

CITY OF BELLEVUE  
BELLEVUE TRANSPORTATION COMMISSION  
MINUTES

June 11, 2015  
6:30 p.m.

Bellevue City Hall  
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Commissioners Bishop, Larrivee, Woosley, Zahn  
COMMISSIONERS ABSENT: Chair Lampe, Commissioners Chirls, Simas  
STAFF PRESENT: Kevin McDonald, Eric Miller, Steve Costa, Kate Johnson, Mike Ingram, Department of Transportation  
OTHERS PRESENT: None  
RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:35 p.m. by Commissioner Zahn who presided.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present with the exception of Chair Lampe and Commissioners Chirls and Simas, all of whom were excused.

3. STAFF REPORTS

Senior Planner Kevin McDonald reported that the construction contract bid process opened earlier in the day for the intersection improvements at 108th Avenue NE and NE 4th Street. He reminded the Commissioners that the Downtown Transportation Plan identified it as an enhanced intersection and the components will include wider crosswalks, embedded special pavement within the crosswalks, improved curb ramps and ADA access on all corners, and improved landscaping. Curb bulbs will be provided on the southeast and northeast quadrants of the intersection to shorten the crossing distance and provide more staging area for pedestrians. Bids will close on July 2 and the Council is expected to select a contractor on July 9. Construction will be staged one corner at a time over the course of the summer months, with work primarily confined to weekends.

The median and green bike lane have been installed at 108th Avenue NE and Main Street. Landscaping within the median will be installed soon.

Mr. McDonald said the Transportation Element portion of the Comprehensive Plan update was reviewed by the City Council on June 1. The various issues addressed were received favorably. A final review is scheduled for June 15 and final adoption is expected in early July.

Capital Programming Implementation Manager Eric Miller reported that a couple of things have happened at the City Council level that affect the Commission's recommendation to adopt the Transportation Improvement Program (TIP). Staff is recommending the addition of three projects to the Section III list. Two of the projects are consistent with changes to projects

made related to the Transportation Facilities Plan (TFP) and the recommended preliminary project list, namely to split out the northern segments of both the 120th Avenue NE and 124th Avenue NE corridor projects into individual projects. The third project involves the extension of NE 16th Street between 116th Avenue NE and 120th Avenue NE, which was originally raised by Wright Runstad. Staff is now recommending inclusion of the project given that the Council has authorized the Memorandum of Understanding (MOU) with Sound Transit which includes the potential for Sound Transit to develop an operations and maintenance satellite (OMS) facility on the west side of 120th Avenue NE to the north of 116th Avenue NE. The exhibits associated with the MOU show a roadway on the approximate alignment to provide access to the south side of the OMS facility and potential future transit-oriented development that could be built in the vicinity, and that is why staff are recommending the addition of the project. No funds have been included in the CIP for the project.

Answering a question asked by Commissioner Bishop, Mr. McDonald said once the Comprehensive Plan is adopted staff capacity will be freed up to focus on two other fairly significant land use and transportation projects, a review of the Bel-Red and Wilburton corridors.

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

Councilmember Lee took a moment to thank former Commissioner Tom Tanaka for his service to the city.

Mr. McDonald said Mr. Tanaka's first Commission meeting was July 12, 2007. He noted that Mr. Tanaka served as vice-chair for two years and as chair for more than two years. During his tenure the list of issues addressed included the Bel-Red subarea plan, the pedestrian/bicycle plan, the design of the West Lake Sammamish Parkway, the Eastgate/I-90 land use and transportation plan, the NE 15th Street/NE 16th Street multimodal corridor recommendations, the Downtown Transportation Plan, the Bellevue transit plan, the Comprehensive Plan update, the 116th Avenue NE rechannelization project, and numerous TIP and TFP updates.

Mr. Tanaka thanked Councilmember Lee, the Commissioners and the staff for the opportunity to serve on the Commission and to be a part of so many important issues and projects. He noted that his job at the Port of Seattle has been particularly busy over the last six months given the focus on the Seattle/Tacoma Port Alliance. He said he has also been appointed chair of the board for Hopelink which is also proving to be time consuming. By leaving the Commission, time will be freed to devote to those other pursuits. He added that the transportation staff are a remarkable group and are extraordinary in terms of the service provided to the Commission and the citizens of the city.

#### 5. REPORTS FROM COMMISSIONERS

Commissioner Woosley said he recently had opportunity to hear a report from the Washington State Department of Transportation on the I-405 corridor program and HOT lane implementation. There is hope the legislature will approve funding for the next pair of lanes between Bellevue and Renton. A second pair of lanes is part of the master plan for the same section of the freeway; that would have great benefit for Bellevue. Disappointingly, the HOV exemption for all vehicles between 7:00 p.m. and 5:00 a.m. will be going away.

Commissioner Woosley said the Eastside representative for King County Metro will be

featured at the Eastside Transportation Association on June 17 and she will focus on the reforms Metro has made to retain as much service as possible. He said he is particularly intrigued with a pilot project focused on innovative transit solutions; it uses more vanpools and social media to connect carpoolers.

Commissioner Bishop said he attended the recent Eastside Transportation Partnership meeting where a report was given from the Puget Sound Regional Council that was titled *Stuck in Traffic*. He said the report outlines the increase in delay on all freeways in the region, including a 27 percent increase on I-405 and a 28 percent increase on I-5 between Everett and Fife in a one-year period.

6. PETITIONS AND COMMUNICATIONS – None

7. APPROVAL OF AGENDA

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

8. DISCUSSION/ACTION ITEMS

A. Transportation Commission Election of Officers

A motion to retain Chair Lampe as chair and Commissioner Zahn as vice-chair was made by Commissioner Bishop. The motion was seconded by Commissioner Larrivee and it carried unanimously.

B. NE Spring Boulevard (Zones 1 and 2)

Project manager Steve Costa said Spring Boulevard was formerly known as NE 15th Street/NE 16th Street. It was renamed about a year ago. The Zone 1 segment involves project PW/R-172 while the Zone 2 segment involves project PW/R-173. HGR is the design consultant.

The Zone 1 project is divided into two sections. The 1A portion will be implemented through the normal bidding process, but because of the intricacies with the East Link alignment the 1B portion will be constructed by Sound Transit in conjunction with construction of the rail line. Sound Transit will be utilizing the GCCM method under which a general contractor is selected based on qualifications rather than lowest bid. The contractor serves as part of the project team developing the final design.

Zone 1 spans from 116th Avenue NE along NE 12th Street to a new road that will go over the Eastside rail corridor and the light rail tracks connecting to the 120th station and the tracks leading to the OMS facility. Zone 2 spans between 120th Avenue NE and 124th Avenue NE through the Spring District.

Mr. Costa said the 120th Avenue NE and 124th Avenue NE improvement projects intersect with the Spring Boulevard projects. Both of those projects are being coordinated with the Spring Boulevard work and with the Sound Transit East Link project. An analysis done as part of the pre-design work looked at construction phasing and some of the different scenarios that might occur in association with the construction of Spring Boulevard. Much is dependent on whether Spring Boulevard is built ahead of, during or after the East Link project. Another consideration is the fact that the Teledesic site to the south of Spring Boulevard which under

the MOU the city will acquire. The property owner has expressed a desire to retain a part of the property for future redevelopment and the analysis included associated impacts. If the city were to construct the section after light rail goes active, safety restrictions would limit construction to a nightly four-hour window. Building bridges over an active rail system four hours each night would not be impossible but would involve technical construction techniques that would increase the costs substantially. The preferred approach is to build concurrently with Sound Transit to capitalize on economies of scale, and through the recent update to the MOU an agreement in principle is in place for Sound Transit's GCCM to construct Spring Boulevard in conjunction with East Link.

Mr. Costa explained that under the MOU the city will do nothing to hinder the Sound Transit schedule for building East Link. That means the city projects have to be in lock step with East Link's 90 percent plan development, which is anticipated to be completed in October, and their 100 percent plan development, which is expected to be in hand in March 2016. Construction is anticipated to start during the summer of 2016. There are federal grant monies associated with the design phase of the project, and the city is also looking for grants to help pay for construction. It will be necessary to accelerate the SEPA and NEPA approval processes. Another complexity lies in the fact that the city portion is being designed to Federal Highway Administration and city of Bellevue standards, and the Sound Transit portion is being designed to Federal Transit Authority standards. There will need to be some reconciliations made.

Mr. Costa said 1B will be the first section to be constructed by the GCCM. The schedule anticipates the work on the 120th Avenue NE and 124th Avenue NE projects to be completed first so that Sound Transit can build the tracks underneath the new bridge sections. The Teledesic building will be demolished as one of the first orders of work; Sound Transit will do that work and turn the site into a construction yard. As the need for the yard phases out, the site will become Spring Boulevard Zone 1B.

Answering a question asked by Commissioner Woosley, Mr. Costa said the multiuse path that will run along the north side of Spring Boulevard will connect to NE 12th Street and go all the way out to the bridge over I-405. The schedule for Zone 2 of Spring Boulevard between 120th Avenue NE and 124th Avenue NE has not yet been determined. The adopted CIP budget covers implementation of Zone 1A and 1B and funding for the design of Zone 2. The GCCM will be building only the portion that goes over the tracks.

Commissioner Woosley said it was his understanding that Wright Runstad will need to do a traffic impact analysis, either at the completion of Zones 1A and 1B or in 2018, whichever comes first. Spring Boulevard will act partially as an internal street serving the largest development in the city's history and partially as a public thoroughway. Mr. Miller said the developer's contribution will take the form of coordination and the payment of impact fees, as well as any frontage improvements that are required.

Mr. Miller said the schedule for the Stage 4 section of 120th Avenue NE is not set. The 12-year TFP does not show implementation funding, though things could change with adjacent development and budget updates. A lot of design work has already been done for the section, but redesign work is anticipated associated with the OMS facility.

Mr. Cost said an open house is slated for June 24 at City Hall to provide the public with an update regarding the project and to share some of the urban design ideas that are being developed based on the Bel-Red corridor vision.

C. Draft 2015-2023 Bellevue Transportation Demand Management Plan Overview and Discussion

Commissioner Larrivee referred to the definition of Transportation Demand Management (TDM) on the first page of the staff memo and suggested that rather than reducing demand on the transportation system the focus is on diversifying demand. In theory, TDM could in fact increase demand through different modes. Associate Transportation Planner Kate Johnson said where person throughput is concerned that is correct.

Commissioner Zahn pointed out that the introduction to the report talks about Bellevue as being a great place to live, work and play, and that one key to success is the presence of choices for getting from one place to another. Absent from the list of travel options is cars, which is still a legitimate option. She suggested driving should be listed as one of the diverse travel choices. Commissioner Bishop proposed revising the sentence "The key to Bellevue's success is the presence of non-drive-alone choices" to read "One of the keys to Bellevue's success..." Ms. Johnson agreed that the program is about providing choices and not about telling people what they cannot do.

Commissioner Woosley said Bellevue has robust access, particularly to the downtown, from the three freeways that surround the city. There are also key arterials. The majority of people who come to the city do so by car. There has been an uptick in the number of Bellevue employees and residents who are choosing alternatives modes of travel, but it should be recognized that most who come to Bellevue still do so by car. Ms. Johnson agreed to broaden the statement to include the driving aspect as well as the choices aspect.

Commissioner Bishop suggested "and adding roadway capacity" should be added to the list in the second sentence of the second paragraph in the introduction section. He also suggested the fourth paragraph should include in the list of challenges Bellevue will face in the coming years construction projects in the downtown.

Commissioner Woosley commented that the removal of park and ride spaces will impact on TDM. He suggested adding in the construction on Bellevue Way and 112th Avenue SE which will trigger the loss of capacity on those key arterials, and road construction in the Spring District.

Commissioner Zahn observed that the paragraph should also make it clear that the impacts resulting from development generally, not just roadway construction projects, will be a challenge to be faced.

Commissioner Bishop called attention to the last paragraph on the first page of the introduction and suggested the last sentence is not clear as to what is meant by level of service. Ms. Johnson said the reference is to transit level of service.

Commissioner Woosley proposed including in the fourth paragraph of the introduction a recognition of the societal costs of transit subsidies and taxes along with the cost of congestion. Commissioner Larrivee said there is also the issue of equity and having affordable forms of transportation available to all members of the community; that important element should be called out as well.

Ms. Johnson said the introduction section is following by an overview of current and previous planning efforts, background demographics and market conditions, how measurements are to

be made, and an implementation framework and strategies. The document represents a long-term strategy but it is not intended to be the be-all and end-all approach. There will be a lot of research done along the way on specific strategies. The document provides a foundation for some externally required activities, including the state Commute Trip Reduction program.

The city's scientifically valid budget survey, which is conducted every two years, highlights the thinking of Bellevue residents about what they believe to be important. In the most recent survey, 90 percent of the respondents said the city should work with regional transit agencies to improve local and regional public transportation, and 80 percent said the city should encourage people to choose alternative transportation modes. Mr. Ingram noted that the survey has asked the same questions for a number of years in order to identify trends. The survey has consistently highlighted as the top issue a desire to improve transit service, followed by TDM strategies. Widening city roads has far less support and includes some high negatives. New to the most recent survey was a question about working with the state to widen the freeways, and that drew about 60 percent support, though it also was shown to have high negatives.

Commissioner Woosley pointed out the need to continue with the policy of maximizing overall throughput with the limited resources available to the city. The congestion report from the Puget Sound Regional Council concludes that continuing in the current direction of investing proportionally in different modes will result in congestion on the freeways remaining about where it is currently. More concerning is the conclusion that congestion on arterials will grow markedly worse. Bellevue should lead the way in being innovative in making investments that will be as effective as possible.

Ms. Johnson said TDM focuses on several specific audiences ranging from employers, property managers, employees and residents to urban centers and different types of trips. Different approaches are applicable to the different audiences. The focus on commute trips is effective in that reducing commute trips benefits the system when it is strained to the greatest degree. Non-commute trips are addressed as well but through more general types of outreach.

Commissioner Larrivee asked to what degree schools are targeted with TDM programs that are focused on changing behaviors. Ms. Johnson said the website has a section on school programs, including School Pool, a rideshare tool for parents.

Answering a question asked by Commissioner Zahn, Mr. Ingram said it has been several years since the city focused on schools. The program met with some success but ultimately management decided it should be discontinued. Focusing on schools continues to be an area of interest and there have recently been some new internal conversations on the subject given the tie-in to Neighborhood Traffic Safety Services. There has in the past been some resistance on the part of the schools because their focus has been almost entirely on improving test scores. The opportunities for success are certainly better now than they have been in the past.

Commissioner Woosley noted that changing school start times is a viable approach to improving the morning commute. Improving and making safe walk routes to schools is another good way of encouraging fewer cars on the road.

Ms. Johnson commented that in addition to the state law requirements, there is state funding available to help implement Commute Trip Reduction. Bellevue receives about \$100,000 annually to address the 55 worksites with 100 or more employees; those sites collectively have 35,000 employees, one-quarter of the total number of employees in the city. The funds are

used to guide the worksites to programs that work well, and the outreach work is actually done through a contract with King County Metro.

Ms. Johnson pointed out that nationally drive-alone rates have remained fairly stable over the past two decades. In Washington state the rate has actually dropped, and in Bellevue the rate is far better than the statewide average.

Commissioner Larrivee commented that to some extent the reduction in the drive-alone rate could be tied to commuters who are sick of sitting in traffic and thus seek out alternatives. The reduction may not actually be related to the efforts the city has expended. Mr. Ingram commute trip reduction actions tend to establish a workplace culture. One example is Bellevue City Hall which is affected by the regulations and which charges its employees for parking. The amount collected from employees for parking is very close to the amount it costs to subsidize the transit passes that all employees are offered at no cost.

Commissioner Larrivee said there are consequences associated with land use decisions when it comes to congestion, and the community should understand that. Ms. Johnson allowed that there are some employees who for various reasons simply must have a private vehicle available to them; others will want to use alternative modes and will seek out and take advantage of the options; still others will fall into both categories. Information is key in all instances and the program provides it to the greatest degree possible. Incentives are offered to get people to try something for a month to see if it works for them. The age-old question is how to measure the incremental benefit. Grant funding has been received to conduct a joint study with the University of Washington, Sound Transit and the Puget Sound Regional Council to analyze ORCA card data. The numbers on the cards can be tied to employers without identifying the employees; the data will be analyzed to see what the effect of TDM programs is. The intent is to monitor the tools for measuring the incremental impact of TDM. Commissioner Larrivee said it is unfortunate that the surveys that focus on the barriers to entry into alternative modes are the non-scientific ones. An analyses of why people make the choices they do will be critical in prioritizing efforts.

Commissioner Woosley said the surveys turn up good data about attitudes, but analyzing how people act would be the best place to put resources. People can say they like something but it is another thing to determine if they are actually doing what they say they like. The goal should be to understand behaviors and make investment decisions accordingly. Additionally, it should be kept in mind that commuters are only a certain segment of the folks on the roads during the peak periods. Discretionary trips should be distinguished from the commuter trips because the economy can be harmed where discretionary trips are made less attractive; that has been shown to be the case in Seattle.

Ms. Johnson explained that in the early days of the TDM program there were a lot of Bellevue employers who were not subject to the CTR requirements but who expressed an interest in buying transit pass benefits for all of their employees. In just a couple of years some 1200 employees were provided with transit passes through the program. Since then the cost of the program has risen substantially and interest has waned. There is a need to better educate employers about how they can spend a little or spend a lot to help their employees.

Commute trip reduction outside of the downtown has over the past few years going in the wrong direction. There is an interest in identifying why the drive-alone rate has been climbing in those areas and what can be done to address it. It is known that parking is a significant factor in mode choice, particularly in the downtown where parking is expensive both to

provide and pay for. The desire is to have employers who are paying to provide parking for their employees to offer bus passes instead.

Answering a question asked by Commissioner Bishop, Mr. Ingram said the program has been successful in picking the low-hanging fruit, but there are also ongoing opportunities. The 2008 Connect Downtown plan that brought resources to bear in working with smaller employers generated a lot of interest at the start that has since tapered off. Things like telework are difficult to implement; they involve process and a workplace that is ready to take it on. The city has facilitated some companies taking up the issue. OnTheMoveBellevue.org is a place employees can go to learn about different modes, log trips, and be entered into drawings to win things. The carpool/vanpool part of the plan is emphasized given its effectiveness in reaching areas not well served by transit.

Commissioner Zahn stressed the need to put some effort into working with the school district to promote reducing the number of trips by parents and students.

Commissioner Bishop suggested that only the surface of what vanpools can accomplish has been touched. Far more could be done. Commissioner Woosley agreed and pointed out that vanpools are smaller and more nimble, efficient, and much more affordable. Ms. Johnson said she works to keep on top of industry developments along the lines of apps and the like aimed at making vanpooling easier to access and use. The rise of technology has made things possible that previously were not possible. The Bellevue program cannot develop the apps but can search out what is available and test them. The environment is changing and there is a real need to stay on top of it.

With regard to demographics, Ms. Johnson noted that there has been an increase in the median age, and the percentage of individuals below the poverty level is increasing even as the median household income is increasing. The general diversity in age and incomes drives the need to have flexible programs. There has been an increase in the percentage of the population that speaks a language other than English, so there is a need to be careful in translating information and making it accessible to everyone.

Commissioner Larrivee stressed the need to clarify in the document what is meant by the poverty level and what it means for Bellevue residents.

Commissioner Woosley asked what is the most effective thing the city is doing and what else could be done. Ms. Johnson said the answer lies in a combination of things. A lot of bang for the buck can be realized in working with employers who have limited resources in working on their own to provide benefits for their employees and making their workplaces attractive. Having a wide variety of options available and a single point of contact has been effective along with the use of social media.

Ms. Johnson said the largest concentrations of employees are in the downtown, Eastgate and the Bel-Red corridor. Quite a jump in the number of jobs is projected to occur through 2035. The percentage of office employees is expected to grow along with the percentage of hotel/motel employees. For TDM purposes the number of employees working for small companies is tallied along with the number of employees working for big companies; having the data aids in deciding where to target resources. It is far more efficient to work with the larger employers and less efficient to work with companies that have only a few employees.

Commissioner Bishop said it would be useful to include in the report information about the



number of employees inside the downtown and the number of employees outside the downtown. Mr. Ingram said that could be included.

Ms. Johnson said the CTR survey yields the drive-alone rates and vehicle miles traveled statistics. Mr. Ingram added that the survey includes some attitudinal questions as well. He said the CTR survey is conducted every two years and for a number of years the city did additional sampling of smaller worksites using the same CTR survey instrument. The most recent fill-in survey was done in 2011 and was focused on the subareas where there are modeshare targets. The data indicated that on a given day 17 percent of people use the bus, and that 25 percent use the bus on a regular basis. Of the modes people would be willing to try, telework and a compressed work week came out as the top choices. In addition to the 25 percent who say they use the bus on a regular basis, 20 percent said they would be willing to try a vanpool. There was also a high interest in carpooling. Of those who drive alone 80 percent of the time or more, there was also a high interest in telework and a compressed work week, but there was also a high level of interest in taking the bus and carpooling. What the survey did not highlight is what it would take to make the change. The state survey questions have been revised to get at some of that data.

Ms. Johnson said the community input survey was used to help kick off the planning process. The 1600 respondents voluntarily took the survey so the results are not scientifically valid. To the question of what mode is most often used, 40 percent indicated they drive alone. That means the highest percentage of respondents choose not to drive alone. Those who indicated they drive alone gave a variety of reasons for choosing that mode, including a lack of reasonable transit options and the need to have a car for running errands before or after work.

A review of the literature reports included advances in technology that enables new transportation options and helps people make better use of the options that already exist. There is plenty of data pointing to the cost of parking as a factor in mode choice. In Bellevue, CTR data for worksites both in and outside the downtown was used to conclude that Bellevue's situation tracks the national trends when it comes to parking being a key factor in motivating a change in commuting behavior.

Commissioner Woosley said his experience in leasing office space in the downtown has taught him that parking is indeed a key factor. Over the long haul, buildings with more parking are more successful. If the city acts to reduce the amount of parking required, it may see success in reducing the number of single-occupant vehicles on the roads, but it may also trigger office vacancies.

Ms. Johnson said there has been an increase in Bellevue in the number of employees who telework. The American Community Survey shows that between 2005 and 2013 the percentage grew from 3.6 to 4.4 nationwide. Certainly the practice should continue to be encouraged as a good TDM option.

There are a lot of people who use multiple modes of travel within a given day or week. Many who do not own a car use programs like Car To Go when they do need a car. The program is not yet operating in Bellevue but is likely to be in the near future.

Commissioner Zahn suggested there should be some effort put into reaching out to recreational centers where kids go for various programs. If the organizations could be called on to connect the families who bring their children with each other, the resulting carpools could help to reduce the number of vehicles on the streets. Commissioner Larrivee agreed that the city

should work with various organizations, including kids sports programs, to help build a culture of carpooling. Ms. Johnson said those organizations are on Metro's radar. They have a rideshare module for particular events. She agreed, however, that more outreach could be done to specific clubs and organizations.

Ms. Johnson said the report includes vision, goals and objectives that are tied to and in keeping with the Comprehensive Plan. The state-required targets and the Comprehensive Plan targets for commute trips are spelled out. The state is moving toward targets for non-drive-alone rather than drive-alone so that change is made in the report. There are also targets listed for vehicle miles traveled per one-way commute trip that are set by the CTR requirements. The report also outlines how the targets are calculated.

The city will be receiving about \$450,000 in federal grant money over the next three years for implementation. The funds can be used for any TDM work in conjunction with King County Metro, the Bellevue Downtown Association, and other partner organizations and consultants.

Commissioner Larrivee pointed out the need to draft the document broad enough to include new public and private sector solutions as they come to be. He suggested that much of the transportation innovation that will arise in the future will come from outside government agencies.

Commissioner Zahn stressed the need to include in the report the notion of allowing for leased lots as a way to increase the number of park and ride options available. Commissioner Bishop pointed out that the transit system is primarily oriented to downtown Seattle and leased lots do not work well for that market. What is needed is a system that works for Bellevue.

Commissioner Larrivee allowed that while transportation demand management is a term of art, the city should consider rebranding the notion. As things stand it suggests some sort of centralized entity dictating how people are going to move around. What is needed is a general awareness of the available options, and what it will take to expand the options and maximize the use of the rights-of-way, which is a scarce resource. Framing it that way makes it far more positive and elicits dialog.

Ms. Johnson said the next steps will be to refine the plan and post it for public review. In August the Council is set to approve acceptance of the federal grant funding, and in later in the year will act to accept CTR grant funding and adopt the plan.

9. OLD BUSINESS - None

10. NEW BUSINESS

Commissioner Bishop asked if the Commission will have a role to play in the station area planning exercise. Mr. McDonald said the Commission will review the work but will not have an advisory role. The citizen advisory committees are set up to report directly to the Council.

11. PETITIONS AND COMMUNICATIONS - None

12. APPROVAL OF MINUTES - None

13. REVIEW COMMISSION CALENDAR AND AGENDA

The Commission reviewed the calendar of upcoming issues and agenda items.

14. ADJOURNMENT

Commissioner Zahn adjourned the meeting at 9:59 p.m.

Kevin McDonald  
Secretary to the Transportation Commission

Scott Zahn  
Chairperson of the Transportation Commission

September 10, 2015  
Date

9/10/15  
Date

