

SOUND TRANSIT

RESOLUTION NO. R2001-11

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority ("Sound Transit") calling an election to annex the area within the City of Issaquah commonly known as the Issaquah Highlands into Sound Transit's territory to impose local taxes at rates presently imposed within Sound Transit's existing boundary, to establish the ballot title for said election, and to direct the Executive Director to deliver this Resolution to the appropriate election officials of King County and to request that said election officials take such actions as may be necessary to conduct said election on November 6, 2001.

WHEREAS, a regional transportation authority ("Sound Transit") has been created for the Pierce, King and Snohomish counties by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, by Resolution No. 37 adopted September 23, 1994, and by Resolution No. 53 adopted January 13, 1995, the Board of Sound Transit fixed the boundaries of Sound Transit to facilitate, among other things, future elections to authorize the imposition of taxes as required by RCW 81.112.030 and RCW 81.104.140; and

WHEREAS, by Resolution No. 73, adopted May 31, 1996, the Board of Sound Transit adopted the Ten-Year Regional Transit System Plan, entitled "Sound Move," together with related Appendices, and a Regional Transit Long-Range Vision, which are consistent with RCW 81.112; and

WHEREAS, by Resolution No. 72, adopted May 31, 1996, and pursuant to RCW 81.112.040 and Section 7 of Resolution No. 1 adopted September 17, 1993, the Board adopted as a major decision certain financial policies to guide funding of high capacity transportation services and facilities in the Ten-Year Regional Transit System Plan and to achieve equity among the subareas in the RTA district; and

WHEREAS, pursuant to RCW 81.112.050, Sound Transit is authorized to annex areas contiguous to Sound Transit's boundaries and, with the adoption of Sound Move, the Board also adopted annexation policies; and

WHEREAS, Issaquah Highlands' boundary is contiguous to Sound Transit's boundary; and

WHEREAS, on June 4, 2001, the Issaquah City Council passed Bill No. 4734, requesting Sound Transit to place a ballot measure before the registered voters residing within Issaquah Highlands to annex it into the Sound Transit District and to impose the sales and use taxes and motor vehicle excise as presently imposed within Sound Transit's boundaries; and

WHEREAS, pursuant to Chapter 81.112 RCW, Sound Transit has consulted with King County, the affected transit agency, on the City of Issaquah's request for annexation into the authority's boundary; and

WHEREAS, the Issaquah City Council concurs with Sound Transit's decision to call an election to annex Issaquah Highlands into the Sound Transit District as set forth in Issaquah City Council Bill No. 4734 attached hereto as Exhibit A; and

WHEREAS, the citizens residing within the proposed annexation area will benefit from projects and services provided by Sound Transit; and

WHEREAS, should the voters residing within the proposed annexation area approve the ballot measure, Sound Transit will coordinate with the City of Issaquah and its citizens to determine what additional investments may be made to benefit the area consistent with the Sound Move Ten-Year Regional Transit System Plan.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority as follows:

Section 1. The Board finds and declares that the proposition hereinafter set forth be submitted to the voters residing within the proposed annexation area at an election be held on November 6, 2001.

Section 2. The Board requests the King County Manager of Records and Elections to assume jurisdiction of the conduct of the election, to cause the ballot measure be included in the King County voters' pamphlet pursuant to RCW 29.81A, and to call and conduct such election to submit to the voters the proposition set forth in Section 7 of this Resolution utilizing regular polling place ballot procedures. The Board further requests the King County Prosecuting Attorney prepare a concise description of the proposition set forth in Section 7 as provided in RCW 29.27.066.

Section 3. A narrative description of the area proposed to be annexed is attached hereto as Exhibit B.

Section 4. For the sole purpose of providing funds for the planning, development, operation, and maintenance of a high capacity transportation system as provided in Chapters 81.104 and 81.112 RCW, and in Resolution No. 73, and as provided by the applicable provisions of Resolution 75 which are incorporated herein by reference (except Sections 6-9), Sound Transit shall annex the Issaquah Highlands area described in Exhibit B and shall levy and collect a sales and use tax not to exceed four-tenths of one percent and levy and collect a motor vehicle excise tax of three-tenths of one percent as provided in RCW 81.104.160 and RCW 81.104.170 in the area proposed to be annexed if such annexation and local option taxes are approved by the voters residing therein.

Section 5. The local option taxes approved by the voters shall be levied at such rates as are presently imposed within the Sound Transit District and collected as of such dates as may be determined by the Board pursuant to law. The Board intends for the levy and collection of the motor vehicle excise tax and the sales and use tax to begin on April 1, 2002.

Section 6. If such annexation and local option taxes are approved by the voters, Sound Transit will monitor and administer the revenues generated in the annexation area in a manner that provides benefits to the annexed area consistent with Sound Transit's annexation policies as described in Sound Move. Sound Transit will consult with the City of Issaquah before identifying additional projects and services to be funded by the revenues generated by the proposed annexation area.

Section 7. The Executive Director is authorized and directed to submit to the King County Manager of Records and Elections by or before September 21, 2001, in order to be placed on the November 6, 2001 ballot, a copy of this Resolution and the proposition to be submitted at said election in the following form:

**SOUND TRANSIT
PROPOSITION**

Annexation to Sound Transit District

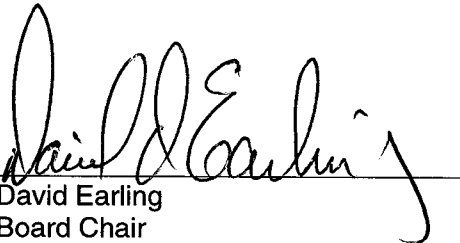
This proposition would annex the area identified in Resolution R2001-11 as Issaquah Highlands into the Sound Transit District, and fund such high capacity transportation improvements and services as described in Sound Move—The Ten-Year Regional Transit Plan, by imposing a sales and use tax of four-tenths of one percent and a motor vehicle excise tax of three-tenths of one percent in the area all as described in Sound Move and Sound Transit Resolution R2001-11.

Yes


No

Section 8. The Board further authorizes the Executive Director to take any actions necessary to implement the policies and determinations of the Board pursuant to this Resolution.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on the 13th day of September, 2001.


David Earling
Board Chair

ATTEST:



Marcia Walker
Board Administrator

EXHIBIT B

RESOLUTION NO. R2001-11

Authorizing a ballot measure to modify the Sound Transit
District boundary to include Issaquah Highlands

Issaquah Highlands (Area 2)

Existing Sound Transit boundary

The following is the existing RTA Boundary for Issaquah Highlands (Area 2), with the portions that would be modified by the proposed change indicated bold italics:

...Southwesterly on SE Duthie Hill Road to Issaquah Fall City Road,
Southwesterly on Issaquah Fall City Road to Issaquah Pine Lake Road-
***Northwesterly on Issaquah Pine Lake Road to SE 48th Street,
West on SE 48th Street to 236th Avenue SE extended,
South on 236th Ave SE extended and 236th Avenue SE to SE 56th Street,
East on SE 56th Street to Issaquah Fall City Road,
Southwest on Issaquah Fall City Road to the south boundary of the Overdale Precinct
in force as of 1996,
West along the south boundary of Overdale Precinct to 228th Avenue SE extended,
South on 228th Avenue SE extended to the Issaquah Corporation Boundary in force as
of 1996,
Easterly, south, west and south following the Issaquah Corporation Boundary to
Interstate 90,
Easterly on Interstate 90 to the east boundary of the Issaquah Corporation Boundary in
force as of 1996,...***

Proposed Sound Transit boundary

The following is the proposed RTA Boundary for Issaquah Highlands (Area 2), with the portions that would be modified by the proposed change indicated in bold italics:

...Southwesterly on SE Duthie Hill Road to Issaquah Fall City Road,
Southwesterly on Issaquah Fall City Road to Issaquah Pine Lake Road-***North Sammamish
Plateau Access Road (SPAR),
Southerly on the North SPAR to the north boundary of the Issaquah Corporation
Boundary in force as of 1996,
Easterly along the north boundary of the Issaquah Corporation Boundary in force as
of 1996,
Southerly along the east boundary of the Issaquah Corporation Boundary in force as
of 1996,
Westerly along the south boundary of the Issaquah Corporation Boundary in force as
of 1996 to South SPAR,
Southerly on South SPAR to Interstate 90,
Easterly on Interstate 90 to the east boundary of the Issaquah Corporation Boundary in
force as of 1996,.....***

STAFF REPORT

SOUND TRANSIT RESOLUTION NOS. R2001-11 AND R2001-12

Ballot measure to modify the Sound Transit District boundary to include two portions of the City of Issaquah

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Executive Committee	7/20/01	Discussion	Paul Matsuoka, Director,	(206)398-5070
Executive Committee	9/7/01	Discussion/possible action to recommend Board approval	Office of Policy and Planning Sheila Dezarn, Special Assistant for Policy Development	(206) 398-5071
Board	9/13/01	Action	Brian O'Sullivan, Project Manager	(206) 398-5292

DISCUSSION

The City of Issaquah is requesting that Sound Transit modify its boundary in order to annex two areas annexed by the City of Issaquah both prior to and subsequent to the Sound Transit November 1996 ballot measure. The City is requesting that Sound Transit place a ballot proposal before the registered voters in the affected areas on November 6, 2001, asking them to approve the proposed annexation and the extension of the Sound Transit's 0.3% MVET and 0.4% sales tax.

KEY FEATURES

Highlights of proposed action:

- ◆ Responds to the City of Issaquah's request to modify the Sound Transit District boundary in order to include the entire City of Issaquah.
- ◆ Proposes to extend the Sound Transit District boundary to include areas annexed by the City subsequent prior to and subsequent to the November 6, 1996 Sound Transit election.
- ◆ Proposes to place a ballot proposal before the registered voters residing in the affected areas on November 6, 2001, asking them to approve the proposed annexation and Sound Transit's 0.3% motor vehicle excise tax (MVET) and 0.4% sales and use tax.
- ◆ Authorizes the Executive Director to consult with King County Metro to assess whether and how the annexation measure would affect transit services currently operating or being planned by King County.
- ◆ Authorizes the Executive Director to take all necessary actions associated with placing the ballot measure before the voters of the proposed annexation area by the filing deadline of September 21, 2001.

Staff took this issue to the July 20, 2001 Executive Committee meeting as a discussion item to seek policy direction from the Committee on whether or not to further develop this issue and, if

so, to identify what additional information the Board needs for further consideration and possible action. The Mayor of Issaquah, Ava Frisinger, also attended to discuss the City's request with the Committee.

The Executive Committee directed staff to further develop this issue, and specifically requested more information regarding the level of local support for the proposed annexation. As a major decision of the Board, as identified in RCW 81.112, action on this issue would require a two-thirds affirmative vote of the Board.

On June 4, 2001, the Issaquah City Council passed a motion authorizing the mayor to sign a letter to Sound Transit requesting a local ballot measure for an annexation boundary adjustment (the motion and the letter are attached).

Sound Transit's District boundary was established in 1994 in accordance with state law governing regional transit authorities (RCW 81.112). In November 1996, the voters residing within the Sound Transit District approved the Ten Year Regional Transit System Plan (*Sound Move*) and the 0.3% MVET and 0.4% sales and use taxes to fund the system plan.

Both prior to and subsequent to the 1996 *Sound Move* vote, the City of Issaquah annexed two portions of unincorporated King County with the net effect being that the City of Issaquah is divided by the Sound Transit boundary. These two areas are identified on the attached map as Annexation Area 1 (referred to as SR 900 Corridor East) and Annexation Area 2 (referred to as the Issaquah Highlands).

In 2000 and early 2001, Issaquah staff met informally with Sound Transit staff to explore the question of extending the Sound Transit boundary to encompass areas annexed by the City subsequent to the November 1996 Sound Transit ballot measure. Sound Transit staff discussed with the City of the process for annexation as set forth in RCW 81.112.050 and Sound Transit's annexation policies, adopted as part of the Sound Move plan (see discussion below).

There are no Sound Move capital or service investments planned for the proposed annexation areas. However, among the Issaquah Sound Move investments being implemented that would benefit the annexation area residents are two ST Express bus routes, both of which begin service in September 2001 (Issaquah-Seattle; Issaquah-Northgate-via Bellevue); the Sunset Interchange; the SR 900 park and ride to freeway transit access improvements; and the Issaquah Transit Center. Should the Board decide to proceed with an annexation vote, and should the affected voters pass it, staff would coordinate with the Department of Revenue and the Department of Licensing to implement the collection of MVET and sales taxes. It is projected that taxes would begin to be collected in April and distributed to Sound Transit in June 2002. Sound Transit would need to coordinate with the City and with King County Metro to identify what additional investments would be proposed in this area.

RCW 81.112.050 provides for annexations subsequent to the boundary's initial establishment and approval by the voters of the system and financing plan, specifically:

- Elections to add areas contiguous to the boundary may be called by resolution of the regional transit authority;
- Prior to calling an election, the regional transit authority must consult with affected transit agencies; and

- Have the concurrence of the relevant city or town, if the area is incorporated, or with the concurrence of the county council if it is unincorporated;
- Citizens in the area to be annexed are permitted to vote on annexation and the imposition of tax rates at rates already imposed within the district boundary.

When the Sound Transit Board adopted Sound Move in 1996, it also established friendly annexation policies rather than requiring annexed areas to buy in to the Sound Transit District. Specifically, Sound Move policies are:

- Sound Transit will not attempt to recover capital costs from newly-annexed areas for facilities put in place before the annexation;
- Taxes from areas joining the District will be used only for specific facilities and services for up to five years, as described in an interlocal agreement with that area;
- After five years, the tax revenues from the newly annexed area would be combined with funds from the appropriate subarea.

Because the areas in question are still in the early phases of development, estimates for how much MVET and sales tax revenue that will be generated are very preliminary. With that caveat, it is estimated that approximately \$3.5 to \$4.5 million would be generated between 2002 and 2006.

Subsequent to the Executive Committee's discussion on July 20, 2001, staff is undertaking the following activities:

- Assessing public support – Sound Transit staff is participating in meetings, organized by the City, to seek input from citizens residing in proposed annexation areas and other organizations whose support the City is seeking;
- Consultations – Staff has initiated a preliminary consultation process with King County Metro (see attached letter);
- Memorandum of Understanding – Staff is working with the City on a draft MOU between Sound Transit and the City of Issaquah. Staff proposes that, if the Board proceeds with the annexation vote, the MOU be finalized prior to the election.

COSTS

Sound Transit did not budget for an annexation vote in 2001.

Costs associated with this annexation measure would primarily be indirect costs, specifically Sound Transit staff time associated with developing a new boundary description for the proposed modification, coordination with the City of Issaquah, legal analysis and communication/graphic design and development. A preliminary estimate of direct costs indicates that Sound Transit would also incur approximately \$500 to \$1,000 in election fees and \$1,600 - \$2,300 to produce a voter information pamphlet or place ads in local newspapers.

ALTERNATIVES

Option 1: Proceed with Issaquah's request

The Board could respond to the City of Issaquah's request to adjust the boundary by proceeding with an annexation proposal for the Issaquah Highlands, placing it before the affected voters on the November 6, 2001 ballot; or

Option 2: Defer indefinitely

The Board could decide not to take action at this time and leave open the question of whether to proceed with the annexation to a future date; or

Option 3: Defer until a Phase 2 vote

As a policy decision, the Board could decide to delay all annexation decisions until a Phase 2 vote date, when opportunities to expand the boundary could be incorporated into a combined proposal and placed before the voters and/or,

Option 4: Seek more flexible annexation tools

The Board may want to consider pursuing legislation amending RCW 81.112, to seek more flexible annexation tools (e.g., similar to those granted to cities) to prevent situations like this from occurring in the future.

CONSEQUENCES OF DELAY

The filing deadline for the November 6, 2001, general election is September 21, 2001. If the Board decides to proceed with an annexation election this fall, Board action would need to occur prior to then.

There are no apparent consequences to delaying on or deferring this decision.

REGIONAL PARTNERSHIP AND COOPERATION

Sound Transit staff have consulted with City of Issaquah staff to assist them in their consideration of this issue, particularly to apprise them of the legal and policy framework within which Sound Transit must work to advance annexation issues.

Should the Board decide to move forward with this issue, additional consultation will need to occur with King County Metro and Sound Transit would assist the City of Issaquah in developing information for the affected voters.

PUBLIC INVOLVEMENT

Sound Transit staff is relying primarily on the City of Issaquah to undertake public outreach activities designed to seek input on this issue before the Board makes a decision.

LEGAL REVIEW

MBL 7/5/01

CITY COUNCIL AGENDA BILL



PO Box 1307, Issaquah, WA 98027-1307

SUBJECT	REGIONAL TRANSIT AGENCY DISTRICT BOUNDARY ANNEXATION	For Agenda of 6-4-01	BILL NO. 4734					
C L E A R A N C E S								
		Originator:	Initials	Update Initials	Impacted Depts. (✓)	Initials		
EXHIBITS	Proposed RTA Boundary Map	Public Works Director:	LS					
		City Clerk	RR					
		City Attorney	AK					
		City Administrator	JK		Finance Director			
		Mayor	MDJ					
		Expenditure Required:	None	Amount Budgeted:	None			

SUMMARY STATEMENT:

The area included in the recent annexation area and the Issaquah Highlands development are not included within the Central Puget Sound Regional Transit Authority (Sound Transit) District boundary. To modify the Sound Transit's District boundary, a local ballot measure would need to be established by the Sound Transit Board and be submitted to the registered voters in the affected area. Sound Transit Board will determine if the boundary should be adjusted after it receives a letter of annexation interest from the City of Issaquah to place this item on the ballot for the November 2001, election. Assuming Sound Transit agrees to hold a bona-fide local ballot measure before the registered voters of the affected area, a positive (simple majority) vote is needed to pass the measure.

If a positive ballot measure succeeds, Sound Transit is not obligated to program future revenues collected from the newly annexed area for new high capacity transit capital or service investments beyond Phase I Sound Move commitments. The Sound Transit Board reserves the right to account for future revenues collected from within the newly annexed areas simply as additional East King County sub-area monies generated by Sound Transit. Sound Transit has stated that it would have to consult with the other transit service providers in the Issaquah area, King County Metro, to obtain information related to how Sound Transit's annexation measure would affect existing transit services currently operating in or planned for the affected areas. Sound Transit's staff's initial assessment is that the anticipated benefits would be "indirect" given the affected areas' proximity and current access to Sound Transit facilities and services already programmed in Phase I Sound Move. For Issaquah to achieve project or service-related investments beyond those currently in Phase I of Sound Move, the Sound Transit Board would have to approve the use of East King County unanticipated revenues, if available, supported by a recommendation from the Eastside Transportation Partnership (ETP).

The Major Development and Regional Affairs Council Committee (MDRAC) concurred with staff's recommendation at it's 5-14-01 meeting. They also requested that an Agenda Bill be brought forward for the City Council to authorize the Mayor to sign a letter to Sound Transit requesting Sound Transit Board to place the local ballot measure for the annexation boundary adjustment.

ADMINISTRATION'S RECOMMENDATION:

The Administration recommends that the City Council authorize the Mayor to sign a letter to Sound Transit requesting a local ballot measure for the annexation boundary adjustment without referral to MDRAC.

BILL NO. 4734

ALTERNATIVE(S):

1. Refer AB# 4734 to MDRAC for review and referral back to City Council on June 18, 2001 for approval of authorizing the Mayor to sign a letter to Sound Transit requesting a local ballot measure for the annexation boundary adjustment.
2. Do nothing.

RECOMMENDED MOTION:

Administration/Public Works Director

Authorize the Mayor to sign a letter to Sound Transit requesting a local ballot measure for the annexation boundary adjustment without referral to MDRAC.

BILL NO. 4734

RESOLUTION NO. 2001-15

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ISSAQUAH,
WASHINGTON, SUPPORTING AN ELECTION TO ANNEX TWO AREAS WITHIN
THE CITY OF ISSAQUAH INTO THE REGIONAL TRANSIT AUTHORITY (RTA)
BOUNDARY AND APPROVING LOCAL TAXES AT RATES ALREADY IMPOSED
WITHIN THE RTA'S EXISTING BOUNDARY TO CONDUCT
SAID ELECTION IN NOVEMBER, 2001**

WHEREAS, the City Council finds that the annexation of two areas within the City of Issaquah, Exhibit "A", occurred subsequent to the establishment of the Central Puget Sound Regional Transit Authority (Sound Transit RTA) District boundary; and,

WHEREAS, the City Council finds that a local election must be held at the discretion of Sound Transit in order for the two areas to become part of the RTA boundary; and,

WHEREAS, the City Council finds that the two areas will benefit from Sound Transit providing express bus service to the City; and,

WHEREAS, the City Council finds that additional funds will be developed from the local option taxes that would be levied at such rates that will benefit the area; and,

WHEREAS, the City Council finds that it supports an election to be conducted in November, 2001, of the two areas within the City of Issaquah to be included into the RTA boundary and approving the local taxes at rates already imposed within the RTA's existing boundary; now therefore,

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


Request Sound Transit modify the RTA boundary to include the two areas annexed by the City of Issaquah subsequent to the establishment of the RTA boundary and to place a ballot measure in the November, 2001, election asking the voters to approve the proposed annexation to the RTA boundary and the extension of the Sound Transit's 0.3% MVET and 0.4% sales tax.

PASSED by the City Council this 20th day of August, 2001.

APPROVED:


FRED KEMPE, COUNCIL PRESIDENT

APPROVED by the Mayor this 20th day of August, 2001.

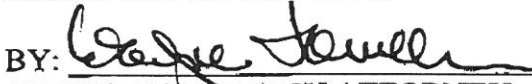

AVA FRISINGER, MAYOR

FILED this 21st day of August, 2001.

ATTEST/AUTHENTICATED:


MARCIA A. CORUM, ACTING CITY CLERK

APPROVED AS TO FORM:

BY: 
OFFICE OF THE CITY ATTORNEY

RESOLUTION NO. 2001-15

Faris N. Taylor
1506 NE Jade Street, Issaquah, WA 98029
Phone: 425-557-9670 Fax: 425-391-1552
e-mail: faristay@aol.com

RECEIVED

AUG 15 2001

SOUND TRANSIT
BOARD ADMINISTRATION OFFICE

August 13, 2001

Mr. Dave Earling, Chair
Sound Transit Board
Central Puget Sound Regional Transit Authority
Union Station
401 S. Jackson Street
Seattle, WA 98104-2826

RE: Request to Modify the Regional Transit Authority Boundary

Dear Mr. Earling:

The Parks and Open Space Committee of the Issaquah Highlands Homeowners Association met on Tuesday, August 07, 2001 and unanimously approved a request to Sound Transit to place a ballot measure for election in November, 2001 to annex the Issaquah Highlands area into the Regional Transit Authority (RTA) boundary. The Issaquah Highlands Urban Village was annexed into the City of Issaquah from King County subsequent to Sound Transit establishing the RTA boundary.

It appears to this Committee that due to the benefits that the Issaquah Highlands will receive, that the ballot measure should be successful in passing.

We therefore request and support the local annexation be placed on the November 2001 ballot measure.

Sincerely,

Faris

Faris N. Taylor
Co-chair
Issaquah Highlands HOA Parks and Open Space Committee

Cc: Ava Frisinger, Mayor
Bob Brock, Director of Public Works Engineering
Gary Costa, Transportation Manager



Greater
Issaquah Chamber of Commerce

RECEIVED

AUG 17 2001

SOUND TRANSIT
BOARD ADMINISTRATION OFFICE

August 9, 2001

Mr. Dave Earling, Chair
Sound Transit Board
Central Puget Sound Regional Transit Authority
Union Station
401 S. Jackson Street
Seattle, WA 98104-2826

RE: Request To Modify the Regional Transit Authority Boundary

Dear Mr. Earling:

The Issaquah Chamber of Commerce supports the City of Issaquah's newest request to Sound Transit to hold an election in November 2001 to annex the Issaquah Highlands area and the area east of the SR-900 corridor into the Regional Transit Authority (RTA) boundary. These areas were annexed into the City of Issaquah subsequent to Sound Transit establishing the RTA boundary.

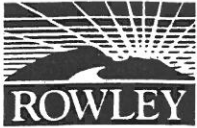
It appears to this Committee that due to the benefits that these areas will receive, that the ballot should be successful in passing. It is our expectation that RTA bus services will increase and complement the travel patterns of our residents, which have increasingly been to Eastside destinations. Further, we believe the annexation area and Issaquah as a whole should be viewed as locations where the RTA will test innovations in mass transportation technology. One such innovation, mentioned in the RTA's ten-year system plan (1996), is Personal Rapid Transit (PRT).

We therefore request and support the local annexation be placed on the November 2001 ballot measure.

Sincerely,

Ken Wilson, President
Greater Issaquah Chamber of Commerce

Cc: Ava Frisinger, Mayor
Bob Brock, Director of Public Works Engineering
Gary Costa, Transportation Manager



Rowley Enterprises, Inc.

August 16, 2001

Mr. Dave Earling, Chair
Sound Transit Board
Central Puget Sound Regional Transit Authority
Union Station
401 S. Jackson Street
Seattle, WA 98104-2826

RECEIVED

AUG 20 2001

SOUND TRANSIT
BOARD ADMINISTRATION OFFICE

RE: Modification of the Regional Transit Authority Boundary in Issaquah

Dear Mr. Earling:

I support the City of Issaquah's request to Sound Transit to hold an election in November, 2001 to annex the Issaquah Highlands area and the area east of the SR-900 corridor into the Regional Transit Authority (RTA) boundary. As I understand, these areas were annexed into the City of Issaquah subsequent to Sound Transit establishing the RTA boundary and just missed being included in the RTA.

It appears to me that based upon the benefits that these areas will receive, the ballot should be successful in passing.

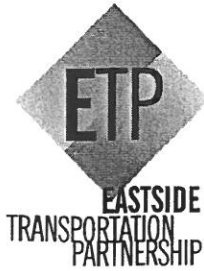
I therefore support Issaquah's request for the local annexation and urge you to place the annexation on the November, 2001 ballot measure.

Sincerely,

Skip Rowley
Rowley Enterprises Inc.

Cc: Ava Frisinger, Mayor
Bob Brock, Director of Public Works Engineering
Gary Costa, Transportation Manager





MS: KSC-TR-0814
201 South Jackson Street
Seattle, WA 98104-3856
Phone (206) 263-4710 Fax (206) 685-4711

August 17, 2001

Dave Earling
Chairman, Sound Transit Board
401 S. Jackson St.
Seattle, WA 98104

Dear Chairman Earling:

At its August 10, 2001 meeting, the Eastside Transportation Partnership (ETP) took action to support the City of Issaquah's request to Sound Transit to hold an election to change the Regional Transit Authority (RTA) boundaries within Issaquah's city limits. Issaquah is seeking to include the Issaquah Highlands Urban Village and the area of Issaquah along SR-900 within the RTA boundaries. This portion of Issaquah was annexed in 2001 by Issaquah, and is not currently included in the RTA boundaries.

We appreciate Mayor Frisinger's request to ETP at last month's meeting, and Councilmember Butler's comments at the August 10th meeting. We hope that ETP's action to support this is helpful to Issaquah's request.

Sincerely,

A handwritten signature in cursive script that reads 'Connie Marshall'.

Connie Marshall
Deputy Mayor, Bellevue
Chair, ETP

A handwritten signature in cursive script that reads 'Joan McBride'.

Joan McBride
Councilmember, Kirkland
Vice-Chair, ETP

Cc: ETP members
Ava Frisinger, Mayor of Issaquah
Fred Butler, City of Issaquah Councilmember



486 - 228th AVENUE NE, SAMMAMISH, WASHINGTON 98074 • PHONE 425-898-0660 • FAX 425-898-0669

Sheila S

COPY

August 6, 2001

RECEIVED

AUG 10 2001

SOUND TRANSIT
BOARD ADMINISTRATION OFF

Mayor Ava Frisinger
City of Issaquah
Post Office Box 1307
Issaquah, WA 98027

Dear Mayor Frisinger:

The Sammamish City Council voted unanimously at its meeting of August 1, 2001, to support the City of Issaquah's request to Sound Transit to hold an election to include within the Regional Transit Authority (RTA) boundaries certain areas within Issaquah's current city limits which are not presently within the RTA district.

These areas include a portion of King County annexed in 2001, the Issaquah Highlands Urban Village and the area of Issaquah along SR-900.

The Council also requested I mention that this letter represents only an endorsement of Issaquah in its request to Sound Transit and does not, by inference, represent support of Sound Transit itself in regard to other aspects of Sound Transit's organization and activities.

The City of Sammamish feels that Issaquah's RTA annexation request makes good sense and we hope you are successful in having Sound Transit put this proposal before your voters.

Sincerely,

Troy Romero
Mayor

C: City Councilmembers
Ben Yazici, City Manager
Dave Earling, Sound Transit Board Chair
John Cunningham, Director of Public Works
Dick Thiel, City Engineer
Lee Haro, Transportation Manager

July 6, 2001

Dave Earling, Chair
Sound Transit Board
Central Puget Sound Regional Transit Authority
Union Station
401 S. Jackson Street
Seattle, WA 98104-2826

RE: Request to Modify the Regional Transit Authority Boundary

Dear Mr. Earling:

The City of Issaquah hereby respectfully requests Sound Transit to process a change to the Regional Transit Authority (RTA) boundary. In 2001, the City of Issaquah annexed a portion of King County area that was not within the RTA boundary. In addition, the Issaquah Highlands Urban Village currently is not included in the current boundary, as it initially was partially outside the urban boundary. To provide transit service to the City of Issaquah, it is essential to include the entire City boundary within the RTA boundary. Attached is a map of the affected area and its legal description.

In addition to the above area, we also request that the area along SR-900 that is within the City of Issaquah be included as part of this annexation to the RTA boundary.

We therefore request and support the local annexation and request that the Sound Transit Board provide a local ballot measure to be submitted to the voters for the November 2001 election.

If you have any questions, please feel free to call me at 425-837-3020.

Sincerely,

Ava Frisinger
Mayor

Cc: Bob Brock, Director of Public Works Engineering
Sheldon Lynne, Deputy Director of Public Works Engineering
Gary Costa, Transportation Manager



Hezarn

August 1, 2001

Mr. Jim Jacobson
Manager, Service Planning
King County Metro
King Street Center
201 S. Jackson Street
Seattle, WA 98102

Dear Mr. Jacobson:

On July 6, 2001 the City of Issaquah transmitted a letter requesting that the Sound Transit Board proceed with arranging a local ballot measure for the November 6, 2001 election. The purpose of this measure would be to give the residents of the two areas within the City the opportunity to join the Central Puget Sound Regional Transit District (Sound Transit). A positive vote would extend Sound Transit's current taxing authority (0.3% MVET and 0.4% sales tax) to present and future residents.

Both the areas in question, identified as Annexation Area 1 and Annexation Area 2 on the attached map, were annexed by the City of Issaquah subsequent to the establishment of Sound Transit's District boundary. Issaquah's desire is to bring the entire City within the Sound Transit boundary.

Prior to proceeding with this ballot measure, RCW 81.112.050 requires that Sound Transit consult with all affected transit agencies providing services within or in proximity to the potential annexation areas.

We are aware of King County Metro (KCM) plans (effective September, 2001) to provide peak period service to and from a new park-and-ride facility within Annexation Area 2, commonly known as the Issaquah Highlands. To our knowledge, KCM does not operate any service in the East Village annexation area, nor has plans to do so in the near future.

Assuming a positive vote outcome in either or both of the annexation areas, Sound Transit may, in concert with Issaquah, pursue new transit capital and service investments there. However, at this time no detailed proposals have been identified.

Central Puget Sound
Regional Transit Authority
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826
Reception 206.398.5000
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Dave Earling
President, Edmonds City Co

Vice Chairs

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Sumner Councilmember

Greg Nickels
King County Councilmember

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Seattle Mayor

Ron Sims
King County Executive

Cynthia Sullivan
King County Councilmember

Jim White
Kent Mayor

Executive Director

Joni Earl

Board Administrator

Marcia Walker

To complete this consultation with KCM, we would appreciate a formal response from you detailing current and planned KCM services for the annexation areas in question, accompanied by any KCM questions or concerns regarding the proposed annexation action and its impacts on transit.

If necessary, we would be happy to arrange a meeting to discuss this proposal and share information. As the Sound Transit Board's Executive Committee will consider this issue on August 17th, 2001, our target date for wrapping up the KCM consultation process is August 15th.

Please contact me if you have questions or would like assistance in facilitating this process.

Sincerely,



Paul Matsuoka
Chief of Policy and Planning

- c: Joni Earl, Sound Transit Executive Director
 S. Dezarn, Special Assistant for Planning Development
 B. O'Sullivan, ST Project Manager
 M. Bergman, ST Project Manager
 R. McKenna, ST Board member
 D. Earling, ST Board member
 R. Sims, ST Board member

AUG 27 2001



**King County
Department of Transportation
Metro Transit**

King Street Center
201 South Jackson Street
Mail Stop KSC-TR-0426
Seattle, WA 98104-3856

August 23, 2001

Paul Matsuoka
Chief of Policy and Planning
Central Puget Sound Regional Transit Authority
401 South Jackson Street
Seattle, Washington 98104-2826

Dear ~~Mr.~~ Matsuoka:

Thank you for your letter of August 1, 2001. I appreciate your efforts to consult with King County Metro regarding annexation of the remainder of the incorporated area of the City of Issaquah into the Central Puget Sound Regional Transit District. Should the residents of the Issaquah Highlands and East Village annexation area choose to join the Sound Transit district, I know our agencies will work together to improve transit service for those that live and work there.

Currently, King County Metro service just touches the edges of both annexation areas. Routes 269 and 927 run along Issaquah Fall City Road within the Issaquah Highlands annexation area. In September 2001, both services are being rerouted to serve new residential, offices and retail development on SE Black Nugget Road, also within the Highland annexation area. King County Metro does plan to serve the proposed Issaquah Highlands park-and-ride lot scheduled for completion sometime late in 2004. The commuter service you mention in your letter (Route 216) will not operate within the Issaquah Highlands annexation area, but rather serves the City of Sammamish along 228th Southeast. The Route 216 route uses SE 43 Way to get off the Plateau. I believe SE 43 west of 228th Southeast is already included in the Central Puget Sound Regional Transit District. The Route 216 is scheduled to begin operation February 2002.

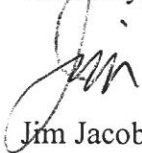
At present, we do not operate service in the East Village area. However, this September we will begin running commuter service to Seattle along Newport Way Northeast, shifting the Route 210 to the south side of I-90 from its current route on Northwest Sammamish Road. This action is part of the restructure associated with new Sound Transit Regional Express service in the I-90 corridor. At this time, there are no plans to expand service within the East Village area beyond that planned for September.

Paul Matsuoka
August 23, 2001
Page 2

King County staff is currently working with on an update of the Six-Year Transit Development Plan. That plan may include service and capital investments within the proposed annexation areas beyond the planned Issaquah Highland park-and-ride lot.

Thank you again for the heads-up on this issue.

Sincerely,



Jim Jacobson
Manager, Service Development

JJ:dh



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Proposed RTA Annexation Areas City of Issaquah

Legend

-  Proposed RTA Annexation
-  RTA Boundary
-  City of Issaquah

