CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

June 14, 2012
6:30 p.m.

Bellevue City Hal
City Council Conference Room 1E-11:

COMMISSIONERS PRESENT:	Chair Simas, Commissioners Bishop, Glass, Larrivee, Tanaka
COMMISSIONERS ABSENT:	Commissioners Jokinen, Lampe
STAFF PRESENT:	Paul Krawczyk, David Berg, Eric Miller, Michael Ingram, Kevin McDonald, Judy Clark, Sean Wellander, Department of Transportation
OTHERS PRESENT:	None
RECORDING SECRETARY:	Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:32 p.m. by Chair Simas who presided.

2. ROLL CALL

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

3. STAFF REPORTS – None

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

Mr. Steve Kasner, 1015 145th Place SE, spoke as chair of the East Bellevue Community Council. He thanked the Commissioners for the hard work they do on behalf of the city in addressing transportation issues. He thanked the Commission particularly for the 145th Place project on the back side of Bellevue College which is just about to be completed. Without the support of the Transportation Commission and the City Council, the project would not have been built. He said after reviewing the Transportation Facilities Plan project list he was somewhat confused about the two Lake Hills Connector projects; the May 24 Commission discussion assumed the projects would be funded, but they were moved to just below the funding line. He said he was more concerned with project 70, the project to improve safety at the three signalized intersections

along 148th Avenue and stressed how important it is. Putting the smart system in place without improving the signals makes no sense. He praised the fact that the old K-Mart building is officially not empty any longer as LA Fitness opened its doors on April 16, and Walmart will open on June 27. While some nice turn pocket improvements were made on 148th Avenue, the busy roadway is about to get much busier.

5. REPORTS FROM COMMISSIONERS – None

6. PETITIONS AND COMMUNICATIONS

Mr. Bill Eager, 1120 Belfield Park Lane, said he reviewed the priority TFP project list and found that a little over 71 percent of the roadway-intersection projects above the funding line are in the Wilburton and Bel-Red areas. Another 27 percent are in other areas of the city. Only two percent of the projects are in the downtown, which is the economic engine of the city. That is completely unreasonable. With regard to NE 6th Street, he said he has been working on a concept for a tunnel under the roadway connecting 112th Avenue NE with Bellevue Way. The idea is not new but the modeling shows great promise relative to adding capacity and would connect a number of garages along the Pedestrian Corridor. The Commission likely will be considering the proposal of Sound Transit at some point, and the Commission should use its influence to urge the selection of a downtown station other than the one in the original plan. Creating a station under NE 4th Street at 110th Avenue NE would result in a traffic nightmare during construction, and the portal on NE 6th Street near the convention center would destroy the opportunity to put a tunnel under NE 6th Street for vehicular traffic. The alternative is to put the station on the south side of NE 6th Street.

Ms. Tiffany Brown with Pine Forest Properties provided each Commissioner with a letter containing pertinent information regarding the site. She said the property is located in the Bel-Red corridor in the area between 116th Avenue NE and 124th Avenue NE where the new NE 15th Street/NE 16th Street is to be located. The Commission was urged to recommend full implementation of project RI-131. The project is critical to mobility in the Bel-Red subarea. The city will acquire the northern portion of the Pine Forest parcel to accommodate the East Link project, but it should at the same time acquire the right-of-way for NE 15th Street/NE 16th Street.

Ms. Pat Sheffels, a member of the board of Move Bellevue Forward, said the organization has more than 200 members from nearly every neighborhood in the city, as well as more than 700 Facebook followers. She said the not-for-profit community organization is dedicated to supporting planned growth and economic development within Bellevue. The organization is interested in advocating for funding design and construction of critical infrastructure necessary to support Bellevue's planned growth. In that context the organization developed comments regarding the proposed Transportation Facilities Plan. In 2008 the Bellevue City Council initiated an ambitious plan to fund transportation projects that could be constructed within seven years, providing immediate congestion relief and supporting the city's planned growth for the

downtown, Wilburton and the Bel-Red areas of the city. The initiative was intended to be the third step in a long-range capital funding strategy that complementing the CIP and the voter-approved parks levy. The goal of the mobility initiative was to identify transportation projects to accommodate future travel demands generated from growth downtown and growth that is anticipated in the Wilburton and Bel-Red areas. The transportation projects selected by the Council to meet the objectives were: 1) the extension of NE 4th Street; 2) improvements to 120th Avenue NE from NE 4th Street to Northup Way; 3) construction of NE 15th Street from 116th Avenue NE to 124th Avenue NE; 4) improvements on 124th Avenue NE from NE 15th Street to Northup Way; and 5) the extension of NE 6th Street from the freeway to 120th Avenue NE. The projects support all travel modes, including transit, and were judged by the transportation department to the most effective in reducing congestion and providing additional capacity to accommodate future growth. All of the projects are contained in the staff-proposed Transportation Facilities Plan and are ranked near the top in priority. The organization generally supports the proposal to fully fund design and construction of the 120th Avenue NE improvements from NE 8th Street to NE 15th Street to accommodate the early phases of development of the Spring District and to coordinate with the light rail alignment. NE 15th Street from 116th Avenue NE to 124th Avenue NE is proposed for initial design and coordination with Sound Transit, with full implementation of the segment from 120th Avenue NE to 124th Avenue NE; Move Bellevue Forward believes the project should be fully funded to allow for full integration with the Sound Transit construction and planned development of the Spring District. Completion of the projects will ensure that the downtown street grid is part of a network of streets connecting the downtown with the long-planned interchange at 124th Avenue NE and SR-520, and to the existing interchange at 148th Avenue NE and SR-520. The proposed Transportation Facilities Plan and Capital Investment Program contains funding for an additional southbound HOV lane on Bellevue Way from the Y to the park and ride facility. The staff proposal fully funds design and construction of the project, but to date no significant public discussion has occurred about the project. In fact, a project to add an additional southbound lane on Bellevue Way was specifically rejected for inclusion in the city's transportation plan when the last update to the downtown plan was completed in 2002. When public input is bypassed or ignored, the public always pushes back. Light rail construction on 112th Avenue SE, together with the proposed expansion of the South Bellevue park and ride, will change future travel demand in the corridor. Before full funding is committed to the HOV project, Move Bellevue Forward believes the city should further study how the project will accommodate future travel demand, how it is coordinated with the planned light rail construction, and how it will impact the South Bellevue neighborhood. Move Bellevue Forward understands that the city faces challenging financial constraints in both its operating and capital budgets. It is imperative that the city find the resources needed to fund critical transportation investments to support economic development. The city has the potential to add resources to the capital program by using its banked property tax capacity, developing transportation benefit districts, and through other means. As the recession eases, the city should revisit whether the use of banked property tax capacity or other means is a prudent way to enhance the city's capital program.

Mr. Patrick Bannon with the Bellevue Downtown Association thanked the Commission for

moving the NE 2nd Street extension project component above the funding cutoff line. Even at a placeholder level, it is good to keep the project on the city's radar. He also acknowledged following the progress of the downtown transportation plan update process and said the Bellevue Downtown Association looks forward to seeing the final lists of ped-bike and roadway-intersection projects. He said the Transportation Facilities Plan project list does not lose complete site of the downtown.

Mr. Kevin Kelly with the Bellevue Chamber of Commerce said the Chamber is the voice of business in the city. The organization represents a diverse collection of business interests. With regard to transportation, the Chamber endeavors to see the region build an integrated transportation system to move people and goods safely and conveniently through and around the major urban centers. At the same time, the Chamber is focused on protecting the vitality and continued growth of business in the city. The Commission's attentive consideration to the Transportation Facilities Plan update is appreciated. Improving infrastructure on the Eastside and ensuring both mobility and congestion relief are primary goals of the Chamber. Critical to those goals is the provision of access to and from the downtown core from the south. Bellevue Way is a key arterial and is in need of additional capacity. There are currently many major regional projects that have already begun or have the potential to begin in the near future. Traffic patterns in the city have seen and will continue to see drastic adjustments. The city's transportation network must be ready to meet the changing demands. The Chamber believes that project RI-143 deserves special consideration; the Commission was urged to include it as a part of the final Transportation Facilities Plan. The project would widen Bellevue Way SE to add a southbound inside HOV lane from the Y to the main entrance of the South Bellevue park, and from the park and ride to the I-90 onramps. Bellevue Way SE and 112th Avenue SE are the only southbound arterials out of the central business district, and the corridor is experiencing increased congestion as a result of commuters diverting from SR-520 to avoid the tolls. By adding a southbound HOV lane the city would be taking an important step toward reliving congestion on a corridor that is critical to a thriving business community, and the project should be completed consistent with the city's tradition of strong fiscal discipline. Access to and from I-90 is essential for employers, employees, transit and residents and adding capacity to the corridor will allow for the faster and freer flow of people and goods into and out of Bellevue. The Chamber has long been supportive of adding capacity to the key route. The Commission was urged to continue advancing the project in the Transportation Facilities Plan.

7. APPROVAL OF AGENDA

Commissioner Glass moved to approve the agenda as printed; the motion was seconded by Commissioner Tanaka and was approved unanimously.

8. DISCUSSION/ACTION ITEMS

A. 2013-2019 Capital Investment Program (CIP) Plan Update

Deputy Director Dave Berg said the CIP project list is populated with projects from the TFP and other sources. He said in March it was thought that by mid-June there would be in hand a draft list of capital priorities citywide, including transportation projects, resulting from the Budget One process, but the process is not quite that far along. Transportation staff does have the list of transportation capital projects submitted as part of the budget process. Mr. Berg noted that the TFP served as the basis for determining project priorities for submittal to the CIP process.

The CIP panel formed as part of the Budget One process takes a citywide in considering capital projects. The panel includes department directors throughout the city who come together to sort through all of the capital needs and determine which projects are the highest priority. Priority for the transportation capital projects reflects the priorities of the TFP. To date the CIP panel has only focused on the city's ongoing programs, most of which are focused on maintenance-related activities. Many of the programs were drastically cut back during the last budget cycle so the panel is considering whether or not funding for the programs should be restored, and the deliberations are predicated on the city's longstanding policy of maintaining what it already owns. The group is also focused on the mobility and infrastructure initiative projects and the city's commitments to the East Link MOU. It is the current revenue picture that is constraining what can be moved forward into the capital program. The projection is that it will be a stretch over the next seven years to pay for the base CIP projects, the mobility and infrastructure initiative projects, and the East Link project, so the conversation has been centered on what the city can afford.

The panel is hoping to have a document ready for the July Commission meeting, and a draft before the Council on July 30. The Council at its meeting on June 11 directed staff to bring forward a package based on living within the city's means, and a recommended package of highest needs projects and potential revenue sources to pay for the projects over the next seven years. From a department perspective, the projects in the adopted TFP will serve as the basis for moving projects into the CIP.

Commissioner Bishop said it did not appear to him that any downtown projects are on the CIP list. Capital Programming Implementation Manager Eric Miller said early implementation of the downtown plan is on the list. What specific projects that will include is yet to be determined, but $800,000 for 2013 and 2014 has been proposed.

Mr. Berg pointed out that many other projects on the list will benefit the downtown even though they are not physically located in the downtown. The NE 4th Street extension is certainly a prime example, as is the southbound Bellevue Way HOV lanes.

Answering a question asked by Chair Simas regarding project RI-131, which was highlighted by the public earlier in the meeting, Mr. Berg said the section of NE 15th Street/NE 16th Street is on the list in two different sections. The section between 116th Avenue NE to 120th Avenue NE is proposed for some design money within the next CIP in order to coordinate with the East Link project; no construction dollars are proposed even within the 12-year TFP because it is necessary

to spend time looking at design and the timing of the real need of what will be a very expensive project.

Commissioner Tanaka recognized how expensive the project will be but also pointed out that it will be a major entry into the downtown, which might warrant making it a higher priority. Mr. Berg agreed the project will serve as another roadway into and out of the downtown, but it is intended to specifically serve the Bel-Red area. The Spring District intends to break ground in 2013, and that kind of redevelopment could change the timing of the project.

Chair Simas said if Wright Runstad put up buildings over the next couple of years, there will be an increase of traffic on 116th Avenue NE and 120th Avenue NE. Even if the section between 116th Avenue NE and 120th Avenue NE will be expensive to construct, the city should look at it as part of the whole mobility initiative of moving traffic toward SR-520. Mr. Berg said that is why there is at least design money in the current proposed CIP. If redevelopment of the Bel-Red area moves ahead successfully, it will be possible to modify the plan. Mr. Miller added that if the Council resolves to seek new revenues, that could affect the bottom line for the TFP.

B. Transportation Facilities Plan (TFP)

Commissioner Glass called attention to project RI-118, which was highlighted by the East Bellevue Community Council representative, and asked if deployment of the SCATS system alleviate the need for the project. Mr. Ingram said it will not. He noted that in the last TFP update there were four intersections identified along 148th Avenue. One of those was completed in conjunction with a separate project. Opportunities of that sort will continue to be sought. He added that the infrastructure to support SCATS is largely in place already. Mr. Miller added that the signal upgrades could be handled as maintenance items. Over the years all of the other signals along the 148th Avenue corridor have been changed out; there are only three that need the new configuration. One proposal on the table is to restore funding to the major maintenance program.

Mr. Ingram called attention to the six projects labeled "other" on the TFP candidate list. He noted that projects O-100, O-101 and O-107 relate to East Link. Each was identified earlier in the year when there were still many uncertainties regarding the East Link project. With things having progressed, staff believes the projects no longer need to be called out as specific needs. A catch-all CIP proposal for East Link analysis and development will provide the capacity needed to continue coordinating with Sound Transit, and if a need for additional capital funding is identified, the need can be revisited in the next CIP and TFP update processes.

Mr. Ingram said project O-105, early implementation of the downtown transportation plan, is linked to a CIP proposal to allocate funding in the years 2013 and 2014 for that purpose. Similarly, there is a CIP proposal to allocate $500,000 in those same years for scoping work and early implementation of needs identified in the Eastgate subarea plan, and that ties to project O-106.

With regard to project O-102, Mr. Ingram said there is no specific strategy yet for carrying forward the concept of a boulevard treatment on 148th Avenue SE and 150th Avenue SE from Bellevue College across the freeway to SE 37th Street. The idea came out of the Eastgate/I-90 planning effort but the boulevard treatment does not really fit in with the criteria established for reviewing transportation projects. The urban boulevards program staff in the planning department are evaluating streetscape enhancement opportunities citywide, and the Eastgate/I-90 project is on their list.

Chair Simas asked if O-102 will improve traffic flow or if it is a beautification project. Mr. Miller said in the opinion of transportation staff the project is more focused on urban character.

Commissioner Bishop called attention to project RI-143, the HOV lane on southbound Bellevue Way. He noted that the project will cost $24.5 million, and there is $20 million in new money in the TFP for it. There are various cost-saving options for the project that could yield between $10 million and $12 million. Mr. Miller said where new monies become available, either through project cost savings, additional grants or new revenues, decisions will need to be made regarding where to put the money. All project costs and scopes on the TFP can be considered to be preliminary, and flexibility is required to accommodate changes as they occur.

Answering a question asked by Commissioner Larrivee, Mr. Miller explained that the environmental review conducted for the TFP is programmatic rather than project specific. Amounts of impervious surface are considered, but the focus is more on the overall effect to the transportation system and air quality. Adding projects to the list at a later time could trigger the need for a supplemental environmental review depending on the nature of those projects.

Commissioner Bishop said he would like to see some of the downtown projects enhanced ahead of Bel-Red corridor project enhancements if additional dollars are identified. Commissioner Tanaka disagreed. He said the fact is there are millions of dollars being spent on improving mobility in the downtown area. The Sound Transit project represents a massive investment that will greatly improve overall mobility in the downtown.

Chair Simas added that no one can say with any degree of certainty when additional funding will become available, so it is far too early to discuss where such funds should be put.

Commissioner Glass pointed out that many projects that are not located within the boundaries of the downtown will greatly improve conditions within the downtown area. That issue should be highlighted in the transmittal memo to the Council. Mr. Ingram commented that the draft memo does indicate that relative to the NE 4th Street extension and the Bellevue Way SE projects.

Referring to the draft transmittal memo, Commissioner Bishop commented that the second paragraph on the first page lists some generalized areas in which projects are located, but nothing is said about the Bel-Red corridor. With the emphasis the project list gives to that corridor, it

should be mentioned in the paragraph.

Commissioner Larrivee concurred and suggested the paragraph could be written a bit clearer. He added that while he is normally in favor of shorter transmittal memos, the fuller explanations given in the draft are better because of some of the debate that has gone on.

Mr. Ingram said there is a standing agenda item at Council meetings to hear reports from boards and commissions. That would be one opportunity to present the document. Staff is waiting for an indication from the City Clerk's office as to whether there is a particular Council meeting that might be most appropriate at which to make the presentation.

Chair Simas agreed that a map showing where the projects are located should be made a part of the presentation to the Council.

Commissioner Tanaka moved to approve the transmittal memo as revised. Commissioner Glass seconded the motion which carried unanimously.

Commissioner Bishop moved to approve the and recommend to the Council the list of projects for the 12-year TFP without modifications. Commissioner Glass seconded the motion which carried unanimously.

C. Downtown Transportation Plan Update

Senior Planner Kevin McDonald reminded the Commissioners that the Commission recommended and the Council approved a set of measures of effectiveness to help identify and prioritize transportation projects for the benefit of downtown mobility. Unlike cost/benefit analyses, the measures of effectiveness include both qualitative and quantitative metrics; the results of the BKR travel demand model are one of the quantitative metrics. The measures are "personalized" to describe the effect of a project on four types of users of the transportation system: private vehicle occupants, pedestrians, bicyclists, and transit riders. The measures also describe the mobility outcomes geographically: at a specific intersection or location, along a corridor, or for Downtown Bellevue as a whole. There is also an overall sustainability measure that is largely quantitative; it looks at the effect of all the transportation system recommendations for the downtown on greenhouse gas emissions and other environmental sustainability metrics.

Modeling and Analysis Group Manager Judy Clark said the BKR model is used to look at the evening peak travel demand, the overall intersection LOS aggregate, and to evaluate changes that would happen as a result of land use or roadway modifications not otherwise in the background information. In addition, the model looks at modeshare for specific areas, and compares the baseline LOS against the base year to see where congestions gets worse and where additional capacity is needed. The baseline is used as a comparison to test the effectiveness of project ideas against future year no-build. The model does not return information regarding operational delay and turn movement details. The model does not cover bicycle modeshare at all, though it does

include some pedestrian movements.

In working with the consultant DKS Associates, the city has access to other modeling tools to allow for greater detail. Synchro looks at detailed intersection representations and computes level of service based on multi-intersection corridors; the data can be used to compute LOS and turning volumes to decide if turn pockets are adequate. Vissim is a micro-simulation model that can be used in specific geographic areas. She said it was used in the downtown area when making decisions about the light rail East Link proposal. Dynameq is a meso-level model that can be used to zero in on intersection queuing.

Commissioner Larrivee asked if there are models for bicycle usage. Ms. Clark said a section of the BKR model has been developed to do that, but there is insufficient data, making it impossible to fit a curve to it.

The most common type of trip is the home-based work trip. There are more home-based other trips made overall, but they do not repeatedly have the same destination. The non home-based trips are the ones that occur in between places away from the home.

The BKR model is a traditional four-step model that begins with trip generation. Most trips begin at the home end and are attracted to places where there are jobs, customers, or recreational opportunities. For each TAZ the trips produced and trips attracted are calculated. The next step is to match up the origins and destinations, and a gravity model form is used for that. The mode used by people to make the trips is calculated, but for the BKR model the choices tracked are for motorized vehicles, namely single occupancy, two-person low occupancy, three-person-or-more high occupancy, and transit. Where transit is concerned, the metrics calculated are walk access and drive access. Trip assignment involves assigning the various trips taken to specific routes.

In the downtown there are many short-distance trips between the small TAZs. Ms. Clark said the consultant work included some categories for pedestrians, but the calculations were predicated on converting all downtown short internal trips to the pedestrian mode. Staff, however, is not ready to convert all of those trips in that manner because of parking policies that may require people to drive between downtown destinations.

The modeling work is driven by land use, both current year and horizon year, and transportation network assumptions. The traffic data is outside the model; it is not loaded into the model itself.

Ms. Clark said a fresh model was developed for the downtown transportation plan update rather than relying on the 2030 work that has been around for some time. The land use in each TAZ was used, along with the transportation network and transit service, including the East Link plan and data from a document put together jointly by King County Metro and Sound Transit called East Link bus rail integration that was updated in 2010. Parking and operating costs have been coded in along with tolls on SR-520 and 2030 hot lanes on I-405. The result is a picture of overall travel demand by mode, as well as initial estimates of level of service.

The land use projections for the new modeling work are slightly lower than were being used for the 2030 modeling work due to the economic slowdown. The number of jobs was lowered from 79,000 to just over 70,000, and the population projection is shown increasing to 19,000 residents in the downtown.

Commissioner Bishop asked if the Commission could propose projects to include, such as the NE 6th Street tunnel proposed by Mr. Eager. Ms. Clark said the comparison of the baseline for 2030 with the 2010 numbers will highlight areas that do not perform well. Ideas for additional projects will flow from where the deficiencies are.

Chair Simas asked if tolling on I-90 is a non-foreseeable item that will be taken into consideration at some point. Modeling and Analysis Group planner Sean Wellender said that can be plugged into the model, but stressed that it is not currently in the model.

Ms. Clark shared with the Commission some charts indicating transit ridership for various areas, including the downtown. The projected light rail boardings were shared as well. She noted that when the American Communities Survey data came out, it was discovered that of the Bellevue residents surveyed, more than 14 percent indicated they use transit to get to work; the number astounded many because it is a higher percentage than Portland, and because the Bellevue numbers were not previously that high. In delving deeper into the survey results, it was found that the number of workers interviewed between 2008 and 2009 increased by 5500. The determining factor, however, most likely is keyed to the Orca cards provided to downtown employees.

Mr. McDonald said the modeling results will be shared with the Commission in July. That will help to complete the picture. Some ideas regarding pedestrian facility improvements will be shared in July as well.

9. OLD BUSINESS – None

10. NEW BUSINESS – None

11. PETITIONS AND COMMUNICATIONS

Mr. William Popp, 14400 Building, Suite 206, Bel-Red Road, spoke representing Building a Better Bellevue as well as himself as principle of William Popp Associates. He said there is a notion floating around that an HOV lane is needed on Bellevue Way from the Y south to the park and ride, including the conversion of the center two-way turn lane south of SE 30th Street. He said Bellevue Way fails because of the traffic signal at the park and ride lot. Occasionally it will fail because of game days in Seattle and other I-90 events. The failures have been documented in the Draft Environmental Impact Statement for East Link and in the study of the B-7 revised alignment, which included a new garage at I-90 and Bellevue Way, and the closure of the South

Bellevue park and ride. The old B-7 study included a garage at 118th Avenue SE by SE 8th Street and the existing park and ride lot on Bellevue Way remained in operation to handle local and some Sound Transit buses. With the existing park and ride lot in 2030 having limited bus activity, the queues extend up 112th Avenue SE all the way to SE 9th Street, and up Bellevue Way all the way to SE 10th Street. That problem cannot be fixed with a simple HOV lane from the Y south to the park and ride because the traffic that wants to get into the HOV cannot do so because of the queues on both Bellevue Way and 112th Avenue SE extending to the north of the Y. The models show the existing level of service at LOS F at the South Bellevue park and ride currently. The future HOV lane project will not be effective. The Puget Sound Regional Council work trip estimate for the downtown shows nine percent of the total vehicle trips in vanpools and carpools in 2040, which typically is the more aggressive forecast. Even if generously increased to 15 percent, the impact remains quite low given the millions it will take the construct the HOV lanes on Bellevue Way. Many who live in Enatai and afraid that construction of the East Link light rail route along Bellevue Way is going to cause traffic to back up well into the city and will impact accessibility for the neighborhood. One of the alternative routes between the freeway and Bellevue Way is 108th Avenue SE, and the queues on Bellevue Way are likely to force traffic over onto 108th Avenue SE. With implementation of the Sound Transit plan will come a tripling in size of the South Bellevue park and ride with only minor circulation improvements, which will only make things worse.

Continuing, Mr. Popp said Building a Better Bellevue is proposing a tunnel route from just north of the park and ride lot under Bellevue Way and 108th Avenue SE, diagonally cutting through Surrey Downs and under 110th Avenue SE up to within about 200 feet of one of the NE 6th Street station, which is in one of the alternatives. The station outlined in the memorandum of understanding with Sound Transit is under 110th Avenue NE and NE 4th Street. The proposed alignment would enter the existing park and ride lot close to grade. The alternative can be accomplished for anywhere between $160 million to $265 million less than the current memorandum of understanding alignment.

12. APPROVAL OF MINUTES

A. April 26, 2012

Commissioner Bishop called attention to the "Others Present" section on the first page and noted that Councilmember Wallace should be indicated as having been present.

Commissioner Glass moved approval of the minutes as amended. Commissioner Bishop seconded the motion which carried unanimously.

B. May 10, 2012

Commissioner Glass moved to approve the minutes as submitted. Commissioner Larrivee seconded the motion which carried unanimously.

13. REVIEW COMMISSION CALENDAR AND AGENDA

The Commission reviewed its calendar of upcoming agenda items. There was consensus to postpone the annual Commission retreat until October.

14. ADJOURNMENT

Chair Simas adjourned the meeting at 9:18 p.m.

Secretary to the Transportation Commission — Date: 9/13/12

Chairperson of the Transportation Commission — Date: 9/13/12