

CITY OF BELLEVUE
CITY COUNCIL

Summary Minutes of Regular Session

January 3, 2011
8:00 p.m.

Council Chamber
Bellevue, Washington

PRESENT: Mayor Davidson, Deputy Mayor Lee, and Councilmembers Balducci, Chelminiak, Degginger, Robertson, and Wallace

ABSENT: None.

1. Call to Order

The meeting was called to order at 8:09 p.m., with Mayor Davidson presiding.

2. Roll Call, Flag Salute

Upon roll call, all Councilmembers were present. Councilmember Balducci led the flag salute.

3. Communications: Written and Oral

- (a) Joe Rosmann, representing Building a Better Bellevue, reported that the group made a presentation to the Transportation Commission in December regarding Sound Transit's East Link light rail project. The group's reports and documentation include more than 100 pages of information, which has been reviewed by an expert review panel not associated with Building a Better Bellevue. Mr. Rosmann explained that the study concluded that the B7 alignment contains unnecessary features, which he feels are intended to defeat its acceptance. He reviewed some of these features, and submitted his comments in writing.

4. Reports of Community Council, Boards and Commissions: None.

5. Report of the City Manager

City Manager Steve Sarkozy indicated that he had no formal report. However, he recalled previous Council direction to staff to explore alternatives for the NE 4th Street extension project, and reported that staff is conducting this work. He recommended that discussion of the Wilburton Connections local improvement district (LID) be delayed pending the completion of staff's review. He suggested delaying the LID hearing scheduled for January 10 until February 7.

6. Council Business and New Initiatives

Councilmember Balducci attended the Crossroads Youth Holiday Party. She noted a letter from the U.S. Department of Transportation regarding Bellevue's TIGER II grant application for the Bel-Red corridor, which was not approved. However, they offered the opportunity to meet with staff to discuss how Bellevue might improve any future application to be more competitive. Ms. Balducci noted that 42 grants were approved out of thousands of applications.

Councilmember Wallace attended a meeting of the Eastside Transportation Partnership, which has been meeting with legislators to discuss priorities.

Councilmember Degginger reported that the Cascade Water Alliance received the water rights for Lake Tapps in December. Cascade recently met with representatives of jurisdictions adjacent to Lake Tapps.

Councilmember Chelminiak noted that there have been a number of emails and notes to the Council, thanking them for Bellevue's commitment to human services. He thanked the Council for their support of these priorities.

Councilmember Robertson attended the Crossroads Youth Holiday Party, which served 4,000 individuals. She and Councilmembers Chelminiak and Wallace attended an event to celebrate the adoption of the Meydenbauer Bay Park and Land Use Plan. Ms. Robertson questioned whether the Council would have an opportunity to discuss the Wilburton LID before a formal hearing.

City Manager Sarkozy said a discussion is not scheduled at this point, but one can be added to an upcoming Study Session.

Deputy Mayor Lee concurred with Ms. Balducci about the importance of meeting with federal agency staff about Bellevue's projects and grant applications. He noted that the City is reviewing its federal lobbying contract, which he feels is an important priority. He spent the holidays in Hong Kong with family, and visited Taiwan where he met with the new Mayor of Hualien, one of Bellevue's Sister Cities.

Mayor Davidson followed up on Mr. Degginger's comments about securing water rights at Lake Tapps, which was not appealed by any party. This is a major breakthrough for Bellevue and the region in terms of ensuring a future water supply.

Deputy Mayor Lee announced an event at City Hall on January 8, 11:00 a.m., to celebrate the 100th anniversary of the founding of the modern Republic of China, commonly known as Taiwan. Photos and historical information commemorating this anniversary will be on exhibit in City Hall through January.

7. Approval of the Agenda

→ Deputy Mayor Lee moved to approve the agenda, and Councilmember Robertson seconded the motion.

→ The motion to approve the agenda carried by a vote of 7-0.

8. Consent Calendar

Mayor Davidson asked whether any Councilmember would like to make further comments on the meeting minutes presented for approval.

Councilmember Wallace asked to substitute the minutes of October 11 with those submitted in tonight's desk packet.

→ Deputy Mayor Lee moved to pull Agenda Item 8(a) from the Consent Calendar, and Councilmember Wallace seconded the motion.

→ The motion carried by a vote of 7-0.

Deputy Mayor Lee noted that Councilmember Robertson would like to pull Agenda Item 8(c) from the Consent Calendar as well. Ms. Robertson confirmed that she informed the City Clerk of her request that morning.

Councilmember Wallace explained his request to substitute the Revised Minutes of October 11 with those in the desk packet. He clarified that no property in light rail Segment B is owned by Wallace Properties or himself.

Mayor Davidson noted that the issue is essentially the interpretation of the word "we," as spoken by Mr. Wallace during the meeting. Councilmember Chelminiak said he feels comfortable about Mr. Wallace's intent.

→ Deputy Mayor Lee moved to approve the revised October 11 minutes as presented in the desk packet, and Councilmember Chelminiak seconded the motion.

→ The motion carried by a vote of 7-0.

→ Deputy Mayor Lee moved to adopt all meeting minutes before the Council on tonight's agenda, and Councilmember Wallace seconded the motion.

→ The motion carried by a vote of 6-1, with Councilmember Degginger opposed.

→ Councilmember Chelminiak moved to approve the Consent Calendar, as amended by the previous votes and with the exception of Agenda Item 8(c). Deputy Mayor Lee seconded the motion.

→ The motion to approve the Consent Calendar, as amended, carried by a vote of 7-0, and the following items were approved:

- (a) Revised Minutes of October 11, 2010 Extended Study Session [As amended in desk packet version]
Revised Minutes of October 18, 2011 Regular Session
Minutes of October 25, 2010 Extended Study Session
Minutes of November 1, 2010 Study Session
Minutes of November 1, 2010 Regular Session
Minutes of November 8, 2010 Extended Study Session
Minutes of November 15, 2010 Study Session
Minutes of November 15, 2010 Regular Session
Minutes of November 22, 2010 Extended Study Session
- (b) Ordinance No. 5987 authorizing execution of a Department of Homeland Security (DHS) Subgrant Agreement with the Washington State Military Department to accept grant funds of up to \$1,146,959, for regional fiber optic network, vulnerable populations planning, public preparedness education and outreach, emergency generator and facility wiring, UASI program management and management/administration; amending the 2011-2012 budget of the Operating Grants, Donations, and Special Reserves Fund in the amount of \$1,146,959; appropriating unanticipated and future revenues to that fund; and authorizing expenditures of said funds.
- (d) Resolution No. 8184 authorizing execution of a Professional Services Agreement with Pacific Region Security and Intelligence (PRSI), for an Eastside Intelligence Analyst utilizing UASI grants funds.
- (e) Resolution No. 8185 authorizing execution of a Professional Services Agreement with Roth Hill LLC, in an amount not to exceed \$350,000, for engineering services for the 2011 AC Water Main Replacement Design Services, Phases 1 and 2 (CIP Plan No. W-16).

Item for discussion:

- (c) Resolution No. 8183 endorsing the Mutual Objectives and Principles of Agreement for the South Kirkland Park and Ride Transit Oriented Development Project developed by the cities of Bellevue and Kirkland and King County.

Councilmember Robertson explained that she requested pulling this item due to concerns about the uncertainty of the effect of tolling on the use of the South Kirkland Park and Ride and on surrounding neighborhoods. She said the meeting packet indicates that overflow parking into neighborhoods is not anticipated. However, this is inconsistent with a discussion she had with Kirkland's Mayor, who said there is already an issue with overflow parking. Ms. Robertson said the Kirkland City Council is not unanimous on this issue, and she would be interested in hearing comments from those who are opposed.

Mayor Davidson said he has similar concerns. However, he asked that the Council focus its comments tonight on the Mutual Objectives and Principles of Agreement document related to the project, which is provided on page 8-13 of the meeting packet. He noted his understanding that the City of Kirkland still needs to go through its Comprehensive Plan process for the project.

Deputy Mayor Lee said he shares the concern as well. However, he stated that plans to engage the community in the planning process will provide the opportunity to address this issue.

Councilmember Degginger observed that the Council is being asked to approve the statement of principles, but this does not equate to an endorsement of the specific project. One of the stated objectives is to minimize and mitigate traffic and other impacts. He feels that the stated principles are reasonable, and he supports the proposed Resolution.

→ Councilmember Degginger moved to approve Resolution No. 8183, with an amendment to the language of the Impact mitigation paragraph as follows: “Minimize and mitigate traffic and other impacts of the development, including impacts of the SR 520 Project.” Councilmember Chelminiak seconded motion.

Councilmember Wallace commented on the importance of this document, which is giving Bellevue a seat at the table in planning for this project.

→ The motion carried by a vote of 7-0.

9. Public Hearings: None.

10. Land Use: None.

11. Other Ordinances, Resolutions and Motions: None.

12. Unfinished Business

(b) Review of Proposed East Link Work Program [Study Session Agenda Item 2(b)]

Mayor Davidson said the Council will resume discussion of items from the earlier Study Session, and continue with the East Link Work Program.

Transportation Director Goran Sparrman recalled Deputy Mayor Lee’s previous question about how staff develops impact mitigation. Mr. Sparrman explained that, as engineering analysis progresses beyond 30 percent, better information about the design and impacts is developed. The work program includes the development of an impacts and mitigation assessment in early 2011, in order to be coordinated with the completion of Sound Transit’s environmental process in mid-2011.

Mayor Davidson noted the Downtown surface and tunnel options, which would need to be taken to the 60-percent design level in order to complete an adequate environmental review. In the case of the B3 and B7 options, one will be studied to 60 percent and the other will not. How do we

compare environmental impacts between two varying degrees of design?

Mr. Sparrman said the environmental documentation to date includes the DEIS and SDEIS. The Final Environmental Impact Statement (FEIS) will respond to all issues that have been raised, which creates the basis for the environmental record. Impact mitigation is driven more by design. For the two Downtown alignments (C9T and C11A) favored by Sound Transit, the City will need to develop an impact mitigation package for the different scenarios that move forward. Sound Transit is expected to identify one preferred alignment following the FEIS, which will be the option for which the City will conduct an impact mitigation analysis.

Councilmember Chelminiak noted that station planning for 130th Avenue NE is moving forward soon, in part because a grant has been received for that work.

Planning Director Dan Stroh confirmed that there is a \$75,000 grant. Mr. Sparrman said staff believes that the next station of high importance is the hospital station on the north side of NE 8th Street. Mr. Chelminiak asked staff to provide the total dollars available for station planning.

Councilmember Chelminiak referred to page SS 2-34, which states that the work authorized by the Council on December 6, 2010, to analyze a revised B7 alternative was not included in the budget proposal prepared earlier in the year. He questioned how the work will be funded and how it will impact other tasks. Mr. Sparrman said it will reduce the funding available for other work items.

Mr. Chelminiak expressed concern that there will not be sufficient resources for a Downtown tunnel study, impact mitigation analysis, or cost review and value engineering analysis. Mr. Sparrman confirmed that this work will need additional resources later in the year.

Mr. Chelminiak asked whether station area planning is being delayed pending decisions about specific alignments. Planning Director Dan Stroh affirmed this observation. In further response, Mike Brennan, Director of Development Services, said the Downtown station and Bel-Red stations will be subject to design review. However, he believes that the South Bellevue station and Main Street station are outside of the design review district. He will confirm this information and get back to the Council.

Mr. Brennan said the intent is to create different designs for the stations to be compatible with the character of existing development in the areas. Mr. Chelminiak confirmed that this was the recommendation of the Light Rail Best Practices Committee. Mr. Sparrman said the Committee's report will provide key guidance for station planning.

Councilmember Balducci recalled that one of the recommendations of the Best Practices Committee was to create a stakeholder/citizen advisory committee to provide input regarding station planning and other localized elements. A group has not been established pending decisions on the preferred alignment alternatives. Ms. Balducci said she was hoping that staff's work program included the coordination of a community stakeholder group.

Mr. Sparrman said staff recognizes that community and stakeholder involvement is important to ongoing planning. Mr. Stroh noted that the stakeholders will be different for each station area, and a robust engagement effort is anticipated for future planning. However, staff was not necessarily thinking in terms of a citywide citizen advisory committee.

Councilmember Balducci said she envisions an outreach process that includes typical mailings and communications as well as significant involvement by key community representatives. She feels that citizen groups should address station planning as well as construction mitigation, hours of operation, and other issues. Mr. Sparrman concurred with this approach. He noted that the Access Downtown project clearly demonstrated the importance of working with stakeholders. Staff's recommendation is to tailor the public involvement process around specific issues. Councilmember Balducci spoke to the need for flexibility to respond to changing circumstances going forward.

Responding to Mayor Davidson, Ms. Balducci said she does not recall the Council making a formal recommendation on station locations within the hospital district or Bel-Red corridor.

Mr. Sparrman said Sound Transit has settled on the station location that is north of NE 8th Street in the hospital district. However, he noted the need for further station location analysis by the City.

Councilmember Wallace agreed with the importance of station planning. He said it would be helpful to have a schedule of upcoming work and decision points in order to understand when and how money is to be spent throughout the planning process. This will enable the Council to ensure that money is being spent as it would like.

Mr. Sparrman confirmed that staff is working to develop a timeline, and that staff does not want to spend money on project elements that are yet to be resolved. Staff's initial focus is on station locations for which there is general agreement.

Regarding future funding, Councilmember Wallace noted that the Council's \$25 million contingency fund remains available. He feels that the Council needs to be prepared to spend whatever is necessary to protect all parts of the community from the impacts of light rail.

Mr. Wallace agreed with Mr. Lee's comments earlier in the evening about the importance of determining the impacts of the light rail alignment on Downtown and other businesses (e.g., construction impacts). Mr. Wallace questioned the impact of light rail also on local businesses, the City's tax revenue, and the local economy. He suggested another consultant study to address the economic impacts. He noted the significant impact to Downtown businesses from potentially years of construction on Bellevue Way.

Councilmember Wallace questioned the impact of the light rail tunnel tax that he feels will surely result. Where is the money coming from to pay for the light rail tunnel? And how will that impact Downtown businesses? Regarding the noise study, Mr. Wallace observed that it only looks at federal and state noise regulations. It does not look at Bellevue's noise code, which provides better protection for residents and businesses. Mr. Wallace feels it is important to

address this in comments on the SDEIS, and for staff to review the City's noise code to determine whether it is adequate to protect from light rail impacts.

Continuing, Mr. Wallace said the use of federal and state noise regulations looks at 24-hour averages, but it does not address maximum noise levels. The light rail trains run from 5:00 a.m. to 1:00 a.m. daily, and the 24-hour average severely understates the noise impacts.

Responding to Councilmember Degginger, Mr. Sparrman explained that the sequencing of construction will not be known until final design. However, staff will get a better idea of this at approximately 60-percent engineering.

Mr. Sparrman said that, ideally, the City will shape how the final design and construction sequencing will occur to mitigate traffic and other impacts. He recalled that the City provided different designs than the Washington State Department of Transportation (WSDOT) for some of the structures in the Access Downtown project, in order to provide the best approach for mitigating construction impacts.

In further response to Councilmember Degginger, Mr. Sparrman said the Access Downtown project was well designed and managed to avoid significant impacts. The project won several awards recognizing the effectiveness of its design, mitigation, and communication with the community.

Councilmember Robertson said she has been asking for an analysis of the economic impacts to the City related to the light rail project with regard to what the City is giving up to do the tunnel, and what it would be getting otherwise in terms of sales tax revenue on construction, permit fees, etc. Regarding the timing of studies that might not be done this year due to the study of the B7 Revised, she would like staff to let the Council know when projects are urgent so it can adjust the budget. She noted the large Council contingency fund which in her mind is meant, at least in part, for the East Link project.

Ms. Robertson concurred with Mr. Wallace's requests regarding noise studies and compliance with the City's noise code. She would like the City's noise consultant to be able to obtain the data from Sound Transit that it did not give her, in order to attempt to verify the ambient noise levels on Bellevue Way and other roadways. She suggested a review of the City's construction regulations and right-of-way policies and impacts.

Responding to Ms. Robertson, Mr. Sparrman said the primary staff members working on East Link are Bernard van de Kamp, Maria Koengeter, Phil Harris, Kevin O'Neil, Kevin McDonald, Mike Kattermann, and Dan Stroh. Additional staff have worked on specific aspects of the project at one time or another. Maher Welaye is currently coordinating and overseeing the B7 Revised study and consultant work.

Councilmember Robertson suggested that when the East Link work program timeline/schedule is drafted, she would like it to identify staff members associated with specific issues, in order for her to know who to contact with questions.

Deputy Mayor Lee would like the timeline to list the resources needed and available for each task or activity. He feels this would be helpful given the scope and complexity of the project. He said Seattle businesses were adversely affected by the construction of the bus tunnel years ago, and he does not want similar impacts in Bellevue. Mr. Lee said he appreciates and respects staff's work, but that it is also important for Councilmembers to understand projects and to be informed.

- (c) Proposed Letter to King County Council regarding Regional Transit Task Force Recommendations [Study Session Agenda Item 2(c)]

City Manager Steve Sarkozy noted that Councilmember Degginger served on the Regional Transit Task Force last year, which was appointed by King County Executive Constantine to conduct a reform, efficiency, and future funding review.

Diane Carlson, Director of Intergovernmental Relations, said that staff is requesting Council review and approval of a proposed letter articulating Bellevue's observations and support for advancing the recommendations of the Regional Transit Task Force. She noted that Mr. Degginger co-chaired the cost control and efficiencies subcommittee.

She referred Council to page SS 2-49 of the meeting packet for a summary of the Task Force's seven recommendations. Two Bellevue interest statements regarding King County transit services (July 27, 2009) and the Task Force (July 12, 2010) are provided in the packet as well. The proposed draft letter to the King County Executive and King County Council is provided on page SS 2-53 for Council consideration.

Ms. Carlson said staff's assessment is that the Task Force's recommendations are essentially consistent with the key principles that have been identified by the Council over past years. The letter focuses on Bellevue's highest priorities, as previously summarized in the Council's two interest statements.

Kim Becklund, Transportation Policy Advisor, said that the extensive policy work of the Task Force has been completed. King County deferred action on a strategic plan and comprehensive transit plan for the past couple of years, pending completion of a performance audit in 2009 and the Task Force's work in 2010. These two planning documents are scheduled to go before the King County Council in February.

Deputy Mayor Lee commended staff for their work, and thanked Councilmember Degginger for serving on the Task Force. He feels the Task Force did a good job of addressing efficiencies and reform. However, the report does not adequately address financial sustainability. He referred Council to the principles stated in the Financial Sustainability paragraph of the July 12, 2010, interest statement regarding the Task Force. He would like to emphasize the statement's suggestion to explore alternative service delivery models, including contracting out some services and public-private partnerships.

Councilmember Degginger concurred and noted that the first bullet point in the draft letter addresses the issue of exploring alternative delivery models. Mr. Degginger said alternative service carriers are currently used, and one issue discussed by the Task Force was how to optimize the use of these services. Deputy Mayor Lee expressed support for the language, adding that he would also like to emphasize the potential for public-private partnerships as well.

Councilmember Wallace observed that the elements missing from the Regional Transit Task Force report fall into the geographic equity category. He expressed concern with what has traditionally been a disproportionate amount of service to Seattle. He noted that the region now has 26 urban centers, and they all need good transit connections. He would like Bellevue to make the case that, as the largest city on the Eastside, more connections are needed between adjacent Eastside communities. Mr. Wallace encouraged better coordination between Sound Transit and Metro services and routes.

Councilmember Degginger said there was extensive discussion about the issues raised by Mr. Wallace. Mr. Degginger acknowledged that the 40-40-20 geographic funding policy has not worked well. He said the East Subarea provides approximately 30 percent of transit revenue, receives 17 percent of transit services, and represents 10.8 percent of boardings. An analysis of the level of transit usage, perhaps by the Eastside Transit Partnership or the Regional Transit Committee, would provide a valuable perspective on this issue. Mr. Degginger said it is difficult to advocate for more transit services when the services available are not being fully used.

Responding to Councilmember Robertson, Ms. Becklund confirmed that the recommendations will ultimately be forwarded to the Regional Transit Committee (RTC) for implementation. Ms. Robertson noted that while Deputy Mayor Lee is an alternate on the RTC, Bellevue does not have a vote on the committee. She wants to be sure that the Bellevue City Council continues to advocate for geographical equity. Her understanding is that more commuters are coming to the Eastside rather than into Seattle. She suggested that Bellevue collaborate with other cities to pursue enhanced transit services.

Regarding the draft letter on the Task Force, Ms. Robertson said she would like more information about the ETP letter and what other cities are doing with it before taking action. However, if the letter regarding the Task Force is to be finalized tonight, she would like to add the following to the first sentence of the second paragraph: "...we look forward to working with you to ensure the recommendations are implemented in Metro's two forthcoming planning documents in a manner that fulfills the recommendations to the greatest extent possible while honoring the historical need to create more service equity on a geographic basis." She reiterated that she would prefer to see what ETP does first, as that would provide an opportunity to partner with other jurisdictions.

Councilmember Balducci recalled speaking with former Mayor Connie Marshall on the day that the 40-40-20 vote was taken, which was considered a win for the Eastside and a good day for Bellevue. However, it has not met expectations due to exceptions in the use of the funds.

Ms. Balducci said she is not sure that holding on to geographic equity will be any more successful in the future. She observed that the Task Force's direction is more in line with

Bellevue's needs than the 40-40-20 concept because it focuses on serving the highest demand areas. She feels that Bellevue's needs are perhaps more consistent with the Task Force recommendations than with the needs of smaller jurisdictions. However, she acknowledged that the outcomes will not be fully understood until recommendations are implemented. Ms. Balducci said the main goal of the letter regarding the Task Force's work should be to start moving in that direction and to ensure that Bellevue has a role.

Ms. Balducci concurred with Ms. Robertson's comment about the Regional Transit Committee, and suggested that the letter request a reconsideration of the decision-making structures used related to transit services. She said it is not a fair representation of King County for Bellevue to not have a formal voting seat. She suggested that Bellevue's interests and needs are likely more aligned with some of the larger cities (e.g., Seattle, Shoreline, Renton) than with the smaller communities.

Councilmember Degginger explained that the next level of analysis for the Task Force recommendations is developing scenarios for transit routes that are consistent with those recommendations. He has read the ETP letter and feels that it is not much different than Bellevue's letter. It addresses geographic equity perhaps a little stronger. However, Mr. Degginger concurred that Bellevue's interests are different than some of the ETP member cities.

Mayor Davidson stated that he would like to extend the meeting to finalize a decision on the letter.

→ Deputy Mayor Lee moved to extend the meeting until 10:15 p.m., and Councilmember Robertson seconded the motion.

→ The motion to extend the meeting carried by a vote of 7-0.

Deputy Mayor Lee noted that he serves on the Regional Transit Committee as the Suburban Cities Association's representative. He concurred with Ms. Balducci that Bellevue's interests do not necessarily align with those of the smaller cities. He agreed with comments that Bellevue should have its own seat on the committee. Mr. Lee said the SCA has lessened its focus on the 40-40-20 framework. He supports the draft letter.

Mayor Davidson questioned whether the Task Force discussed the tax base for transit. He noted that the sales tax is one of the more economically sensitive resources.

Councilmember Degginger said the Task Force's scope of review was limited in that regard, although it did briefly look at options for revenue enhancement. The group focused more on cost control, performance measures, and the method of allocating services.

→ Councilmember Robertson moved to approve the letter with her added language [underlined above], and with Councilmember Balducci's suggestion that Bellevue request more significant involvement in decisions on the RTC. Councilmember Degginger seconded the motion.

Councilmember Balducci expressed concern that the revision to the second paragraph moves in the wrong direction, and that instead Bellevue should promote the move toward productivity measures, social equity, and geographic value.

Councilmember Degginger said the Task Force had fairly extensive discussion about geographic value versus equity. The geographic value concept was thought to go beyond subarea equity to also consider where taxes are generated and transit services to support growth. Councilmember Degginger suggested: "...while honoring the need for geographic value that has been recognized in the Regional Transit Task Force's work."

Mayor Davidson stated that this revision is accepted as a friendly amendment.

Councilmember Wallace expressed concern that transit planning focuses on Seattle as the hub of the regional network. His interpretation of geographic equity is that it means a greater percentage of Eastside connections to Seattle and back. He feels that Bellevue should advocate for urban center connections as the basis for transit planning.

Councilmember Degginger suggested adding a bullet point to the letter regarding the importance of connecting urban/employment centers.

Councilmember Robertson concurred, and Mayor Davidson noted that staff is recording the revisions. Ms. Becklund feels that this approach will be beneficial to Bellevue going forward.

Councilmember Chelminiak followed up that the Seattle to Bellevue connection is incredibly important, as is the historical aspect noted by Councilmember Robertson, particularly in light of the new census data. Connections between the two centers are important because they are increasingly connecting Seattle residents to Bellevue and Eastside jobs. He does not want the letter to leave the impression that this connection is lesser in importance. However, he supports adding a bullet point to highlight the value of regional urban center connections.

Responding to the Mayor, Ms. Carlson said staff would get the letter out the following day.

Deputy Mayor Lee noted the issue of identifying new revenue, and observed that the issue should instead be about how to do things differently so that more money is not needed. He feels this is missing from the letter and the Task Force's review scope.

→ The motion to approve the letter, as amended, carried by a vote of 7-0.

13. Continued Oral Communications: None.

14. New Business: None.

15. Executive Session: None.

16. Adjournment

At 10:15 p.m., Mayor Davidson declared the meeting adjourned.

Myrna L. Basich, MMC
City Clerk

/kaw