

RESOLUTION NO. R-3677

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND, WASHINGTON RELATING TO TRANSPORTATION PLANNING, PROGRAMMING AND COORDINATION REQUIREMENTS FOR USING LOCAL OPTION TRANSPORTATION REVENUES AUTHORIZED BY CHAPTER 82.80 RCW

WHEREAS, Chapter 82.80 RCW Local Option Transportation Taxes requires that, as a condition of levying or expending any of the local option transportation revenues authorized by that legislation, counties and cities over 8,000 population must meet certain planning, programming and coordination requirements as provided in RCW 82.80.070;

WHEREAS, King County has enacted the local option vehicle license fee authorized by RCW 82.80.020 effective July 1, 1991; and the revenues from this new fee will be distributed by the State Treasurer to King County and each of its cities, pursuant to the formula established by RCW 82.80 080;

WHEREAS, on May 16, 1990, at the King County Post-Legislative Session Transportation Forum, King County and city elected officials agreed that there should be a common, interim process for meeting the planning, programming and coordination requirements of RCW 82 80 070, and that the interim process should be in effect until reorganization of the Countywide and multicounty land use and transportation coordination agencies is accomplished;

WHEREAS, the Growth Management Act of 1990 establishes certain requirements for land use and transportation planning and coordination among local jurisdictions, which requirements exceed the scope of the requirements in RCW 82.80.070, and for which new planning and coordination procedures may have to be established;

WHEREAS, King County and all cities within the County would benefit from a common framework within which to respond to the requirements of RCW 82.80.070,

WHEREAS, the intent of the 1990 Legislature in authorizing these new local option transportation revenues was to foster coordinated local and regional transportation planning and to focus the use of these new revenue sources on addressing multijurisdictional commuter congestion problems and other priorities deemed appropriate by cities and counties;

WHEREAS, transportation planning and coordination among local jurisdictions in King County is already occurring through varied mechanisms and forums which can accomplish the intent of RCW 82,80.070 until such time that other applicable procedures are established by a new countywide and/or multicounty planning organization;

WHEREAS, the Municipality of Metropolitan Seattle and the Washington State Department of Transportation should also be involved in coordinated land use and transportation planning; NOW, THEREFORE be it resolved by the City Council of the City of Kirkland as follows.

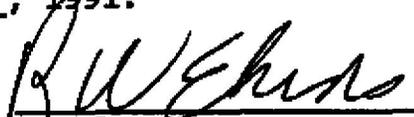
Section 1. The City of Kirkland shall use the interim process described in Attachment A to meet the transportation planning, programming and coordination requirements of RCW 82 80.070 until such time that other applicable planning and coordination procedures are established by a new countywide and/or multicounty land use and transportation planning organization

Section 2. With respect to the "specific transportation programs" required by RCW 82.80.070 to be adopted by each jurisdiction over 8,000 population, the City of Kirkland intends to include any project that incorporates local option transportation revenues into the City transportation portion of the Annual Capital Improvement Plan (C.I.P.). The transportation portion of the Kirkland C.I.P. is the equivalent to the City's 6 year Transportation Improvement Program (T.I.P.), which is considered to be the

"Transportation Plan" as described in Attachment A.

Passed by majority vote of the Kirkland City Council in regular, open meeting this 2nd day of July, 1991.

Signed in authentication thereof this 2nd day of July, 1991.


MAYOR pro tem

ATTEST:


City Clerk DEPUTY CLERK

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ATTACHMENT A

INTERIM TRANSPORTATION PLANNING AND
COORDINATION PROCESS
(For Implementing RCW 82.80 Local Option
Transportation Revenues)

SECTION I. DEFINITIONS

The "Eastside Transportation Program" or "ETP" is a transportation planning and coordination effort which includes King County, the cities of Bellevue, Bothell, Issaquah, Kirkland, and Redmond, Metro, and WSDOT.

"Local Option Transportation Revenues" include the vehicle license fee, local option gas tax, street utility, and commercial parking tax authorized by Chapter 82.80 RCW.

"Metro" is the Municipality of Metropolitan Seattle.

A "Metropolitan Planning Organization" or "MPO" is an organization designated jointly by local jurisdictions and the Governor as the agency responsible for carrying out the cooperative, continuing and comprehensive transportation planning activities required by Section 134, Title 23 USC.

"Regional Transportation and Land Use Plans" refers to those multicounty and Countywide transportation and land use plans, such as VISION 2020, adopted by the Puget Sound Council of Governments as the metropolitan planning organization (MPO) for the Central Puget Sound Region, until such time that a new agency is designated as MPO and develops new regional plans.

The "South County Area Transportation Benefit District" or "SCATBD" Steering Committee is a transportation planning and coordination effort to establish a transportation benefit district and

includes representatives from King County, the cities of Kent, Renton, SeaTac and Tukwila, Metro and WSDOT and the Valley Area Transportation Alliance.

A "Transportation Plan" is a functional plan describing the existing and proposed transportation facilities and services within a jurisdiction. Such plans may be jurisdiction-wide or may encompass a smaller geographic area.

"Transportation Program" refers to the specific transportation program described in RCW 82.80.070 (3), and required to be developed by each jurisdiction (with population of 8,000 or more) that levies or expends any of the local option transportation revenues.

"WSDOT" is the Washington State Department of Transportation

SECTION II PURPOSE AND APPLICABILITY

A Applicability. The forums and processes described herein shall be the interim method by which King County and the cities within King County comply with the transportation planning, programming and coordination requirements specified as a condition of using the local option transportation revenues authorized by Chapter 82.80 RCW, including the vehicle license fee which has been implemented by King County effective July 1, 1991. This interim method shall be used by King County and the cities within King County until such time as superseding procedures are established by a new Countywide and/or multicounty planning organization with transportation planning coordination responsibilities

B Purpose

1. The general purpose of the Interim Transportation Planning and Coordination Process is to ensure that the transportation planning, programming and coordination requirements of RCW 82 80.070 are complied with in an orderly and efficient manner until such time that the process is replaced by new processes as may

be established by new intercounty and intracounty transportation planning and coordination organizations.

2. The specific purpose of this process shall be to respond to the statutory requirements that

(a) The Transportation Program of each jurisdiction over 8,000 population indicate how the jurisdiction's Transportation Plan (upon which the Transportation Program is based) is coordinated with applicable Transportation Plans for the region and for adjacent jurisdictions (RCW 82.80.070 (3)(b)), and

(b) Jurisdictions over 8,000 population periodically review and update their Transportation Programs to ensure consistency with applicable local and Regional Transportation and Land Use Plans (RCW 82.80.070 (4))

SECTION III. INTERIM PLANNING AND COORDINATION Coordination among jurisdictions to ensure consistency between Transportation Plans of adjacent jurisdictions and between local plans and Regional Transportation and Land Use Plans shall be accomplished as follows:

A. Subregional Coordination.

1 To the extent possible, transportation planning, coordination and dispute resolution shall be pursued through existing subregional transportation planning groups such as the ETP and SCATBD. Each such group will determine how this is best accomplished within its geographic area.

B. Transportation Plans and Programs: Notification, Review and Comment.

1. The County and each city shall notify adjacent jurisdictions, applicable regional transportation planning agencies, WSDOT, and Metro at the earliest possible stage of development of (a) a new regional, subregional, county community land use and/or Transportation Plan or (b) revisions to such plans, in order provide timely

opportunities for review and comment prior to adoption by the legislative authority.

2. Prior to legislative adoption of a Transportation Program, as required by RCW 82.80.070 (3), King County and each city shall submit to applicable regional transportation planning agencies, adjacent jurisdictions, WSDOT and Metro: (a) the proposed Transportation Program; and (b) the Transportation Plan upon which the proposed Transportation Program is based. The Transportation Program shall be transmitted to adjacent jurisdictions and applicable regional agencies no later than the same time it is transmitted to the jurisdiction's legislative body for adoption in order that those agencies have opportunity to formally comment on the Transportation Program before adoption.

3. The County and each city should notify adjacent jurisdictions, applicable regional transportation planning agencies, WSDOT and METRO at the earliest possible stage of development of a project to be included in their Transportation Programs which will serve a multi-jurisdictional function or is necessitated by existing or foreseeable congestion.

C. Transportation Program The Transportation Program shall be developed an integral part of each jurisdiction's six-year transportation capital improvement program. At a minimum, the Transportation Program shall consist of a narrative report on the specific points required to be addressed RCW 82 80 070 including identification of the transportation improvements and services intended to be funded in whole or in part by local option transportation revenues.

SECTION IV. DISPUTE RESOLUTION.

A. Notification of appropriate jurisdictions at the earliest stages of a transportation planning process shall be practiced in order to identify potential problems and concerns and to seek early resolution of any dispute.

B Until such time that a specific procedure for resolving transportation planning disputes is established as part of Growth Management Act implementation, any party may use existing processes for resolving disputes including, but not limited to: (1) Appeal processes provided through the State Environmental Policy Act (SEPA), the Shoreline Management Act or other regulatory measures; (2) Binding Arbitration; and (3) Voluntary Mediation. Where subregional forums such as ETP or SCATBD exist, those bodies may establish an appropriate dispute resolution mechanism for their member jurisdictions

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