point, Seattle, Mercer Island, Clyde Hill, Hunts Point, Beaux Arts, and Renton. All work of the Technical Committee would be required to be approved by the Steering Committee prior to public dissemination. The Technical Committee shall appoint a member to serve as project manager.

Steering Committee: The Steering Committee shall consist of the Director of Planning and the Director of Public Works from each of the participating cities and the county and a permanent designee of comparable authority from Metro, the WSDOT Public Transportation and Planning Engineer, and the PSCOG Subregional Director. Any Steering Committee member may appoint a person to act permanently in his/her place by notifying the Committee in writing of such appointment. The chair shall be elected by the members, and shall be a representative of one of the participant cities. The Steering Committee will be responsible for establishing program direction, approval of Technical Committee recommendations and on-going communication with administrative officials.

Lead Jurisdiction: As part of the interlocal agreement a participating jurisdiction will be selected by the Steering Committee to act as contract administrator and disperse funds associated with consultant agreements.

V. CHART OF ORGANIZATION

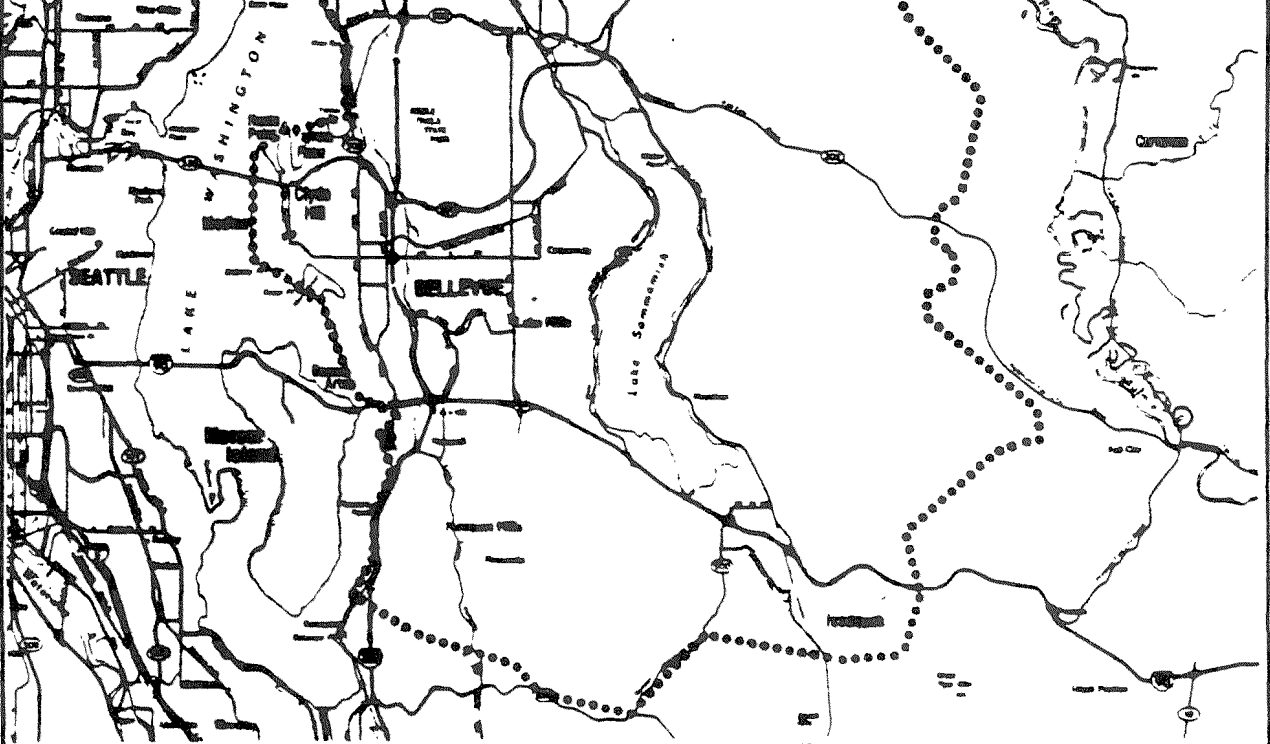


VI. TASKS

A detailed list of the tasks associated with this program will be made available upon request. The task description will be modified and updated in conjunction with consultant and PSCOG work programs and any subsequent changes to the program.

VII. SCHEDULE

A detailed schedule will be developed and updated by the Technical Committee and be made available upon request. Though there are numerous factors that could affect the schedule it is estimated that the study and approval portions of the program will be completed on or before June of 1988.



PSCOG	EASTSIDE TRANSPORTATION PLAN STUDY AREA	
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EASTSIDE TRANSPORTATION PROGRAM

January 27, 1987

King County
 City of Bellevue/City of Redmond
 City of Kirkland/City of Issaquah
 City of Bothell/WSDOT/Metro/PSCOG
 Eastside Transportation Program

INTERLOCAL AGREEMENT

THIS AGREEMENT is made and entered into this _____ day of _____, 1987, by and between KING COUNTY, a legal subdivision of the State of Washington, hereafter called "County," and the CITY OF REDMOND who shall serve as lead agency for the purpose of administering this program, a non-charter code city of the State of Washington, hereafter called "Redmond", and the City of Bellevue, a non-charter code city of the State of Washington, hereafter called "Bellevue", and the CITY OF KIRKLAND, a non-charter code city of the State of Washington, hereafter called "Kirkland", and the City of Issaquah, a non-charter code City of the State of Washington, hereafter called "Issaquah", and the City of Bothell, a non-charter code city of the State of Washington, hereafter called "Bothell", and the Municipality of Metropolitan Seattle, hereafter called "Metro", and the Washington State Department of Transportation, hereafter called "WSDOT", and the Puget Sound Council of Governments, hereafter called "PSCOG".

WHEREAS, the area represented on the attached sketch (Exhibit 3) is the study area, hereinafter called the "Eastside", and

WHEREAS, the parties to this agreement recognize that multi-jurisdictional transportation planning and the development of a multi-jurisdictional transportation plan for this area would be of benefit to the parties and to affected citizens, and,

WHEREAS, the Eastside Transportation Program (ETP) has been proposed by the parties to this Agreement in order to develop a coordinated transportation plan and multi-jurisdictional transportation planning process that is designed to obtain the objectives noted in Exhibit 2 and will be offered to all jurisdictions for their consideration, and,