

**RESOLUTION NO. 1088**

A RESOLUTION OF THE CITY COUNCIL OF REDMOND, WASHINGTON DIRECTING THE PREPARATION OF AN INTERLOCAL AGREEMENT ON THE BROTS UPDATE IN PARTNERSHIP WITH THE CITY OF BELLEVUE.

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WHEREAS, Bellevue and Redmond have a long history of regional cooperation in planning for transportation improvements for the Overlake area; and

WHEREAS, in February 1986 the two cities completed the Bel-Red/Overlake Transportation Study (BROTS); and

WHEREAS, both cities have been affected by growth of trips in the region and lack of capacity on I-405 and SR 520; and

WHEREAS, in 1995, the Bellevue and Redmond City Councils directed the preparation of an update of BROTS; and

WHEREAS, the Bellevue and Redmond City Councils appointed neighborhood residents, property owners, and business representatives to the Transportation Review Group (TRG) to work with staff on the update; and

WHEREAS, a transportation facilities plan has now been proposed by the TRG to improve future mobility within the BROTS Update study area; and

WHEREAS, an environmental analysis of the BROTS Update transportation facilities is currently underway; and

WHEREAS, the Bellevue and Redmond City Councils initiated joint meetings and have developed policies for project financing and cost sharing, concurrency, trip reduction and regional facilities and now desire to develop an interlocal agreement consistent with those policies; and

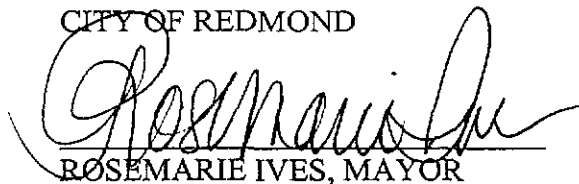
WHEREAS, the two City Councils wish to memorialize these policy agreements and celebrate the significant progress together toward adoption of the BROTS Plan Update and companion interlocal agreement, NOW THEREFORE,

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

The City Council does hereby agree to work with the Bellevue City Council and directs city staff to work together with the Bellevue staff to prepare an Interlocal Agreement for consideration and adoption by the City Council, using as a basis the policies and principles contained in Exhibit A entitled, "Proposed Outline: BROTS Interlocal Agreement", attached hereto and incorporated herein by this reference as if set forth in full.


RESOLVED THIS 17th day of November, 1998.

CITY OF REDMOND



ROSEMARIE IVES, MAYOR

ATTEST/AUTHENTICATED:

  
BONNIE MATTSON, CITY CLERK

FILED WITH THE CITY CLERK:  
PASSED BY THE CITY COUNCIL:  
RESOLUTION NO.: 1088

November 12, 1998  
November 17, 1998

**EXHIBIT A  
PROPOSED OUTLINE: BROTS INTERLOCAL AGREEMENT**

SPECIFIC POLICY STATEMENTS TO INCLUDE IN ADOPTED INTERLOCAL AGREEMENT (MARCH 1999)				
Policy Recommendations	What	When	Who	Additional Council Direction
	Preamble: Lack of Capacity on I-405 and SR 520 and Growth in Background Trips are Underlying Causes of Current Transportation Problems			
	1. Statement of overall objective "coordinated land use, investment and LOS" for Overlake	Done		
	2. Land Use Objectives	October 1998 March 1999	Redmond Planning Commission Redmond City Council	Review & adopt Overlake Neighborhood Plan
	3. Target Funding Commitments A. Cost Allocation Based on Total Trips B. Funds Transfer Approach	October 1998 March 1999	Councils Staff & Finance Subcommittee	Conceptual Agreement Formal Agreement
<ul style="list-style-type: none"> <li>&gt; Each City will prepare a financial forecast.</li> <li>&gt; All baseline projects will continue to be financed in each City's CIP.</li> <li>&gt; Allocation of funds will address preservation needs and non-capacity projects.</li> <li>&gt; Both Cities will agree on a target percentage of capacity funds to be devoted to BROTS projects.</li> <li>&gt; Both Cities will agree on target funding levels for Transportation Demand Management.</li> </ul>	4. Investment Plan (Project Priorities & Programming) A. CIP (7-Year for Bellevue; 8-Year for Redmond) B. TFP (12-Year for Bellevue; 14-Year for Redmond)	Year-End 1998 & Biennial	Staff/Councils	Each Council review & adopt
<ul style="list-style-type: none"> <li>&gt; Each City will develop their own funding strategies for closing any funding gap.</li> <li>&gt; If funding gap exists, the following strategies will be considered by both cities:               <ul style="list-style-type: none"> <li>• Delay or eliminate selected BROTS projects</li> <li>• Revise or revisit permitted land use</li> <li>• Change LOS standard</li> <li>• Implement additional TDM strategies</li> </ul> </li> </ul>	5. Contingency Strategy Re Funding & LOS  Redmond consider Growth Phasing	March 1999  June - December 1999	Steering Committee Redmond Planning Commission and City Council	Steering Committee review strategies and reconcile approaches. Each Council review and adopt

INCLUDE IN INTERLOCAL AGREEMENT AS FUTURE WORK PROGRAM

Policy Recommendations	What	When	Who	Additional Council Direction
<ul style="list-style-type: none"> <li>&gt; A multi-modal strategy is needed for the area.</li> <li>&gt; Cost-effective TDM measures should be given priority in meeting transportation demand rather than arterial improvements.</li> <li>&gt; If TDM measures can be successfully implemented with measurable benefits, these should be used for concurrency analysis purposes.</li> <li>&gt; The Cities should engage their regional partners to secure additional resources to carry out the multi-modal strategy.</li> <li>&gt; The Cities should explore new technologies and approaches that expand mobility or reduce transportation demand.</li> <li>&gt; The Cities should conduct a feasibility and implementation study for specific TDM incentives and disincentives for the Overlake area.</li> <li>&gt; The non-SOV mode split goal for the Bel/Rad Overlake area should be 15 percent (instead of 10 percent) over the base level used in the BROS modeling.</li> <li>&gt; The Cities should expand their TDM efforts with area employers with fewer than 100 employees.</li> <li>&gt; The Cities should continue to work with Metro, Community Transit and Sound Transit, and where appropriate, private carriers, to expand transit routes and services, including custom bus and vanpool programs.</li> <li>&gt; The Cities should revise their parking requirements to further constrain parking supply in the area, and/or impose parking fees.</li> </ul>	<p>6. Evaluate and implement TDM Strategies</p> <ul style="list-style-type: none"> <li>A. Evaluate existing TDM Strategies</li> <li>B. Evaluate other possible TDM Strategies, identify best strategies, estimate funding, staffing &amp; oversight structure</li> <li>C. Perform a "Reality Check"               <ul style="list-style-type: none"> <li>- Work with the business community to see how current/possible strategies are working and affecting their business practices</li> </ul> </li> <li>D. Evaluate/Test Ideas</li> <li>E. Implement, monitor and enforce TDM measures</li> <li>F. Consider appropriate incentives for businesses exceeding targets.</li> </ul>	<p>December 1998 1999-2000</p>	<p>TDM Subcommittee &amp; Staff</p>	<p>TDM Subcommittee to oversee staff work and proposals for 1999/2000 budget.</p>
<ul style="list-style-type: none"> <li>&gt; If trip reduction strategies can be successfully implemented, monitored and enforced, these strategies should be used for concurrency analysis purposes.</li> <li>&gt; Redmond and Bellevue should work together, in cooperation with the Eastside region, to establish programs on quantifying and measuring level-of-service, using methodologies other than volume to capacity ratios (V/C) for intersections.</li> <li>&gt; Bellevue and Redmond should adopt policies that will allow for cross-jurisdictional concurrency analysis.</li> </ul>	<p>7. Concurrency Program</p> <ul style="list-style-type: none"> <li>A. Test joint concurrency idea</li> <li>B. Implement concurrency test/method/agreement on what to do if project fails</li> <li>C. Reconsider method to measure concurrency</li> </ul> <p>Note: Until any changes are adopted by both cities, the current concurrency program will continue to be applied to the review of development proposals.</p>	<p>January - April 1999 June 1999 1 Year</p>	<p>Concurrency Subcommittee</p>	<p>Concurrency Subcommittee develop proposal to test</p>

Policy Recommendations	What	When	Who	Additional Council Direction
<ul style="list-style-type: none"> <li>&gt; The proposed Redmond Overtake Trip Cap merits further exploration.</li> <li>&gt; Financial update and analysis of implementation of BROT's projects and TDM strategies will be performed annually</li> </ul>	<p>8. Development Review</p> <ul style="list-style-type: none"> <li>A. Perform development review of "pipeline" projects (under Redmond's moratorium); before a current project is approved, assess and collect impact fees to cover costs of BROT's projects.</li> <li>B. Consultation and coordination for project review</li> <li>C. Impact and mitigation fee collection and transfers</li> <li>D. Implementation and monitoring of development conditions</li> <li>E. Evaluate/Resolve Trip Cap Issue</li> </ul>	January - March 1999	Staff update current agreement  TDM Subcommittee	TDM Subcommittee evaluate and recommend to joint councils; incorporate assumption into plan
<ul style="list-style-type: none"> <li>&gt; Actively work with WSDOT and other jurisdictions to examine expansion of SR 520, I-405, and SR 520 Access.</li> <li>&gt; The Cities should work together and with other interests to promote construction of capacity improvements on SR 520 and I-405 as soon as possible.</li> <li>&gt; The Cities should work together with Sound Transit to expedite planning for its second phase.</li> </ul>	<p>9. Reconciliation</p> <ul style="list-style-type: none"> <li>A. Content</li> <li>B. Timing</li> <li>C. Process to revise interlocal agreement</li> </ul> <p>10. Agreement to collaborate on expanded capacity of regional facilities &amp; services (e.g. 405/520/Access Projects)</p> <ul style="list-style-type: none"> <li>A. Identify common objectives</li> <li>B. State &amp; federal funding support</li> <li>C. Build partnership and develop strategies and time frame w/other public and private interests</li> </ul>	Annually  On-going 98 Legislature	Steering Committee  Councils/Staff	Steering Committee expand