

CITY OF BELLEVUE
CITY COUNCIL

Summary Minutes of Extended Study Session

October 25, 2010
6:00 p.m.

Council Conference Room
Bellevue, Washington

PRESENT: Mayor Davidson, Deputy Mayor Lee, and Councilmembers Balducci¹, Chelminiak², Degginger³, Robertson, and Wallace

ABSENT: None.

1. Executive Session

The meeting was called to order at 6:03 p.m., with Mayor Davidson presiding. He noted that an Executive Session was scheduled for the end of the agenda.

2. Communications: Written and Oral

Mayor Davidson reviewed the rules for oral communications. He announced that any communications related to the NE 4th Street and 120th Avenue NE Local Improvement District (LID) should be made before the Hearing Examiner. The Hearing was initiated on October 21, and will continue on October 28. Citizens may attend the hearing or submit their comments in writing.

- (a) Jim Farrell spoke about the Telos Program, which provides educational opportunities for retirees at the Northwest Arts Center. He noted that the program is jointly sponsored by Bellevue College and the City's Parks and Community Services Department. Mr. Farrell said the program offers courses in a wide range of topics including one he is currently attending on Crisis in the Middle East, which is taught by a PhD-level instructor and former member of the United Nations. Mr. Farrell noted that the preliminary budget reduces funding for the Northwest Arts Center, which has housed the program for 30 years. He expressed concern that the program will be forced to pay market rates for using classroom space at the Center, which would effectively terminate the program. If rates are to be increased for the Telos Program, Mr. Farrell requested a gradual rate increase.

¹ Councilmember Balducci arrived at 6:20 p.m.

² Councilmember Chelminiak joined the meeting via speakerphone at 7:05 p.m.

³ Councilmember Degginger arrived at 6:50 p.m.

- (b) Michael Richardson, Vice President of the Telos Program, described the increased cost of classes over the past 20 years. He expressed appreciation for the City's support of the program through its Parks Department, and asked the Council to consider Mr. Farrell's proposal. Mr. Richardson described the program's importance in providing an opportunity for socializing and making friends as well.
- (c) Dolores Coburn said she and her husband have been taking classes with the Telos adult education program for many years. She testified about the importance of the program's role as a social network and in contributing to the happiness and well being of older citizens.
- (d) Clark Rice, Security Director for the Bellevue Collection and Chair of the Bellevue Probation Service Advisory Board, distributed information to the Council and asked them to consider probation services as a key component of the public safety system.
- (e) Karen Robertson noted her experience with the probation program and with individuals involved in drug and alcohol treatment. She testified that the probation program maximizes the use of all of its probation officers, who have an average caseload of approximately 150 individuals. If probation services are reduced, the costs associated with reoffending will be borne by the Police Department, courts, jails, Fire Department, medical community, and citizens. Probation monitoring is significantly more cost effective than jailing individuals. The electronic home detention program is a cost-saving unit as well. Ms. Robertson encouraged that more time be spent reviewing these programs before deciding to reduce them.
- (f) Joellen Monson, Branch Manager for Therapeutic Health Services, said she is also a member of the Probation Services Advisory Board. Her organization works to help address the problems of drug addiction, alcoholism, and mental health issues. The services provider works closely with Probation Services and could not do its job without support from the Probation program. Ms. Monson described the importance of the program in providing a mechanism of accountability for offenders. She noted the interrelatedness of the program with the criminal justice system and medical community.
- (g) Bill Hirt spoke to the Sound Transit East Link light rail project. He described what he considers to be fatal flaws in the project: 1) Train frequency is restricted because the bus tunnel can only accommodate so many buses/trains per hour; 2) Structural constraints on the Lake Washington bridge limit the number of cars per train, and 3) Access for potential riders is limited by the lack of adequate parking along the route. He provided examples supporting his views, and recommended that Bellevue deny Sound Transit's building permit applications.
- (h) Mike Murphy, Bellevue School District Board of Directors, spoke in support of Bellevue Youth Link. He thanked the Council and staff for helping to make Bellevue a wonderful place to raise kids. He read the School Board's letter into the record, and urged continued funding for the Youth Link program.

- (i) Joseph R. Mattson spoke on behalf of the Windsor House Condominium Association, which includes 64 condominium owners on 100th Avenue NE, immediately west of Bellevue Square. He spoke in opposition to the proposed Zone 9 parking permit fee of \$35 per vehicle. Residents currently pay no fees for visitor parking. Mr. Mattson recalled that Zone 9 was created to manage overflow parking from Bellevue Square. He said that the Windsor House's on-site parking is substantially more than what is provided by more recent condominium developments.
- (j) Jennifer LaBrie, a Surrey Downs resident, spoke in opposition to proposed parking permit fees for homeowners. She explained that she parked briefly in the street to run into her house, and by the time she got back she was being ticketed. She expressed concern that Surrey Downs' property values are already being threatened by light rail. She feels that the parking regulation reflects a further breakdown in a community that the City purports to protect. The Surrey Downs Community Club will address the issue on October 26.
- (k) Dick Applestone, a Surrey Downs resident, said he supports Sound Transit light rail if it is properly located. He believes that the Vision Line (C14E) alternative best serves the downtown corridor and South Bellevue, along with the approved but unfunded circulator bus system. He sees no need for a short expensive tunnel. He listed a number of considerations including the number of homes and residents affected and environmental impacts. He asked if the Council believes that Sound Transit has performed well and delivered what it promised with the Central Link project in Seattle.
- (l) Tracy Bury urged funding for the aquatics center design and study, as well as either the renovation of the Bellevue Aquatics Center or a temporary swimming pool.
- (m) David Miniken, Bellevue Downtown Association Board of Directors, provided input regarding the City's preliminary budget [A letter from the BDA is included in Council's desk packet.].
- (n) Patrick Bannon, V.P. of Communications and Public Affairs for the Bellevue Downtown Association, spoke in favor of additional budget initiatives including land use codes within the Downtown Livability proposal, Downtown transportation demands and priorities, and funding for civic events.
- (o) Victor Bishop, President of the West Lake Sammamish Association, thanked the Council for its support of the West Lake Sammamish Parkway project, and discouraged any further reductions in funding for the project. He recalled that the City and the community have been planning this project for a number of years following the annexation of this area. The community along the parkway is actively supportive of the project, and significant funds have been spent to date for staff work, surveying, consultant work, and preliminary design. Mr. Bishop noted that the Transportation Commission has identified the West Lake Sammamish Parkway project as a top priority.

- (p) Terry Foulon spoke about proposed changes to Newcastle Beach Park, which she believes will have negative impacts related to stormwater runoff and potential risk to swimmers. She cited a report that addresses the health risks to swimmers and park users. She is concerned about the lack of public information available on this project. Ms. Foulon said the City's Transportation, Utilities, and Parks Departments are involved in the project, and each will receive something from the Washington State Department of Transportation (WSDOT) as part of the plan. She wondered whether any entity is looking at the overall impacts on public health and the users of the park.

Mayor Davidson asked the City Manager to investigate and to update the Council on the park issues.

3. Study Session

- (a) Council Business and New Initiatives

Mayor Davidson noted that Councilmembers Balducci and Degginger have joined the meeting.

- (1) Appointments to Eastgate/I-90 Citizen Advisory Committee

Mayor Davidson introduced discussion regarding the appointment of a Citizen Advisory Committee for the Eastgate/I-90 Land Use and Transportation Project. He noted the memo in Council's desk packet regarding the committee's charge and the recommended appointees. Mayor Davidson said he has asked Councilmember Robertson to be the Council liaison to the committee.

[Councilmember Balducci briefly stepped away from the table at 6:55 p.m.]

- Deputy Mayor Lee moved to approve the appointments to the Eastgate/I-90 Land Use and Transportation Project Citizen Advisory Committee as presented in the Mayor's memo, and the designation of Councilmember Robertson as Council liaison. Councilmember Degginger seconded the motion.

Deputy Mayor Lee acknowledged that when this project was discussed earlier this fall, he was not sure of the appropriate timing based on the City's limited resources. However, he believes this is an important project and that the Council should move forward.

Councilmember Degginger requested confirmation that the study area extends to the interchange on I-90 at West Lake Sammamish Parkway and Lakemont Boulevard. Mr. Sarkozy confirmed that the interchange is important to the overall efficiency of I-90 and is included in the study.

- The motion carried by a vote of 5-0, with Councilmembers Balducci and Chelminiak not present.

Councilmember Degginger reported that he attended the ground breaking for the SR-520 Eastside Project earlier in the day. The governor and state legislators were in attendance. The project bid was \$116 million below the engineer's estimate.

(b) Presentation of Pre-Design Work and Options for Cross-section of NE 15th/16th Street Corridor

City Manager Steve Sarkozy opened staff's presentation of pre-design work and cross-section options for the NE 15th/16th Street corridor to be developed through the Bel-Red area.

Transportation Director Goran Sparrman said staff is seeking general direction from the Council regarding the pre-design work and the lane cross-section alternatives. He recalled that the Mobility and Infrastructure Initiative and accompanying Finance Plan were adopted in 2009. That was followed by the adoption of the Bel-Red Comprehensive Plan Amendment. Sound Transit's East Link light rail project is a significant component in the redevelopment of the Bel-Red corridor.

[Councilmember Balducci returned to the table at 7:05 p.m., and Councilmember Chelminiak joined the meeting via speakerphone.]

Mr. Sparrman noted that key refinements were made during the NE 15th/16th Corridor pre-design work related to East Link light rail planning and updated traffic data and modeling. Mr. Sparrman reviewed the East Link Segment D alignment through the Bel-Red area, which runs parallel to the NE 15th/16th Street corridor through much of the subarea. He explained that staff updated traffic level of service (LOS) data using the VISSIM network model, which was also used in the Downtown to simulate traffic conditions within the context of light rail planning.

Planning Director Dan Stroh cited policy direction and guiding principles from the Bel-Red Subarea Plan for the NE 15th/16th Corridor project. Planning policies call for a unique corridor; key placemaking features; multi-modal corridor; a connective green spine linking landscape, open space, and the corridor; pedestrian and bicycle connections; and a light rail system with transit-oriented development and a pedestrian orientation to support transit ridership. Mr. Stroh described the corridor's topography, land use, and urban design framework.

Mr. Sparrman presented the elements influencing the function and width of the corridor. Mandatory elements are East Link light rail, roadway travel and turn lanes, non-motorized facilities, placemaking features, access to land uses, and landscaping and green space features. Variables to be considered are the number of lanes, on-street parking, bike lanes, multi-purpose path, medians, landscaping, and other elements affecting the overall width of the roadway. Mr. Sparrman acknowledged the Council's previous concerns about the width of the corridor and about encouraging a pedestrian and transit environment.

Mr. Sparrman reviewed the four primary project zones through the Bel-Red corridor and described their constraints, potential elements, and tradeoffs. Zone 5 at the east end of the Bel-Red corridor is not part of the NE 15th/16th Street project. He presented conceptual level cost

estimates for the segment from 116th Avenue NE to 124th Avenue NE (Zones 1 and 2) and for the segment from 124th Avenue NE and 136th Place/NE 20th Street (Zones 3, 4 and 5). Mr. Sparrman provided a breakdown of conceptual level cost estimates for specific elements in Zones 2 and 4 (e.g., bike lanes, on-street parking, landscaping, etc.).

Mayor Davidson questioned whether on-street parking should be considered, given its limited availability and its interference with the flow of traffic. He noted that parking garages work well in the Downtown. Mr. Sparrman explained that on-street parking is helpful in slowing down traffic speeds in a pedestrian friendly environment. It is also valuable for short stops such as dropping off dry cleaning or picking up a cup of coffee.

Mr. Stroh commented that on-street parking encourages ground-level retail and commercial activity and makes the pedestrian environment feel safer because the parking provides a barrier between the sidewalk and traffic.

Councilmember Balducci thanked staff for the detailed and helpful presentation. Responding to Councilmember Balducci, Mr. Sparrman said the width of NE 8th Street at Bellevue Way is just over 100 feet, and the road is designed to move only cars.

Ms. Balducci said she would be interested in knowing how Redmond's multi-use trail along 148th Avenue NE is working. She suggested incorporating art along the corridor, including as part of Sound Transit's light rail project.

Councilmember Degginger thanked staff for the thorough presentation. Responding to Mr. Degginger, Mr. Sparrman said the multi-purpose path is designed to accommodate people passing through the corridor. There are sidewalks on the south side to access retail uses, but the north side is designed for through traffic.

Responding to Mr. Degginger, Mr. Stroh said that street trees on the medians help to break up the perceived width of the corridor, and therefore make it more pedestrian friendly.

Mayor Davidson questioned how the traffic lights would work for cars, bikes, and pedestrians. Mr. Sparrman said that traffic signals would be timed to allow for the safe passage of pedestrians and bikes without feeling rushed. Regarding the earlier question about medians, Mr. Sparrman said they help to break up the corridor and slow traffic, which improves safety.

Deputy Mayor Lee expressed concern about the close proximity of light rail trains, cars, pedestrians, and bicycles. He suggested separating some of the elements using pedestrian tunnels, elevated trestles, and similar features. He observed that there would be no need to create safe harbors across the roadway if the problems are not created in the first place.

Responding to Mayor Davidson, Mr. Sparrman said the intent of the corridor design is to accommodate both pass-through and destination traffic. He noted that some segments will be designed to connect more readily to arterials and other roadways (e.g., Bel-Red Road, NE 20th

Street, and 120th and 124th Avenues) while other segments will focus on multiple travel modes to serve a variety of users.

Responding to Councilmember Wallace, Mr. Sparrman said that Zones 1 and 2 have been funded to approximately 15 percent design, and Zones 3, 4 and 5 are funded to five percent design. He explained that when the original Mobility and Infrastructure Initiative Plan was adopted in February 2009, it only included the segment from 116th Avenue NE to 124th Avenue NE, which was estimated at approximately \$85 million. Staff envisioned that the segment from 124th to 136th would be completed beyond the plan's 10-year horizon. Mr. Sparrman said that staff has recommended moving to the five percent design level for the second segment to facilitate planning for a compatible design between the City's roadway and Sound Transit's light rail line.

In further response to Mr. Wallace, Mr. Sparrman commented on the design collaboration between Wright Runstad, Sound Transit, and the City, which resulted in identifying the northern retained cut light rail alignment. This makes it easier for the City to design and build NE 15th/16th Street, and is compatible with the topographic constraints. It also provides a beneficial grade separation at the intersection of 124th Avenue NE.

Councilmember Wallace requested information on which parts of the City's road project can be coordinated with Sound Transit to share right-of-way costs and to make up for the funding gap for the Downtown light rail tunnel. Mr. Sparrman will provide information on the relevant parcels.

Councilmember Chelminiak said that, given the current discussion to reduce the roadway width from previous discussions, he would like information on the number of cars that would use the corridor with two lanes versus four lanes. He is interested in an analysis of where traffic might be diverted with a two-lane configuration. Mr. Chelminiak questioned whether the impacts would have to be analyzed in a new environmental review.

Mr. Sparrman said the EIS includes information on traffic volumes and traffic diversion patterns. This information will be shared with the Council. He added that environmental impacts are typically reduced if the roadway width is reduced.

Councilmember Robertson thanked staff and noted that the slide on the topography of the corridor is helpful in understanding the constraints and costs. Responding to Ms. Robertson, Mr. Sparrman said that right-of-way costs are lower for the reduced roadway width. For many of the sidewalks and other elements, the City can obtain easements at a lower cost than buying property.

Councilmember Robertson said it would be helpful to have updated cost estimates for all five zones of the Bel-Red corridor. She feels that the designs are ready for presenting for public input.

Rick Logwood, Capital Projects Manager, said the next step is an open house for this project, the overall Mobility and Infrastructure Initiative Plan, and the Wilburton Connections project.

Councilmember Wallace stated that the cost of Segment 1 is \$92 million, and the cost of Segment 2 is \$175 million, for a combined total cost of \$267 million. He noted that the seven-year Capital Investment Program (CIP) Plan totals \$147 million. Mr. Wallace said that this project is not viable. He said the City must find a way to reduce the costs and to identify funding partners.

Mayor Davidson summarized general Council support for presenting the project to the public for input and feedback. Mr. Sparrman confirmed that the Council appears to be interested in the key items that have been identified for further consideration.

At 8:18 p.m., Mayor Davidson declared a five-minute break. The meeting resumed at 8:24 p.m.

- (c) Continued Discussion of the 2011-2012 Operating Budget by Outcome (Improved Mobility Outcome) and the 2011-2017 Capital Investment Program (CIP) Plan

Mr. Sarkozy noted the Council's continued discussion of the 2011-2012 Operating Budget and the 2011-2017 Capital Investment Program (CIP) Plan.

Finance Director Jan Hawn provided brief background information on the budget process and opened staff's presentation of the Improved Mobility Outcome in the Operating Budget. Staff has kept a running list of priorities throughout Council discussions, which will guide deliberations upon the completion of the presentation of this final Outcome area.

Transportation Director Goran Sparrman reported on the Improved Mobility Outcome. This area includes proposals primarily from the Transportation Department, but also from Civic Services, Planning and Community Development, Development Services, and Utilities. The preliminary budget funds the maintenance of existing infrastructure, technology to improve traffic flow, and coordination and planning for travel options. He reviewed key performance indicators for the Improved Mobility Outcome including travel times, mass transit use, traffic safety, and street maintenance.

Mr. Sparrman described the proposed budget reductions in the areas of street maintenance, signal maintenance, transportation planning, and transportation operations (i.e., Traffic Data program). Reductions within the area of transportation planning substantially affect long-range planning, transportation facility prioritization (including public outreach and Transportation Commission interaction), and the ability to enforce the City's Transportation Demand Management (TDM) program. Proposals below the funding line are the Downtown Transportation Plan Update and maintenance and operations (M&O) funding for newly completed CIP projects. There is some funding in the CIP Plan for consultant work related to the Downtown plan update. However, City staff resources are not funded.

Mr. Sparrman suggested that in the future the Council might want to consider policy changes to the sidewalk repair and replacement program in order to make it sustainable. He noted the backlog of repairs, aging infrastructure, and ADA compliance requirements.

Mr. Stroh reviewed the key elements of the 2011-2017 General Capital Investment Program (CIP), which identifies capital investments for the next seven years. Only high-priority projects were submitted for ranking, and there are significant unmet needs. The proposed 2011-2017 Base CIP totals \$191 million, which includes \$16 million to the Mobility and Infrastructure Initiative. Full funding of the Mobility and Infrastructure Initiative (\$83.5 million) results in a 2011-2017 CIP Plan totaling \$258.3 million. Mr. Stroh briefly summarized the revenue sources available for the CIP Plan.

Mayor Davidson noted the ongoing list of priorities and questions identified by Councilmembers, and suggested that the Council finalize the list of all issues and considerations before moving forward with deliberations. Page 3-10 of the meeting packet lists all of the attachments, including the CIP follow-up items previously identified by the Council.

Responding to Councilmember Robertson, Mr. Stroh said that Attachment C1 reflects the original proposal by the Results Team regarding the Neighborhood Enhancement Program. He acknowledged previous Council interest in funding NEP.

Councilmember Robertson suggested funding NEP at \$1 million per year with a six-year cycle for reaching all neighborhoods. She suggests not funding the Neighborhood Targeted Investment Program at this time. She would like to provide some funding for SPLASH (Aquatics Facility) that would facilitate identifying additional funding partners and grants.

Ms. Robertson noted Attachment C6 regarding the Enhanced ROW and Urban Boulevards item. She questioned the wisdom of funding enhanced landscaping under this item when maintenance of some existing landscaping is being reduced. She supports maintaining both old and new landscaping.

Councilmember Wallace noted his interest in resolving the \$150 million in funding needed for the Downtown light rail tunnel. He suggested coordinating light rail with other projects to achieve efficiencies, for example the Bellevue Way mitigation impacts project and NE 2nd Street right-of-way and park components. He asked staff if there is anything else that could be prioritized to close the tunnel funding gap.

Mayor Davidson clarified that Mr. Wallace would like to add the NE 2nd Street project to the discussion list, based on its possible nexus with light rail.

Councilmember Degginger asked staff to talk about the cost of the NE 2nd Street project. He asked staff or Councilmember Wallace to explain the potential relationship of this project to light rail. Mr. Degginger recalled that the cost of the NE 2nd Street interchange is in the range of \$250 million, and the City has no funding partners for this project.

Mayor Davidson noted that some Councilmembers are talking about a light rail tunnel entering the Downtown on NE 2nd Street, which means that Sound Transit would need right-of-way.

Councilmember Wallace clarified that the type of opportunity he is seeking would be cooperating and sharing costs with Sound Transit to provide the light rail tunnel under NE 2nd Street and to complete the City's NE 2nd Street road project as well.

Councilmember Degginger questioned how that lines up with the NE 2nd Street project envisioned in the Downtown Implementation Plan. Mr. Sparrman said the NE 2nd Street project in the DIP involves widening to four or five lanes and providing a linear park between 108th and 110th Avenues NE. Some preliminary engineering work was completed in the past, but no additional funding is available. In terms of the implications of the City's road project with a potential light rail tunnel at NE 2nd Street, the B7 Revised alternative would have a tunnel portal roughly on the southeast quadrant at 112th Avenue NE and NE 2nd Street. If this were to be constructed, the design would need to be coordinated with the project on NE 2nd Street west of 112th Avenue NE, as well as with the new interchange east of 112th Avenue NE.

Councilmember Wallace asked staff to identify projects that could be shovel ready next year, for example sidewalk projects that could take advantage of the favorable construction market. Mr. Sparrman referred to page 3-177 of the meeting packet, which identifies projects that will be shovel ready beginning in January.

Responding to Councilmember Balducci, Mayor Davidson clarified that staff is looking for the Council to finalize its suggestions for additions and subtractions to the list of CIP priorities that will be discussed going forward.

Deputy Mayor Lee concurred with Ms. Robertson about providing \$1 million in NEP funding per year. He would like to also fund the Neighborhood Targeted Investment Program, which has a different purpose than NEP. Mr. Lee said that the City needs to deliver the West Lake Sammamish Parkway project as well. Mr. Sparrman said staff applied for federal funding for the West Lake Sammamish project on a number of occasions, but none has been provided.

Deputy Mayor Lee referred to page 3-89 of the meeting packet and reiterated his ongoing interest in establishing a Downtown Circulator bus service.

Mayor Davidson said the project has been reduced and delayed. Mr. Sparrman confirmed that the project was delayed to 2013 due to a lack of funding from the City and County. It is up to the Council as to whether to appropriate the monies or not.

Councilmember Degginger supports maintaining \$1 million annually in NEP funding. He recalled that the City spent nearly \$150,000 for a study related to the aquatics facility proposed by SPLASH. He observed that this type of project would most likely need to be achieved through a voter-approved process. He is comfortable with additional study to consider the feasibility of a ballot measure. He feels it is important to be realistic about the potential for raising the necessary funds, and he noted the need to identify viable partners, including perhaps other cities.

Mr. Degginger said he has been a strong supporter of a Downtown Circulator, but funding is a challenge. He agrees with holding it for a future budget cycle, noting that new funding sources and/or service options might become apparent. He suggests deferring any further work on the Pedestrian Corridor and Downtown Transportation Plan until the light rail alignment is resolved. Mr. Degginger noted significant budget gaps for the Downtown light rail tunnel and the NE 4th Street/120th Avenue NE project, and the need to address funding as soon as possible.

Councilmember Robertson spoke in favor of fully funding the first phase of the West Lake Sammamish Parkway project. Responding to Ms. Robertson, Mr. Sparrman explained that final design funding is for the first segment only. Most of the roadway was built in the 1940s and 1950s of concrete panels, which have moved around but are largely intact. Therefore, it is not feasible or advisable to overlay the roadway panels. The multi-use path on the west side of the roadway is mostly paved asphalt. In some places, cracks have developed between the concrete panels and the asphalt path, which has raised safety concerns.

Councilmember Robertson referred to the Pedestrian Corridor project and questioned the use of urban design consultants instead of in-house staff. Mr. Stroh said that, over the years, staff has recognized the need for world-class expertise and design experience for this significant downtown project. Consultant work is supplemented by City staff time as well.

Ms. Robertson advised against moving forward with the Pedestrian Corridor work if the Downtown Livability package is not funded at this time. She would like to bring Downtown Livability above the funding line. She would like to be able to have in-house staff work on C14, the Downtown Transportation Plan update, instead of using consultants. She feels that the City must fund C11, Neighborhood Sidewalks, as well as traffic calming projects.

Ms. Robertson said she would fund neighborhood sidewalks, traffic calming, West Lake Sammamish Parkway, and the other projects listed on page 3-184 of the meeting packet by removing funding for NE 15th Street Corridor ROW Acquisition (Item C18). She spoke in favor of retaining design funding for NE 15th Street because it is needed to coordinate with Sound Transit's light rail planning and alignment design.

Ms. Robertson noted C16, East Link Analysis and Development, and questioned why this is in the CIP budget. She questioned how much Sound Transit would reimburse for these services without a memorandum of understanding on the Downtown tunnel. Councilmember Robertson said that she has asked for an analysis of all of the fiscal impacts related to Sound Transit light rail (e.g., sales tax, permit fees, ROW acquisition, etc.) but has not received this information to date. She feels it is crucial for the Council to have this information before it can adopt the budget.

Regarding the proposed allocation of funds from the NE 15th Street project, Mr. Sarkozy referenced page 3-76 outlining funding sources. Mr. Stroh referred the Council to page 3-69 for more detailed information. The majority of NE 15th Street project funding is from impact fees, which can be used only for limited purposes. Mr. Sparrman explained that impact fee revenues

can be used only for capacity projects. However, staff can work to identify other options for reallocating funds.

Councilmember Chelminiak said he shares Ms. Robertson's concern about funding the Enhanced ROW and Urban Boulevard proposal, when maintenance for existing facilities and rights-of-way is being reduced. He would like to discuss that issue. With regard to SPLASH, Mr. Chelminiak concurred with Mr. Degginger that the best approach might be a ballot measure, perhaps in 2014.

With regard to the East Link Development and Analysis proposal, Mr. Chelminiak observed that using \$250,000 in capital funds for legal advice is bad financial policy. He agrees with Mr. Degginger that the Council needs to get serious about putting money forward for the East Link Downtown Tunnel option, whether that is from the Council Contingency Fund and/or other sources.

Councilmember Balducci reviewed her comments on the items. For C1, she agreed with the general direction to retain the Neighborhood Enhancement Program. However, she reported that her discussions with neighborhood groups indicate that residents are willing to put NEP funding on hold for a year or two until the economy improves. Ms. Balducci said that she sees the NEP as enhancing neighborhoods, while she sees the Neighborhood Improvement Program (C2) targeted at addressing a problem or bringing a neighborhood condition back up to its previous standard. She suggested engaging in a survey or study to determine the level of interest or need for NIP projects at this time.

On SPLASH, Ms. Balducci agrees with comments about realistically managing the community's expectations about the future potential for a regional aquatics facility. She suggested funding \$300,000 for dedicated staff to conduct further analysis of the proposal.

Regarding C7, Mobility and Infrastructure Initiative funding, Ms. Balducci opined that if funding is to be reallocated to other purposes, the Council should review and revise the entire plan. She noted that the Council had extensive, detailed discussions to create the financing plan. She concurs with Mr. Degginger's comments about the need for equally thorough discussion if the plan is to be amended.

Ms. Balducci questioned whether the Overlay Program (C12) could be reduced somewhat. Given the budget constraints, she favors funding C17, Neighborhood Traffic Calming, over the NEP. While she would like a Downtown Circulator, she recalls annual operating costs of nearly \$1 million, which have no doubt increased since that estimate.

Councilmember Wallace concurred with most of the Council's comments on the first six items. On C7, Impact Fees and LIDs, he noted that the Wilburton LID is under consideration. However, he thinks it is important to identify the other two potential LIDs. He asked how this applies to the \$177 million for Zones 3, 4, and 5 of the NE 15th Street corridor.

Mr. Sparrman explained that the two additional potential LIDs in the Mobility and Infrastructure Initiative plan are several years into the future. The legal requirement for creating a LID is that there must be an assessed special benefit that accrues to property owners.

Councilmember Wallace observed that impact fees are based on a proportionate share of improvement projects. However, many of the projects in the original MII plan are not being funded. He suggested that the impact fees should be recalculated. Mayor Davidson confirmed that impact fees will be thoroughly reviewed.

Deputy Mayor Lee said he would like to add the Transportation Demand Management and the Traffic Data Program proposals to the funding list.

Mayor Davidson directed the Council's focus to the Improved Mobility Outcome in the Operating Budget, and the list of proposals beginning on page 3-23 of the meeting packet.

Councilmember Degginger questioned the Emergency Management and Preparedness Transportation System item. Mr. Sparrman said this includes everything from winter storms to earthquakes to significant wind storms. The service level reduction relates to snow and ice preparedness, and changing to a different type of de-icing equipment.

Utilities Director Denny Vidmar said there is an annual cost savings of \$15,000 due to a change in de-icing materials.

Councilmember Wallace said he would like more discussion of proposal 10, East Link Overall, and proposal 22, East Link Tunnel Funding Package, within the Improved Mobility Outcome of the Operating Budget.

Mr. Sparrman noted that the East Link Overall item is in both the capital and operating budgets. Mr. Stroh said the total investment is \$6 million, which funds both staff and consultants. The staffing is in the Operating Budget following a transfer from the CIP budget.

Councilmember Chelminiak indicated that he needed to sign off for approximately 15 minutes, but he would like to rejoin the Council's discussion during the Executive Session.

→ Councilmember Balducci moved to extend the meeting to 11:00 p.m., and Councilmember Robertson seconded the motion.

→ The motion to extend the meeting carried by a vote of 6-0.

(d) Regional Issues

- (1) Possible Ratification of Amendments to King County Countywide Planning Policies

Diane Carlson, Director of Intergovernmental Relations, introduced discussion about the potential ratification of amendments to the King County Countywide Planning Policies.

Mike Kattermann, Planning and Community Development, referred the Council to pages 3-193 and 3-195 of the meeting packet for the two motions approved by the King County Council and by the Growth Management Planning Council with regard to amendments to the Countywide Planning Policies. The first motion amends the Potential Annexation Area for the City of Renton, and the second motion addresses the relationship between transit service and existing and planned densities.

Mr. Kattermann said staff recommends the ratification of both amendments, which place a greater emphasis on serving designated centers and planned growth. The motions are consistent with Bellevue's planning policies.

→ Councilmember Robertson moved to direct staff to prepare a Resolution to ratify the proposed Countywide Planning Policies amendments. Councilmember Balducci seconded the motion.

Councilmember Robertson noted her involvement in this topic as a member of the Growth Management Planning Council. She recalled that regional discussions helped form the guiding principles for the Transit Task Force's work. She believes that the policies are good for the region.

Councilmember Degginger noted his involvement in related discussions as a member of the Transit Task Force. He feels that the amendments are favorable for Bellevue.

Deputy Mayor Lee questioned whether the Countywide Planning Policies address intelligent transportation systems and other technologies. Mr. Kattermann said staff continues to draft policies for consideration by the Growth Management Planning Council, and these technologies could be part of that discussion. He noted that the policies are typically fairly broad.

→ The motion to direct staff to prepare a Resolution to ratify the proposed Countywide Planning Policies amendments carried by a vote of 6-0, with Councilmember Chelminiak absent.

(2) Jail Services Agreement Update

Noting her employment with King County Jail Services, Councilmember Balducci recused herself from the discussion.

Ms. Carlson explained that the contract for jail services with Yakima County expires at the end of this year. She noted that there are more options for jail services than there were in 2003 when the Yakima contract was initiated. The Yakima County contract is one of three jail services agreements for Bellevue. Ms. Carlson reviewed the available options and staff's recommendation encompassing a number of these options.

Councilmember Degginger expressed support for staff's recommendation, including increasing the commitment for contract available beds from 10 to 15 beds at the Issaquah facility.

Responding to Deputy Mayor Lee, Ms. Carlson said the cost estimate for 2011 is \$1.1 million, compared to the budgeted amount of \$1.3 million. She noted significant time and cost savings in using the Issaquah facility versus King County and Snohomish County facilities.

- Councilmember Degginger moved to adopt staff's recommendation regarding jail services contracting: 1) Increase the number of contract available beds at Issaquah from 10 to 15 beds beginning in 2011, 2) Maintain the contract with King County on an as-needed basis, 3) Amend the agreement to accept the lower cost rate methodology for 2011, and consider operational policy changes needed to ensure minimal use of King County services, 4) Contract with Snohomish County on a space-available basis beginning in 2011, and 5) Contract with SCORE on a space-available basis for a five-year period to begin in 2012. Councilmember Robertson seconded the motion.
- The motion carried by a vote of 5-0, with Councilmembers Balducci and Chelminiak absent.

Councilmember Balducci rejoined the meeting at 10:14 p.m.

Councilmember Chelminiak rejoined the meeting via speakerphone at 10:17 p.m.

5. Executive Session

At 10:17 p.m., Mayor Davidson announced recess to Executive Session for approximately 30 minutes to discuss one item of labor negotiations.

Councilmember Chelminiak signed off at 11:00 p.m.

Councilmember Wallace moved to extend the meeting until 11:10 p.m., which was agreed to by consensus.

The Executive Session concluded at 11:07 p.m., and the Mayor declared the meeting adjourned.

Myrna L. Basich, MMC
City Clerk

kaw