

CITY OF BELLEVUE
CITY COUNCIL

Summary Minutes of Regular Meeting

January 3, 2022
6:00 p.m.

Virtual Meeting
Bellevue, Washington

PRESENT: Mayor Robinson, Deputy Mayor Nieuwenhuis, and Councilmembers Barksdale, Lee, Robertson, Stokes, and Zahn

ABSENT: None.

1. Call to Order

The meeting was called to order at 6:01 p.m., with Councilmember Robinson presiding.

2. Roll Call; Flag Salute

City Clerk Charmaine Arredondo called the roll. All Councilmembers were present and participating remotely. Councilmember Stokes led the flag salute.

(a) Election of Mayor and Deputy Mayor

Temporary Chair Robinson noted that the City of Bellevue has a Council-Manager form of government and the Council selects a Mayor and Deputy Mayor every two years. The Mayor acts as the City Council's presiding officer, represents the City on a number of forums, and performs a number of ceremonial roles.

Temporary Chair Robinson invited nominations for the position of Mayor.

Councilmember Stokes nominated Councilmember Robinson to serve as Mayor. There were no further nominations.

City Clerk Charmaine Arredondo conducted a roll call vote, with all Councilmembers voting to select Councilmember Robinson as Mayor. Councilmember Robinson was declared Mayor.

Mayor Robinson invited nominations for the position of Deputy Mayor.

Board (TIB) to accept up to \$354,480 in state Urban Sidewalk Program (USP) funding to support the design and construction of the NE 8th Street (Parcel Frontage at 11635 NE 8th Street) Sidewalk Project (CIP Plan Nos. PW-W/B-56 and G-103); 2) amending the 2021-2027 General Capital Investment Program (CIP) Plan to increase the budget for the Pedestrian and Bicycle Access and Connections Program (CIP Plan No. PW-W/B-56) by \$354,480; and, 3) amending the 2021-2022 General CIP Fund to increase the appropriation by \$100,000.

9. Public Hearing: None.

10. Study Session

(a) Transportation Commission's 2022-2033 Transportation Facilities Plan (TFP) Preliminary Project List

City Manager Brad Miyake introduced discussion regarding the Transportation Commission's 2022-2033 Transportation Facilities Plan (TFP) preliminary project list. The commission began the process of updating the plan in September 2020.

Mike Ingram, Senior Planner, Transportation Department, said staff is seeking Council direction to proceed with the TFP update process and environmental review based on the project list recommended by the Transportation Commission. He said the TFP is a 12-year financially constrained plan that provides the first level of citywide project prioritization. The plan is subject to environmental review to evaluate the impacts of land use growth on the transportation system and other elements of the environment. Mr. Ingram noted that vehicular capacity projects in the TFP form the basis of the transportation impact fee program.

The current TFP update process began in September 2020 and included the identification of priority projects and public outreach. The Transportation Commission endorsed the proposed project list in October 2021. If directed by the Council, staff will move forward with a SEPA (State Environmental Policy Act) review and the preparation of an impact fee report. Mr. Ingram said staff anticipates returning to the Council in June for final approval of the TFP project list.

Mr. Ingram said the revenue available for the 2022-2033 TFP totals \$303 million. He said the first six years of the plan are already programmed in the Capital Investment Program (CIP) Plan. He said TFP candidate projects are identified through the current 2019-2030 TFP, Comprehensive Transportation Project List, Transit Master Plan, Pedestrian-Bike Plan and the transportation levy neighborhood congestion reduction projects. Emerging needs and opportunities are identified by staff, the Transportation Commission and through the public process.

Loreana Marciante, Chair of the Transportation Commission, said the initial ranking criteria for roadway intersection projects were safety, vehicle level of service (LOS), transit, pedestrian and bike, and plan consistency and grant competitiveness. Additional qualitative considerations included the investments in projects to date, public input and the opportunity to coordinate with others (e.g., Washington State Department of Transportation, adjacent development). The project

evaluation process involved extensive public engagement including an online open house, online survey and interactive project map. The Transportation Commission discussed the TFP over a series of 10 meetings.

Chair Marciante highlighted the types of projects included in the TFP: 1) 16 projects fully funded in 2021-2027 CIP Plan, 2) 14 priority projects that support growth and mitigate congestion, 3) five projects that mitigate the impacts of growth on residents, 4) four projects to be implemented in conjunction with other parties, 5) nine projects to improve transit, 6) four projects to build out the pedestrian network, and 7) 18 projects to build out the bicycle network. She presented a map of the project locations.

Ms. Marciante said the TFP list includes three reserve allocations: 1) congestion reduction projects levy placeholder, \$15.9 million, 2) neighborhood sidewalk placeholder, \$18.3 million, and 3) Transit Master Plan Connections Reserve, \$2 million.

Mayor Robinson thanked Chair Marciante for the presentation.

Councilmember Robertson, liaison to the Transportation Commission, thanked Chair Marciante and the commissioners for their work and expressed support for moving forward with the TFP update.

Councilmember Zahn thanked staff and Chair Marciante for the information. Noting the transit connections map, Ms. Zahn said it would also be helpful to see a map of the overall bike network. She questioned whether \$4.6 million is sufficient for the Vision Zero program.

Responding to Ms. Zahn, Mr. Ingram said the TFP does not include the Mountains to Sound Greenway elevated structure over 148th/150th Avenue.

Deputy Mayor Nieuwenhuis thanked Chair Marciante and Mr. Ingram for the presentation. He said he was pleased to see all of the bike projects, and he concurred with Councilmember Zahn that it would be helpful to see a map of the overall bike network.

Responding to Mr. Nieuwenhuis, Mr. Ingram said the City received responses from approximately 230 respondents to the online survey. Those responses included comments regarding hundreds of specific projects. Mr. Ingram said they received input from both residents and businesses. He said they did not reach out to specific groups or businesses, which is the typical process for updating the TFP unless a group requests a presentation or meeting. Mr. Nieuwenhuis encouraged reaching out to more stakeholders in the future.

Councilmember Stokes expressed support for the thorough process and review. He concurred with Mr. Nieuwenhuis's suggestion about stakeholder outreach and noted that the Bellevue Chamber of Commerce has an active transportation committee. Mr. Stokes said it would be helpful to have some context regarding the needs versus resources. He noted that the plan extends 12 years into the future and said that things will likely continue to change dramatically over the next 12 years. For the next budget process, he would like to evaluate whether there is sufficient funding to meet the community's needs.

Mr. Ingram said the revenue projects are conservative and the project costs reflected in the TFP list are the total cost per project. However, some of those costs are included in the current TFP.

Mr. Stokes encouraged a bold look at projects and revenues in the next budget process. He thanked staff and the commission for their work.

Chair Marciante noted that the CIP Plan includes fully funded projects and the TFP is a longer term planning tool.

Councilmember Barksdale agreed with Councilmember Zahn that maps of existing networks would be helpful. Mr. Barksdale expressed an interest in the scores for each project.

Responding to Mr. Barksdale, Chair Marciante said that some projects include a number of multimodal elements. In further response to Mr. Barksdale, Mr. Ingram said the priority of safety is applied to all users of the transportation system including vehicles, bikes and pedestrians. Mr. Ingram confirmed that multimodal projects meet more of the evaluation criteria and are therefore ranked as higher priorities.

Responding to Councilmember Lee, Chair Marciante said the Transportation Commission felt that safety should be the most heavily weighted criteria. Ms. Marciante said that while a project with multiple transportation elements is ranked as a higher priority, the criteria does not favor one travel mode over another, for example transit over ped-bike projects. She said the City is moving toward a more metrics-driven, transparent way of evaluating and prioritizing needs.

Mayor Robinson noted that SE 8th Street is not expected to be completed before 2023, and there is currently no east-west ped-bike pathway across I-405. She asked if it would be possible to expedite that type of project. Mr. Ingram said the SE 8th Street project includes an allocation to make improvements from 114th Avenue to the Lake Hills Connector. He said the project cannot be initiated until the work under the freeway is completed by the Washington State Department of Transportation (WSDOT). Mr. Ingram said the City tried to work with WSDOT's contractor to complete the work but the cost was too high. Mayor Robinson encouraged project signage for pedestrians and bicyclists when construction is underway in the future.

Chair Marciante noted that new performance metrics and targets were developed for the Mobility Implementation Plan (MIP). Vehicular projects align with locations where system performance is expected to lag in the future. Transit investments in the proposed TFP will improve transit performance and connectivity. Ms. Marciante said a primary focus of pedestrian and bike projects is to fill in gaps in the networks rather than improve performance. The identified pedestrian projects reduce system gaps by five miles, leaving gaps equaling eight percent of the system. The identified bike projects reduce system gaps by eight miles, leaving gaps equaling 18 percent of the network.

Mr. Ingram requested Council direction to proceed with the TFP update process and environmental review phase based on the project list recommended by the Transportation Commission.

Councilmember Zahn, a former Transportation Commissioner, recalled conversations about having two north-south and two east-west routes for the bicycle network. She expressed support for moving forward with the TFP update process and reiterated her interest in understanding whether there are sufficient funds for Vision Zero project elements.

Mr. Ingram said staff extended the same level of funding for Vision Zero in the current CIP Plan throughout the additional years in the TFP Plan. For the bike network, he said one north-south route and one east-west route have been completed. He said the TFP includes funding for sections of the Mountains to Sound Greenway and the Lake to Lake Trail but does not complete that east-west connection.

Mayor Robinson said the SE 8th Street route will provide a full east-west connection when completed. Mr. Ingram confirmed that the TFP includes projects for the East Bellevue bike network and the South Bellevue bike network.

Councilmember Robertson commended staff's multilayered approach to multimodal transportation planning. She said she recently completed her work with the Puget Sound Regional Council's project selection task force, which created a new screening mechanism for consideration by the Transportation Policy Board. She said projects to enhance safety will be high priorities and she noted opportunities for grant funding.

Councilmember Stokes expressed support for moving forward with the TFP update.

- Councilmember Robertson moved to direct the Transportation Commission and staff to proceed with the Transportation Facilities Plan (TFP) process and to undertake any required environmental analysis based on the project list included with the Transportation Commission's transmittal memo dated October 28, 2021. Councilmember Stokes seconded the motion.
- The motion carried by a vote of 7-0.

At 7:20 p.m., Mayor Robinson declared a short break. The meeting resumed at 7:30 p.m.

- (b) Affordable Housing Grant Opportunity related to Waiving Water, Sewer and Stormwater Connection Charges

City Manager Miyake introduced discussion regarding a proposed program to waive water, sewer and stormwater connection charges for new shelters and affordable housing projects.

Nav Ota, Director, Utilities Department, described an affordable housing grant opportunity in partnership with A Regional Coalition for Housing (ARCH), noting that the grant application deadline is January 7. She said staff is requesting Council direction to return with the appropriate legislation to: 1) establish a program to waive water, sewer and stormwater connection charges for new shelters and affordable housing projects, and 2) modify the City's capital recovery charges (CRCs) to create an option for the prepayment of fees. The Connecting Housing to