

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

April 26, 2018
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Commissioners Bishop, Lampe, Teh, Woosley, Wu
COMMISSIONERS ABSENT: Commissioner Chirls, Commissioner Marciante
STAFF PRESENT: Kevin McDonald, Eric Miller, Kristi Oosterveen, Mike Ingram, Department of Transportation
OTHERS PRESENT: None
RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER AND ROLL CALL

The meeting was called to order at 6:30 p.m. by Chair Bishop who presided.

Upon the call of the roll, all Commissioners were present with the exception of Commissioners Chirls and Marciante, both of whom were excused.

2. APPROVAL OF AGENDA

A motion to approve the agenda was made by Commissioner Woosley. The motion was seconded by Commissioner Lampe and the motion carried unanimously.

3. PUBLIC COMMENT

Mr. Don Marsh, 4411 137th Avenue SE, referred to project TFP-158, new sidewalks on SE 16th Street. He said he was curious as to where the priority for the project was coming from. The sidewalk project is not a burning issue for the neighborhoods. He encouraged the Commission to be open with the public about the project and why it is needed. Sidewalks are good, but the SE 16th Street project will come along with high-voltage transmission lines, which might be what is bumping up the priority of the sidewalk project. There is abundant need for projects elsewhere in the city, such as undergrounding the powerlines along Newport Way.

4. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCIL, BOARDS AND COMMISSIONS

Commissioner Lampe said he attended the Surrey Downs annual meeting on April 25. One of the things handed out was a fact sheet on the neighborhood safety connectivity and congestion levy, which included a list of all projects. He said it was very well done and easy to read, and he commended staff for it.

Commissioner Woosley said he attended the recent Bellevue Downtown Association transportation committee meeting at which staff did an excellent job of presenting the TFP and answering questions. Also at the meeting a presentation was given about the I-405/SR-167

corridor that WSDOT is moving forward. It will greatly expand capacity between Bellevue and Tukwila. One project being explored is replacing the Main Street overpass and including a half-diamond interchange. A Sound Transit representative was present to discuss the ST-3 bus rapid transit program, which is to run a bus rapid transit bus every 15 minutes in the off-peak hours and a bus every ten minutes during the peak hours on I-405.

Chair Bishop said he attended the April 25 WSDOT open house in Issaquah on the I-90 project to add auxiliary lanes between Eastgate and West Lake Sammamish Parkway. The intent is to add a full auxiliary lane with a shoulder eastbound from SE 37th Street to West Lake Sammamish Parkway, the same thing in the other direction from the West Lake Sammamish Parkway to the Eastgate collector/distributor road off-ramp, and a left-turn off-ramp lane at 156th Avenue SE onto Eastgate Way. Additionally, WSDOT intends to extend the westbound off-ramp to West Lake Sammamish Parkway by about a thousand feet. Construction is expected to begin in the summer of 2019 and be completed by the end of 2020.

Commissioner Woosley noted that earlier in the day he had attended the East King County Chambers of Commerce legislative wrap-up at the University of Washington Bothell campus. There were 15 or so state legislators present and the retiring chair of the House transportation committee Judy Clibborn urged those advocating for transportation improvements to be stubborn. Representative McBride suggested that the Eastside needs to lead the state in making sure the transportation system works. There are committees working on having a statewide framework for autonomous vehicles rather than cities work on the issues independently.

5. STAFF REPORTS

Principal Transportation Planner Kevin McDonald called attention to a memo included in the packet addressing two of the three issues highlighted by Chair Bishop at previous meetings, including the transportation resources that are available online and the issue of having Commission meetings away from City Hall. He noted that the issue of personal liability on the part of Commissioners with respect to recommendations will be addressed in a forthcoming memo from the assistant city attorney.

6. PUBLIC HEARING – None

7. STUDY SESSION

A. 2019-2030 Transportation Facilities Plan (TFP) Workshop

Capital Facilities Planning and Programming Administrator Kristi Oosterveen briefly reviewed the TFP process timeline, including what has been done to date and what is yet to be addressed. She also called attention to the 88-page public involvement report which highlighted the online survey and interactive map and noted that there were 492 survey respondents and 336 comments regarding projects on the map. Projects that attracted a high number of votes and positive comments included TFP-175, SE 34th Street sidewalk; TFP-244, Eastside Rail Corridor; TFP-252 Bellevue College connection; TFP-255, Newport Way; and TFP-257, West Lake Sammamish Parkway. The project TFP-158, SE 16th Street sidewalks and bike lanes, including mixed feedback. Concern about traffic conditions and new development in Overlake were highlighted in the general comments section.

Commissioner Wu noted that many of the comments were open-ended and very general and she asked if there was any way for staff to use them. Ms. Oosterveen allowed that it is not possible to

please everyone and the comments made will all be helpful going forward.

Senior Transportation Planner Michael Ingram stated that in the context of what was heard at the open house events along with the comments received through the survey there was a clear general concern about the Overlake area in terms of traffic conditions and the level of development happening on both the Bellevue and Redmond sides.

Commissioner Woosley said it appeared to him that the comments were very similar to those returned by the budget survey and other surveys. He asked if any projects received opposition similar to the SE 16th Street project. Mr. Ingram said there was not and pointed out that even the comments about SE 16th Street were mixed. Commissioner Woosley pointed out that all of the comments made before the Commission and the letters received regarding the SE 16th Street project have been negative. Ms. Oosterveen added that the project has no funding attached to it. It is in the ped/bike portion of the TFP list along with the remaining high-priority projects from the Pedestrian and Bicycle Implementation Initiative.

Chair Bishop called attention to Section E of the appendix, summary of budget survey, and said he was unclear how the question read that prompted the comments given. Mr. Ingram said the question referred to the biggest problems and there was a list of items from which to choose. Chair Bishop highlighted the fact that the top response was traffic at 44 percent; in second place was affordable housing and property values at 15 percent; and in third place was traffic again relative to too much growth and congestion at 11 percent. He suggested that traffic and congestion are the same thing so adding the responses together yields more than half of the respondents to the survey saying traffic is the issue they are most concerned about. Additionally, ten of the 39 transportation elements surveyed are issues belonging to the Commission, with downtown traffic being the worst.

Chair Bishop noted the survey respondents were asked to enter their zip codes and he asked if they could be sorted so the Commission can gain a sense of where the respondents are from. Mr. Ingram said that can be done.

Implementation Planning Manager Eric Miller noted that the discussion at the April 12 meeting relative to the revenue forecast included an early look at the city's seven-year CIP capital revenue picture. He noted that five main questions were raised: the historical trend of debt service as a percentage of the general CIP pie; the historical trend for transportation allocation as a percentage of the general CIP pie; the historical trend for transportation ongoing programs as a percentage of the transportation allocation; a summary of relevant base CIP program allocation compared to supplemental levy funding; and city policy regarding remnant land sale proceeds from property purchased with transportation program funds. He shared with the Commissioners a matrix showing each by year and noted that although the CIP allocation dipped following the recession, it has since been on a rather steep climb. In addition, debt service has climbed steadily as well. Transportation's allocation percentage of the CIP peaked at 49 percent in 2013-2019, fell in the next iteration but then rose again after that before falling to 36 percent under the proposed 2019-2025 revenue forecast primarily as a result of completing some large projects, including the 120th Avenue corridor and the NE 4th Street project.

Commissioner Woosley pointed out that the average of the transportation allocation in the previous five CIP plans works out to 44 percent, so the 36 percent shown for 2019-2025 represents an eight percent reduction. Mr. Miller clarified that a significant portion of the 28 percent shown for debt service will in fact be paying for transportation improvements that do not show up strictly as a transportation allocation.

With regard to the portion of the transportation allocation that is dedicated to ongoing programs, Mr. Miller noted that for 2019-2025 it works out to 35 percent, which is an increase over the past four CIPs. He said it has been the policy of the Council over the last few cycles to continue the ongoing programs at their established allocation levels, usually plus an inflation factor.

Mr. Miller shared with the Commission a matrix showing the main programs the levy funding is intended to supplement. He noted that included on the list are neighborhood traffic safety, major maintenance, ped/bike access improvements and traffic safety improvements. He stressed that the congestion reduction element of the levy is addressed elsewhere. The \$5.4 million from the levy is actually higher than the total for the base programs being supplemented.

Commissioner Wu said she would like the opportunity at the appropriate time to comment on the ongoing programs. Mr. Miller said the Commission has in the past commented on those.

Chair Bishop asked if the ped/bike access improvements is part of the Pedestrian and Bicycle Implementation Initiative or one of the six elements of the levy. Mr. Miller said there is no existing program that is solely dedicated to bicycles. The Neighborhood Sidewalk Program and the more modest 467 program for next year that was not going to do a lot of implementation by itself; the program has typically partnered with other projects to extend an improvement in one way or another.

With regard to city policy regarding remnant land sale proceeds from properties purchased using transportation program funds, Mr. Miller said there are often remnants associated with projects. By policy, the sale of those remnants are reserved for the program area. If the specific project remains active, the proceeds can be put into the project as a revenue to offset some of the right-of-way acquisition costs. If the project is closed, however, the sale funds flow back to the program area either specifically to another project by Council allocation or to the land purchase revolving fund which the city maintains.

Mr. Miller said the annual levy funding allocations are split six ways. Neighborhood congestion reduction is to receive \$2 million per year; neighborhood safety gets \$2.25 million per year; bicycle facilities gets \$900,000 per year; sidewalk and trail maintenance gets \$500,000 per year; safety and traffic management technology gets \$500,000 per year; and new sidewalks, trails and paths gets \$1.125 million per year. The exact allocation amounts to each category will vary by year.

Mr. Miller said according to the early projections, there will be \$140 million available for allocation in the TFP. The four elements in the make-up are transportation dedicated revenues that are not already allocated to ongoing programs; the congestion reduction element of the levy; grants based on historical successes; and general CIP revenues based on 36 percent of what will be available citywide.

Commissioner Woosley said he would like to at some point have the Commission make a recommendation relative to the transportation percentage of the general CIP revenues. One option would be to use the average of the previous five CIPs, which would be 43.8 percent rather than 36 percent, and that would yield about \$30 million per year.

Mr. Miller pointed out that the unprogrammed wedge of the pie, totaling an estimated \$56 million, is not part of the 36 percent. The assumption is that transportation will get a portion of those funds, which would in effect raise the 36 percent.

Commissioner Woosley said he would like to see calculated out what the five-year average would be without the levy supplement, and what would the seven years of the supplemental levy funding be in terms of a percentage of the CIP pie.

Commissioner Wu said she would support including a general comment along with some calculations and a specific recommendation in the transmittal memo.

Mr. Ingram addressed the staff-proposed reserve allocations. He said the neighborhood congestion reduction levy reserve is the \$2 million per year for neighborhood congestion reduction projects. Some locations have already been identified as areas where levy funds are likely to be allocated. The TFP horizon, however, is 12 years, and given that the purpose of the levy is to be able to respond to issues as they emerge, staff believe no attempt should be made to allocate or program funds up front to projects on the current list, recognizing instead that six or eight years out there will be a desire to allocate the funds to currents that will then be current.

Commissioner Woosley agreed with the policy for the TFP. He said he assumed there would be specific allocations made in the CIP, using funds from the reserve ~~account~~ ^{amount}. Mr. Ingram said that was correct. Mr. Miller pointed out that \$2 million per year over the 12-year TFP would total \$24 million. The reserve amount of \$15.8 represents the \$24 million less the \$8.2 million that is programmed to projects on the list that in the reserve line. Three of them are just placeholder allocations. Staff recommends using some of the levy reserve to implement the two projects that are highest on the list. Of course, should grant or other funding become available, the levy funds could be freed up to be applied elsewhere. ^{KM}

For the benefit of Commissioner Wu, Mr. Ingram explained that the sidewalk and bicycle projects that are done through the levy tend to be on a smaller scale and are not the type of projects that get evaluated through the TFP process because they do not score well. The program approach works better for them. Mr. Miller added that there is the potential that some of the projects will be addressed through the Pedestrian and Bicycle Implementation Initiative reserve.

Chair Bishop asked when the Commission can expect to see a list of priority ped/bike projects. Mr. Ingram answered that there were 11 projects that scored well. Those projects were added to the Pedestrian and Bicycle Implementation Initiative reserve grouping on the list. Some of the projects are small and could appropriately be addressed through some of the programs, while others, like the Mountains to Sound Greenway, are quite large and will take several years to accomplish, and for them a reserve allocation would be a good approach.

Mr. Ingram said the \$22.5 million number for the Pedestrian and Bicycle Implementation Initiative reserve is the same number that is in the current TFP. It is the amount that was left over and determined to be available for the reserve. He said one of the projects staff is currently working to identify additional resources for is the Mountains to Sound Greenway. Enough funding has been identified to take the project to 132nd Avenue SE by the entrance to T-Mobile, but the desire is to extend the project to 142nd Avenue SE, the crossing over I-90 that leads to the park and ride and Bellevue College, but that will require another \$7 million.

Commissioner Wu said it would be helpful to have written materials explaining the reserve ~~account~~ numbers. She said having that would help the Commission defend the numbers. ^{amount}
Commissioner Woosley agreed. ^{KM}

Chair Bishop asked where the \$4 million for the Transit Master Plan reserve come from. Mr.

Ingram explained that it is a number chosen by staff to indicate a meaningful commitment on behalf of the city. Spread out over the 12 years of the TFP, it is not a very large number. The idea is to show that the city is prepared to collaborate with King County Metro in a way that will make working with Bellevue an attractive option for them.

Commissioner Woosley suggested that Bellevue is already demonstrating a commitment to King County Metro. The city pays twice as much as it gets back in service hour allocation. Setting aside \$4 million for the Transit Master Plan reserve will mean \$4 million of city projects will not be funded. He said he would prefer a policy that would give the city what it pays for rather than adding another \$4 million to pay King County Metro for services. Mr. Miller said staff concluded there was not enough projected revenue to fund the full \$4 million. On the list, there are projects that are placeholder amounts, there are projects recommended for full funding and full implementation, and there are projects recommended for partial implementation. The top project on the list, the 148th Avenue master plan, has a \$2 million placeholder. The Bellevue Way HOV project is on the list with a recommendation for full funding at \$37.5 million. The fifth project on the list, 120th Avenue Stage 4, has a million dollars earmarked for it in the CIP, and the proposed \$2 million would be added to that amount making it a \$3 million placeholder with the intention of funding the design phase. Currently, of the \$4 million, only \$2.369 million is above the line, so all staff is recommending adding to the conversation is \$2.3 million.

Mr. Ingram explained that development of the project list began with staff reviewing the score ranking per the evaluation criteria. A staff team was brought together that involved representatives of all the various functional areas of the transportation department, including neighborhood services, traffic engineering, signals and planning. Folks were also brought in from the parks, utilities and planning departments to gain as broad a perspective as possible. Some adjustments were made to the score ranked list based on additional considerations beyond the evaluation criteria, such as investments to date in projects, coordination with other development projects, and public input.

Chair Bishop noted that the coordination with private development includes some intersection locations in the downtown. Mr. Ingram said they were identified as locations where there would be some advantage to incorporating additional turn lanes. Chair Bishop asked if the number on the list included the development portion. Mr. Miller said the numbers listed are the estimated costs for the city to implement the project. If a development comes along and voluntarily implements a portion, it could be eligible for a credit against its transportation impact fees. Chair Bishop questioned why the full implementation costs should be shown for the four or five projects that are clearly only going to happen when development shows up. He noted that the total is about \$25 million of the \$140 million. Mr. Miller said one of the primary purposes of the TFP is to form a basis for the transportation impact fee program. The fees that are charged throughout the city are based on the projects that are providing roadway capacity. Turn lanes add capacity and as such they are part of the underlying basis for setting the fees.

Chair Bishop asked how much of the \$140 million is from impact fees over the 12-year period. Mr. Miller said that is a known number but he did not have it on hand. The fees are part of the forecast are transportation dedicated revenues. They fluctuate based on historical development trends, but they traditionally have accounted for more than \$25 million.

Commissioner Woosley said he favored showing full project costs where they are known, and also calling which projects have impact fee potential. Mr. Miller noted that the second and third projects on the list have impact fee potential and project four on the list is currently an impact fee project. Many others are potential impact fee projects based on the fact that they do not currently

Three ~~10m~~
have their full implementation dollars allocated to them in the TFP. Staff are recommending that projects two and ~~three~~ there should receive full implementation funding, making them part of the updated impact fee project list and program. Project five has only a design-phase placeholder, so it could not be included. Adding in the full implementation cost would mean bumping from the list \$20 million to \$30 million worth of other priority projects.

Mr. Ingram said a project was added that involves coordination with WSDOT. The project involves the concept of installing roundabouts on Coal Creek Parkway at the I-405 interchange. WSDOT has developed a concept for the project that looks promising. It has been introduced to local residents who appear to be favorably disposed toward the project. WSDOT could just do the project as part of the Renton to Bellevue project, except that there is an incremental cost difference of about \$10 million beyond what it would cost to simply widen the ramps. He said the project and a description was added as project seventeen on the priority list along with a \$2 million TFP allocation from the city. That would usher in the opportunity to seek and better leverage grant funding for the project.

Commissioner Lampe said he would like to see some analysis of travel time improvements the roundabout project would bring about. Mr. Ingram said staff were waiting for more detailed analysis from WSDOT. From the information that is available, the project looks to be beneficial.

With regard to project TFP-175, the sidewalk project on SE 34th Street, Mr. Ingram said the public has highlighted it for the last three TFP cycles. Clearly the public wants to see the project built and that is why staff chose to recommend the project and put it in the number nine position.

Chair Bishop said his question regarding the project was how much is a ped/bike improvement and how much is a roadway improvement project. He said he would guess it to be about 50-50.

Commissioner Woosley commented that several of the projects in coordination with WSDOT, particularly in Eastgate at 150th Avenue SE and I-90, are within WSDOT right-of-way yet the city is looking at funding them 100 percent. He asked if there has been any effort to coordinate which portions of those projects could be funded by the state instead.

Chair Bishop said widening the eastbound off-ramp from I-90 at 150th Avenue SE involves about 200 feet between the pedestrian overcrossing and the intersection. The right-turn lane is critical to operation of the streets so the project is clearly needed, but it is fully within the right-of-way and limited access area of WSDOT. Additionally, SE 37th Street from 150th Avenue SE to the ramp is all within WSDOT's limited access even though the city owns it. WSDOT should simply expand its project between Eastgate and Issaquah to include the SE 37th Street project. Mr. Miller said the city is coordinating with WSDOT on the design of the project, but it cannot be assumed that the state will financially participate.

Chair Bishop suggested the Commission should discuss and resolve what should be done with the Bellevue Way HOV lane and its cost of \$37.5 million before doing anything else. That represents about a third of the total available funding of \$140 million, and it is assumed to be fully funded within the 12-year TFP. The recommendation from the project team is to only go forward with the portion from the park and ride to the Winters House, which is estimated at about \$22 million. The HOV lane project will do little for transportation in the corridor beyond adding an HOV lane for an assumed 20 buses. He proposed keeping the project on the list but with the \$37.5 million reduced to \$7 million and then actively seeking grants for what is clearly a regional project. It would make the most sense to break the project into three projects: from the park and ride to Winters House at about \$26 million; from Winters House to 112th Avenue SE at

about \$9.5 million; and from 112th Avenue SE to 108th Avenue SE at about \$2 million. The short segment in the north can be thought of as separate from the HOV project and because it is more of a neighborhood access issue it could be funded from the levy.

Commissioner Wu supported having a discussion about the project even if it meant making it the focus of a Commission meeting. She questioned if that could be done within the TFP timeline. Mr. McDonald said the Commission meeting on May 10 will include a focus on the project.

Commissioner Woosley said he would support the notion of breaking the project into three projects. The segment between the park and ride and Winters House appears to offer the most value in terms of time saving. Adding a lane on Bellevue Way South between 108th Avenue SE and 112th Avenue SE is essential, but the transportation needs would be better served if it were a full-length turn pocket.

Chair Bishop suggested that from a construction point of view it does not matter how it is operated. The \$2 million will yield an extra lane in that segment and it would be a separate decision as to whether it should be called an HOV lane or left-turn pockets. It would not make sense to install an HOV lane in that segment unless it is connected to the southern portion, but it would make sense to have the extra capacity operating with side-by-side left-turn pockets.

A motion to divide project TFP-242, the Bellevue HOV lane project, into three projects as proposed by Chair Bishop was made by Commissioner Woosley. The motion was seconded by Commissioner Teh.

Commissioner Wu suggested that because a time has already been scheduled for the Commission to discuss the project, it would be better to hold off making such a recommendation until then.

Commissioner Woosley pointed out that the recommendation of the staff involves three different elements to the project. The motion on the floor is consistent with the staff recommendation.

Commissioner Lampe said he could see no harm associated with breaking the project into three parts.

The motion carried with Commissioners Teh, Woosley and Lampe voting yes and Commissioner Wu voting no.

With regard to the funding for each segment, Chair Bishop said the project team indicated Segment A would cost \$22 million, and that the combined cost of all three segments would cost \$32 million. Staff has taken the total and inflated it to 2026, which accounts for the \$37.5 million figure. Inflating the cost of the first segment in the same way would work out to \$25.7 million.

Ms. Oosterveen pointed out that the inflated figure of \$37.5 million did not include the \$4.4 million already in the CIP.

Chair Bishop stated that Segment A is roughly 22/32nds of the total, which works out to about \$25.5 million. He said the question is whether or not 100 percent of that number should be allocated within the proposed TFP, adding that he would argue against doing so. A significant amount of money should be earmarked for the project to show the city is serious, and he suggested \$5 million of the \$25.5 million along with the \$4.4 million already spent. That should make the project attractive to granting agencies. Mr. Miller pointed out that there are already grants included as part of the \$140 million. Chair Bishop said that would free up \$20 million to

be applied to other projects.

Commissioner Wu asked if the \$5 million would be used to reach the final design stage. Chair Bishop said he would not go so far as finishing the final design unless there is an intent to go forward to construction. King County Metro, Sound Transit, WSDOT and the PSRC should all be asked if they have any interest in the project.

Commissioner Woosley said he would appreciate getting some information about what the design costs would be, and said he would hold off making a final decision until after that information is in hand. Chair Bishop said the \$5 million should be enough to finish the design work.

Commissioner Woosley commented that while the project has been called the Bellevue Way HOV project, it is really the Bellevue Way South expansion project. The description should be revised, particularly for Segment C, to discuss how it might operate better as an additional lane with full-length left-turn pockets rather than as an HOV.

Commissioner Wu suggested that further discussion of the project, which is the most expensive one in the TFP, should be delayed until there is more information available. Chair Bishop countered that continued discussion on the rest of the TFP rested on resolving the Bellevue Way project first. Otherwise, everything is up in the air.

Commissioner Woosley pointed out that most of the information was made available at the open house at Enatai elementary school and in the presentations made to the Chamber of Commerce and the Bellevue Downtown Association.

Chair Bishop reiterated his suggestion to put \$5 million toward Segment A, \$300,000 in Segment B, and \$2 million in Segment C with the idea of designing and building C independent of A or B. He stressed that behind his recommendation was the notion that while the Commission likes the projects, other people should kick in funding.

A motion to put \$5 million toward Segment A, \$300,000 toward Segment B and \$2 million toward Segment C was made by Commissioner Woosley. The motion was seconded by Commissioner Lampe and the motion carried with Commissioners Woosley, Teh and Lampe voting yes, and Commissioner Wu voting no.

Bishop yes

Ms. Oosterveen said the motion moved the funding line to allow for adding funding to other projects or increasing the reserve amounts.

Commissioner Wu asked for comment on project TFP-158, SE 16th Street from 148th Avenue SE to 156th Avenue SE. Chair Bishop noted that the project was included in the TIP because that document relied on the previous TFP, which included the project. The description was changed, however, to eliminate reference to the powerline. Ms. Oosterveen pointed out that the description in the draft TFP had been changed to match the description in the TIP, which is a sidewalk and landscaping on the north side of the road and bike lanes on both sides.

Chair Bishop stated that for the last three years residents have come to the Commission to make it clear they do not want the project. He said the primary reason the project is on the list is because the 2009 Pedestrian/Bicycle Plan drew a line on the map for an east-west major bike facility. It turns out that just two blocks north of SE 16th Street there are already bike lanes in place running east-west, obviating the need for the SE 16th Street project. He proposed deleting

the project from the list. Ms. Oosterveen commented that the project was also on the Neighborhood Sidewalk Program ballot in 2007 and it did receive support. The project as described and costed would not fit under the NEP program.

A motion to delete project TFP-158 from the 2019-2030 TFP was made by Commissioner Woosley. The motion was seconded by Commissioner Wu.

Commissioner Woosley said there are folks from all around the city seeking various projects and it would seem that the opposition to the SE 16th Street project would argue in favor of deleting it and using the money somewhere else. On the uphill leg there are already some facilities and the blanks certainly could use some filling in. Chair Bishop added that there is an existing walking path the full length on the north side of the street. Commissioner Woosley also mentioned that many people use the south side of the street for parking and the neighborhood would like to see that preserved.

Mr. Miller stated that there has been support voiced for the project, including during the current process. The bicycle facilities as indicated in the Pedestrian/Bicycle Plan is part of one of the east-west priority bicycle corridors, and as envisioned the project is intended to serve as part of the Lake to Lake trail and is so designated in the Pedestrian/Bicycle Plan and the Parks plan.

Commissioner Teh asked how the overall plan would be impacted by eliminating the SE 16th Street project. Mr. Miller said the action would not change the Pedestrian/Bicycle Plan at all. It would take another process to revisit the project in that plan.

The motion carried unanimously.

Commissioner Woosley called attention to page 4 of the memo regarding project TFP-260, 120th Avenue NE Stage 4, and pointed out that the Commission has previously reviewed the costs of the project phases recently completed. He said the cost of the NE 4th Street extension project is known, as well as the costs for the first three phases of the 120th Avenue NE project and asked if those figures could serve to better inform the estimate for Stage 4. Chair Bishop pointed out that the associated note gave the estimate of between \$19.6 million and \$30.8 million. Commissioner Woosley suggested accelerating the construction of the final phase of the project given all the development set to occur in the immediate area. Developer contributions should help offset the costs.

Chair Bishop asked if the \$2 million shown for the project keys it up for the impact fees and frontage improvements. Mr. Miller said it would need a full implementation number to do that. He added that there were other concepts for the project that would make the listed numbers seem small, but they seem to have gone by the wayside. Chair Bishop commented that the city spent nearly \$300 million in Bel-Red and said he was opposed to spending another dime of the \$140 million in that area. There is a long list of projects that have been neglected around the city that should be addressed instead.

Commissioner Woosley said the downtown livability project in the downtown resulted in an upzone, and the recommendation of the CAC will effectively put another downtown in the Wilburton area. The Bel-Red look back may also result in an upzone. The 120th Avenue NE Stage 4 project is ranked in the top five and it should be supported. He asked what it would take to get the project to qualify for impact fees, and what it would cost the city in the long term if the city had to front all the costs. Mr. Miller said he did not have a direct answer given that much would depend on the scope of the project, which would require having a full engineering

estimate. The project has \$1 million in the CIP to do some of that analysis and refine the project scope. The idea of the \$2 million is to complete the design phase. It would probably require going with the lower end of the range, which is \$19.6 million, to get into the impact fee calculation.

Chair Bishop said the \$2 million should be enough to move the project forward, should the Council decide to allocate CIP money to it. Mr. Miller agreed. He said an alternative approach would be to give the project zero dollars in the TFP, in which case the \$1 million in the CIP would still be used to inform the final scope and cost.

Commissioner Woosley said if the same percentage allocation of the city's capital budget is set aside for transportation projects, and if Sound Transit, the beneficiary of the Bellevue Way project, steps up, the Commission should work to accelerate the construction of the projects that ranked the highest, while also advocating for projects that may not rank all that high but which have the support of local neighborhoods.

Commissioner Woosley asked if from a practical standpoint it would make sense to add funding to the 120th Avenue NE Stage 4 project. Mr. Miller said that would be up to the Commission. The project is important enough to staff to allocate enough within the 12-year TFP to fully design the project. Chair Bishop said he could support that approach.

Chair Bishop called attention to project TFP-263, 148th Avenue NE/NE 8th Street. He noted that it has a placeholder of \$300,000 and a cost estimate of \$8.6 million. The project is in a part of the city that has seen very few transportation projects over the last ten years. He suggested changing the \$300,000 to \$8.6 million.

Chair Bishop also referred to project TFP-257, West Lake Sammamish Parkway Phase 3, and noted that Phase 1 cost between \$8 million and \$10 million when constructed in 2013, and Phase 2 has a price tag of \$8 million and is set for construction in 2019. Phase 3 is the two-mile gap in between. An allocation of \$11 million will not be enough for the project. Eastside Rail Corridor said the allocation is intended to cover only half of the project. Chair Bishop suggested bumping it up to \$16 million within the 12-year TFP. Mr. Miller stressed that the numbers are only placeholders and to cover the full cost of construction will require closer to \$20 million or \$22 million. Chair Bishop said that might mean delaying Phase 5, which covers a distance of only one mile. Mr. Miller said for conversation purposes, to cover all of the phases will require something on the order of \$30 million.

Chair Bishop said he was advocating for adding the Phase 4 length of the Parkway into the Phase 3 project. Ms. Oosterveen said there currently is \$1 million earmarked in the out years of the CIP for Phase 3. Mr. Miller said that amount gets added to the \$11 million which works out to \$12 million per mile. Adding Phase 4 to Phase 3 would mean an allocation of \$23 million.

Mr. McDonald pointed out that the TFP is on the calendar for the May 10 Commission meeting. Given that the Commission clearly needs a significant amount of time to work through the projects on the list, he proposed scheduling a meeting for May 24. He suggested that there should be an offline briefing held prior so many of the details can be collaborated between staff and the Commission.

A motion to extend the meeting to 9:15 p.m. was made by Commissioner Woosley. The motion was seconded by Commissioner Lampe and the motion carried unanimously.

Chair Bishop proposed adding the project ranked number 30 by the staff, CTPL-12, NE 24th Street from 164th Avenue NE to 172nd Avenue NE. He also proposed putting the NE 6th Street subsurface arterial project above the funding line with \$500,000 so it can be studied. The Commission should think about the fact that for every project that has full curb, gutter, sidewalk, bike lane and landscape area, a full 20 percent of the cost goes for ped/bike elements. It should be recognized that a pile of money is being spent on ped/bike stuff and in some cases those elements should be paid for from the Pedestrian and Bicycle Implementation Initiative reserve, such as the SE 34th Street project.

The Commission confirmed that the TFP conversation would be continued on May 10.

8. DRAFT MINUTES REVIEW/APPROVAL

- A. January 11, 2018
- B. March 8, 2018

A motion to approve both sets of minutes as submitted was made by Commissioner Woosley. The motion was seconded by Commissioner Lampe and the motion carried unanimously.

- 9. UNFINISHED BUSINESS – None
- 10. NEW BUSINESS – None
- 11. PUBLIC COMMENT – None
- 12. COMMISSION CALENDAR

Mr. McDonald briefly reviewed the Commission's calendar of meeting dates and agenda items. He reminded the Commissioners that the May 10 meeting would be at Enatai elementary school, and that the June 14 meeting would be at the South Bellevue Community Center.

Mr. McDonald noted that between the May 10 and June 14 meetings staff would be asking for nominations for the positions of Chair and Vice Chair, with a vote occurring on June 14.

13. ADJOURN

Chair Bishop adjourned the meeting at 9:12 p.m.



Secretary to the Transportation Commission



Chairperson of the Transportation Commission

6/14/18

Date

6/14/18

Date