



2023-2029 Adopted Capital Investment Program (CIP) Plan Transportation and Mobility

Providing a highly functioning transportation system with well-designed and maintained roads is vital to Bellevue’s vision. Projects in the Transportation and Mobility category include a variety of street improvements to address safety, capacity, access, and mobility needs for various modes of travel. Capacity projects are needed to relieve high-congestion locations and to help the City continue to meet its adopted roadway level-of-service standards. These projects include widening existing roads, adding turn lanes and signals to existing roads, and constructing entirely new roadway sections. Other projects improve separation between motorized vehicle, pedestrian and bicycle traffic flow, perform planning, design, or feasibility studies, and provide street lighting, landscaping, or other amenities.

Roadway projects from the Transportation Facilities Plan (TFP) serve as the primary source of candidate projects considered for the latest update of the Capital Investment Program (CIP) Plan. TFP roadway projects selected for inclusion in the CIP rank high in a prioritization system based strongly on transportation system goals and policies identified in the City’s Comprehensive Plan. The ranking system gives significant weight to both a project’s ability to address safety issues and its likelihood of leveraging outside funding sources. Level-of-service benefits are strongly considered as well as a project’s benefit to transit service and mode split goal achievement. Finally, a project’s regional significance as indicated by its inclusion in a regional transportation plan, a specific interlocal agreement, or impact to a regional facility is factored into the prioritization process.

Projects listed herein comply with the goals and policies of the City’s Comprehensive Plan and with applicable state and federal standards. Implementation of these projects will help to provide a safer roadway system while improving mobility in Bellevue.

Note: In adopting the 2023-2029 CIP, the City Council did not specifically identify projects to be funded by General Taxes vs. Bond Funding. Since both General Taxes and long-term general obligation bond proceeds are fungible means of project financing, some of the following project description pages have combined these funding sources into a single line. As the City enacts the adopted financing strategy, specific projects will be identified as recipients of the associated proceeds.

2023-2029 Adopted CIP: Transportation and Mobility

Funded CIP Projects

CIP Plan Number	Project Title	\$ in 000s	
		2023-2029 Project Cost	Total Estimated Cost
G-103	Eastrail	\$ 500	\$ 4,283
G-119*	Project Management System	500	500
PW-M-1	Bridge and Pavement Preservation (Overlay) Programs	61,370	217,030
PW-M-2	Minor Capital - Traffic Operations	1,874	13,699
PW-M-7	Neighborhood Traffic Safety Program	3,426	13,650
PW-M-19	Major Maintenance Program	10,725	29,754
PW-M-20	Minor Capital - Signals and Lighting	3,673	10,169
PW-M-22*	Early World Daycare Bridge Replacement	5,000	5,000
PW-M-23*	143rd Place NE/NE 20th Street to Bel-Red Road	2,650	2,650
PW-R-46	Traffic Safety Improvements	1,144	6,434
PW-R-156	ITS Master Plan Implementation Program	4,303	8,337
PW-R-159	East Link Analysis and Development	286	17,385
PW-R-166	124th Ave NE - NE Spring Boulevard to Ichigo Way (18th St)	(1,671)	26,524
PW-R-168	120th Ave NE (Stage 3) NE 12th St to NE 16th St	90	20,350
PW-R-169	124th Ave NE - NE 12th to NE Spring Boulevard (TIFIA)	1,611	21,350
PW-R-170	130th Ave NE - Bel-Red Rd to NE 20th St (TIFIA)	4,184	28,323
PW-R-172	NE Spring Blvd (Zone 1) - 116th to 120th Avenues NE	(232)	31,700
PW-R-173	NE Spring Boulevard (Zone2) - 120th to 124th Aves N (TIFIA)	(1,638)	19,070
PW-R-174	NE Spring Boulevard - 130th to 132nd Ave NE (TIFIA)	(7,963)	5,681
PW-R-182	Downtown Transportation Plan/NE 6th Street Station Access	5,300	13,200
PW-R-184	Bellevue Way SE HOV Lane - 112th Ave SE 'Y' to I-90	5,000	6,400
PW-R-185	Newport Way Improvements - Somerset Blvd to 150th Ave	162	9,885
PW-R-186	120th Ave NE Stage 4 Design - NE 16th St to Northup Way	15,000	19,456
PW-R-190	124th Avenue NE - NE 8th to NE 12th Street	61	980
PW-R-191	124th Avenue NE/Ichigo Way (NE 18th St) to Northup Way (TIFIA)	17,213	48,519
PW-R-193	BelRed Corridor Local Street Network	11,446	11,878
PW-R-194	West Lake Sammamish Parkway Phase 3	12,500	12,500
PW-R-198	Neighborhood Congestion Management (Levy)	14,000	26,000
PW-R-199	Neighborhood Safety & Connectivity (Levy)	52,111	86,677
PW-R-200	Neighborhood Congestion Management Project Implementation	8,225	9,725
PW-R-201	Bellevue College Connection	277	728
PW-R-202	150th Avenue SE at SE Newport Way	(540)	1,900
PW-R-205	Vision Zero Rapid Build Data Driven Safety Program	2,614	3,479
PW-R-206	Transportation Grant Match Program	10,390	10,390
PW-R-207	114th Avenue SE and SE 8th Street	3,410	3,410
PW-R-208	112th Avenue NE at McCormick Park	(500)	500
PW-R-210*	NE Spring Boulevard (Zone 3) - 124th Ave NE to 130th Ave NE	600	600
PW-R-211*	NE 6th Street Extension	250	250
PW-R-212*	150th Avenue SE/SE 37th Street/I-90 EB off-ramp	7,500	7,500
PW-R-213*	West Lake Sammamish Parkway Phase 4	1,000	1,000
PW-R-214*	148th Avenue NE and NE 24th Street	250	250
PW-R-215*	Regional Capital Analysis Development and Coordination	1,350	1,350
PW-R-216*	I-405 Non-Motorized Crossing	3,615	3,615
PW-W/B-56	Pedestrian and Bicycle Access Improvements	5,870	17,674
PW-W/B-76	Neighborhood Sidewalks	11,417	25,496
PW-W/B-78	Mountains to Sound Greenway Trail	25	3,054
PW-W/B-81	108th/112th Aves NE - N. City Limit to NE 12th St	(16)	184
PW-W/B-84	Mountains to Sound Greenway Trail - 132nd Ave SE to 142nd Pl SE	139	9,212
PW-W/B-85	Growth Corridor High Comfort Bicycle Network Implementation	3,500	4,500
PW-W/B-86*	Mountains to Sound Greenway Trail - 142nd Pl SE to 150th Ave SE	6,900	6,900
PW-W/B-87*	Bel-Red Road and NE 28th Street	630	630
PW-W/B-88*	SE 34th Street/162nd Place SE to West Lake Sammamish Parkway	1,500	1,500
PW-W/B-89*	South Wilburton Pedestrian and Bicycle Connections	300	300
Total Transportation and Mobility		\$ 291,329	\$ 831,529

*New CIP Plan for 2023-2029

2023-2029 Adopted CIP: Transportation and Mobility

Combined, Completed Projects

CIP Plan Number	Project Title	\$ in 000s	
		2023-2029 Project Cost	Total Estimated Cost
PW-R-160	NE 4th Street Extension - 116th to 120th Ave NE	-	\$ 35,542
PW-R-164	120th Ave NE Stage 2 - NE 8th St to NE 12th St	-	46,640
PW-R-177	Eastgate Subarea Plan Implementation	-	380
PW-R-181	East Link MOU Commitments	-	58,353
PW-R-187	Traffic Signal Controllers and Temporary Bus Stop	-	455
PW-R-192	124th Avenue NE at SR 520	-	250
PW-W/B-83	Mountains to Sound Greenway Trail - I-405 to 132nd Avenue SE	-	22,080
PW-R-209	130th TOD Paving Parking Lot	-	5,000
PW-R-203	South Downtown Bellevue I-405 Access	-	300
PW-R-204	Mobility Implementation Plan	-	345
PW-R-183	West Lake Sammamish Parkway, Phase 2	-	9,700
CD-30	Station Area Planning Implementation	-	3,500
	Total Combined, Completed Projects	-	\$ 182,544

G-103: Eastrail

Category: Transportation & Mobility
 Department: City Manager

Status: Ongoing
 Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
10,002,600	3,782,600	250,000	250,000	2,860,000	2,860,000	-	-	-

Description and Scope

This project provides funding for the Eastrail regional trail extends from Renton in the south to Snohomish County in the north and runs just east of I-405 and downtown Bellevue. The City Council has long expressed support for the development of a high-quality, multi-use trail on this former rail corridor. This project supports continued coordination with King County Parks in developing and advancing design and implementation of a trail that will address the needs and interests of the Bellevue community. Funding is provided for the design and/or implementation of Eastrail crossings and connections at priority locations in Bellevue. The City Council set aside \$2 million 2017-2018 to be used at their discretion to support implementation of key elements of the trail such as the renovation of the iconic 1904 Wilburton Trestle.

Rationale

This proposal specifically advances Priority 12 (Great Places Where You Want to Be) in the 2021-2023 City Council Priorities, which concerns development of the Eastrail and identifies the need to "begin to establish community connection points to the Eastrail." Community access to the Eastrail is additionally prioritized by policies and projects in the Comprehensive Plan (Transportation and Parks, Recreation & Open Space); the Pedestrian and Bicycle Transportation Plan; the Parks and Open Space System Plan and the City Council's Eastside Rail Corridor Interest Statement (November 21, 2016).

This project assists in the development of high-quality connections to the Eastrail and assures that the city's interests are considered by King County and others in the planning, design, and construction of a regional trail on the Eastside Rail Corridor alignment. The corridor through Bellevue is owned by King County and Sound Transit. This proposal supports Bellevue's work as a partner in Eastrail development, leveraging the more than \$36 million that will be invested in Eastrail projects in Bellevue through the 2020-25 King County Parks, Trails, and Open Space Replacement Levy as well as the \$18 million for Eastrail in Bellevue included in the 2022 Move Ahead Washington transportation funding package and the \$10 million in private sector contributions (from Amazon, Meta/Facebook, REI and Kaiser Permanente). It crosses multiple city streets, passes through commercial areas and neighborhoods, and includes the iconic and historic wooden Wilburton trestle east of I-405, near SE 8th Street.

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Environmental Impacts

Project specific environmental review, consistent with state and federal requirements, will be made during the design phase of specific projects.

Operating Budget Impacts

Operating costs for this program will be determined on a project specific basis as required.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	10,002,600

Total Budgetary Cost Estimate: 10,002,600

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Federal Grant	6,182,600
Misc revenue	1,820,000
Bond	2,000,000
Total Programmed Funding:	10,002,600
Future Funding Requirements:	-

FY2023-2029

Comments

G-119: Project Management System

Category: Transportation & Mobility

Status: New

Department: Transportation

Location: City Hall

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
500,000	-	400,000	100,000	-	-	-	-	-

Description and Scope

This project is a collaborative effort between the Utilities and Transportation Departments to fund the purchase and implementation of a modern tracking and reporting system supporting the management and delivery of both departments' Capital Investment Programs and projects. The proposed system will replace a combination of disparate spreadsheets and the Project Reporting System (PRS), developed internally more than a decade ago. PRS suffers from poor performance, inefficiency, and instability and lacks analysis, workload management, and flexible reporting functionality. The proposed system will improve functionality for management of CIP delivery over the current model of using PRS in conjunction with numerous excel spreadsheets. Implementation of a new system is expected to yield improved tracking and management of project scopes, schedules, budgets and risks to better achieve project delivery goals and contribute to meeting program and portfolio accomplishment targets as well.

Rationale

Currently, the work of delivering the CIP is supported through use of the Project Reporting System (PRS), which is a software solution built by Bellevue's Information Technology Department (ITD) more than a decade ago to track and report on financial status of individual CIP projects. It is the only software system currently available for Transportation and Utilities to track project expenditures compared to cost projections and adopted budgets for CIP projects. PRS suffers from poor performance and instability and lacks analysis and reporting functionality. Staff tasked with delivering the CIP currently utilize PRS and numerous different Excel spreadsheets to track project delivery and budget elements. These spreadsheets are not connected to each other and there is risk that data between the spreadsheets may not be consistent or correct. This requires ongoing quality checking and correction, which takes staff time away from other important tasks.

In 2017, a business case was developed by Utilities and Transportation Departments to seek a better system to support project and program management and a request for information (RFI) process was undertaken to garner input from the industry on available systems. Due to City budget constraints, the formal procurement of a new system was put on hold.

Since 2017, the need for an enterprise Project and Portfolio Management System has increased due to the size and complexity of both department's Capital Investment Programs. Therefore, this proposal will resume work started in 2017 and fund implementation and ongoing maintenance of a new project tracking and reporting system that will improve functionality for management of CIP Program delivery over the current model of using PRS in conjunction with numerous, disconnected, and difficult to manage excel spreadsheets. Implementation of a new system is expected to yield improved tracking and management of project scopes, schedules, budgets, and risks to better achieve project delivery goals and contribute to meeting program and portfolio accomplishment targets as well.

Environmental Impacts

None

Operating Budget Impacts

Ongoing maintenance support and licensing costs will be determined after the selection of the system is made.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	500,000
Total Budgetary Cost Estimate:		500,000
Means of Financing		
Funding Source		Amount
Misc revenue		500,000
Total Programmed Funding:		500,000
Future Funding Requirements:		-

FY2023-2029

Comments

PW-M-1: Bridge and Pavement Preservation (Overlay) Program

Category: Transportation & Mobility Status: Ongoing
 Department: Transportation Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
222,874,723	155,660,209	8,440,270	8,423,186	12,245,409	10,166,633	9,015,782	9,313,006	9,610,229

Description and Scope

The City's Bridge and Pavement Preservation Programs are responsible for performing inspections and maintaining inventories that track the condition of the city's bridge and roadway pavement assets. These programs are also responsible for planning, design, and construction of preventative maintenance and rehabilitation projects for bridges, pavement, curb ramps, and sidewalks. Approximately 15% of the program's annual budget is allocated for pavement restoration work that is performed on behalf of the Utilities Department.

The Pavement Preservation Program prioritizes arterial street rehabilitation as requested by the City Council and uses data-driven preservation strategies for both residential and arterial streets to maintain pavement conditions cost-effectively. The Bridge Preservation Program funds the Federally mandated inspections and implements repairs and preservation projects.

Rationale

Investment in roadway and walkway maintenance contributes to smooth traffic circulation and reduces the long-term cost of major reconstruction by extending the life of Bellevue's transportation system and preserving the City's investment in existing facilities and implements and enhances bicycle facilities in a cost-effective manner speaking directly to the 2021-2023 Council vision "walking and biking are safe and enjoyable ways to get around" (Transportation and Mobility) and "infrastructure is ample and in excellent condition, including roads" (Economic Development).

The Bridge Preservation Program funds preventative maintenance and rehabilitation projects for Transportation Department bridge structures. This program is responsible for inspecting the City's bridges (including those owned by the Utilities Department) as required by 23 CFR 650, National Bridge Inspection Standards. Non-compliance with these regulations compromises Bellevue's ability to receive State and Federal funds for bridge maintenance, rehabilitation, and replacement.

Environmental Impacts

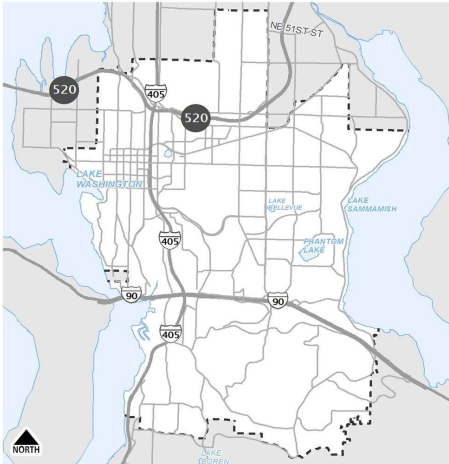
This program funds projects that are primarily maintenance-oriented and implemented on previously improved rights of way. Environmental impacts are minimal and are addressed as appropriate on a location-by-location basis.

Operating Budget Impacts

This CIP works to keep operating costs related to pavement maintenance manageable by implementing preventative maintenance and rehabilitation work in a strategic manner ("right treatment at the right time") that helps prevent potholes and other defects from forming and growing.

Operating costs for this program will be determined on a project specific basis as required.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	222,874,723

Total Budgetary Cost Estimate: 222,874,723

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Annexation Sales Tax	4,585,346
B&O Tax - Unrestricted	4,310,122
B&O Tax - Restricted	6,133,604
Transportation REET	155,494,774
Federal Grant	16,900,409
MVFT	5,227,616
Interlocal	841,507
Charges for Services	5,656
Private Contributions	104,351
Transfers from Other City Funds	15,629,767
Misc revenue	13,641,572

Total Programmed Funding: 222,874,723

Future Funding Requirements: -

PW-M-7: Neighborhood Traffic Safety Program

Category: Transportation & Mobility Status: Ongoing
 Department: Transportation Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
13,655,387	10,229,276	440,641	460,446	475,299	490,152	505,005	519,858	534,711

Description and Scope

This program supports the Council’s vision of implementing projects in neighborhoods that focus on safety and connectivity with an emphasis on traffic calming. This proposal funds design and construction of neighborhood traffic calming/safety improvements (e.g., speed humps, traffic circles, radar signs, turn restrictions, etc.) that change driver behavior and reduce excessive vehicle speeds, discourage motorists from cutting through neighborhoods and enhance pedestrian/bicycle safety. It also funds the design and installation of school zone improvements (flashing school zone beacons, raised crosswalks, among others) and educational programs to encourage safe driving and student pedestrian behavior. Project locations are identified by community members and there has been an increased number of requests for solutions to traffic safety issues in neighborhoods. Projects are funded to address the critical issues at prioritized locations and support citywide initiatives such as Vision Zero.

Rationale

The primary benefits of this investment are improved safety and protection of the quality of life for neighborhoods. The need to improve traffic safety throughout the city has always been a priority and there’s been a more comprehensive focus on traffic safety through the council’s adoption of Vision Zero. Further, requests for traffic safety mitigation continue to be high in all neighborhoods, and with traffic congestion increases on arterials, the potential for higher speeds on neighborhood streets and cut-through traffic increases; limiting neighborhood impacts is part of Council’s vision.

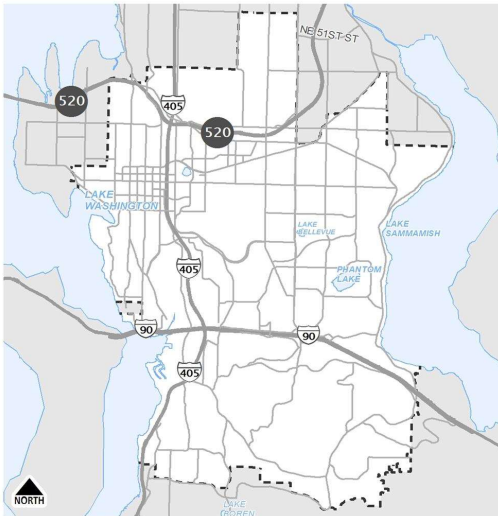
Environmental Impacts

This program funds projects that are primarily safety-oriented and implemented on previously improved rights of way, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis.

Operating Budget Impacts

Operating costs for this program will be determined on a project specific basis as required.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	13,655,387

Total Budgetary Cost Estimate: 13,655,387

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
B&O Tax - Unrestricted	412,850
B&O Tax - Restricted	699,491
Transportation REET	3,384,103
Federal Grant	345,348
Grant	30,476
MVFT	2,408,434
Charges for Services	1,307
Private Contributions	20,000
Transfers from Other City Funds	18,494
Investment Interest	159,795
Misc revenue	6,175,090

Total Programmed Funding: 13,655,387

Future Funding Requirements: -

FY2023-2029

Comments

PW-M-19: Major Maintenance Program

Category: Transportation & Mobility

Status: Ongoing

Department: Transportation

Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
29,753,665	19,028,975	1,789,916	1,382,175	1,421,666	1,466,093	1,510,520	1,554,947	1,599,374

Description and Scope

This program will inventory and prioritize needs for maintenance, rehabilitation, reconstruction, or replacement of significant transportation systems components and other transportation-related right-of-way appurtenances. The program will address high priority maintenance needs including, but not limited to, the repair, rehabilitation, or replacement of roadways, walkways, trails, retaining walls, rockeries, guardrails, pedestrian safety railing, City-owned fences, and maintenance to existing signals and lighting systems. This program will be adjusted for inflation 2023-2027. Additionally this program is requesting- an additional \$910,000 in 2023 to offset funding from a FEMA grant for the 98th Ave SE & SE 11th St Slope Stabilization Project. The status of reimbursement from FEMA is unknown. The program does not have the ability to absorb this additional project cost.

Rationale

This program provides funds for major maintenance improvements that will preserve and extend the life of previous transportation investments throughout the City. The program provides necessary capital resources to address a wide range of maintenance related needs that exceed the financial capacity of the Streets Maintenance or Traffic Operations operating budgets but are too small for standalone CIP projects.

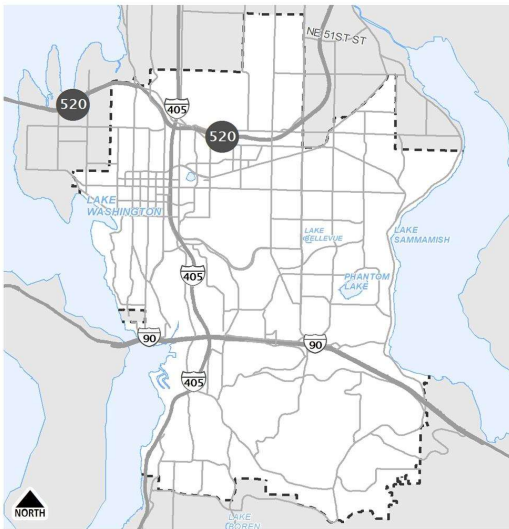
Environmental Impacts

This program funds projects that are primarily maintenance and safety-oriented which are implemented on previously improved rights of way, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis.

Operating Budget Impacts

Operating costs for this program will be determined on a project specific basis as required.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	29,753,665

Total Budgetary Cost Estimate: 29,753,665

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Annexation Sales Tax	3,900,672
B&O Tax - Unrestricted	78,070
B&O Tax - Restricted	11,151,690
Transportation REET	8,598,859
Federal Grant	1,380,998
MVFT	1,469,000

Misc revenue 3,174,376

Total Programmed Funding: 29,753,665

Future Funding Requirements: -

FY2023-2029

Comments

PW-M-20: Minor Capital - Signals and Lighting

Category: Transportation & Mobility

Status: Ongoing

Department: Transportation

Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
10,169,310	6,496,079	277,431	527,020	541,936	556,851	571,767	586,683	611,542

Description and Scope

This program funds traffic signal and street lighting related projects that are beyond the scope of the operating budget but too small for individual CIP projects. Typical projects funded include new traffic signals; traffic signal upgrades including new signal phases and displays for increased efficiency and safety; pedestrian signal upgrades at traffic signals; roadway signage and channelization upgrades near traffic signals; new or revised street lighting, including the systematic upgrade to Light Emitting Diode (LED) street lights; upgrade of Emergency Vehicle Preemption technology to a Global Positioning System (GPS) technology base; and communication upgrades including fiber optic cables for citywide connectivity supporting all departments.

Rationale

This program provides funds for traffic signal and street lighting improvement projects that are beyond the scope of the operating budget but too small for individual CIP projects. The program allows the City to respond on a timely basis to citizen projects and safety related requests; address unfunded mandates and changes to standards; support partnership opportunities with other capital or private development projects; and address other emergent needs. Projects under this program, such as the LED street lighting conversion and Emergency Vehicle Preemption upgrade to GPS support the Council's priority toward making Bellevue a "Smart City", as well as Environmental Stewardship and ITS efforts.

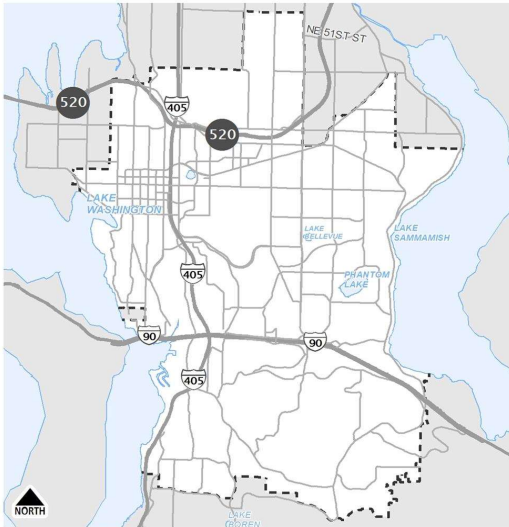
Environmental Impacts

This program funds projects that are primarily safety oriented and implemented on previously improved rights of way, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis. Environmental improvements are anticipated through the reduction in energy consumption realized through the deployment of LED street lighting.

Operating Budget Impacts

Operating costs for this program will be determined on a project specific basis as required.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	10,169,310

Total Budgetary Cost Estimate: 10,169,310

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Annexation Sales Tax	57,983
B&O Tax - Unrestricted	1,750,989
B&O Tax - Restricted	2,136,230
Transportation REET	3,725,626
Grant	23,526
MVFT	998,768
Private Contributions	458,750
Transfers from Other City Funds	836,732
Misc revenue	180,706
Total Programmed Funding:	10,169,310
Future Funding Requirements:	-

FY2023-2029

Comments

PW-M-22: Early World Daycare Bridge Replacement

Category: Transportation & Mobility

Status: New

Department: Transportation

Location: BelRed

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
5,000,000	-	-	-	-	-	-	-	5,000,000

Description and Scope

This project funds design, permitting, and construction for replacement of a timber sidewalk and driveway bridge structure and adjacent retaining walls located along the frontage of 13831 NE Bel-Red Road and provides for fish habitat enhancements to Kelsey Creek. The existing timber bridge and sidewalk structure spans Kelsey Creek and was constructed in 1972 as part of the project that widened NE BelRed Road to its current five-lane configuration. The structure does not meet current Americans with Disabilities Act (ADA) guidelines and has reached the end of its useful life. The existing driveway bridge is currently closed to vehicular traffic due to concerns about its deteriorated condition.

Rationale

This proposal addresses structurally deficient infrastructure that has reached the end of its useful life.

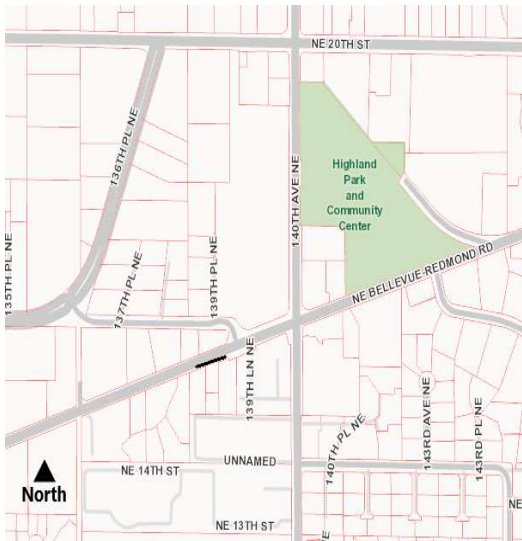
Environmental Impacts

The sidewalk, bridge, and retaining walls proposed for replacement are within or directly adjacent to Kelsey Creek, a type-F fish-bearing stream. This project proposes to improve (widen) the hydraulic width of Kelsey Creek and provide other fish habitat improvements along with the replacement of the structures that have reached the end of their useful life.

Operating Budget Impacts

The replacement sidewalk, bridge/culvert, and retaining walls are expected to reduce impacts to maintenance-related operating budgets. Current infrastructure is at the end of its useful life and requires ongoing maintenance funds to remain in service.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	5,000,000

Total Budgetary Cost Estimate: 5,000,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
B&O Tax - Restricted	1,448,070
MVFT	1,426,727
Misc revenue	2,125,202
Total Programmed Funding:	5,000,000
Future Funding Requirements:	-

FY2023-2029

Comments

PW-M-23: 143rd Place NE/NE 20th Street to Bel-Red Road

Category: Transportation & Mobility

Status: New

Department: Transportation

Location: BelRed

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
2,650,000	-	-	-	-	-	-	2,650,000	-

Description and Scope

This project will install a new traffic signal, eastbound to northbound left turn pocket and pedestrian crossing at the existing Bel-Red Road and NE 20th Place intersection. The existing pedestrian crossing signal on Bel-Red Road just to the west will be removed. A new road connection (142nd Avenue NE) would also be constructed from the terminus of NE 20th Place to the southern terminus of 142nd Avenue NE being constructed by private development. This project will also fund a design study for access management updates on NE 20th Street between 140th Avenue NE and 148th Avenue NE given the establishment of the new 142nd Avenue NE from NE 20th Street southward.

Rationale

There are currently no public roadways connecting Bel-Red Road and NE 20th Street for the ½ mile stretch between 140th Avenue NE and 148th Avenue NE. The installation of a signal and turn lane at Bel-Red Road/NE 20th Place, and extension of the existing roadway that currently ends near the Highland Center to connect to NE 20th Street would address this lack of connectivity concern. Benefits would include better connectivity between two major arterials in the Overlake area (Bel-Red Road and NE 20th Street), which would result in better circulation, less vehicle miles traveled, better business access, and better pedestrian and bicycle access and connections.

The addition of the design study for access management updates on NE 20th Street is necessary due to development patterns and the establishment of the new 142nd Avenue NE roadway from NE 20th Street southward toward the terminus of NE 20th Place. It may be desirable to move the existing NE 20th Street and 143rd Avenue NE traffic signal to 142nd Avenue NE, and adjust the associated access management treatments on NE 20th Street.

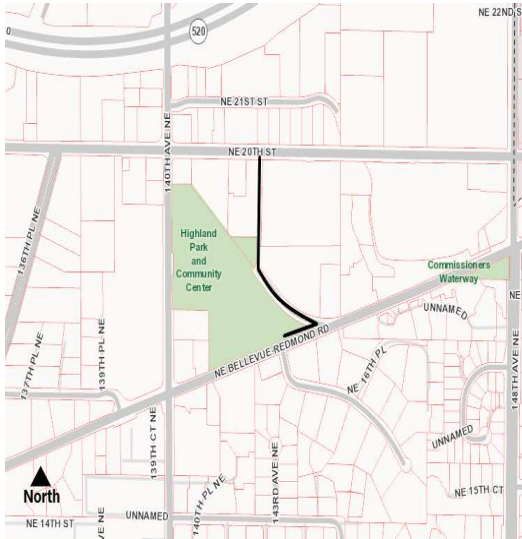
Environmental Impacts

An environmental analysis will be made in conjunction with preliminary engineering for this project.

Operating Budget Impacts

Operating costs will be determined during the project's design phase.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	2,650,000

Total Budgetary Cost Estimate: 2,650,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
B&O Tax - Restricted	1,229,098
Transportation REET	12,796
MVFT	1,408,107
Total Programmed Funding:	2,650,000
Future Funding Requirements:	-

FY2023-2029

Comments

PW-R-46: Traffic Safety Improvements

Category: Transportation & Mobility

Status: Ongoing

Department: Transportation

Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
7,674,406	5,290,731	273,529	1,268,480	158,431	163,382	168,333	173,284	178,235

Description and Scope

This program will implement various roadway safety-related capital improvements citywide as identified through the Collision Reduction Program, deficiency analyses, and community input. This program not only evaluates collisions resulting in serious injury or fatalities, but accounts for all collision types. Annually, staff breaks down collisions into categories based on roadway and intersection type and studies the top 5 to 10 locations per category to determine if the collisions show a clear trend that could be mitigated through a physical improvement. Projects developed to address collision trends include road rechannelization, access revisions, guardrail installation, roadside hazard removal, pedestrian crossing enhancements, improved roadway lighting, traffic signal timing modifications and other safety improvements. This program will also support Vision Zero through the proactive advancement of safety improvement throughout the City.

Rationale

This program is the main funding source for the City's Collision Reduction Program and it serves as a catalyst in achieving Vision Zero. The Collision Reduction Program is a dedicated, proactive, and consistently applied program to reduce public collision costs to those that travel in Bellevue. Between the program's inception in 1990 and 2017, 78 individual projects have been implemented at intersections and within corridors. These are high impact projects that come at a relatively low cost. This program also funds safety improvements that are not included in the Collision Reduction Program, typically at locations that exhibit high collision potential, risk, or severity, through a Vision Zero approach to creating a transportation system that is safe for all users. This program helps the city meet its Transportation and Mobility strategic target to be a "multimodal and Vision Zero city with reliable and predictable transportation choices.

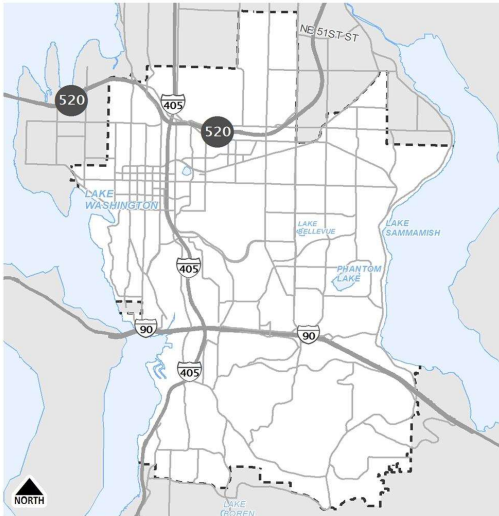
Environmental Impacts

This program funds projects that are primarily safety oriented and implemented on previously improved rights of way, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis. Operating Budget Impacts

Operating Budget Impacts

Operating costs for this program will be determined on a project specific basis as required.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	7,674,406

Total Budgetary Cost Estimate: 7,674,406

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Annexation Sales Tax	255,014
B&O Tax - Unrestricted	700,261
B&O Tax - Restricted	649,614
Transportation REET	1,632,320
Federal Grant	2,547,740
MVFT	820,762
Interlocal	13,399
Charges for Services	1,126
Transfers from Other City Funds	583,982
Investment Interest	470,188

Total Programmed Funding: 7,674,406

Future Funding Requirements: -

FY2023-2029

Comments

PW-R-156: Smart Mobility Plan Implementation Program

Category: Transportation & Mobility Status: Ongoing
 Department: Transportation Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
8,336,982	4,034,004	554,584	579,342	594,197	614,004	633,810	653,617	673,423

Description and Scope

This program will systematically implement the recommendations of the City’s Smart Mobility Plan completed in 2018. The funding provides the resources to plan and implement Smart Mobility technology in 5 areas: share-user mobility; data management & integration; autonomous, connected electric vehicles; real-time traveler information & traffic management. Projects will be selected to provide cost effective measures to manage traffic congestion, improve safety, limit impact to neighborhoods from cut-through traffic and increase the availability of real-time traffic information to user of the transportation systems. Repairs, upgrades & new installations of the citywide fiber optic network are partially funded through R-156. This network supports the communication to every traffic signal in the city, every facility owned by the City of Bellevue, public WiFi, WiFi for low income housing and a consortium of public/private partners.

Rationale

This program is a key strategy in transitioning from a transportation system focused on the drive-alone trip, to one that focuses on actively managing the transportation system to systematically improve traffic capacity, enhance and promote multi-modal transportation and safety, effectively address emergency management and events, promote neighborhood safety, and providing improved motorist information for better transportation decision making by users. The effort matches the City’s strategy for a “high quality built and natural environment through the program’s support of advanced transportation technologies. Funded projects provide cost-effective solutions to help reduce traffic congestion and increase the capacity of the transportation system through efficiency gains and the provision of an alternative to costly roadway and intersection expansion projects. With the completion of the SCAT adaptive signal control system deployment, this program is crucial for funding on-going expenditures for support, system maintenance, network communication, software licensing and performance measure.

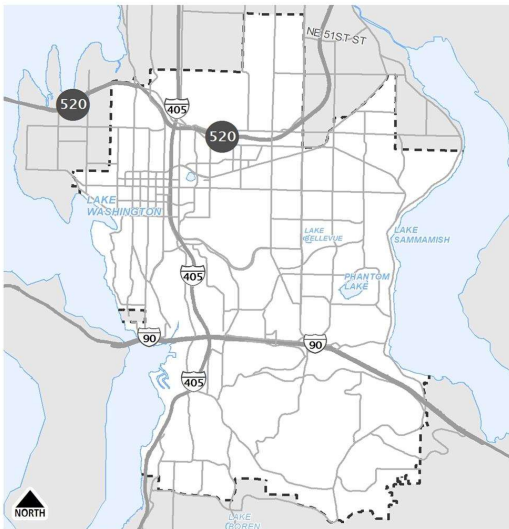
Environmental Impacts

This program funds projects that are primarily safety oriented and implemented on previously improved rights of way, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis. The efforts will support lower vehicle fuel usage, lower electrical energy production, reducing carbon emissions and better transportation system efficiency.

Operating Budget Impacts

Operating costs for this program will be determined on a project specific basis as required.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	8,336,982

Total Budgetary Cost Estimate: 8,336,982

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
B&O Tax - Restricted	246,044
Transportation REET	3,931,337
Federal Grant	25,002
Grant	394,000
MVFT	82,324
Misc revenue	3,249,045

Bond 409,231

Total Programmed Funding: 8,336,982

Future Funding Requirements: -

FY2023-2029

Comments

PW-R-159: East Link Analysis and Development

Category: Transportation & Mobility Status: Approved and Begun
 Department: Transportation Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
17,384,976	17,098,976	286,000	-	-	-	-	-	-

Description and Scope

Utilize in-house and consultant resources to participate with Sound Transit and other potential partners to advance construction and coordinate design changes of the East Link light rail project and deliver on commitments made in the Memorandum of Understanding (MOU). Work tasks will include, but are not limited to, activities that relate directly or indirectly to the East Link project, including City-sponsored projects and programs.

Rationale

East Link is a Sound Transit-funded light rail project that will connect Bellevue with Seattle and with the Overlake area of Redmond by 2023. The \$2.8+ billion project will be routed through South Bellevue, Downtown Bellevue, and the BelRed corridor with six stations. The City and Sound Transit (ST) have executed a MOU which commits the City to a financial contribution of up to \$100 million. Additionally, both parties endorsed an ongoing Collaborative Design Process (CDP) to advance project design and address project mitigation issues. Also, in April 2015, Parties amended and restated the Memorandum of Understanding to reflect updated project information. The Amended MOU commits the City and ST to project delivery elements to advance design and construction of the East Link Light Rail and Operations and Maintenance Facility East (OMFE). In addition to the CDP, both parties endorsed a Collaborative Construction Program to advance the project through construction. During the construction phase (which commenced in 2016), the City will focus on investigating and resolving design variations; construction management; coordinating City roadway projects in the vicinity of East Link with Sound Transit; implementing an appropriate permitting and inspection process; identifying and evaluating complimentary City actions; and, analyzing community issues and preferences, and other project elements. Bellevue City Council has indicated its desire to adhere to the lessons learned from the Light Rail Best Practices Project to ensure that the system is “done right the first time” and is an asset to the community. The City is therefore investing resources in the East Link project to ensure issues are analyzed adequately and decisions are fully informed.

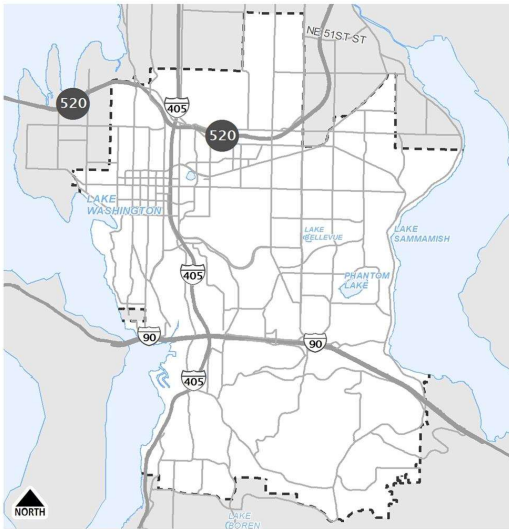
Environmental Impacts

An Environmental Impact Statement was prepared by Sound Transit for the overall East Link Project.

Operating Budget Impacts

This project has no known impacts to operating revenues and/or expenditures.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	17,384,976

Total Budgetary Cost Estimate: 17,384,976

Means of Financing

Funding Source	Amount
B&O Tax - Unrestricted	500,000
B&O Tax - Restricted	779,113
Transportation REET	286,000
MVFT	9,424
Interlocal	981,587
Misc revenue	6,740,489
Bond	8,088,363
Total Programmed Funding:	17,384,976
Future Funding Requirements:	-

FY2023-2029

Comments

PW-R-166: 124th Ave NE-Spring Blvd to Ichigo Way (NE 18th)

Category: Transportation & Mobility Status: Approved and Begun
 Department: Transportation Location: BelRed

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
26,523,999	28,195,235	(1,671,236)	-	-	-	-	-	-

Description and Scope

This project completes the final design, right of way acquisition, and construction of 124th Avenue NE from NE Spring Blvd. to Ichigo Way (NE 18th Street). This project will widen and raise 124th Avenue NE roadway from NE Spring Blvd. to Ichigo Way (formerly NE 18th Street) to accommodate the Sound Transit East Link light rail line (LRT) crossing under 124th Avenue NE. The widened roadway cross-section will consist of five lanes, two travel lanes in each direction with turn pockets or a center turn lane, curb, gutter and sidewalks on the eastside for the entire project, and on the west side from NE Spring Boulevard to NE 16th Street. The project will also include planter areas, a bridge structure, retaining walls, illumination, landscaping, irrigation, storm drainage, water quality treatment, and install a new signal at NE 16th Street.

Rationale

This project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new BelRed transit-oriented development nodes, and the larger City and region. In coordination with the extension of NE 4th Street, a widened and realigned 120th Avenue NE corridor, the planned NE 6th Street extension, and the new NE Spring Blvd. multi-modal corridor have been associated and advanced as part of the BelRed Plan. The package of projects was formed to address growth, accommodate planned new land use development in the vicinity, and to ensure coordinated design and implementation with the ST East Link project.

Environmental Impacts

Consistent with state and federal environmental requirements, this project has obtained SEPA and NEPA environmental approvals for the full 124th Avenue NE corridor between NE 8th Street and Northup Way. A citywide programmatic environmental review including this project was conducted as part of the citywide 2013-2024 Transportation Facilities Plan (TFP) update. Programmatic impact and mitigation documentation is included in the TFP Final Environmental Impact Statement (July 2013).

Operating Budget Impacts

Operating costs will increase due to added street lighting/signal (electricity) and the maintenance of the roadway and landscaping. An estimated \$50,000 will be required to fund these costs adjusted for inflation annually.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	26,523,999

Total Budgetary Cost Estimate: 26,523,999

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
B&O Tax - Restricted	707,507
Transportation REET	3,153,557
Grant	6,236,700
MVFT	50,000
Interlocal	9,976,000
Transportation Impact Fees	4,212,809
Private Contributions	177,000
Misc revenue	(2,196,210)
Bond	4,206,636

Total Programmed Funding: 26,523,999

Future Funding Requirements: -

PW-R-168: 120th Avenue NE (Stage 3) NE 12th to NE 16th Streets

Category: Transportation & Mobility Status: Approved and Begun

Department: Transportation Location: BelRed

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
20,350,002	20,260,000	90,002	-	-	-	-	-	-

Description and Scope

This project widened and raised the profile for 120th Ave NE from NE 12th St to NE 16th St in coordination with the undercrossing of the Sound Transit East Link light rail line in this vicinity. This corridor segment includes all intersection improvements at NE 12th St. The roadway cross-section consists of 5 lanes, including 2 travel lanes in each direction with turn pockets or a center turn lane. The project includes bike lanes, curb, gutter & sidewalk on both sides, illumination, landscaping, irrigation, storm drainage, and water quality treatment. Between NE 14th and NE 16th St, the project includes a bridge structure to accommodate the undercrossing of the East Link light rail line project in this vicinity. The project was designed and constructed to reflect BelRed urban design criteria and include new and/or relocation of utility infrastructure.

Rationale

The 120th Ave NE project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new BelRed transit-oriented-development nodes, and the larger City and region. This project, in coordination with the extension of NE 4th St, a widened and improved 124th Ave NE corridor, the planned NE 6th St extension, and the new NE Spring Blvd multi-modal corridor, have been associated and advanced as part of BelRed Plan. The package of projects was formed to address recent growth, accommodate planned new land use development in the vicinity, and to ensure coordinated design and implementation with the ST East Link light rail project.

Environmental Impacts

Consistent with federal and state environmental requirements, this project obtained NEPA and SEPA environmental approval and will obtain the required City, state and federal permits prior to construction.

Operating Budget Impacts

Operating costs will increase due to added street lighting/signal (electricity) and the maintenance of the roadway and landscaping. An estimated \$100,000 will be required to fund these costs adjusted for inflation annually.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	20,350,002

Total Budgetary Cost Estimate: 20,350,002

Means of Financing

Funding Source	Amount
Federal Grant	4,349,143
Grant	3,761,282
Interlocal	8,570,000
Transportation Impact Fees	2,150,916
Private Contributions	54,200
Bond	1,422,311
Sale of Fixed Assets	42,150
Total Programmed Funding:	20,350,002
Future Funding Requirements:	-

FY2023-2029

Comments

PW-R-169: 124th Avenue NE - NE 12th Street to NE Spring Boulevard

Category: Transportation & Mobility Status: Approved and Begun

Department: Transportation Location: BelRed

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
21,350,000	19,739,182	1,610,818	-	-	-	-	-	-

Description and Scope

This project completes the design, property acquisition and construction of 124th Avenue NE from NE 12th Street (Bel-Red Rd) to NE Spring Blvd. The roadway cross-section of this segment consists of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane; curb, gutter, and separated multi-use paths on both sides; retaining walls; and illumination, landscaping, irrigation, storm drainage and water quality treatment, intersections and signal system improvements. The project will be designed and constructed to reflect BelRed urban design criteria and to accommodate any new and/or relocation of existing utility infrastructure and will be coordinated with the design and construction of 124th Avenue NE Improvements – NE Spring Blvd. to Ichigo Way (CIP Plan PW-R-166).

Rationale

The 124th Avenue NE corridor improvements are one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles between Downtown Bellevue, Wilburton, the new BelRed transit-oriented-development nodes, and the larger City and region. This project, in coordination with the extension of NE 4th Street, a widened and realigned 120th Avenue NE corridor, and the new NE Spring Blvd. multi-modal corridor, are associated with and advanced as part of the BelRed Plan.

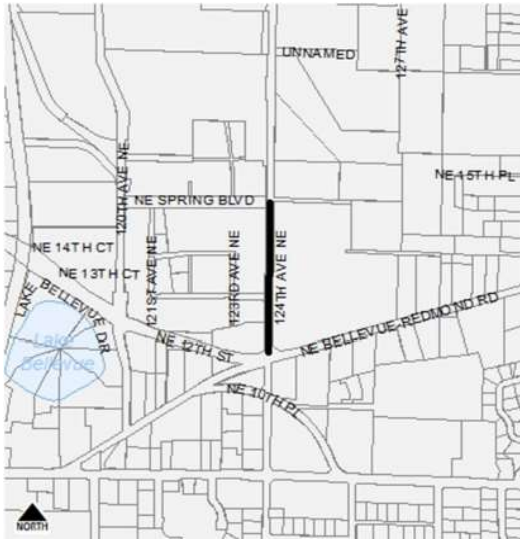
Environmental Impacts

Consistent with state and federal environmental requirements, this project has obtained SEPA and NEPA environmental approvals for the full 124th Avenue NE corridor between NE 8th Street and Northup Way. A SEPA determination of non-significance was issued for the implementation of the streetscape improvements between Main and NE 8th Streets.

Operating Budget Impacts

Operating costs will increase due to added street lighting/signal (electricity) and the maintenance of the roadway and landscaping. An estimated \$30,000 will be required to fund these costs adjusted for inflation annually.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	21,350,000

Total Budgetary Cost Estimate: 21,350,000

Means of Financing

Funding Source	Amount
Retail Sales Tax	609,000
B&O Tax - Unrestricted	90,000
B&O Tax - Restricted	273,664
Grant	5,000,000
Transportation Impact Fees	444,131
Private Contributions	44,000
Misc revenue	(1,527,769)
Bond	2,221,554
TIFIA	14,195,420
Total Programmed Funding:	21,350,000
Future Funding Requirements:	-

FY2023-2029

Comments

PW-R-170: 130th Avenue NE - Bel-Red Road to NE 20th Street

Category: Transportation & Mobility Status: Approved and Begun

Department: Transportation Location: BelRed

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
28,323,048	24,139,052	-	4,183,996	-	-	-	-	-

Description and Scope

This project provides multi-modal improvements along 130th Ave NE between BelRed Rd and NE 20th St. The improvements include curb, gutter, sidewalk, landscaping, illumination, drainage, water quality treatment, bicycle facilities on both sides of the street, on-street parking at select locations, potential mid-block crossings, intersection improvements including turn lanes at NE Spring Blvd, potential traffic signal and intersection modifications at NE 20th St and at BelRed Rd, and accommodation for a East Link light rail crossing at the NE Spring Blvd alignment. The project will be designed in coordination with the Sound Transit East Link light rail line project crossing 130th Ave NE at the NE Spring Blvd alignment, the planned light rail station and park & ride facility between 130th and 132nd Ave NE, private development in the vicinity, and the development of NE Spring Blvd-130th to 132nd Ave NE (PW-R-174). The project will be designed to reflect BelRed urban design criteria.

Rationale

The 130th Avenue NE project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between the new BelRed transit-oriented-development nodes and the larger City and region. This project, in coordination with the Sound Transit East Link Light Rail project, the planned light rail station between 130th and 132nd Avenues NE, the planned extensions and improvements to Spring Blvd., and with other new amenities, will support the area's redevelopment, attracting private investment in commercial and residential uses to create entirely new neighborhoods.

Environmental Impacts

Consistent with federal environmental requirements, this project obtained NEPA environmental approval and will obtain the required City and state permits prior to construction.

Operating Budget Impacts

Operating costs will increase due to added street lighting/signal (electricity) and the maintenance of the roadway and landscaping. An estimated \$30,000 will be required to fund these costs adjusted for inflation annually.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	28,323,048

Total Budgetary Cost Estimate: 28,323,048

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Beginning Fund Balance	858,388
MVFT	911,808
Investment Interest	131,000
Misc revenue	(1,976,565)
Bond	1,500,000
TIFIA	26,898,417

Total Programmed Funding: 28,323,048

Future Funding Requirements: -

FY2023-2029

Comments

PW-R-172: NE Spring Blvd (Zone 1) - 116th to 120th Avenues NE

Category: Transportation & Mobility Status: Approved and Begun
 Department: Transportation Location: BelRed

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
31,699,998	31,932,137	(232,139)	-	-	-	-	-	-

Description and Scope

This project will complete design and construction of a new multi-modal arterial street connection between NE 12th St/116th Ave NE and 120th Ave NE. The existing NE 12th St/116th Ave NE intersection will be modified and NE 12th St will be widened between 116th Ave NE and a new signalized intersection with NE Spring Blvd west of the Eastside Rail Corridor. The planned roadway cross-section for NE Spring Blvd between NE 12th St and 120th Ave NE will include two travel lanes in each direction with turn pockets, a separated multi-purpose path along the north side and a sidewalk on the south side, two bridges and retaining walls, landscaping and irrigation, urban design elements, illumination, storm drainage improvements & water quality treatment, and other underground utilities.

Rationale

The NE Spring Blvd project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new BelRed TOD nodes, and the larger City and region. This project, in coordination with the extension of NE 4th St, a widened and realigned 120th Ave NE corridor, the planned NE 6th St extension, and a widened and improved 124th Ave NE corridor, have been associated and advanced as part of the Mobility and Infrastructure Initiative (M&I) of 2009. The package of M&I projects was formed to address recent growth, accommodate planned new land use development in the vicinity, and to ensure coordinated design & implementation with the Sound Transit East Link light rail project.

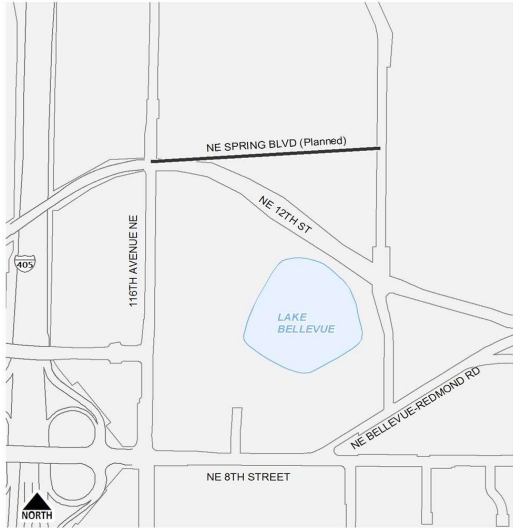
Environmental Impacts

In association with the NE Spring Blvd Zone 2 project (PW-R-173), a corridor specific environmental determination consistent with state and federal requirements has been completed.

Operating Budget Impacts

Operating costs will increase due to added street lighting/signal (electricity) and the maintenance of the roadway and landscaping. An estimated \$170,000 will be required to fund these costs adjusted for inflation annually.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	31,699,998

Total Budgetary Cost Estimate: 31,699,998

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Federal Grant	7,964,731
MVFT	4,854,240
Interlocal	1,088,434
Transportation Impact Fees	8,300,769
Misc revenue	6,118,570
Bond	3,373,254

Total Programmed Funding: 31,699,998

Future Funding Requirements: -

FY2023-2029

Comments

PW-R-173: NE Spring Boulevard (Zone2) - 120th to 124th Avenues North

Category: Transportation & Mobility Status: Approved and Begun

Department: Transportation Location: BelRed

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
19,070,002	20,708,000	(1,637,998)	-	-	-	-	-	-

Description and Scope

This project will complete design and construction of a new multi-modal arterial street connection between 120th and 124th Avenues NE, including signalized intersections at 120th, 121st, 123rd, and 124th Avenues NE. The planned roadway cross-section will include two travel lanes in each direction with turn pockets or center medians, sidewalks with buffered bicycle paths on both sides, landscaping and irrigation, urban design elements, illumination, storm drainage improvements and water quality treatment, and other underground utilities. A joint utility trench will also be constructed in cooperation with franchise utilities servicing the area. On-street parking will be provided along the north side of the roadway.

Rationale

The NE Spring Boulevard project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new BelRed transit-oriented-development nodes, and the larger City and region. This project, in coordination with the extension of NE 4th Street, a widened and realigned 120th Avenue NE corridor, the planned NE 6th Street extension, and a widened and improved 124th Avenue NE corridor, have been associated and advanced as part of the Mobility and Infrastructure Initiative (M&I) of 2009. The package of M&I projects was formed to address recent growth, accommodate planned new land use development in the vicinity, and to ensure coordinated design and implementation with the Sound Transit East Link light rail project.

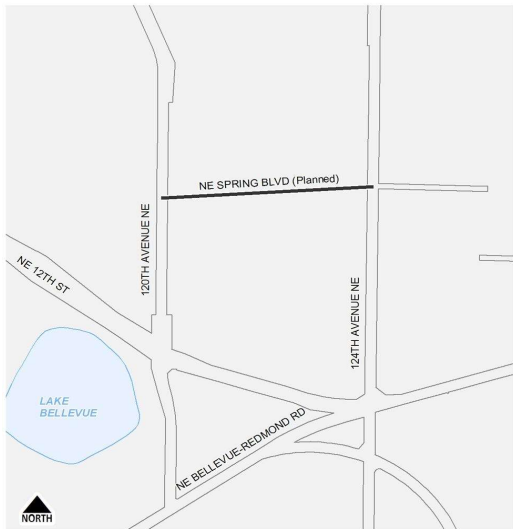
Environmental Impacts

In association with the NE Spring Boulevard Zone 1 project (CIP Plan No. PW-R-172), a corridor specific environmental determination consistent with state and federal requirements has been completed.

Operating Budget Impacts

Operating costs will increase due to added street lighting/signal (electricity) and the maintenance of the roadway and landscaping. An estimated \$170,000 will be required to fund these costs adjusted for inflation annually.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	19,070,002

Total Budgetary Cost Estimate: 19,070,002

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Federal Grant	1,238,119
Grant	5,950,200
MVFT	43,618
Transportation Impact Fees	617,000
Private Contributions	3,341,270
Investment Interest	477,298
Misc revenue	(1,356,268)
Bond	240,000
TIFIA	8,518,765

Total Programmed Funding: 19,070,002

Future Funding Requirements: -

FY2023-2029

Comments

PW-R-174: NE Spring Boulevard - 130th to 132nd Avenues NE

Category: Transportation & Mobility Status: Approved and Begun

Department: Transportation Location: BelRed

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
5,681,385	13,644,472	(7,963,087)	-	-	-	-	-	-

Description and Scope

This project will construct transportation system improvements of a new arterial roadway connection between 130th and 132nd Ave NE, to include a new traffic signal at 130th Ave NE, modifies signal at 132nd Ave NE (built by Sound Transit) and integrate vehicular traffic, ped and bike movements with East Link Light Rail. The roadway cross-section will include single westbound and eastbound travel lanes, outside the LRT alignment and the 130th Ave NE LRT station. Other improvements include sidewalks, bicycle facilities, illumination, landscaping and irrigation, storm drainage and water quality treatment, and other underground utilities. The project will be designed and constructed in coordination with ST, potential future private development, possible transit-oriented development to the immediate north, and the 130th Ave NE – BelRed Rd to NE 20th St (PW-R-170) project. The project will be designed to reflect BelRed urban design criteria. This project may be implemented in two stages.

Rationale

The NE Spring Boulevard project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between the new BelRed transit-oriented-development nodes and the larger City and region. This project, in coordination with the Sound Transit East Link Light Rail project, the planned light rail station between 130th and 132nd Avenues NE, and the planned improvements to 130th Avenue NE, along with other amenities, will support the area's redevelopment, attracting private investment in commercial and residential uses to create entirely new neighborhoods.

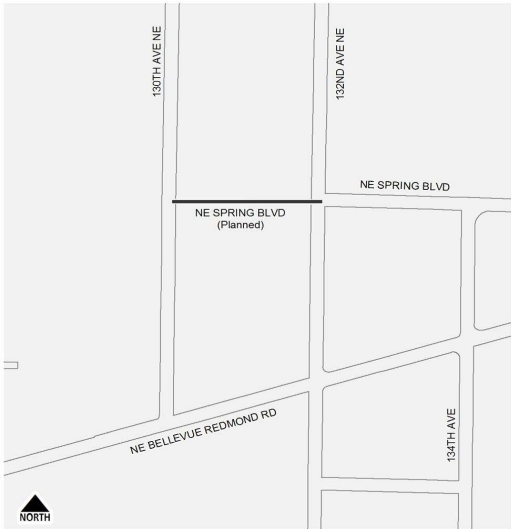
Environmental Impacts

Consistent with federal environmental requirements, this project obtained NEPA environmental approval and will obtain the required City and state permits prior to construction.

Operating Budget Impacts

Operating costs will increase due to added street lighting/signal (electricity) and the maintenance of the roadway and landscaping. An estimated \$50,000 will be required to fund these costs adjusted for inflation annually.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	5,681,385

Total Budgetary Cost Estimate: 5,681,385

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
MVFT	211,962
Transportation Impact Fees	3,077,395
Investment Interest	185,000
Misc revenue	(1,129,881)
Bond	900,000
TIFIA	2,436,910

Total Programmed Funding: 5,681,385
Future Funding Requirements: -

FY2023-2029

Comments

PW-R-182: Downtown Transportation Plan/Exceptional Light Rail Station Access

Category: Transportation & Mobility Status: Approved and Begun

Department: Transportation Location: Downtown

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
13,200,000	7,900,000	1,300,000	2,000,000	2,000,000	-	-	-	-

Description and Scope

This program implements the Downtown Transportation Plan (DTP) with projects to improve mobility options for people traveling to, from, and within Downtown Bellevue. Significant emphasis is given to projects that provide exceptional pedestrian and bicycle access near the Downtown light rail stations and along the Grand Connection. DTP identifies intersections that merit "Enhanced" or "Exceptional" treatment to safely and comfortably accommodate people walking. Significant investments are planned to design and build "Exceptional" intersections on both ends of the Transit Center and along the Grand Connection to create safe and seamless pedestrian crossings. Also, DTP identifies and establishes locations and priorities for new at-grade mid-block crossings at high-demand locations between signalized intersections. These mid-block crossing projects are supported by these CIP resources, typically in partnership with others.

Rationale

Significantly more people live and work Downtown, and they will increase the number of daily trips made for all purposes – for many of these trips people will choose to walk, bicycle, and ride transit because these are easy ways to get around. Against this backdrop of overall growth and activity, the average number of daily vehicle trips is expected to maintain the stability observed through several growth cycles dating to 1990. Light rail stations, Stride BRT, and RapidRide lines B and K that will serve Downtown Bellevue will attract pedestrians who will use transit for access to jobs, housing, shopping, and recreation. Along the Grand Connection and in all Downtown neighborhoods, people are choosing to walk or bicycle for commuting, exercise, and for short errands during the day. As a consequence of more people choosing to get around without a car, enhanced infrastructure projects are built in accordance with adopted plans to safely and comfortably accommodate pedestrians, bicyclists, and transit riders.

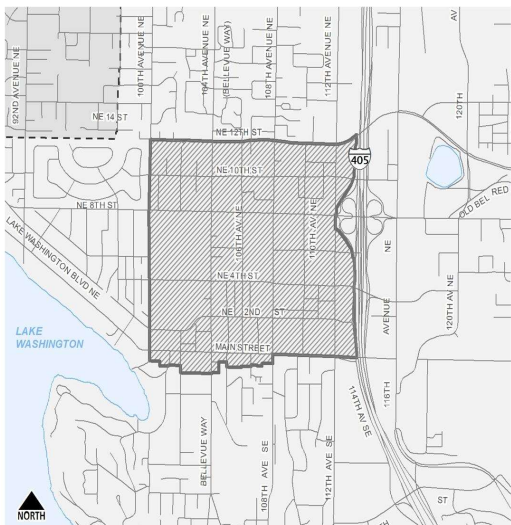
Environmental Impacts

Program resources design and build projects – and leverage private sector investments - that are intended primarily to improve mobility, access, and safety for pedestrians and bicyclists, with specific emphasis on connections to transit. Projects are implemented on public rights-of-way/easements. Adverse environmental impacts are not expected, and projects are expected to help achieve Environmental Stewardship Plan goals and targets for reduced greenhouse gas emissions and per capita vehicle miles traveled. Programmatic State Environmental Policy Act (SEPA) documentation was developed collaboratively through the Downtown Transportation Plan/Downtown Livability Initiative in a SEPA Report (2017) for amendments to the Downtown Land Use Code and Downtown Subarea Plan.

Operating Budget Impacts

Operating costs for this project will be determined on a project specific basis as required.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	13,200,000
Total Budgetary Cost Estimate:		13,200,000
Means of Financing		
	Funding Source	Amount
B&O Tax - Restricted		3,104,039
Transportation REET		3,726,961
Grant		500,000
Interlocal		55,000
Private Contributions		140,255
Misc revenue		4,538,655
Bond		1,135,090
Total Programmed Funding:		13,200,000
Future Funding Requirements:		-

FY2023-2029

Comments

PW-R-184: Bellevue Way SE HOV Lane - 112th Avenue SE 'Y' to I-90

Category: Transportation & Mobility Status: Approved and Begun
 Department: Transportation Location: West Bellevue

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
6,400,000	1,400,000	-	-	-	2,500,000	2,500,000	-	-

Description and Scope

This project funds the design and right of way acquisition of phase one of Bellevue Way SE, which will construct a new inside southbound HOV lane and a planter at the base of a retaining wall from the Winter's House to the future South Bellevue light rail station. It would connect to the section of Bellevue Way, including an HOV lane that extends to I-90, which will be built by Sound Transit. The design phase will include a public engagement process to help ensure the informed consent of the local community and other stakeholders in the Bellevue Way SE corridor as well as the completion of environmental documentation. Future project implementation includes the construction of phase one and design, right of way acquisition, and construction of phase two, which extends the southbound HOV lane from the Winter's house to 108th Avenue SE and approximately 400 feet along 112th Avenue SE to the north.

Rationale

Bellevue Way SE is a high volume arterial roadway handling over 34,000 vehicles during the average weekday. Southbound PM peak volumes often exceed 2,300 vehicles per hour causing significant congestion for those trying to reach I-90 or the Enatai area. Long traffic backups cause delays in service for buses trying to reach the South Bellevue Park and Ride and points beyond. Implementation of this new HOV lane improves multi-modal access to the South Bellevue Park and Ride and I-90, helping alleviate overall traffic congestion in that area. It will provide significant benefits to those who use transit, carpool, or vanpool.

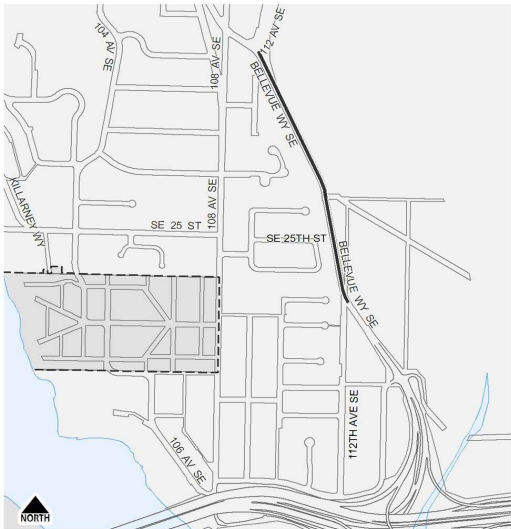
Environmental Impacts

A project-specific environmental determination will be made in conjunction with the final design for this project.

Operating Budget Impacts

Operating costs will be determined as the project progresses through design and the ultimate roadway improvements are determined.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	6,400,000

Total Budgetary Cost Estimate: 6,400,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
B&O Tax - Restricted	202,813
Transportation REET	21,174
MVFT	26,013
Transportation Impact Fees	3,420,000
Misc revenue	2,500,000
Bond	230,000

Total Programmed Funding: 6,400,000

Future Funding Requirements: -

FY2023-2029

Comments

PW-R-185: Newport Way Improvements - Somerset Boulevard to 150th Avenue

Category: Transportation & Mobility Status: Approved and Begun
 Department: Transportation Location: Eastgate & Factoria

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
9,884,750	9,722,929	161,821	-	-	-	-	-	-

Description and Scope

This project consists of roadway improvements, including the reconstruction of the roadway pavement, the installation of a 10-foot multiuse pathway (north side), 10.5-foot wide travel lanes, a raised pedestrian crossing, a 6-foot wide sidewalk from 150th Ave to the South Bellevue Community Center, and a 5-foot bike lane on the south side the roadway. The project also includes installing new illumination, landscaping, irrigation, storm drainage, and water quality treatment. This design configuration was based on input from the community.

Rationale

This section of SE Newport Way is within the area recently annexed into the City from King County. The corridor carries approximately 7,000 vehicles during the average weekday. There are currently very limited pedestrian or bicycle facilities requiring users to navigate very narrow shoulders to walk and bike along this route. Additionally, there are no designated street crossings for users desiring access to the popular destinations including a middle school, a branch of the King County library system, Eastgate Park, and the South Bellevue Community Center. This project is identified as a high priority in the City's 2009 Pedestrian and Bicycle Transportation Plan and implements the vision outlined in the City's Comprehensive Plan policies.

Environmental Impacts

A project-specific environmental determination was made in conjunction with the final design for this project.

Operating Budget Impacts

Operating costs will increase due to added street lighting/signal (electricity) and the maintenance of the roadway and landscaping. An estimated \$50,000 will be required to fund these costs adjusted for inflation annually.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	9,884,750

Total Budgetary Cost Estimate: 9,884,750

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transportation REET	161,821
Misc revenue	9,722,929
Total Programmed Funding:	9,884,750
Future Funding Requirements:	-

FY2023-2029

Comments

PW-R-186: 120th Avenue NE Stage 4, NE 16th Street to Northup Way

Category: Transportation & Mobility Status: Approved and Begun

Department: Transportation Location: BelRed

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
19,455,600	4,455,600	-	-	5,000,000	10,000,000	-	-	-

Description and Scope

This project funds the engineering design and coordination work of an interagency partnership between the City of Bellevue, King County and Sound Transit to develop plans, specifications, and cost estimates, and update environmental documentation. To be grant competitive this project also provides partial funding for construction and right-of-way acquisitions, including fee take, sidewalk, utility, and wall easements, wall maintenance easement, and temporary construction easement required to construct the project. This project will widen 120th Avenue NE, between NE 16th Street and Northup Way, with separated/buffered directional bike lanes and sidewalks on both sides of 120th Avenue NE. The project will also remove culvert pipe crossing of West Tributary underneath 120th Avenue NE, and replace it with a new fish and wildlife passable structure. This project may be implemented in phases.

Rationale

This project builds upon the previously completed initial design concept of 120th Avenue NE between NE 12th Street and Northup Way, which maintained the roadway generally within its current alignment (CIP Project PW-R-168). That project was segmented in order to coordinate with Sound Transit and complete the section of roadway between NE 12th Street and Spring Boulevard by raising the road over the light rail alignment and building a new bridge. This project is in response to a three-party interagency agreement between the City, King County and Sound Transit, executed in May 2015, that stipulates that the City will be the lead design agency for developing roadway design and alignment alternatives.

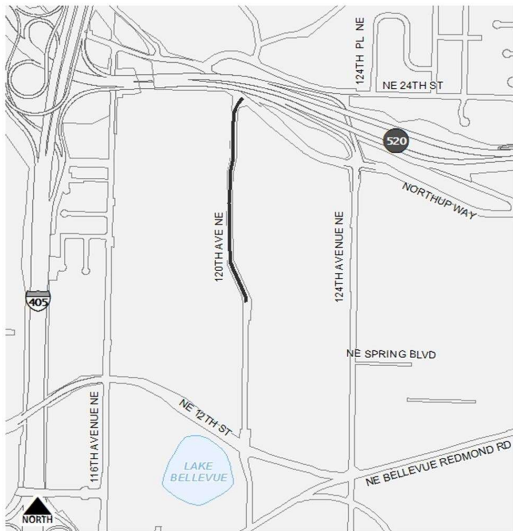
Environmental Impacts

Consistent with federal and state environmental requirements, this project obtained NEPA and SEPA environmental approval for the 120th Avenue NE corridor in 2012, but will updated NEPA and SEPA documents for reapproval. The project will obtain the required City, state and federal permits prior to construction.

Operating Budget Impacts

Operating costs for this project will be determined during the project's design phase.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	19,455,600

Total Budgetary Cost Estimate: 19,455,600

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
B&O Tax - Restricted	4,971,614
Federal Grant	1,455,600
MVFT	4,590,494
Transportation Impact Fees	2,000,000
Misc revenue	5,937,892
Bond	500,000

Total Programmed Funding: 19,455,600

Future Funding Requirements: -

FY2023-2029

Comments

PW-R-190: 124th Avenue NE – NE 8th to NE 12th Streets

Category: Transportation & Mobility Status: Approved and Begun

Department: Transportation Location: BelRed

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
979,847	919,000	60,847	-	-	-	-	-	-

Description and Scope

This project advances the design, property acquisition and construction of non-motorized improvements on 124th Avenue NE from NE 8th Street to NE 12th St (BelRed Rd). Funding may initially provide for implementation of an interim solution to address safety issues along this segment of the corridor, until the City is able to acquire the Post Office site which is currently under a 10-year lease. The ultimate scope envisioned is to construct separated multi-use paths on both sides, illumination, landscaping, irrigation, storm drainage and water quality treatment. This project will be designed and constructed to reflect BelRed urban design criteria and to accommodate any new and/or relocation of existing utility infrastructure and will be coordinated with the design and construction of other 124th Avenue NE Improvements – NE Spring Blvd. to NE 18th Street (CIP Plan PW-R-166), NE 12th Street to Spring Blvd. (CIP Plan PW-R-169), and Ichigo Way to Northrup Way (CIP Plan PW-R-191)

Rationale

The 124th Avenue NE corridor improvements are one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new BelRed transit-oriented-development nodes, and the larger City and region. This project will complete the non-motorized connection between the Wilburton neighborhood and Bel-Red area.

Environmental Impacts

Consistent with state and federal environmental requirements, this project has obtained SEPA and NEPA environmental approvals for the full 124th Avenue NE corridor between NE 8th Street and Northrup Way. A citywide programmatic environmental review, including this project, was conducted as part of the citywide 2013-2024 Transportation Facilities Plan update. Programmatic impact and mitigation documentation is included in the 2013-2024 TFP Final Environmental Impact Statement, published in July 2013.

Operating Budget Impacts

Operating costs for this project will be determined during the project's design phase.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	979,847

Total Budgetary Cost Estimate: 979,847

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
B&O Tax - Restricted	322,889
Transportation REET	60,847
MVFT	242,111
Misc revenue	(465,000)
Bond	819,000
Total Programmed Funding:	979,847

Future Funding Requirements: -

FY2023-2029

Comments

PW-R-191: 124th Avenue NE/Ichigo Way (NE 18th Street) to Northup Way

Category: Transportation & Mobility Status: Approved and Begun

Department: Transportation Location: BelRed

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
48,518,616	31,306,082	2,921,099	14,291,435	-	-	-	-	-

Description and Scope

This project advances the design, property acquisition, and construction of 124th Avenue NE from Ichigo Way (NE 18th St) to Northup Way. It will widen and raise the profile for this segment of the corridor with the roadway cross-section consisting of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane, install curb, gutter, and sidewalk on both sides, maintaining existing signal at Metro driveway, and illumination, ITS, signing, landscaping, irrigation, storm drainage, and water quality treatment, retaining walls, culvert replacement at Ichigo Way, wetland buffer and critical area mitigation, landscaping, underground utilities, urban design treatments, and provisions for gateways. This project also provides funding to complete design, property acquisition, and construction of a multipurpose pathway on the west side between NE 16th Street and Ichigo Way and replaces existing City of Seattle transmission towers with mono-tube towers.

Rationale

The 124th Avenue NE project is one of several high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new BelRed transit-oriented-development nodes, and the larger City and region. This project, in coordination with the extension of NE 4th Street, a widened and realigned 120th Avenue NE corridor, the planned NE 6th Street extension, and the new NE 15th/16th Street multi-modal corridor, have been associated and advanced as part of the Mobility and Infrastructure Initiative (M&I) of 2009. The package of projects was formed to address recent growth, accommodate planned new land use development in the vicinity, and to ensure coordinated design, implementation, and appropriate cost-sharing with the Sound Transit East Link light rail project. Ultimately, the scope of improvements will increase roadway capacity by adding north/south travel lanes to address the projected 2,100 vehicle p.m. peak trips, further reducing delay and congestion to the south and east. The improvements reflect the approximate 3,000,000 to 4,000,000 square feet of new office development and 1,000 multi-family dwelling units within a 36-acre area identified as the "Spring District" and improve access to/from SR 520.

Environmental Impacts

Consistent with state and federal environmental requirements, this project has obtained SEPA and NEPA environmental approvals for the full 124th Avenue NE corridor between NE 8th Street and Northup Way. A citywide programmatic environmental review, including this project, was conducted as part of the Transportation Facilities Plan update.

Operating Budget Impacts

Operating costs will increase due to added street lighting/signal (electricity) and the maintenance of the roadway and landscaping. An estimated \$50,000 will be required to fund these costs adjusted for inflation annually.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	48,518,616

Total Budgetary Cost Estimate: 48,518,616

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
B&O Tax - Restricted	405,024
Transportation Impact Fees	452,232
Misc revenue	(609,128)
Bond	720,000
TIFIA	47,550,488

Total Programmed Funding: 48,518,616

Future Funding Requirements: -

FY2023-2029

Comments

PW-R-193: BelRed Corridor Local Street Network

Category: Transportation & Mobility

Status: Approved and Begun

Department: Transportation

Location: BelRed

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
11,878,000	432,000	446,000	2,000,000	2,000,000	2,000,000	2,000,000	1,500,000	1,500,000

Description and Scope

This project will fund the planning and preliminary engineering necessary so street right-of-way needs can be documented for each BelRed Corridor parcel or group of parcels at the time of development. Funding is also included for the City to proactively pursue and acquire property for local streets at challenging locations to better ensure a complete street grid is ultimately completed. Challenges include property lines that do not align with the proposed street grid, topography concerns, smaller properties where street dedications affect development potential, and portions of the street grid that would be initially “land locked” until some future date that adjacent properties are developed. This project may also be used to deposit funds obtained from developers that are required to construct portions of the local street grid, but where that construction is not feasible at the time of development due the challenges outlined above.

Rationale

The BelRed Plan requires the progressive development of a network of new local streets to unlock development potential and to create walkable, attractive neighborhoods. During the BelRed Planning process, the Planning Commission reviewed a potential new street grid. This resulted in a planned street network adopted into the BelRed Subarea Plan and zoning code that requires new development to contribute toward the build-out of the local street network. However, while the plan for new local streets considered several factors, it was conducted at the subarea-wide level and was unable to review very detailed attributes, such as the location of utilities, existing curb cuts, and property access easements. In some locations, a prescriptive design will be required due to overall street requirements. In other cases, a design template will provide guidance that may be adapted on a case-by-case basis depending on the nature of the development.

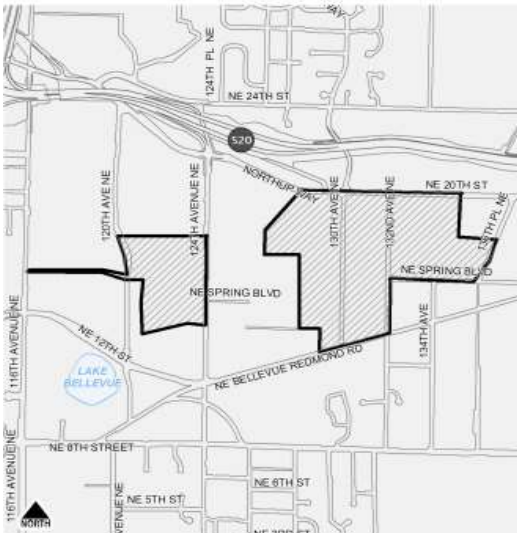
Environmental Impacts

Project specific environmental studies may be required and will be addressed as needed.

Operating Budget Impacts

Operating costs for this project will be determined on a project specific basis as required.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	11,878,000

Total Budgetary Cost Estimate: 11,878,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
B&O Tax - Restricted	7,000,000
Private Contributions	446,000
Misc revenue	4,432,000
Total Programmed Funding:	11,878,000
Future Funding Requirements:	-

FY2023-2029

Comments

PW-R-194: West Lake Sammamish Parkway Phase 3

Category: Transportation & Mobility

Status: Approved and Begun

Department: Transportation

Location: West Lake Sammamish

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
12,500,000	-	-	-	-	1,500,000	1,000,000	10,000,000	-

Description and Scope

The project will develop engineering plans, acquire necessary right of way, and construct the third phase of the West Lake Sammamish Parkway corridor improvements (of five anticipated phases). Project funding and the design process will confirm Phase 3 location between SE 34th Street and NE 2nd Street. The ultimate corridor improvement project is intended to provide a consistent 4-foot shoulder on the east side, a 10.5-foot northbound vehicle travel lane, a 10-foot wide southbound vehicle travel lane, a primarily 10-foot wide multi-purpose trail, and a 2-foot or 5-foot wide landscape buffer where space where feasible.

Rationale

This project began with the work completed in a joint (Bellevue, Redmond, King County) West Lake Sammamish Parkway Study completed in 1996. Growing traffic volumes and Bellevue's annexation of the long, southern segment of this road provided the impetus for reevaluating the roadway and potential improvements. A new analysis of possible treatments to the Parkway between I-90 and the north Bellevue / Redmond city limits was completed in 2005. The analysis included extensive community outreach and facilitation of public involvement in the development of preferred conceptual design. Alternatives were developed and analyzed with consideration given to traffic engineering principles, intersection treatments, traffic management, pedestrian and bicycle facilities, private property access, parking, storm drainage and water quality, environmental issues, and existing topographic features such as steep slopes and maintaining native vegetation. The City of Bellevue Pedestrian and Bicycle Transportation Plan identifies improvements to this corridor as a high priority.

Environmental Impacts

A project-specific environmental determination will be made in conjunction with the final design for this phase of the project.

Operating Budget Impacts

Operating costs for this project will be determined during the project's design phase.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	1/1/2026-	12,500,000

Total Budgetary Cost Estimate: 12,500,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
MVFT	1,000,000
Transfers from Other City Funds	1,300,000
Misc revenue	11,500,000
Total Programmed Funding:	12,500,000
Future Funding Requirements:	-

FY2023-2029

Comments

PW-R-198: Neighborhood Congestion Management (Levy)

Category: Transportation & Mobility Status: Ongoing
 Department: Transportation Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
26,000,000	12,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000

Description and Scope

Utilizing the 2016 Neighborhood Safety, Connectivity, and Congestion levy funds, this project specifically addresses Council funding guidance for \$2 million annually to help address congestion issues. This program targets small to medium-sized projects that can improve capacity and reduce congestion on streets leading to or from residential neighborhoods to help ease traffic congestion and improve mobility for residents of Bellevue. This budget can be used for traffic studies and outreach to evaluate potential locations for improvement; preliminary and final design for the improvement; and, construction for any project that helps benefit neighborhood congestion. Optimal use of funds is to leverage as a match to a grant that could fully fund design and construction since the allocated dollars are not enough to build many of the possible projects. Through the first six years (2017-2022) of the Levy, 12 projects are expected to be completed or under construction.

Rationale

In November 2016, the residents of Bellevue approved (by 54% of voters) Proposition 2 which assessed a \$0.15 per \$1,000 levy to fund Neighborhood Safety, Connectivity, and Congestion Management projects for 20 years, from 2017-2036. This project addresses Council’s desire to provide approximately \$2 million per year for design analysis work on intersection and roadway projects that would improve neighborhood access/egress. At Council direction, funds may be used to leverage other funding sources, or as a contribution to levy-backed construction.

The Neighborhood Safety and Connectivity (Levy)—also funded by Proposition 2—allots funding to deliver a backlog of neighborhood safety, connectivity, sidewalk, bicycle, technology, and maintenance needs. This work is funded by another proposal (130.125A).

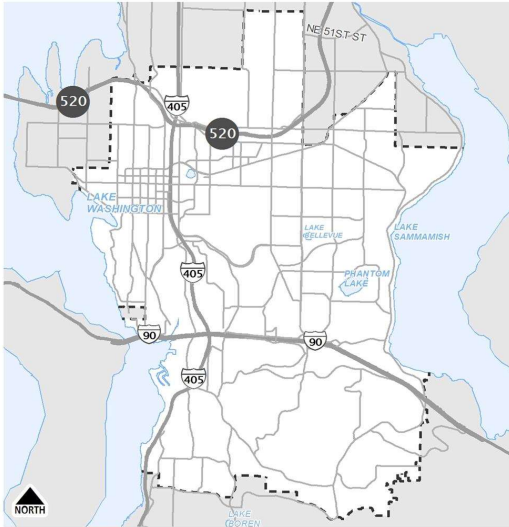
Environmental Impacts

There are no environmental impacts associated with this project fund. Should Council elect to fund project construction utilizing levy funds then a project-specific environmental study may be required.

Operating Budget Impacts

Operating costs for this program will determined on a project specific basis as required.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	26,000,000

Total Budgetary Cost Estimate: 26,000,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Neighborhood Congestion, Safety and Connectivity Levy	26,000,000
Total Programmed Funding:	26,000,000
Future Funding Requirements:	-

FY2023-2029

Comments

PW-R-199: Neighborhood Safety and Connectivity (Levy)

Category: Transportation & Mobility Status: Ongoing
 Department: Transportation Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
86,677,334	34,566,360	6,861,006	7,109,502	7,273,360	7,442,988	7,619,636	7,804,705	7,999,777

Description and Scope

The Transportation Department has a backlog of neighborhood safety, connectivity, sidewalk, bicycle, technology, and maintenance needs. The Neighborhood Safety and Connectivity Levy funding—approved by voters in 2016—helps the city to deliver more safety projects while being more responsive to community transportation improvement. Projects funded by the Levy include pedestrian crossing projects, sidewalk, traffic calming projects, school traffic improvement projects, new and upgraded bicycle facilities, sidewalk and other maintenance needs, and traffic technology projects. Projects are located in every neighborhood in the city. Through the first five years (2017-2021) of the Levy, 60 projects have been completed.

Rationale

In November 2016, the residents of Bellevue approved (by 54% of voters) Proposition 2 which assessed a \$0.15 per \$1,000 levy to fund Neighborhood Safety, Connectivity, and Congestion Management projects for 20 years, from 2017-2036. This project addresses Council’s desire to provide approximately \$2 million per year for design analysis work on intersection and roadway projects that would improve neighborhood access/egress. At Council direction, funds may be used to leverage other funding sources, or as a contribution to levy-backed construction.

The Neighborhood Congestion Reduction program, also funded by Proposition, allots \$2,000,000 per year to develop projects that ease traffic congestion within, near and between neighborhoods, making it easier for people to get to homes, jobs, schools, and shopping. This work is funded by another proposal (130.124A).

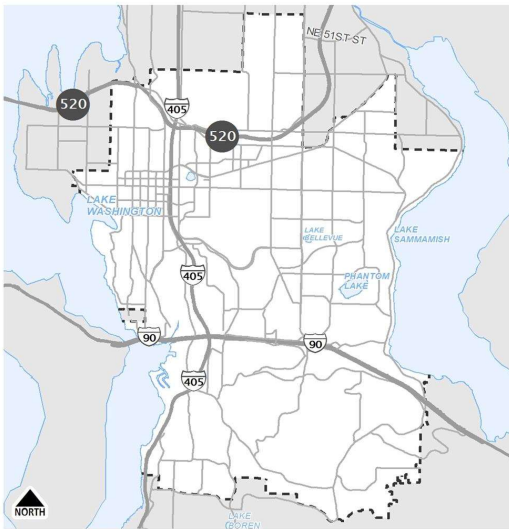
Environmental Impacts

Project-specific environmental studies may be required and will be addressed on a per-project basis.

Operating Budget Impacts

Operating costs for this program will determined on a project specific basis as required.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	86,677,334
Total Budgetary Cost Estimate:		86,677,334
Means of Financing		
Funding Source		Amount
Neighborhood Congestion, Safety and Connectivity Levy		86,677,334
Total Programmed Funding:		86,677,334
Future Funding Requirements:		-

FY2023-2029

Comments

PW-R-200: Neighborhood Congestion Management Project Implementation

Category: Transportation & Mobility Status: Ongoing

Department: Transportation Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
9,725,000	1,500,000	1,725,000	225,000	2,275,000	1,000,000	1,000,000	1,000,000	1,000,000

Description and Scope

In November 2016, the residents of Bellevue approved Proposition 2 which assessed a \$0.15 per \$1000 levy to fund Neighborhood Safety, Connectivity and Congestion Management projects. Council identified \$2 million of the levy funds collected be used to begin the planning and design process for projects that help to alleviate congestion affecting neighborhoods. Projects that improve capacity can be expensive to construct thus additional funding is needed to take projects to completion. This capital program will provide the additional budget needed to finish design and complete construction of neighborhood congestion projects that address and ease congestion for motor vehicles within, near and/or connecting neighborhoods to services to improve access and mobility.

Rationale

One of the stated intentions for the \$2 million established for congestion management projects out of the levy funding was to begin the pre-design/designing process that would lead to a budget proposal for construction as/if needed. Design processes have identified that projects costs would greatly limit the number of projects built under the levy if additional capital funds are not available to implement.

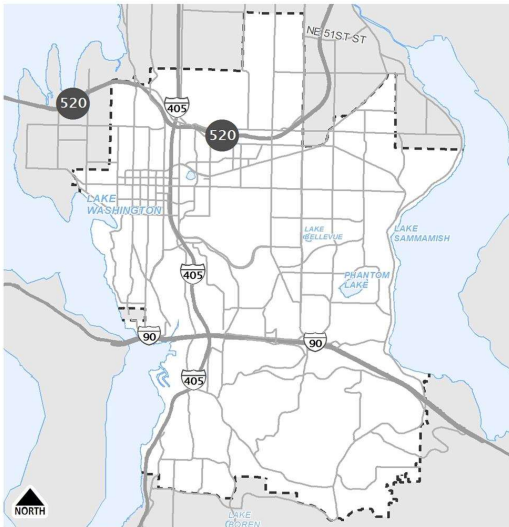
Environmental Impacts

Project-specific environmental studies may be required and will be addressed on a per-project basis

Operating Budget Impacts

Operating costs for this program will determined on a project specific basis as required.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	9,725,000

Total Budgetary Cost Estimate: 9,725,000

Means of Financing

Funding Source	Amount
B&O Tax - Restricted	2,054,285
Transportation REET	1,130,715
Transportation Impact Fees	4,901,430
Transfers from Other City Funds	540,000
Misc revenue	1,098,570
Total Programmed Funding:	9,725,000

Future Funding Requirements: -

FY2023-2029

Comments

PW-R-201: Bellevue College Connection

Category: Transportation & Mobility

Status: Approved and Begun

Department: Transportation

Location: Eastgate & Factoria

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
728,407	451,000	277,407	-	-	-	-	-	-

Description and Scope

This project is a partnership between King County Metro (Metro), Bellevue College (BC) and the City. The proposal will reconstruct a campus roadway (Snoqualmie River Road) and convert the roadway into a public city street to accommodate frequent transit bus service with sidewalks a multiuse trail and modify the 142nd Place SE/SE 32nd Street intersection. A Bellevue College Transit Center is envisioned to be developed along the corridor. This current funding request will advance design in partnership with Metro and BC and help the City compete for grant funding.

Rationale

This project provides an east-west connection to businesses, parks, shopping and the I-90 trail. Residents want to use multiple modes of travel but there are no pedestrian and cycle facilities along this stretch of roadway. The project responds to one of the City's primary responsibilities: public safety and the need to minimize the City's liability by preserving the transportation infrastructure. This project helps to accomplish the department's mission to provide a safe and efficient transportation system that supports livable neighborhoods, a diverse community, and a vital economy.

Environmental Impacts

An environmental determination will be made in conjunction with preliminary engineering for the project. It is expected that this project will receive a SEPA-DNS (Determination of Non-Significance) and a NEPA-CE (Categorical Exclusion).

Operating Budget Impacts

Operating costs for this project will be determined during the project's design phase.

Project Map



Vicinity Map. Not to scale.

Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	728,407

Total Budgetary Cost Estimate: 728,407

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transportation REET	277,407
Interlocal	296,000
Misc revenue	155,000
Total Programmed Funding:	728,407
Future Funding Requirements:	-

FY2023-2029

Comments

PW-R-202: 150th Avenue SE at SE Newport Way

Category: Transportation & Mobility

Status: Approved and Begun

Department: Transportation

Location: Eastgate & Factoria

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
1,900,000	2,440,000	(540,000)	-	-	-	-	-	-

Description and Scope

In November 2016, the residents of Bellevue approved Proposition 2 which assessed a \$0.15 per \$1,000 levy to fund Neighborhood Safety, Connectivity and Congestion Management projects. Council identified \$2 million of the levy funds collected be used to begin the design process for projects that help to alleviate congestion affecting neighborhoods. This project funds the completion of design and the construction of a corridor-benefiting congestion management project on 150th Avenue SE at the intersection with SE Newport Way. Traffic modeling analysis has shown that the addition of a right turn lane and associated intersection modifications provide significant benefit by reducing traffic delay at this intersection.

Rationale

This project was identified as a high priority neighborhood congestion reduction project needed to alleviate the ongoing congestion that occurs during peak traffic hours in the Eastgate area. Initial design funding is provided by the Neighborhood Safety, Connectivity and Congestion Levy.

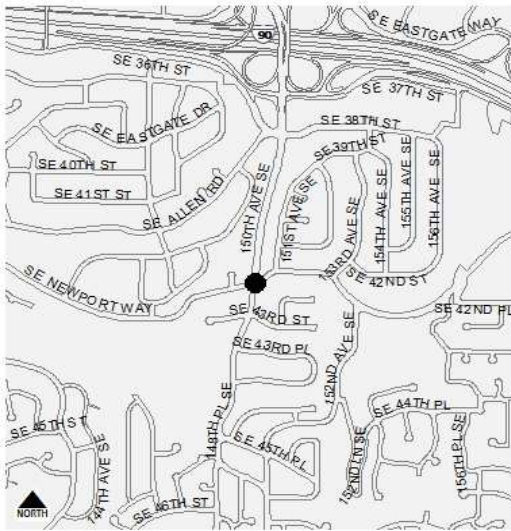
Environmental Impacts

A SEPA determination of non-significance was issued for this project.

Operating Budget Impacts

Operating costs will increase due to the maintenance of the roadway. An estimated \$20,000 will be required to fund these costs adjusted for inflation annually.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	1,900,000

Total Budgetary Cost Estimate: 1,900,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transfers from Other City Funds	1,900,000

Total Programmed Funding: 1,900,000

Future Funding Requirements: -

FY2023-2029

Comments

PW-R-205: Vision Zero Rapid Build Data Driven Safety Program

Category: Transportation & Mobility Status: Ongoing
 Department: Transportation Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
3,478,572	864,286	642,858	642,857	242,857	242,857	242,857	300,000	300,000

Description and Scope

In Bellevue 56% of fatal and serious injury traffic collisions occur on 7% of the City’s total street network. This budget proposal funds the first phase of Vision Zero rapid build road safety projects along these High Injury Network (HIN) corridors. Based on a comprehensive review of citywide crash data, five major streets have been initially identified among the HIN corridors to advance in this proposal: NE 8th St east of downtown, Factoria Blvd, Bellevue Way south of downtown, Bel-Red Rd in the Overlake area, and 116th Ave NE in the Wilburton area. Funding will implement safety countermeasures such as radar feedback signs, pedestrian crossings, left turn pockets, restricted turn movements, medians, and other elements that produce improved safety outcomes. Staff will conduct before/after assessments of these projects to inform future safety investments and support Vision Zero performance monitoring.

Rationale

In Bellevue 56% of fatal and serious injury traffic collisions occur on 7% of the City’s total street network (as measured by length). Engineering changes to create safer streets on Bellevue’s High Injury Network supports: Council’s Vision Zero commitment to strive to achieve zero traffic deaths and serious injuries on Bellevue streets by 2030 (see Resolution 9035); Comprehensive Plan direction to “Maintain a collision reduction program to identify high collision locations, evaluate and prioritize potential improvements and implement recommended changes” (see Policy TR-55); and, Council approved “safe systems” strategies to move Bellevue towards Vision Zero.

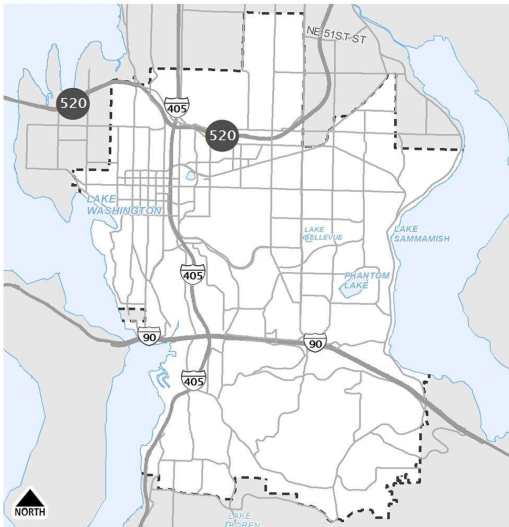
Environmental Impacts

This program funds projects that are primarily safety oriented and implemented on previously improved rights of way, so environmental issues are minimal and will be addressed as appropriate on a location-by-location basis.

Operating Budget Impacts

Operating costs for this project will be determined on a project specific basis as required.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	3,478,572

Total Budgetary Cost Estimate: 3,478,572

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
B&O Tax - Restricted	709,413
Transportation REET	1,000,000
Grant	150,000
Misc revenue	1,619,159
Total Programmed Funding:	3,478,572
Future Funding Requirements:	-

FY2023-2029

Comments

PW-R-206: Transportation Grant Match Program

Category: Transportation & Mobility

Status: New

Department: Transportation

Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
14,210,000	-	130,000	130,000	4,040,000	3,910,000	2,000,000	2,000,000	2,000,000

Description and Scope

Allocation of local dollars to this program has the intended outcome of leveraging the award or commitment of grants and other non-local funding from ratios of 1:1 to over 4:1. Virtually all grant programs require the commitment of a minimum local match, often 13.5 to 20 percent of the total project phase cost. Many grant programs prioritize projects when the applicant offers a local match above the minimum required. A flexible but committed allocation of resources will allow the city to be strategic and nimble in evaluating the competitiveness of our current or emerging capital priorities to find the best fit to the goals, focus and criteria established for federal, state, or regional grant programs. This fund may also be used as opportunities arise to partner or cost share with neighboring jurisdictions or regional agencies including King County, Sound Transit and WSDOT. Formal commitment of these dollars could be made contingent upon City Council or City Manager's Office approval.

Rationale

The city currently has very few fully or even partially funded transportation capital investments funded beyond the next two to three years in the CIP. This allocation will allow staff and decisionmakers the opportunity to leverage significant amounts of outside funding as specific outyear priorities are identified but when sufficient local resources are not available to advance project implementation. Some current grant programs (2022) are already seeking applications for funding award in the years 2025 and 2026. During the coming biennium, grant programs will be seeking candidate projects for funding in 2027 and beyond, but in most cases applicants without a secured or committed match source are deemed ineligible.

Rationale for Scope Update:

The Federal Bipartisan Infrastructure Law, passed in 2021, will increase the federal funding available in existing, long running grant programs but will also fund numerous new grant programs. These opportunities will require additional secured match funds and additional staff resources to pursue and administer.

Also, 2022 is the first year where grant program "calls" have included funding awards available for the years when the Grant Match Program funds are programmed – 2025-2027. The Transportation Department Performance Indicator/Target for the grants program is based on the 10-year rolling average of biennial grant awards. This metric/target has been steadily climbing due the lucrative success of the program. As evidence, the rolling biennial grant award target for the 2018-19 biennium was \$12.7 million; it increased to \$14.0 million in the 2020-2021 biennium, and it just increased again to \$16.0 million* for the 2022-2023 biennium. *This \$16 million target for 2022-2023 is based on the fact that the Transportation Grants Program has been awarded an average of \$16 million per two-year period in the previous 10 years, 2012-2021.

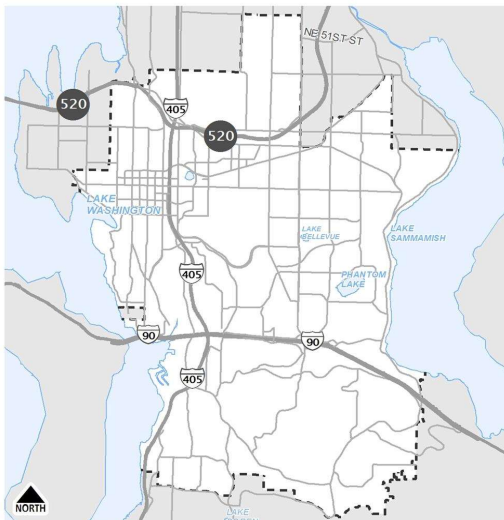
Environmental Impacts

Project specific environmental studies may be required and will be addressed on a per-project basis at the time of project design or implementation.

Operating Budget Impacts

Operating costs for this project will be determined on a project specific basis as required.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	1/1/2025-	14,210,000

Total Budgetary Cost Estimate: 14,210,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Misc revenue	14,210,000

Total Programmed Funding: 14,210,000

Future Funding Requirements: -

FY2023-2029

Comments

PW-R-207: 114th Avenue SE and SE 8th Street

Category: Transportation & Mobility

Status: Approved and Begun

Department: Transportation

Location: West Bellevue

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
3,410,000	-	3,410,000	-	-	-	-	-	-

Description and Scope

This project funds the completion of design, right of way acquisition and construction of capacity, pedestrian and bicycle safety improvements at the intersection of 114th Avenue SE and SE 8th Street. The proximity of this intersection to I-405 creates a heavy traffic demand. The 114th Avenue corridor is currently very active with multiple redevelopment opportunities in the planning stage. This development, the adjacency of a Park & Ride lot, nearby recreational opportunities and that this is a link in the Lake Washington Loop Trail all drive the need for intersection capacity and safety improvements. Traffic modeling analysis has shown that the addition of an additional southbound lane and associated intersection modifications provide significant benefit by reducing traffic delay at this intersection.

Rationale

The 114th Avenue corridor is currently very active with multiple redevelopment opportunities in the planning stage. This development, the adjacency of a Park & Ride lot, nearby recreational opportunities and that this is a link in the Lake Washington Loop Trail all drive the need for intersection capacity and safety improvements. Traffic modeling analysis has shown that the addition of an additional southbound lane and associated intersection modifications provide significant benefit by reducing traffic delay at this intersection.

Environmental Impacts

Environmental impacts and permit need determination will be performed during the project design phase.

Operating Budget Impacts

Ongoing costs for this project will be determined during the project's design phase.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	1/1/2023-	3,410,000

Total Budgetary Cost Estimate: 3,410,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
B&O Tax - Restricted	1,040,000
Transportation REET	370,000
Transfers from Other City Funds	2,000,000

Total Programmed Funding: 3,410,000

Future Funding Requirements: -

FY2023-2029

Comments

PW-R-208: 112th Avenue NE at McCormick Park

Category: Transportation & Mobility Status: Approved and Begun
 Department: Transportation Location: Downtown

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
500,000	1,000,000	(500,000)	-	-	-	-	-	-

Description and Scope

This project funds the design and construction of the frontage improvements on 112th Avenue NE at McCormick park in order to match this roadway section to the frontage improvements being made during construction of Fire Station 10. Improvements include some widening, installation of separated bike facilities, planter strip and corner improvements at McCormick Park (112th Avenue NE and NE 12th Street.) bike facility improvements will tie into the multi-purpose path being built on NE 12th Street.

Rationale

The Transportation Development Code requires development to build transportation systems at their frontage during construction. Construction of Fire Station 10 will build frontage improvements tht will leave a gap between their construction and NE 12th Street to the south – at property owned by the city Parks and Transportation departments. This proposal designs and builds those frontage improvements for the safety of all users.

Environmental Impacts

Environmental impacts will be determined and mitigate as part of the project design phase.

Operating Budget Impacts

Operating costs will increase due to the maintenance of the frontage improvements. An estimated \$10,000 will be required to fund these costs adjusted for inflation annually.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	500,000

Total Budgetary Cost Estimate: 500,000

Means of Financing

Funding Source	Amount
B&O Tax - Restricted	483,921
Misc revenue	16,079
Total Programmed Funding:	500,000
Future Funding Requirements:	-

FY2023-2029

Comments

PW-R-210: NE Spring Boulevard (Zone 3) - 124th Ave NE to 130th Ave NE

Category: Transportation & Mobility

Status: New

Department: Transportation

Location: BelRed

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
600,000	-	300,000	300,000	-	-	-	-	-

Description and Scope

This project will perform conceptual design work, evaluate design alternatives and develop funding and implementation strategies for NE Spring Boulevard between 124th Avenue NE and 130th Avenue NE. This proposed segment of NE Spring Boulevard is a high priority east-west multi-modal connection that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between the new Bel-Red transit-oriented-development nodes and the larger city and region. This future connection will support the area's redevelopment, attracting private investment in commercial and residential uses to create entirely new neighborhoods.

Rationale

The NE Spring Boulevard Zone 3 project is one of a number of high priority transportation investments that will make an important east-west connection to improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between the new Bel-Red transit-oriented-development nodes and the larger city and region. This project will support the area's redevelopment, attracting private investment in commercial and residential uses to create entirely new neighborhoods.

Environmental Impacts

Environmental studies will be funded by this work A project specific environmental determination will be made in conjunction with the final design for this project.

Operating Budget Impacts

Ongoing maintenance and operating costs of the new facilities will be determined during the project's design phase.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	600,000

Total Budgetary Cost Estimate: 600,000

Means of Financing

Funding Source	Amount
MVFT	600,000

Total Programmed Funding: 600,000

Future Funding Requirements: -

FY2023-2029

Comments

PW-R-211: NE 6th Street Extension

Category: Transportation & Mobility

Status: New

Department: Transportation

Location: Downtown

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
250,000	-	-	-	-	250,000	-	-	-

Description and Scope

This project will develop concepts and evaluate alternatives for the extension of NE 6th Street from its current terminus in the I-405 direct access median to 116th Avenue NE or 120th Avenue NE. Extension of NE 6th Street between the I-405 median and a T-intersection at 116th Ave NE will be accomplished by the Washington State Department of Transportation (WSDOT). This project will allow the City to coordinate with WSDOT on the planning, design, environmental and potential implementation of the direct access median improvements.

Rationale

A previous study performed in 2012 looked at the flyover concept with Sound Transit for East Link planning. This project may also consider at-grade solutions connecting 116th Avenue NE to 120th Avenue NE.

The NE 6th Street Extension project is part of the City's Mobility and Infrastructure Initiatives (M&I) package of projects that also included the extension of NE 4th Street from 116th Avenue NE to 120th Avenue NE, and improvements to NE 120th Street. By providing increased connectivity between downtown Bellevue and points east of I-405 for transit, HOV, and nonmotorized modes of travel, the NE 6th Extension project would support the Wilburton commercial area as a regional growth center, and the Bel-Red transit-oriented development node.

It is a City Council priority that WSDOT funding for I-405 be advanced to support anticipated development. This project improves access to the Wilburton Subarea and the medical district as well as Downtown Bellevue. Project funding to coordinate with, or advance early implementation, is required.

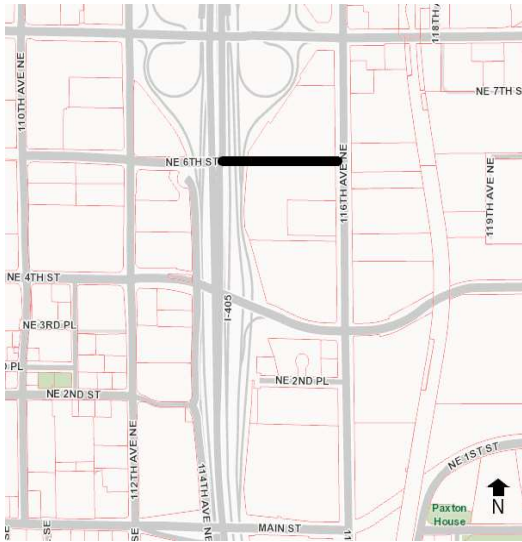
Environmental Impacts

Environmental impacts will be determined during the project's design phase and by WSDOT.

Operating Budget Impacts

Operating costs will be determined during the project's design phase.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	250,000
Total Budgetary Cost Estimate:		250,000
Means of Financing		
Funding Source		Amount
Misc revenue		250,000
Total Programmed Funding:		250,000
Future Funding Requirements:		-

FY2023-2029

Comments

PW-R-212: 150th Avenue SE/SE 37th Street/I-90 EB off-ramp

Category: Transportation & Mobility

Status: New

Department: Transportation

Location: Eastgate & Factoria

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
11,490,000	-	100,000	7,690,000	3,700,000	-	-	-	-

Description and Scope

The project funds the complete design, property acquisition and construction of a new southbound vehicle travel lane from Landerholm Circle to SE 38th Street. Intersection improvements are planned at SE 38th, SE 37th and Eastgate Way, and roadway improvements along SE 37th at the I-90 eastbound on-ramp. Project work includes roadway design plans, storm drainage, geotechnical engineering, survey, permit applications, environmental impact report, traffic analysis, utility relocation plans, property acquisition plans and project cost estimates.

Rationale

The recommended projects would reduce the growth of vehicle congestion and would provide for the planned facilities for people walking, riding a bicycle or taking transit. Providing for these mobility options would help ensure that the transportation system is equitable and accessible. The intersection of 150th Avenue SE and SE 37th Street is a busy eastbound I-90 ramp terminal intersection; the west leg is the off-ramp from eastbound I-90; and the on-ramp to eastbound I-90 is less than 400 feet from the east leg of the intersection. The proposed improvements will relieve traffic congestion and improve safety by adding and expanding turn lanes to the east, west, and north legs of the intersection.

Environmental Impacts

An environmental analysis will be made in conjunction with preliminary engineering for this project.

Operating Budget Impacts

Operating costs will be determined during the project's design phase.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	11,490,000

Total Budgetary Cost Estimate: 11,490,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
B&O Tax - Restricted	289,554
Transportation REET	414,303
Grant	3,990,000
Transportation Impact Fees	5,950,000
Misc revenue	846,143

Total Programmed Funding: 11,490,000

Future Funding Requirements: -

FY2023-2029

Comments

PW-R-213: West Lake Sammamish Parkway Phase 4

Category: Transportation & Mobility

Status: New

Department: Transportation

Location: West Lake Sammamish

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
1,000,000	-	-	-	-	-	-	1,000,000	-

Description and Scope

This project funds completion of the final design for the fourth (4 of 5) phase of the West Lake Sammamish Parkway project likely between Southeast 34th Street and NE 2nd Street (approximately 2.3 miles). The improvements will include a 10-foot wide multi-use path along the west side of the street and a 4-foot paved asphalt shoulder along the east side, as well as a potential new traffic signal at the SE 34th St. intersection. This project is a result of an extensive multiyear public outreach process involving hundreds of residents and several user groups.

Rationale

This project began with the work completed in a joint (Bellevue, Redmond, King County) West Lake Sammamish Parkway Study completed in 1996. Growing traffic volumes over the years and Bellevue's annexation of the long, southern segment of this road provided the impetus for re-evaluating the roadway and potential improvements. A new analysis of possible treatments to the Parkway between Interstate 90 and the north Bellevue/Redmond city limits was completed in 2005. The analysis included extensive community outreach and facilitation of public involvement in the development of a preferred conceptual design. Alternatives were developed and analyzed with consideration given to traffic engineering principles, intersection treatments, traffic management, pedestrian and bicycle facilities, private property access, parking, storm drainage and water quality, environmental issues, and existing topographic features such as steep slopes and maintaining native vegetation. The 2009 Pedestrian and Bicycle Transportation Plan Update identifies improvements to this corridor as a high priority.

Environmental Impacts

An environmental analysis will be made in conjunction with preliminary engineering for this project. Impacts include work in sensitive areas (steep slopes/wetlands) and significant removal of trees.

Operating Budget Impacts

Operating costs will be determined during the project's design phase.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	1,000,000

Total Budgetary Cost Estimate: 1,000,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
B&O Tax - Restricted	305,489
Misc revenue	694,511

Total Programmed Funding: 1,000,000

Future Funding Requirements: -

FY2023-2029

Comments

PW-R-214: 148th Avenue NE and NE 24th Street

Category: Transportation & Mobility

Status: New

Department: Transportation

Location: BelRed

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
250,000	-	-	-	250,000	-	-	-	-

Description and Scope

In coordination and financial partnership with the City of Redmond (who will act as project lead) and a private developer, this project initiates implementation of a priority element of the 148th Avenue NE Master Plan. This project will ultimately design and construct a third northbound lane on 148th Avenue NE between NE 22nd Street and the eastbound on ramp to State Route 520. This initial investment will support project predesign and a 50 percent share of the minimum matching fund requirement for a grant proposal that would fully fund the project design phase. A Redmond private developer is conditioned to implement 148th Avenue frontage improvements including third northbound lane improvements between NE 22nd and NE 24th Streets. The joint cities project will continue the improvements, including signal modifications, north through the 148th Avenue NE/NE 24th Street Intersection to the eastbound on ramp to State Route 520.

Rationale

Redmond is going after grant funding that would fund up to 86.5 percent of the design phase cost, so Bellevue should consider partnering with them.

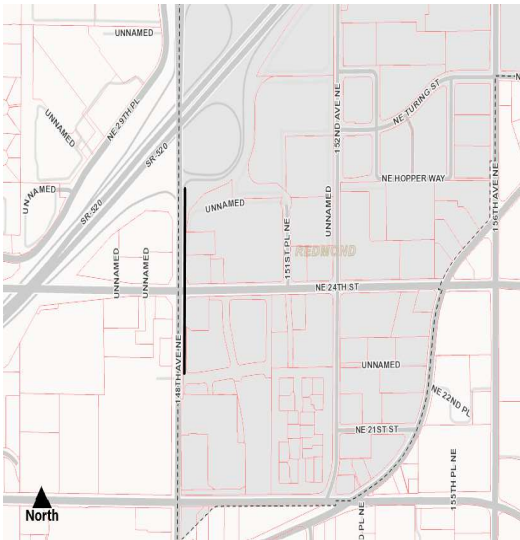
Environmental Impacts

A project-specific environmental evaluation will be conducted during project design.

Operating Budget Impacts

Operating costs will be determined during the project's design phase.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	250,000
Total Budgetary Cost Estimate:		250,000
Means of Financing		
Funding Source		Amount
Misc revenue		250,000
Total Programmed Funding:		250,000
Future Funding Requirements:		-

FY2023-2029

Comments

PW-R-215: Regional Capital Analysis Development and Coordination

Category: Transportation & Mobility

Status: New

Department: Transportation

Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
1,350,000	-	450,000	300,000	200,000	200,000	200,000	-	-

Description and Scope

This project funds staff and consultant resources to participate with King County Metro, Sound Transit, and other potential partners to advance implementation of projects that protect Bellevue's transit interests. An investment focused on advancing Bellevue's priorities for an equitable bus system that better meets local needs will ensure that the city's transit interests are effectively represented before regional committees, transit authorities, and other agencies. This budget proposal will ensure that Bellevue has resources available to collaborate with its transit agency partners to advance shared capital and speed and reliability priorities. Work tasks will include, but are not limited to, implementing transit investments in the Council adopted Bellevue Transit Master Plan; thereby enabling more people, to reach more destinations, in less time.

Rationale

The Bellevue City Council 2021-2023 Vision & Priorities states: "Bellevue is well connected to the rest of the region and its activities via roads and transit... Public transportation is ample, with seamless, reliable connections and a wide variety of services." By enhancing opportunities for people to travel on buses and connect with light rail this proposal advances the following city goals:

- Improved mobility – This proposal recognizes that transit solutions will become an increasingly important part of the transportation system, especially during peak hours of travel, to support level-of service standards in the Comprehensive Plan.
- Equitable access – This proposal ensures that Bellevue's transportation system is equitable, fair, and benefits all of its citizens. A substantial number of transit riders – many of whom are of low income, elderly, or have a disability - use transit because they depend on it as their only source of transportation.
- Environmental stewardship – This proposal minimizes the environmental impacts of transportation by providing all residents with access to a variety of mobility options.
- Economic growth – This proposal supports the provision of frequent and reliable transit service which is frequently cited as a reason for companies to locate their businesses in Bellevue's activity centers.

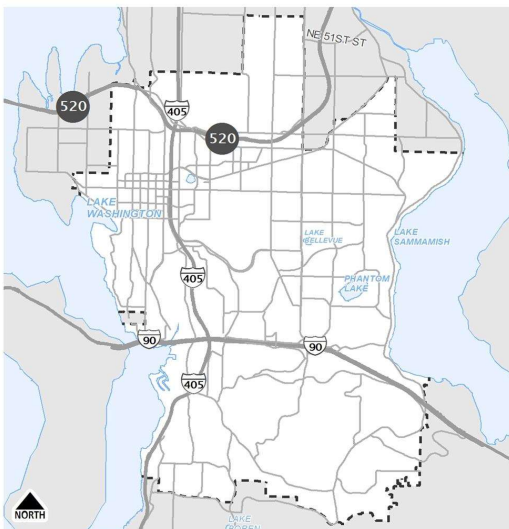
Environmental Impacts

N/A

Operating Budget Impacts

Operating costs will be determined during the project's design phase.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	1,350,000

Total Budgetary Cost Estimate: 1,350,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Misc revenue	1,350,000

Total Programmed Funding: 1,350,000

Future Funding Requirements: -

FY2023-2029

Comments

PW-R-216: I-405 Non-Motorized Crossing

Category: Transportation & Mobility

Status: New

Department: Transportation

Location: Downtown

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
3,615,000	-	1,174,333	1,213,333	1,227,333	-	-	-	-

Description and Scope

This project funds the City of Bellevue’s participation in the design development of a new non-motorized crossing (multi-purpose path) of I-405 in the vicinity of NE 6th Street to be implemented through a public-private partnership. Funding will create a new project manager position within the Transportation Department who will be Bellevue’s point of contact and a collaborative member of the team responsible for the design of the new crossing. Bellevue’s project manager will be a project advocate helping to advance the project’s design phase and facilitating coordination between the design team, WSDOT, Bellevue staff, and other stakeholders. This proposal also funds staff time from various departments for project review and coordination, permitting, property acquisition, outreach and communications, and also funds independent review and design services confirming that the proposed design is compatible with the Grant Connection Framework and other city plans and standards.

Rationale

This project speaks directly to the Council Priority to advance the Grand Connection as the city’s signature gathering place.

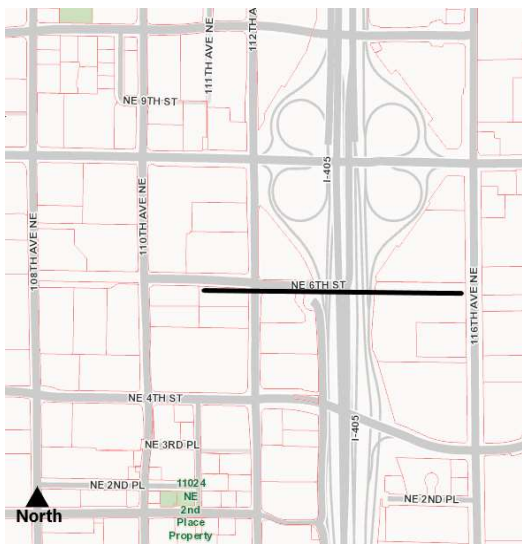
Environmental Impacts

To be determined as part of the project’s design phase.

Operating Budget Impacts

Operating costs will be determined during the project’s design phase.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	3,615,000

Total Budgetary Cost Estimate: 3,615,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transportation REET	2,387,667
Misc revenue	1,227,333

Total Programmed Funding: 3,615,000

Future Funding Requirements: -

FY2023-2029

Comments

PW-W/B-56: Pedestrian and Bicycle Access and Connections

Category: Transportation & Mobility

Status: Ongoing

Department: Transportation

Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
17,673,731	11,803,286	987,901	764,138	783,986	803,833	823,681	843,529	863,377

Description and Scope

This proposal enhances funding for the Pedestrian and Bicycle Access and Connections to Transit Stations Program (CIP PW-W/B-56) consistent with the Mobility Implementation Plan intent to provide and improve safe, continuous and connected facilities for people walking and bicycling throughout the city and to serve specific types of destinations, including transit stations. Projects funded through this program enhance mobility for everyone and simultaneously promote community health, foster environmental sustainability and support transit ridership. The program provides access and enhances safety and connections for people walking and bicycling to schools, shopping, housing, jobs, transit, parks and other destinations. Program resources build discrete small projects and are often used to leverage grants, and to enable partnerships with other city programs, agencies, and the private sector to construct larger-scale projects.

Rationale

Through this program the city responds to citizen requests, emerging needs and partnering opportunities to construct small-scale active transportation projects. Program priorities – derived from policy support in the Transportation Element of the Comprehensive Plan and Mobility Implementation Plan Performance Targets – provide access to and enhance connections for people walking and bicycling to schools, shopping, housing, jobs, transit, parks and other destinations.

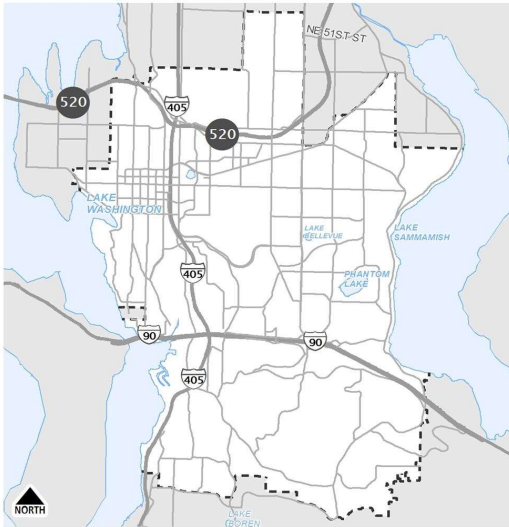
Environmental Impacts

Environmental impacts are minimal and are addressed as appropriate as each project is designed and permitted. Projects funded through this program advance goals and targets articulated in the Environmental Sustainability Plan for reducing per capita vehicle miles traveled and other transportation-related impacts.

Operating Budget Impacts

Operating costs for this program will be determined on a project specific basis as required.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	17,673,731

Total Budgetary Cost Estimate: 17,673,731

Means of Financing

Funding Source	Amount
B&O Tax - Unrestricted	484,402
Transportation REET	1,136,630
Federal Grant	1,587,787
Grant	460,357
MVFT	4,519,112
Interlocal	603,258
Charges for Services	1,646
Private Contributions	30,000
Transfers from Other City Funds	224,422
Misc revenue	7,384,958
Bond	1,241,159
Total Programmed Funding:	17,673,731
Future Funding Requirements:	-

PW-W/B-76: Neighborhood Sidewalks

Category: Transportation & Mobility

Status: Ongoing

Department: Transportation

Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
25,496,421	14,079,309	1,465,510	1,534,824	1,584,335	1,633,845	1,683,356	1,732,866	1,782,377

Description and Scope

This program funds the community outreach, design, and construction of sidewalk projects in neighborhoods throughout the City. Neighborhood sidewalks are pedestrian facilities connecting neighborhood residents to neighborhood destinations including housing, parks, schools, shopping and services, employment, and the transit and school bus systems. Individual projects are selected in part based on strong and sustained community support demonstrated through other programs and public processes. Project costs, typically in the range between \$500,000 and \$3,000,000, exceed the financial capacity of ongoing minor capital programs like Pedestrian and Bicycle Access and Connections (CIP Plan No. PW-W/B-56), but the projects often do not compete well for stand-alone CIP project funding.

Rationale

This program helps to accomplish the department's mission to provide a safe and efficient transportation system that supports livable neighborhoods and a vital economy in partnership with the community. The program is designed to respond to identified neighborhood priorities for sidewalk facilities that may not otherwise compete for citywide CIP funding. Consistent with City policy, priority is given to neighborhood sidewalk segments that address safety issues; provide access to activity centers such as schools, parks, and commercial areas; provide accessible linkages to transit and school bus systems; complete planned pedestrian and bicycle facilities; and, provide system connectivity.

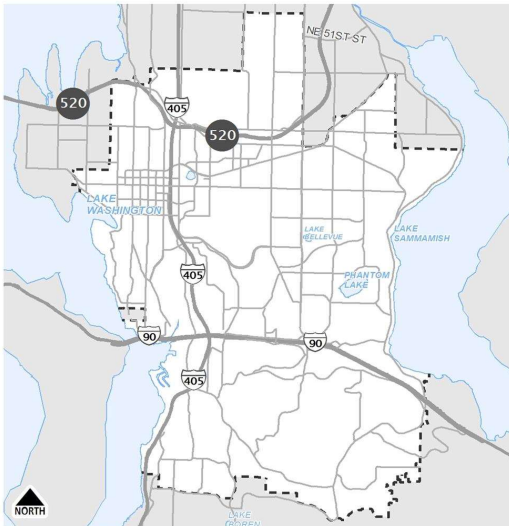
Environmental Impacts

Project specific environmental determinations will be made for each individual project in conjunction with its final design phase.

Operating Budget Impacts

Operating costs for this program will be determined on a project specific basis as required.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	25,496,421

Total Budgetary Cost Estimate: 25,496,421

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Retail Sales Tax	208,000
B&O Tax - Unrestricted	2,033,628
B&O Tax - Restricted	1,200,000
Transportation REET	3,279,180
Federal Grant	790,000
MVFT	1,200,000
Private Contributions	719,739
Misc revenue	10,300,359
Bond	5,765,516
Total Programmed Funding:	25,496,421
Future Funding Requirements:	-

FY2023-2029

Comments

PW-W/B-78: Mountains to Sound Greenway Trail Design

Category: Transportation & Mobility Status: Approved and Begun
 Department: Transportation Location: Eastgate & Factoria

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
3,053,532	3,028,173	25,359	-	-	-	-	-	-

Description and Scope

This project will advance the design of priority segments of the Mountains to Sound Greenway Trail between I-405 and Lakemont Blvd. SE. This project will continue work initiated by the Mountains to Sound Greenway Trail Design Study. Trail design will typically include a 12-foot wide, hard surface cross-section. Various trail corridor segments will include additional design elements that may include trailhead treatments, way-finding and signage; planted roadway medians, street trees, and/or landscaped trail buffers; bridges, crosswalks, and mid-block crossings; lighting, trail furniture, and public art; and natural storm drainage practices where feasible. The current budget will fully fund the design phase for all at-grade segments between I-405 and 150th Avenue SE and vicinity of 156th Avenue SE and Lakemont Blvd. SE.

Rationale

This project will complete the design of segments of the Mountains to Sound Greenway Trail within Bellevue. There is currently a 3.6 mile gap in the Greenway Trail between I-405 and Lakemont Blvd. Bellevue’s Comprehensive Plan identifies the need to address the “Eastgate Gap” and “integrate into the designs of frontage roads along the I-90 freeway corridor the Mountains-to-Sound Greenway concept.” (Policy UD-53) The desire to improve multi-modal facilities in order to provide safe transportation alternatives for commuters and recreational users is recognized in the vision outlined in the 2009 Pedestrian & Bicycle Transportation Plan and the City’s Comprehensive Plan policies. Fully completed design plans and cost estimates will make the project more competitive for grants or other sources of implementation funding.

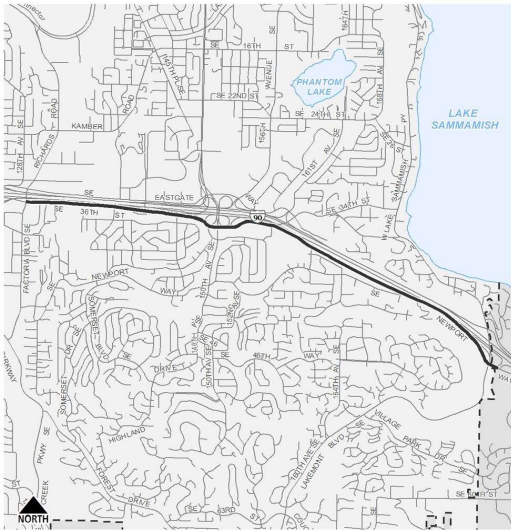
Environmental Impacts

A project specific environmental determination, consistent with state and federal requirements, will be made in conjunction with the final design for this project.

Operating Budget Impacts

Operating costs for this project will be determined during the project's design phase.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	3,053,532

Total Budgetary Cost Estimate: 3,053,532

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transportation REET	245,463
Federal Grant	999,650
MVFT	1,179,726
Misc revenue	628,693

Total Programmed Funding: 3,053,532

Future Funding Requirements: -

FY2023-2029

Comments

PW-W/B-81: 108th/112th Avenues NE – North City Limit to NE 12th St

Category: Transportation & Mobility Status: Approved and Begun
 Department: Transportation Location: Northwest Bellevue

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
183,609	200,000	(16,391)	-	-	-	-	-	-

Description and Scope

This project will conduct a pre-design analysis to determine the ultimate scope of pedestrian and bicycle improvements on 108th and 112th Avenues NE from NE 12th Street to the north city limits. The pre-design process will include community outreach/involvement facilitation and will include the evaluation of intersection treatment options at the 112th Avenue NE/NE 24th Street intersection.

Rationale

The desire to improve multi-modal facilities in order to provide safe transportation alternatives for commuters and recreational users is recognized in the vision outlined in the 2009 Pedestrian & Bicycle Transportation Plan and the City's Comprehensive Plan policies. Bellevue has historically committed to improving mobility by promoting alternative transportation methods. This project completes a missing segment of the Lake Washington Loop Trail, a priority bike corridor in the adopted Pedestrian-Bicycle Plan. Completion of sidewalks where missing along the west side of this project location is also identified as a high priority in the Pedestrian & Bicycle Plan. This project supports the City's commitment to build a safe and continuous bike system and enhance the quality of life and the environment by promoting pedestrian and bicycle travel.

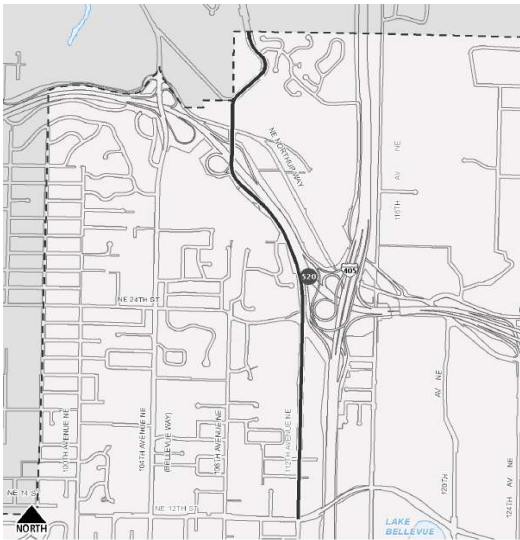
Environmental Impacts

An environmental determination will be made for this project in conjunction with preliminary engineering.

Operating Budget Impacts

Ongoing maintenance and operations costs of the new facilities will be determined during the project's design phase.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	183,609

Total Budgetary Cost Estimate: 183,609

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
MVFT	183,609

Total Programmed Funding: 183,609

Future Funding Requirements: -

FY2023-2029

Comments

PW-W/B-83: Mountains to Sound Greenway Trail – I-405 to 132nd Avenue SE

Category: Transportation & Mobility

Status: Ongoing

Department: Transportation

Location: Eastgate & Factoria

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
22,080,000	22,080,000	-	-	-	-	-	-	-

Description and Scope

This project will construct the first phase of the Mountains to Sound Greenway Trail from I-405 to 132nd Avenue SE. The trail design includes a 12-foot wide paved trail, a grade separated crossing over Factoria Blvd. SE, a tunnel under the I-405/I-90 ramps, walls, storm system improvements, natural storm drainage practices where feasible, landscaping, street lighting, street furniture and wayfinding. The project will also add storage capacity to the Eastbound I-90 Offramp at Factoria Blvd. SE by relocating the existing trail and adding one additional storage lane. The project also will partner with WSDOT I-405 Renton to Bellevue Widening project to construct a single wall for the benefit for both projects. This project is funded by \$14 million in State Connecting Washington Funds and approximately \$2 million from WSDOT's I-405 Renton to Bellevue for the joint wall work.

Rationale

This project will construct the first 2,900 feet of the missing gap in the Mountains to Sound Greenway Trail. Bellevue's Comprehensive Plan identifies the need to address the "Eastgate Gap" and "integrate into the designs of frontage roads along the I-90 freeway corridor the Mountains-to-Sound Greenway concept." (Policy UD-53) The desire to improve multi-modal facilities in order to provide safe transportation alternatives for commuters and recreational users is recognized in the vision outlined in the 2009 Pedestrian & Bicycle Transportation Plan and the City's Comprehensive Plan policies. The relocation of the trail from the eastbound I-90 off-ramp will address traffic safety concerns associated with the off-ramp backing up onto I-90 during peak hours. Constructing a joint wall with WSDOT's I-405 Renton to Bellevue project is a more efficient construction method for both projects and helps minimize construction impacts by doing the work all at once.

Environmental Impacts

Consistent with federal and state environmental requirements, this project obtained NEPA and SEPA environmental approval and will obtain the required City, state and federal permits prior to construction.

Operating Budget Impacts

Operating costs will increase due to the maintenance of the trail, street lighting, landscaping, and other similar costs. An estimated \$15,000 of annual maintenance (adjusted for inflation) will be required to fund operating costs associated with this project.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	21,858,000

Total Budgetary Cost Estimate: 21,858,000

Means of Financing

Funding Source	Amount
B&O Tax - Restricted	221,383
Transportation REET	3,845,512
Grant	14,000,000
MVFT	635,511
Interlocal	1,833,000
Transportation Impact Fees	153,617
Misc revenue	1,168,977
Total Programmed Funding:	21,858,000
Future Funding Requirements:	-

FY2023-2029

Comments

PW-W/B-84: MTSG Trail - 132nd Avenue SE to 142nd Place SE

Category: Transportation & Mobility Status: Approved and Begun
 Department: Transportation Location: Eastgate & Factoria

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
9,211,704	9,073,000	138,704	-	-	-	-	-	-

Description and Scope

This project will construct the second phase of the Mountains to Sound Greenway Trail from 132nd Avenue SE to 142nd Place SE. The trail design includes a separated, at grade, 12-foot wide paved trail running along Interstate 90 (I-90) and SE 36th Street with trailhead treatments, wayfinding, urban design, landscaping, lighting, storm drainage improvements and natural drainage practices where feasible. The trail will provide access to the local street network, the Eastgate Freeway Station in the I-90 median and to the Eastgate Park and Ride and a Transit Hub on the northside of I-90.

Rationale

Bellevue’s Comprehensive Plan identifies the need to address the “Eastgate Gap” and “integrate into the designs of frontage roads along the I-90 freeway corridor the Mountains-to-Sound Greenway concept.” (Policy UD-53) The desire to improve multi-modal facilities in order to provide safe transportation alternatives for commuters and recreational users is recognized in the vision outlined in the 2009 Pedestrian & Bicycle Transportation Plan and the City’s Comprehensive Plan policies. This section of the trail will help to provide a link between I-90, I-405 and the Washington Loop Trail to allow for full non-motorized access to King County regional growth centers through the Eastgate Transit node.

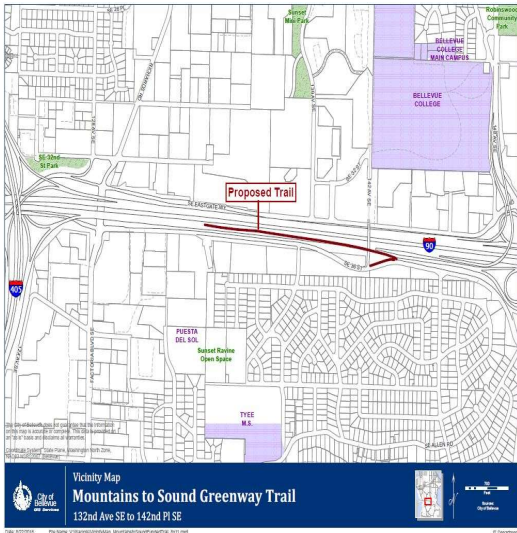
Environmental Impacts

Consistent with federal and state environmental requirements, this project obtained NEPA and SEPA environmental approval and will obtain the required City, state and federal permits prior to construction.

Operating Budget Impacts

Operating costs will increase due to the maintenance of the trail, street lighting, landscaping, and other similar costs. An estimated \$450,000 of annual maintenance (adjusted for inflation) will be required to fund operating costs associated with this project.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	9,211,704

Total Budgetary Cost Estimate: 9,211,704

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transportation REET	1,935,313
Federal Grant	6,160,000
MVFT	1,516,391
Interlocal	1,000,000
Misc revenue	(1,400,000)

Total Programmed Funding: 9,211,704

Future Funding Requirements: -

FY2023-2029

Comments

PW-W/B-85: Growth Corridor High Comfort Bicycle Network Implementation

Category: Transportation & Mobility

Status: Ongoing

Department: Transportation

Location: Citywide

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
4,500,000	1,000,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000

Description and Scope

Residents, employers, and employees have confirmed that more should be done to improve bicycle infrastructure in Downtown, Wilburton, and BelRed (the "Growth Corridor") to enhance user safety and Bellevue's livability and economic vitality. This program funds the design and implementation of bicycle projects in the Growth Corridor to coincide with the opening of light rail stations (2023) and Eastrail (2024). The design process will consider the 2009 Pedestrian and Bicycle Transportation Plan, 2016 Bicycle Rapid Implementation Program, and evolving best practices for how to establish a grid of safe and comfortable bikeways, including connections to key destinations along routes that are suitable for people of all ages and abilities. This proposal will fund a consultant contract to complete design and implementation of three priority projects by 2024.

Rationale

In a 2017 online questionnaire, 57% of respondents reported feeling unsafe riding a bicycle in Downtown, and 62% indicated they would ride a bike in Downtown more often if streets had safe and comfortable bike lanes. People bicycling and driving alike reported feeling most comfortable along bike lanes that are physically protected. The City Council referred to these and other assessment findings as indicators of a successful project and that additional improvements are needed to create a connected and protected bicycle network.

This proposal would fill bicycle network gaps in the Growth Corridor and supports:

- (1) the Pedestrian and Bicycle Transportation Plan objective to "provide transportation choices for those who can or wish to travel by foot or bicycle to destinations within their neighborhood, city, and the greater Eastside and region";
- (2) Comprehensive Plan direction to "increase system connectivity for all modes by providing for vehicular, transit, pedestrian, and bicycling facilities to create a Complete Streets network throughout the city" (Policy TR-26), which "enables equitable access for all people and all travel modes" (p. 169) and helps "ensure getting around Bellevue on foot is easy and safe, and bicycling facilities accommodate riders of all ages and abilities" (p. 161);
- (3) mode share targets aiming to reduce drive-alone trips (Policies TR-8 and TR-15);
- (4) ESI targets to reduce per capita vehicle miles travelled (VMT) by 50% by 2050 and reduce greenhouse gas emissions by 80% by 2050;
- (5) an Economic Development Plan foundational strategy to "cultivate a multi-modal transportation system that will ease congestion by increasing capacity and enhancing connectivity (roads, transit, rail, biking, and pedestrian corridors)."

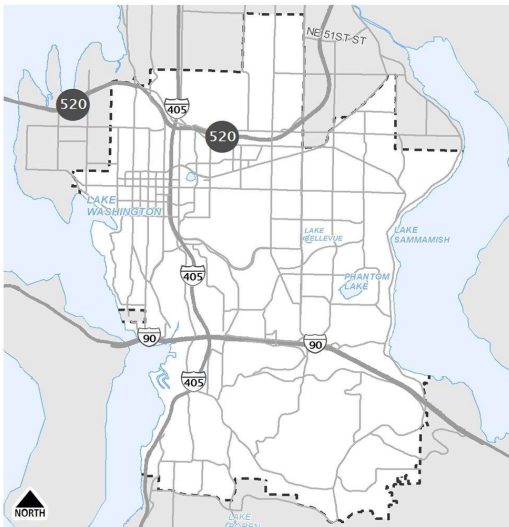
Environmental Impacts

This program funds rapid-build projects that are implemented on existing streets with no or minimal impact to existing curbs and drainage, which will be addressed as appropriate on a location-by-location basis.

Operating Budget Impacts

Ongoing costs for this program will be determined on a project specific basis as required.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	4,500,000

Total Budgetary Cost Estimate: 4,500,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Misc revenue	4,500,000
Total Programmed Funding:	4,500,000
Future Funding Requirements:	-

FY2023-2029

Comments

PW-W/B-86: Mountains to Sound Greenway Trail - 142nd PI SE to 150th Ave SE

Category: Transportation & Mobility

Status: New

Department: Transportation

Location: Eastgate & Factoria

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
12,270,000	-	150,000	150,000	5,985,000	5,985,000	-	-	-

Description and Scope

This project will construct the third phase of the Mountains to Sound Greenway Trail from 142nd Place SE to 150th Avenue SE. The trail design includes a separated, at grade, 12-foot wide paved trail running along Interstate 90 (I-90) and SE 36th Street with trailhead treatments, wayfinding, urban design, landscaping, lighting, storm drainage improvements and natural drainage practices where feasible. The trail will provide access to the local street network. Funding reflects the State's Move Ahead Washington funding award. Additional funding will be needed to construct the project.

Rationale

Bellevue's Comprehensive Plan identifies the need to address the "Eastgate Gap" and "integrate into the designs of frontage roads along the I-90 freeway corridor the Mountains-to-Sound Greenway concept." (Policy UD-53) The desire to improve multi-modal facilities in order to provide safe transportation alternatives for commuters and recreational users is recognized in the vision outlined in the 2009 Pedestrian & Bicycle Transportation Plan and the City's Comprehensive Plan policies.

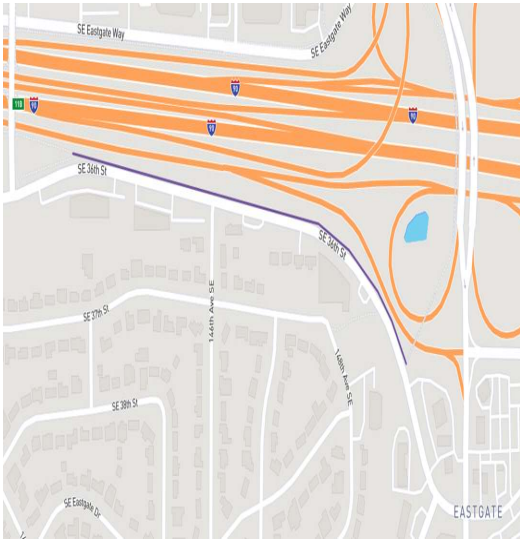
Environmental Impacts

Consistent with federal and state environmental requirements, this project will obtain NEPA and SEPA environmental approval and will obtain the required City, state and federal permits prior to construction.

Operating Budget Impacts

Operating costs will be determined during the project's design phase.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	12,270,000

Total Budgetary Cost Estimate: 12,270,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Federal Grant	2,370,000
Grant	6,900,000
Misc revenue	3,000,000

Total Programmed Funding: 12,270,000

Future Funding Requirements: -

FY2023-2029

Comments

PW-W/B-87: Bel-Red Road and NE 28th Street

Category: Transportation & Mobility

Status: New

Department: Transportation

Location: Northeast Bellevue

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
630,000	-	230,000	400,000	-	-	-	-	-

Description and Scope

This project will construct an enhanced multipurpose path and signalized crossing near the intersection of Bel-Red Road and NE 28th Street. The design will include an at-grade, 12-foot minimum paved trail primarily within existing right-of-way that follows the east-west alignment of NE 28th Street. The design will also feature a new signal system, landscaping, urban design, lighting, storm drainage, irrigation, and tree mitigation where feasible.

This connection will create a safe and direct route between the Northeast Bellevue neighborhood and the future Overlake Village light rail station in Redmond. This connection will also access existing bike lanes on Bel-Red Road and future neighborhood greenway routes in East Bellevue. Coordination with the City of Redmond will be required.

Rationale

The recently updated Northeast Bellevue Area Plan, adopted in the city's Comprehensive Plan, expresses support for continued development of safe pedestrian and bicycle connections in the area. The Area Plan includes several adopted policies to support this project:

- S-NE-33: Fill gaps in the non-motorized system especially along arterials by completing sidewalks, trails, and paths, as identified in the Pedestrian and Bicycle Transportation Plan.
- S-NE-35: Explore opportunities to create/extend bicycle routes to local and regional major bicycle facilities.
- S-NE-42: Increase opportunities for pedestrians to safely cross arterials to enhance connections between neighborhoods.

Additionally, the opening of East Link Light Rail in 2023 will catalyze non-motorized movements to and from station areas. Connections such as these will become increasingly valuable and utilized as the community adjusts travel patterns.

Environmental Impacts

Consistent with federal and state environmental requirements, this project will obtain NEPA and SEPA environmental approval and will obtain the required City, state and federal permits prior to construction.

Operating Budget Impacts

Operating costs will be determined during the project's design phase.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	630,000

Total Budgetary Cost Estimate: 630,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transportation REET	230,000
MVFT	89,071
Misc revenue	310,929
Total Programmed Funding:	630,000
Future Funding Requirements:	-

FY2023-2029

Comments

PW-W/B-88: SE 34th Street/162nd Place SE to West Lake Sammamish Parkway

Category: Transportation & Mobility

Status: New

Department: Transportation

Location: West Lake Sammamish

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
1,500,000	-	-	-	-	-	-	1,500,000	-

Description and Scope

This project will design and construct curb, gutter and six-foot sidewalk and an uphill bicycle facility on the north side of SE 34th Street and a wide, shared use lane on the south side of the road. SE 34th Street is a designated collector arterial with no formal pedestrian or bicycle facilities and minimal shoulders. The roadway is a primary neighborhood connection between the ped/bike facilities, parks and schools along West Lake Sammamish Parkway and the ped/bike facilities, commercial areas and transit services present along the Eastgate/I-90 corridor. Nonmotorized improvements have long been requested by the community and local residents wishing to link these activity areas using safe and connected facilities. The new Mobility Implementation Plan designates the roadway segment as failing to meet both pedestrian and bicycle network performance targets. A predesign study will determine the feasibility and location of the ultimate improvements.

Rationale

SE 34th Street is a designated collector arterial with no formal pedestrian or bicycle facilities and minimal shoulders. The roadway is a primary neighborhood connection between the north-south pedestrian and bicycle facilities, parks and schools along West Lake Sammamish Parkway and the east-west pedestrian and bicycle facilities, commercial areas and transit services present along the Eastgate/I-90 corridor. Nonmotorized improvements have long been requested by the community and local residents wishing to link these activity areas using safe and connected facilities. The new Mobility Implementation Plan designates the roadway segment as failing to meet both pedestrian and bicycle network performance targets.

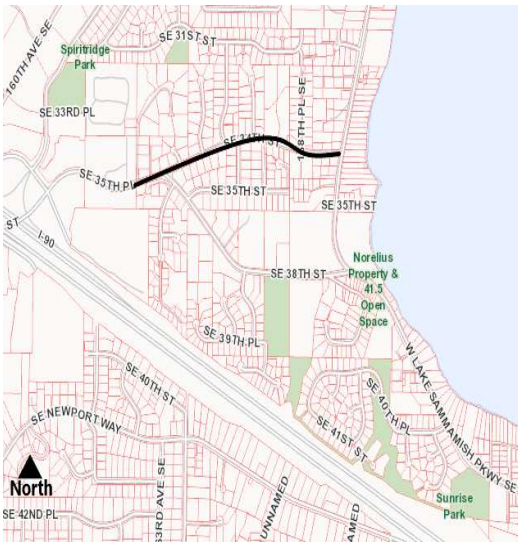
Environmental Impacts

A project-specific environmental evaluation will be conducted during project design.

Operating Budget Impacts

Operating costs will be determined during the project's design phase.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	1,500,000

Total Budgetary Cost Estimate: 1,500,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Misc revenue	1,500,000

Total Programmed Funding: 1,500,000

Future Funding Requirements: -

FY2023-2029

Comments

PW-W/B-89: South Wilburton Pedestrian and Bicycle Connections

Category: Transportation & Mobility

Status: New

Department: Transportation

Location: Wilburton

Programmed Expenditures

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
300,000	-	300,000	-	-	-	-	-	-

Description and Scope

This project will create a feasibility study and subsequent concept designs & estimates for numerous multipurpose path (MPP) projects in the south Wilburton area. Feasibility study scope will include design-based alternatives analysis and selection of preferred alignment, property acquisition assessment, public engagement, mode-based tradeoff considerations, Multimodal Level of Service (MMLOS) analysis, and preliminary engineering concepts for future capital project consideration. Alternatives may include at-grade or grade-separated facilities where deemed appropriate and operationally advantageous.

Rationale

During the development of the I-405 South Access Study in 2021, Bellevue City Council expressed a strong desire to add non-motorized improvements in the project's vicinity. Several non-motorized project ideas identified during Council study sessions were subsequently added within the city's Transportation Facilities Plan (TFP) for future funding consideration.

The city's 2009 Pedestrian and Bicycle Transportation Plan identifies numerous project ideas along routes identified in this proposal. Facilities identified in this project will create safe and reliable connections to regional transportation assets, including the Lake-to-Lake Trail, Eastrail, and future East Link stations.

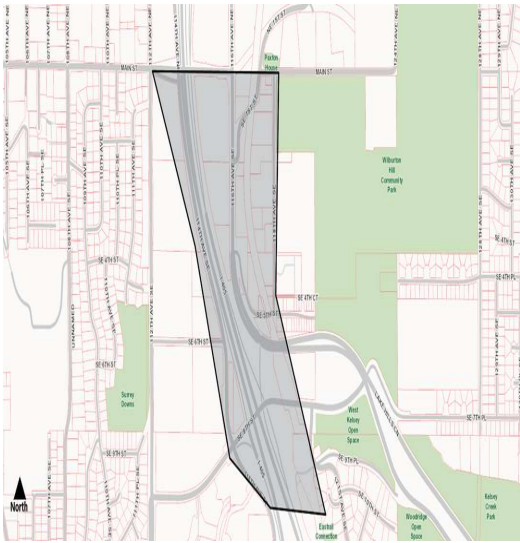
Environmental Impacts

The feasibility study will provide high-level assessments for environmental considerations, including potential NEPA, SEPA, and other local, state, and federal permit requirements.

Operating Budget Impacts

Operating costs will be determined during the project's design phase.

Project Map



Schedule of Activities

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	300,000

Total Budgetary Cost Estimate: 300,000

Means of Financing

<u>Funding Source</u>	<u>Amount</u>
Transportation REET	300,000

Total Programmed Funding: 300,000

Future Funding Requirements: -

FY2023-2029

Comments