

CD-30 Station Area Planning Implementation(East Main/South Bellevue)Category: **Improved Mobility/Connectivity** Status: **Ongoing**Department: **CD**Location: **S. Bellevue & E. Main light rail stations & designated****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
5,500,000	1,000,000	500,000	1,500,000	1,500,000	1,000,000	-	-	-

Description and Scope

The South Bellevue Station Area Plan was approved by City Council in 2016. Approved implementation strategies include:

*Design and installation of walkways and wayfinding on designated routes to the station, including 106th Ave SE, SE 34th, 113th Ave SE, SE 28th, SE 30th, 112th Ave SE

*Install improved pedestrian lighting for safety along designated walk routes and on stairs;

*Conduct a feasibility study and possible construction of a pedestrian overpass at 112th Ave SE and Bellevue Way;

*Conduct a study to recommend traffic flow improvements at the two neighborhood entrances off Bellevue Way; and

*Design and construct enhanced art, landscaping and other aesthetic treatments on the west side of Bellevue Way between I-90 and the "Y"

The East Main Station Area Plan was also approved by the City Council in 2016. Approved implementation strategies include:

*Design, construct and improve walkways, bike lanes/routes and wayfinding on designated routes to the station, including along portions of Main St, Lake Hills Connector, 114th Ave SE, SE 8th St, SE 16th St, 110th Ave NE, 110th Ave SE, 109th Ave SE, 111th Ave SE, SE 2nd St, SE 4th St, SE 6th St and SE 10th St

*Install improved pedestrian lighting for safety along designated walk routes

*Conduct a feasibility study and possible construction of a pedestrian overpass at Surrey Downs Park and 112th Ave SE;

*Design and install enhanced sidewalks, planting strips, art, trees and other landscaping and amenities to reinforce an attractive pedestrian environment along Main Street and 112th Ave SE; and

*Design and install pedestrian and bicycle safety improvements on Main Street between Bellevue Way and 116th Ave SE.

Rationale

The proposed station area implementation projects focus on maximizing pedestrian and bicycle convenience, promoting access and safety in reaching the station, preserving and reinforcing neighborhood character and addressing the potential impacts of increased traffic in the station area. The proposed projects would implement high capacity transit policies in the Transportation Element of the Comprehensive Plan and the Light Rail Best Practices Final Report action plan, both of which support installation of enhanced pedestrian crossings, traffic calming technologies, improved sidewalk connectivity, bicycle infrastructure and wayfinding signage in areas within a ten-minute walk to stations. The Light Rail Best Practices Final Report identifies station area planning and early implementation of capital investments as actions that could be taken to "...reduce costs and minimize disruption." Implementing some of these capital investments may reduce some costs, limit disruption to the same time period and ensure improved access and connectivity is in place when light rail service begins in 2023.

Environmental Impacts

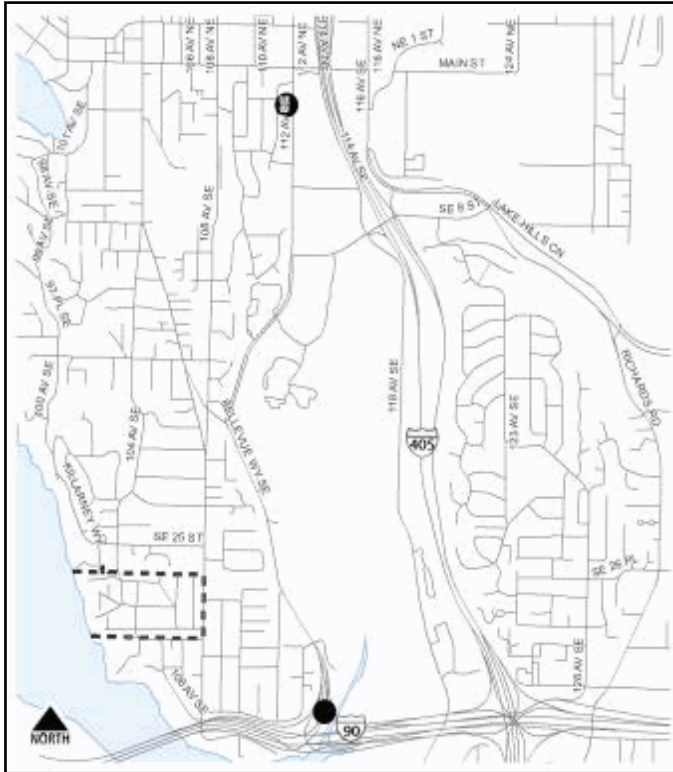
Most projects will occur in existing public right-of-way. Environmental review will be conducted as determined on a project specific basis.

Operating Budget Impacts

This program will have no impact on operating expenditures.

FY2019-2025 Capital Investment Program

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2017 - 2022	5,500,000
Total Budgetary Cost Estimate:		5,500,000
Means of Financing		
Funding Source		Amount
General Taxes & LTGO Bond Proceeds		5,500,000
Total Programmed Funding:		5,500,000
Future Funding Requirements:		

Comments

PW-M-1 Overlay Program

Category: **Improved Mobility/Connectivity** Status: **Ongoing**
 Department: **Transportation** Location: **Citywide**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
175,569,209	124,151,009	5,868,000	7,679,200	6,197,000	7,574,000	7,797,000	8,031,000	8,272,000

Description and Scope

This program provides major street maintenance including street overlays, pavement rehabilitation, curb, gutter, and sidewalk or walkway rehabilitation, bridge condition inventory and maintenance and appropriate Americans with Disabilities Act (ADA) retrofit work.

Rationale

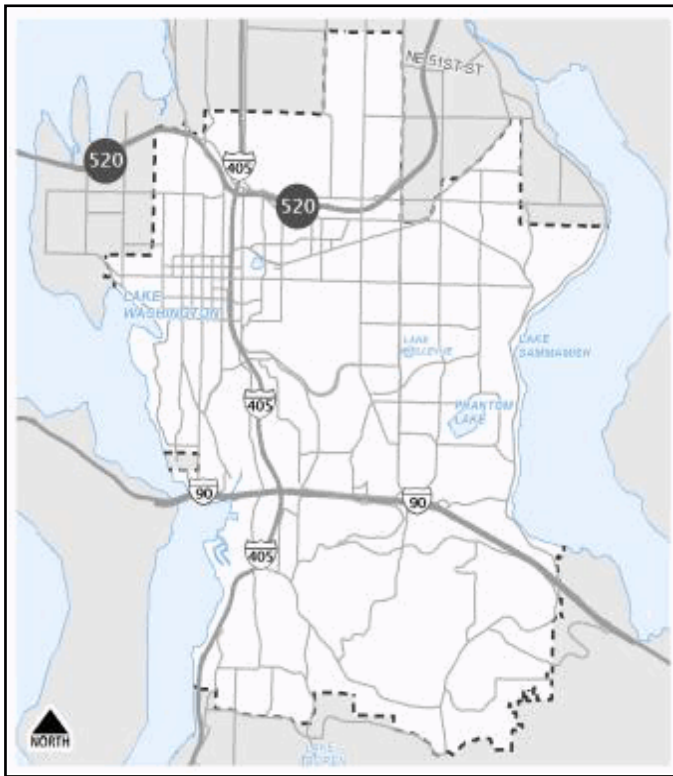
Investment in roadway and walkway maintenance contributes to smooth traffic circulation and reduces the long-term cost of major reconstruction by extending the life of Bellevue's transportation system and preserving the City's investment in existing facilities. The project also funds Federal Highway Administration mandated bridge inspection, inventory and minor maintenance activities.

Environmental Impacts

This program funds projects that are primarily maintenance 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**

Project Activities	From - To	Amount
Project Costs	Ongoing	175,569,209

Total Budgetary Cost Estimate: 175,569,209

Means of Financing

Funding Source	Amount
Charges for Services	5,656
Contributions from Other City Funds	1,013,000
Developer Contributions	645,505
Federal Grants	6,216,672
General Taxes & LTGO Bond Proceeds	33,037,951
Interlocal Contributions	898,729
Local Improvement District	101,971
Private Contributions	63,405
Real Estate Excise Tax	127,677,891
Transportation Funding	5,908,429

Total Programmed Funding: 175,569,209

Future Funding Requirements:

Comments

PW-M-2 Minor Capital - Traffic Operations

Category: **Improved Mobility/Connectivity** Status: **Ongoing**
 Department: **Transportation** Location: **Citywide**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
12,447,186	11,110,186	175,000	180,000	185,000	191,000	196,000	202,000	208,000

Description and Scope

This program funds minor capital transportation improvements throughout the City to address traffic operation issues and concerns. This program helps fill a need in the City to address projects that are important to safety and mobility but are too small to compete as individual Capital Investment Program (CIP) projects. Typical projects include new crosswalk installations, sign upgrades, channelization improvements, access management improvements, new bike lanes, bicycle route signing, and sidewalk and new curb ramp installations. This program also implements pilot projects using new, innovative traffic control devices and evaluates their effectiveness. This program often provides matching funds to grant funded projects to improve pedestrian and bicycle mobility while observing ADA requirements.

Rationale

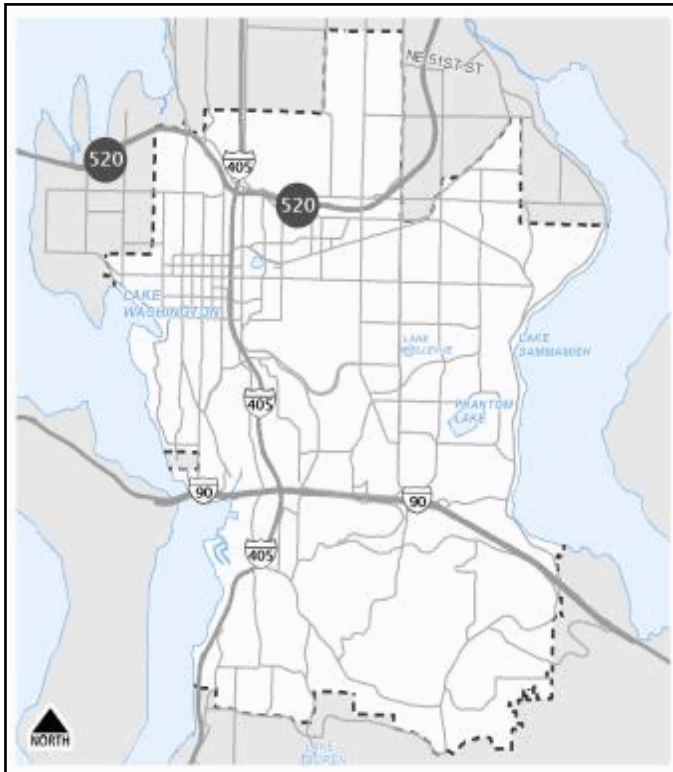
This program provides funds for traffic operation improvement projects that are beyond the scope of the operating budget but too small for individual CIP projects. The program allows the City to respond on an ongoing and timely basis to citizen projects and safety related requests, unfunded mandates, changes to standards, partnership opportunities with other capital or private development projects, and other emergent needs. Annually, this program can complete 5-7 standalone projects that directly address safety, mobility and connectivity in Bellevue. This includes support of the crosswalk improvement program. The needs for crosswalk improvements in Bellevue far exceed the budget available through small on-going CIP proposals, but this program consistently helps address some of the most critical locations. This program has also been leveraged to support grant applications through providing matching money.

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**

Project Activities	From - To	Amount
Project Costs	Ongoing	12,447,186

Total Budgetary Cost Estimate: 12,447,186

Means of Financing

Funding Source	Amount
Charges for Services	2,390
Contributions from Other City Funds	10,290
Developer Contributions	47,821
Federal Grants	1,560,549
General Taxes & LTGO Bond Proceeds	3,285,573
Interlocal Contributions	668,465
Miscellaneous Revenue	3,721,790
Real Estate Excise Tax	1,370,006
State Grants	730,191
Transportation Funding	1,050,111

Total Programmed Funding: 12,447,186

Future Funding Requirements:

Comments

PW-M-7 Neighborhood Traffic Safety Program

Category: **Improved Mobility/Connectivity** Status: **Ongoing**
 Department: **Transportation** Location: **Citywide**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
11,469,636	8,796,636	350,000	360,000	370,000	381,000	392,000	404,000	416,000

Description and Scope

This program funds minor capital improvements for neighborhood traffic calming/safety projects throughout the City. These projects may include the use of physical measures such as speed humps, raised crosswalks, traffic circles, medians, curb extensions and time of day turn restrictions, in an effort to reduce vehicle speeds and commuter cut-through traffic. Projects to improve safe routes to school and walking/bicycling safely in neighborhoods are also implemented and include the addition of school zone speed limits and walking facilities in areas where narrowing the roadway to address vehicle speed occurs.

Rationale

The primary benefits of this investment are improved safety and protection of quality of life for neighborhoods. Requests for traffic mitigation continue to be high and with traffic congestion increases on arterials, the potential for cut-through traffic and higher speeds on neighborhood streets increases. This program focuses on mitigating these impacts through the development of neighborhood traffic calming/safety plans to slow and/or divert traffic, improve non-motorized safety, enhance school zone and recommended walk routes and protect neighborhood quality of life.

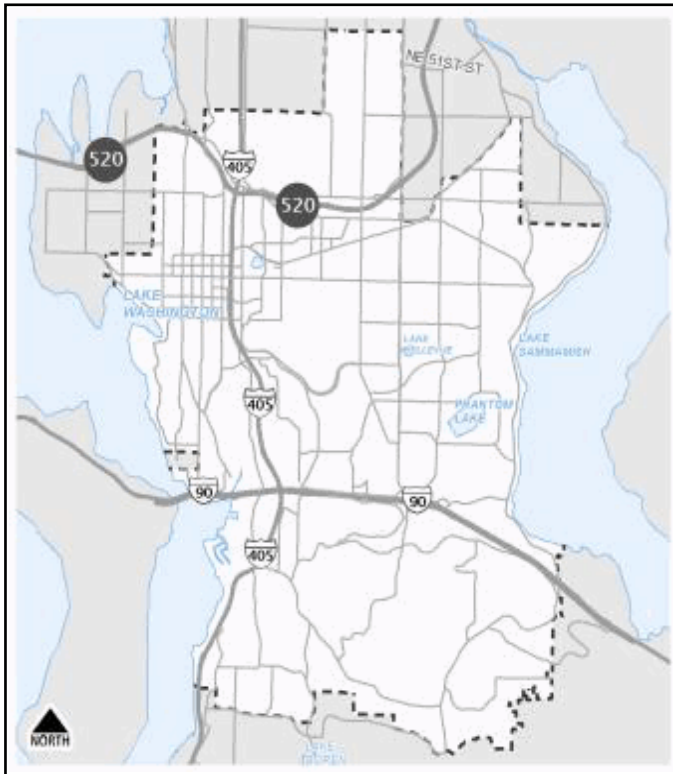
Environmental Impacts

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

Project Activities	From - To	Amount
Project Costs	Ongoing	11,469,636

Total Budgetary Cost Estimate: 11,469,636

Means of Financing

Funding Source	Amount
Charges for Services	1,307
Federal Grants	345,348
General Taxes & LTGO Bond Proceeds	6,867,974
Miscellaneous Revenue	159,795
Private Contributions	20,000
Real Estate Excise Tax	2,709,926
State Grants	48,970
Transportation Funding	1,316,316

Total Programmed Funding: 11,469,636

Future Funding Requirements:

Comments

PW-M-20 Minor Capital - Signals and Lighting

Category: **Improved Mobility/Connectivity** Status: **Ongoing**
 Department: **Transportation** Location: **Citywide**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
7,943,079	3,287,079	979,000	811,000	1,055,000	433,000	446,000	459,000	473,000

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 broadband communications.

Rationale

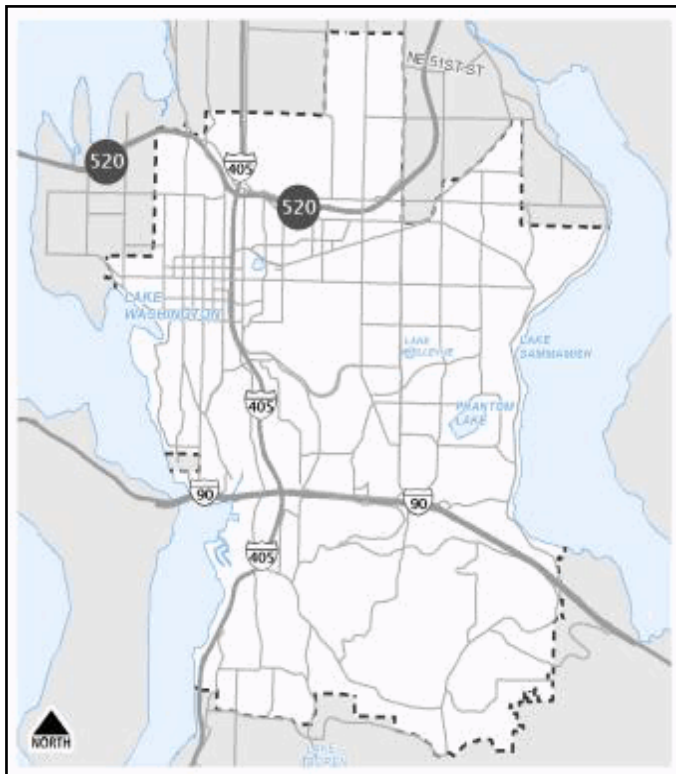
This program provides funds for traffic signal and street lighting improvement projects that are beyond the scope of the operating budget but too small for individual CIP projects. The program allows the City to respond on a timely basis to citizen projects and safety related requests; address unfunded 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**

Project Activities	From - To	Amount
Project Costs	Ongoing	7,943,079

Total Budgetary Cost Estimate: 7,943,079

Means of Financing

Funding Source	Amount
Contributions from Other City Funds	571,000
Federal Grants	464,258
General Taxes & LTGO Bond Proceeds	4,046,813
Private Contributions	446,548
Real Estate Excise Tax	2,408,419
Transportation Funding	6,041

Total Programmed Funding: 7,943,079

Future Funding Requirements:

Comments

PW-R-46 Traffic Safety Improvements

Category: **Improved Mobility/Connectivity** Status: **Ongoing**
 Department: **Transportation** Location: **Various**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
4,523,131	3,630,131	117,000	120,000	124,000	127,000	131,000	135,000	139,000

Description and Scope

This program will implement various roadway safety-related capital improvements citywide as identified through the Collision Reduction Program, deficiency analysis, and community input. Projects include road rechannelization and access revisions to reduce traffic collisions, guardrail installation, roadside hazard removal, pedestrian crossing enhancements, improved roadway lighting, and other safety improvements. This program will also support Vision Zero through the proactive advancement of safety improvement throughout the City.

Rationale

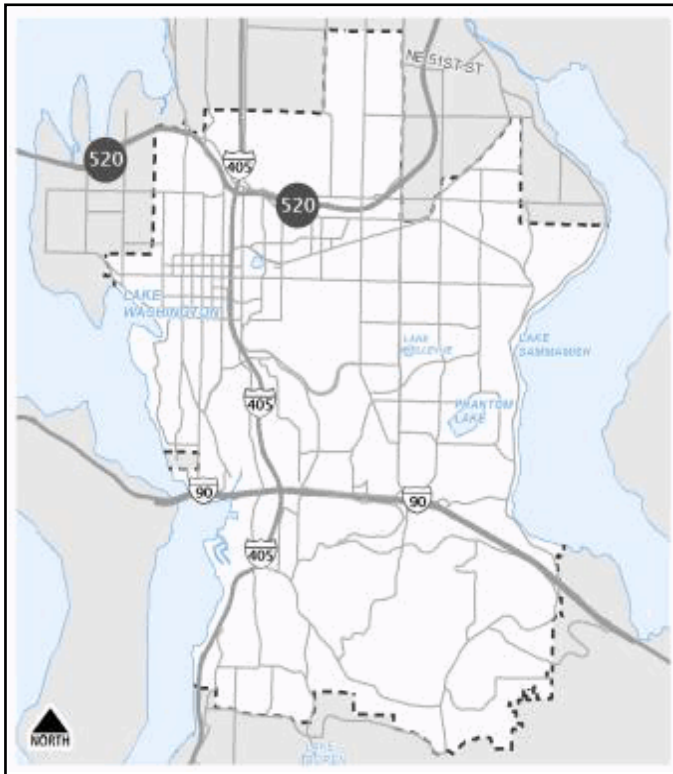
This program is the main funding source for the City's Collision Reduction Program and it serves as a catalyst in achieving Vision Zero. The Collision Reduction Program is a dedicated, proactive, and consistently applied program to reduce public collision costs to those that travel in Bellevue. Between the program's inception in 1990 and 2017, 78 individual projects have been implemented at intersections and within corridors, resulting in a public cost savings of \$5.1 million annually through 2017. 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.

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**

Project Activities	From - To	Amount
Project Costs	Ongoing	4,523,131

Total Budgetary Cost Estimate: 4,523,131

Means of Financing

Funding Source	Amount
Charges for Services	1,126
Contributions from Other City Funds	69,000
Developer Contributions	5,715
Federal Grants	308,074
General Taxes & LTGO Bond Proceeds	429,150
Interlocal Contributions	13,399
Miscellaneous Revenue	502,252
Real Estate Excise Tax	1,632,320
Transportation Funding	1,562,095

Total Programmed Funding: 4,523,131

Future Funding Requirements:

Comments

PW-R-156 ITS Master Plan Implementation Program

Category: **Improved Mobility/Connectivity** Status: **Ongoing**
 Department: **Transportation** Location: **Citywide**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
5,177,002	1,816,002	440,000	453,000	465,000	479,000	493,000	508,000	523,000

Description and Scope

This program will systematically implement the recommendations of the City's Intelligent Transportation System (ITS) Master Plan completed in 2005 and provide the funding need to update the plan in 2017. The plan update will be a catalyst toward providing the direction needed to support many of the emerging technologies in the transportation industry such as Connected Vehicles, Smart Cities and Autonomous Vehicles. ITS projects will be selected to provide cost effective measures to reduce traffic congestion, improve safety, and increase the availability of real time traffic information to users of the transportation system. Possible projects include, but are not limited to, additional traffic cameras for motorist information and investigation of collisions; flood location monitoring; real-time traveler information enhancements; installation of dynamic message signs at key locations; variable lane controls that adjust to changing traffic conditions; WiFi system expansion; roadway weather stations; parking management; emergency vehicle preempt upgrades; and street light monitoring systems. This program also includes community safety technologies such as stationary radar signs that have proven effective at reducing vehicle speeds and addressing citizen concerns.

Rationale

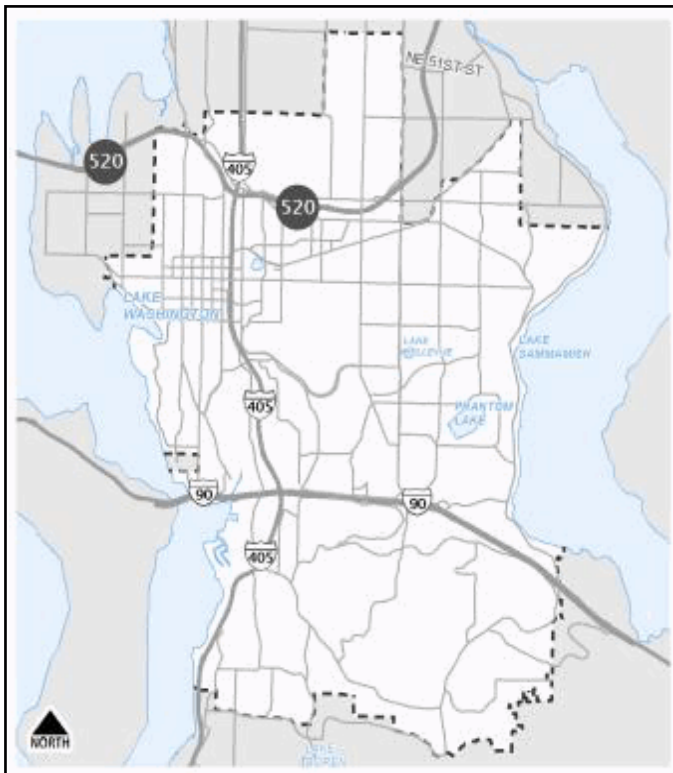
This program is a key strategy in transitioning from a transportation system focused on the drive-alone trip, to one that focuses on actively managing the transportation system to systematically improve traffic capacity, enhance and promote multi-modal transportation and safety, effectively address emergency management and events, promote neighborhood safety, and providing improved motorist information for better transportation decision making by users. ITS 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 and software licensing.

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. This project will support lower vehicle fuel usage and lower electrical energy production reducing carbon emissions.

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	5,177,002

Total Budgetary Cost Estimate: 5,177,002

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	1,520,224
Real Estate Excise Tax	3,656,778

Total Programmed Funding: 5,177,002
Future Funding Requirements:

Comments

PW-R-159 East Link Analysis and Development

Category: **Improved Mobility/Connectivity** Status: **Approved Prior**
 Department: **Transportation** Location: **Citywide**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
18,324,335	15,061,058	246,740	1,080,537	1,097,000	413,000	426,000	-	-

Description and Scope

Utilize in-house and consultant resources to participate with Sound Transit and other potential project partners to advance the construction of the East Link light rail project. Work tasks will include, but are not limited to, activities that relate to the East Link project, including City-sponsored projects and programs. Key tasks include traffic analysis including operational simulation; identification and evaluation of potential funding sources and associated financial analyses; specialized environmental analyses; engineering support relating to alignments, track profiles, stations, and City roadway-light rail interface; design issues; construction management; community and stakeholder outreach; intergovernmental relations and agreements; and other tasks necessary for the City to fully engage in and influence the East Link project.

Rationale

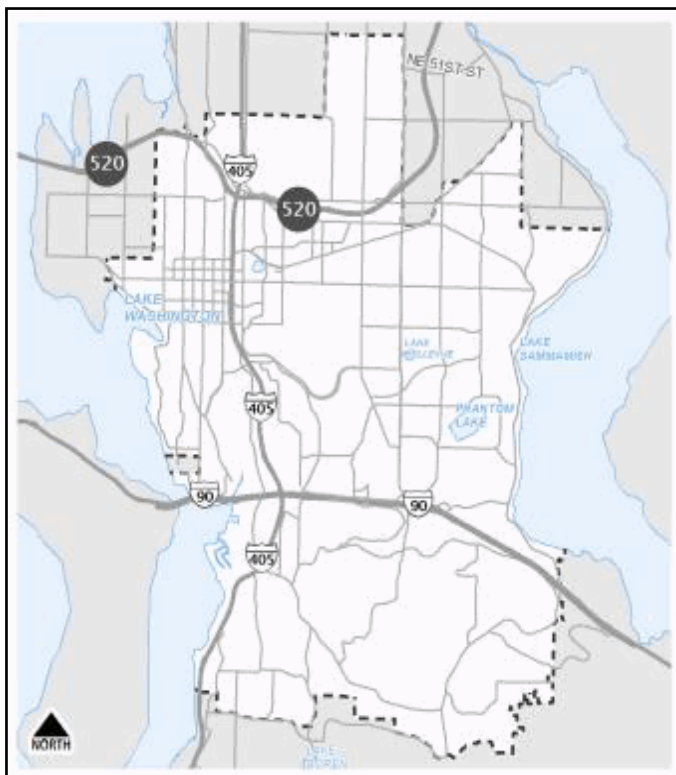
East Link is a Sound Transit-funded light rail project that will connect Bellevue with Seattle and with the Overlake area of Redmond by 2023. The \$2.8+ billion project will be routed through South Bellevue, Downtown Bellevue, and the BelRed corridor with six stations. The City and Sound Transit (ST) 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	2009 - 2023	18,324,335

Total Budgetary Cost Estimate: 18,324,335

Means of Financing

Funding Source	Amount
Contributions from Other City Funds	60,000
General Taxes & Impact Fees	1,000,000
General Taxes & LTGO Bond Proceeds	17,040,334
Interlocal Contributions	150,001
Miscellaneous Revenue	74,000

Total Programmed Funding: 18,324,335
Future Funding Requirements:

Comments

PW-R-166 124th Ave NE - Spring Blvd to Ichigo Way (NE 18th)Category: **Improved Mobility/Connectivity**Status: **Approved Prior**Department: **Transportation**Location: **124th Ave NE - NE Spring Blvd to Ichigo Way****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
33,239,235	23,981,235	-	9,258,000	-	-	-	-	-

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. The project will reflect BelRed urban design criteria and include new and/or relocation of utility infrastructure. Implementation will be coordinated with private development in the vicinity and the development of 124th Avenue NE - NE 12th Street to NE Spring Blvd. (PW-R-169); 124th Avenue NE - Ichigo Way to Northup Way (PW-R-191); and, the NE Spring Blvd. Zone 2, 120th Avenue NE to 124th Avenue NE projects.

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**

Project Activities	From - To	Amount
Project Costs	2011 - 2020	33,239,235

Total Budgetary Cost Estimate: 33,239,235

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	7,563,109
Private Contributions	9,490,760
Real Estate Excise Tax	8,197,557
State Grants	3,725,000
Transportation Funding	50,000
Transportation Impact Fees	4,212,809

Total Programmed Funding: 33,239,235
Future Funding Requirements:

Comments

PW-R-169 124th Avenue NE - NE 12th Street to NE Spring BoulevardCategory: **Improved Mobility/Connectivity** Status: **Approved Prior**Department: **Transportation** Location: **124th Ave NE between NE 12th St & NE Spring Blvd****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
20,085,000	10,697,000	-	-	9,388,000	-	-	-	-

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). Prior to 2016, this project also completed conceptual design of non-motorized improvements between NE 8th and NE 12th Streets.

Rationale

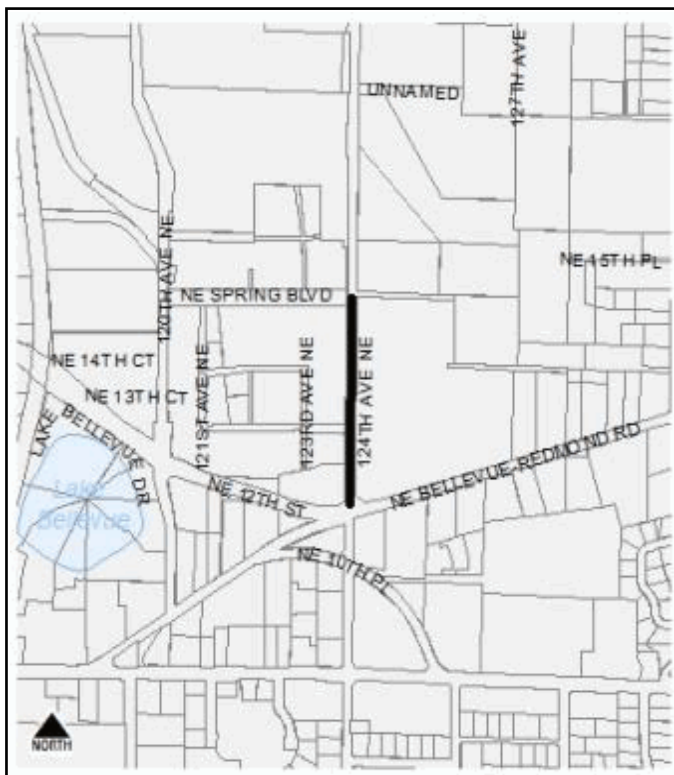
The 124th Avenue NE corridor improvements are one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles between Downtown Bellevue, Wilburton, the new BelRed transit-oriented-development 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 \$15,000 will be required to fund these costs adjusted for inflation annually.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2013 - 2021	20,085,000

Total Budgetary Cost Estimate: 20,085,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	1,392,785
Real Estate Excise Tax	108,273
TIFIA Loan	18,248,084
Transportation Funding	335,858

Total Programmed Funding: 20,085,000
Future Funding Requirements:

Comments

PW-R-170 130th Avenue NE - Bel-Red Road to NE 20th StreetCategory: **Improved Mobility/Connectivity**Status: **Approved Prior**Department: **Transportation**Location **130th Avenue NE – Bel-Red Road to NE 20th Street****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
26,700,000	8,335,601	-	3,738,148	11,517,451	3,108,800	-	-	-

Description and Scope

This project provides multi-modal improvements along 130th Avenue NE between BelRed Road and NE 20th Street. 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. (formerly NE 16th Street), potential traffic signal and intersection modifications at NE 20th Street and at BelRed Road, and accommodation for a Sound Transit 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 Avenue NE at the NE Spring Blvd. alignment, the planned light rail station and park & ride facility between 130th and 132nd Avenues NE, private development in the vicinity, and the development of NE Spring Blvd. - 130th to 132nd Avenues NE (CIP Plan No. PW-R-174) project. The project will be designed to reflect BelRed urban design criteria.

Rationale

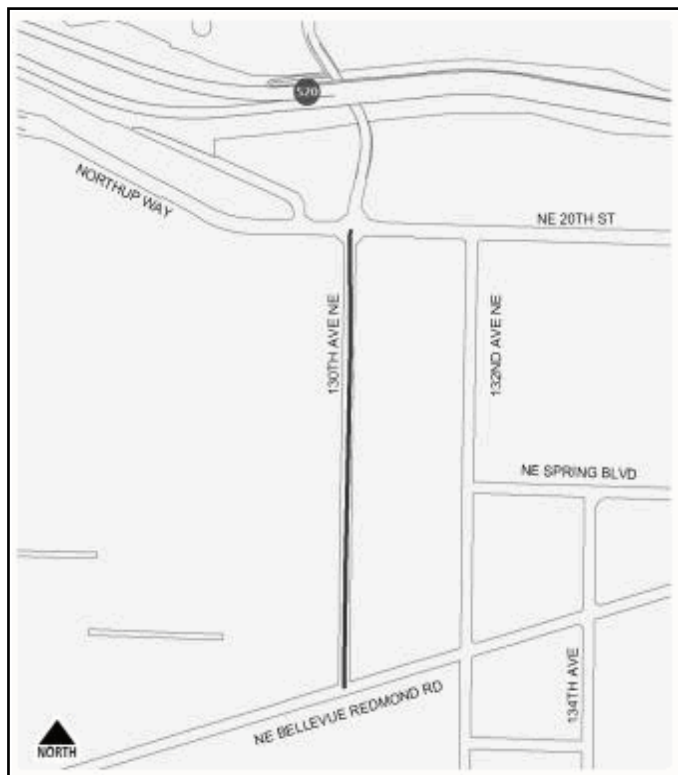
The 130th Avenue NE project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between the new BelRed transit-oriented-development nodes and the larger City and 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 \$25,000 will be required to fund these costs adjusted for inflation annually.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2013 - 2022	26,700,000

Total Budgetary Cost Estimate: 26,700,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	-131,000
Miscellaneous Revenue	131,000
Real Estate Excise Tax	249,736
TIFIA Loan	25,538,456
Transportation Funding	911,808

Total Programmed Funding: 26,700,000
Future Funding Requirements:

Comments

PW-R-172 NE Spring Blvd (Zone 1) - 116th to 120th Avenues NECategory: **Improved Mobility/Connectivity** Status: **Approved Prior**Department: **Transportation**Location **NE Spring Blvd (Zone 1) 116th to 120th Avenues NE****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
33,432,137	26,765,137	2,749,500	3,917,500	-	-	-	-	-

Description and Scope

This project will complete design and construction of a new multi-modal arterial street connection between NE 12th Street/116th Avenue NE and 120th Avenue NE. The existing NE 12th Street/116th Avenue NE intersection will be modified and NE 12th Street will be widened between 116th Avenue 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 Street and 120th Avenue 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 and water quality treatment, and other underground utilities. The project will be designed and constructed in coordination with Sound Transit so that it may cross over the East Link light rail alignment and Eastside Rail Corridor. The project will be designed to reflect BelRed urban design criteria and coordinated with other private development in the vicinity, NE Spring Boulevard - 120th to 124th Avenues NE (Zone 2; CIP Plan No. PW-R-173), and the 120th Avenue NE Improvements - NE 12th Street to NE 16th Street (Stage 3; CIP Plan No. PW-R-168). The construction phase may be implemented in stages.

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 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 2 project (CIP Plan No. 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**

Project Activities	From - To	Amount
Project Costs	2013 - 2020	33,432,137

Total Budgetary Cost Estimate: 33,432,137

Means of Financing

Funding Source	Amount
Federal Grants	7,217,500
General Taxes & LTGO Bond Proceeds	9,447,397
Interlocal Contributions	1,133,000
Transportation Funding	6,354,240
Transportation Impact Fees	9,280,000

Total Programmed Funding: 33,432,137
Future Funding Requirements:

Comments

PW-R-173 NE Spring Boulevard (Zone2) - 120th to 124th Avenues NorthCategory: **Improved Mobility/Connectivity** Status: **Approved Prior**Department: **Transportation**Location **NE Spring Blvd (Zone 2) 120th to 124th Avenues NE****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
18,346,160	21,581,568	-3,235,408	-	-	-	-	-	-

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. On-street parking will be provided along the north side of the roadway. The project will be designed to reflect BelRed urban design criteria and coordinated with the Spring District private development and Sound Transit East Link light rail station, NE Spring Boulevard - 116th to 120th Avenues NE (Zone 1, CIP Plan No. PW-R-172), 120th Avenue NE Improvements – NE 12th to NE 16th Streets (Stage 3, CIP Plan No. PW-R-168), and 124th Avenue NE Improvements – NE Spring Boulevard to Ichigo Way (CIP Plan No. PW-R-166). The construction phase may be implemented in stages.

Rationale

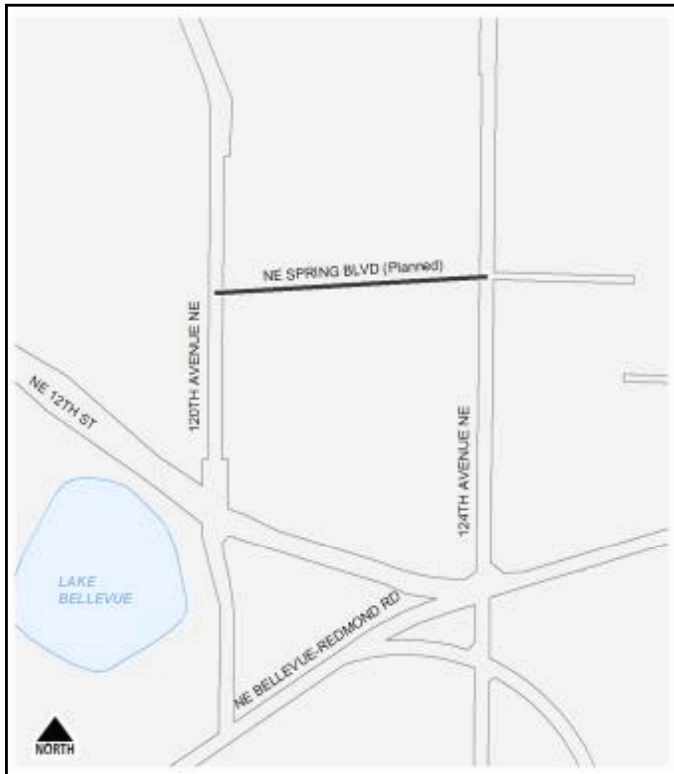
The NE Spring Boulevard project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new BelRed transit-oriented-development 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**

Project Activities	From - To	Amount
Project Costs	2013 - 2019	18,346,160

Total Budgetary Cost Estimate: 18,346,160

Means of Financing

Funding Source	Amount
Federal Grants	1,200,000
General Taxes & LTGO Bond Proceeds	497,671
Miscellaneous Revenue	477,298
Private Contributions	1,756,000
State Grants	5,950,200
TIFIA Loan	7,804,373
Transportation Funding	43,618
Transportation Impact Fees	617,000

Total Programmed Funding: 18,346,160

Future Funding Requirements:

Comments

PW-R-174 NE Spring Boulevard - 130th to 132nd Avenues NECategory: **Improved Mobility/Connectivity**Status: **Approved Prior**Department: **Transportation**Location: **NE Spring Blvd - 130th to 132nd Avenues NE****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
21,786,000	5,107,963	5,467,011	8,991,026	2,220,000	-	-	-	-

Description and Scope

This project will complete the design of the full roadway cross-section and construct transportation system improvements of a new arterial roadway connection between 130th Avenue NE and 132nd Avenue NE. The project includes a new traffic signal at the 130th Avenue NE and modifies a signal at 132nd Avenue NE (to be built by Sound Transit) and will integrate vehicular traffic, pedestrian, and bicycle movements with the Sound Transit East Link Light Rail Transit (LRT) project. The roadway cross-section will include single westbound and eastbound travel lanes, outside the LRT alignment and the 130th Avenue 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 Sound Transit, potential future private development, possible transit-oriented development to the immediate north, and the 130th Avenue NE – BelRed Road to NE 20th Street (CIP Plan No. PW-R-170) project. The project will be designed to reflect BelRed urban design criteria. This project may be implemented in two stages. The improvements south of the LRT station would be implemented first, while Sound Transit occupies the property north of the LRT station.

Rationale

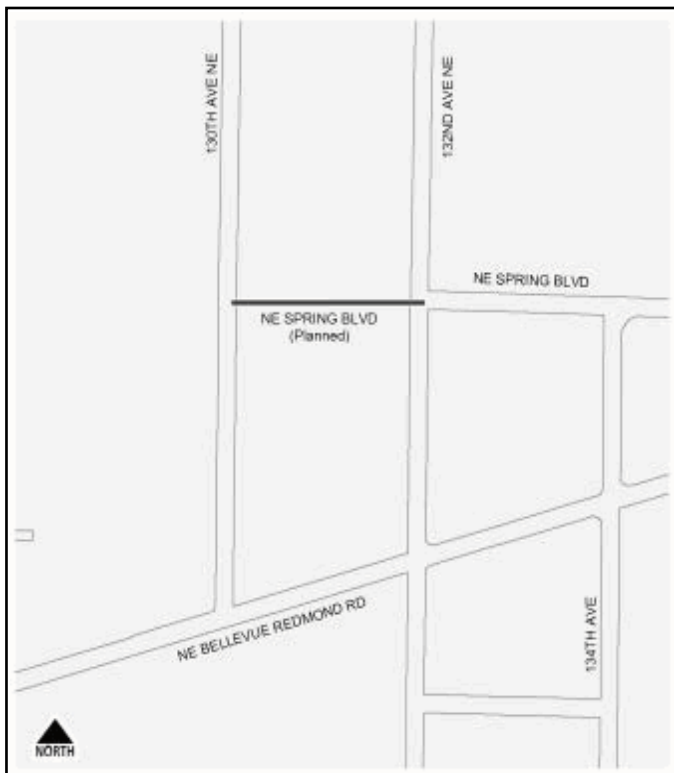
The NE Spring Boulevard project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between the new BelRed transit-oriented-development nodes and the larger City 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**

Project Activities	From - To	Amount
Project Costs	2013 - 2021	21,786,000

Total Budgetary Cost Estimate: 21,786,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	2,452,574
Miscellaneous Revenue	185,000
TIFIA Loan	17,336,463
Transportation Funding	211,962
Transportation Impact Fees	1,600,001

Total Programmed Funding: 21,786,000
Future Funding Requirements:

Comments

PW-R-182 DTP/Exceptional Light Rail Station AccessCategory: **Improved Mobility/Connectivity**Status: **Approved Prior**Department: **Transportation**Location: **Downtown Subarea and vicinity****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
13,200,000	2,900,000	600,000	2,000,000	1,200,000	1,200,000	1,300,000	2,000,000	2,000,000

Description and Scope

This project implements the Downtown Transportation Plan (DTP) to improve mobility options for people traveling to/from and within Downtown Bellevue. Significant emphasis is given to improvements that provide exceptional pedestrian and bicycle access to the Downtown light rail stations, in Old Bellevue, and along the Grand Connection. DTP identified intersections that merit "Enhanced" or "Exceptional" treatment to safely accommodate pedestrians. Also, DTP identified and established locations and near-term priorities for new mid-block crossings. To implement the Comprehensive Plan vision for the character of three Downtown roadway corridors – 106th Avenue NE, 108th Avenue NE and Main Street – analysis and community engagement will determine the design of travel lanes, intersections, mid-block crossings, sidewalks, transit and bicycle facilities.

Rationale

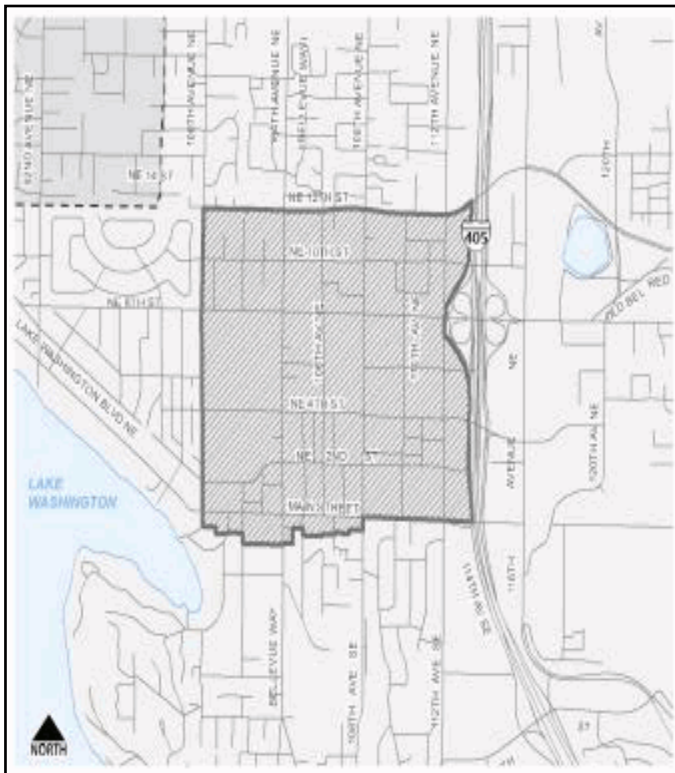
Significant growth in the number of people who live and work in Downtown will increase the number of daily trips for all purposes – for many of these trips people will choose to walk, bicycle and ride transit because these are easy ways to get around. Against this backdrop of growth, the average number of vehicle trips is expected to maintain the stability observed through several growth cycles dating to 1990. Light rail stations and RapidRide B serving Downtown Bellevue will attract pedestrians who will use transit for access to jobs, shopping and recreation. Along the Grand Connection, in Old Bellevue and in other Downtown neighborhoods, people are choosing to walk or bicycle for short trips. As a consequence of more people choosing to get around without a car, enhanced infrastructure to accommodate pedestrians, bicyclists and transit riders is needed.

Environmental Impacts

Program funds build projects that are intended primarily to improve mobility, access and safety for pedestrians and bicyclists, with emphasis on access to transit. Projects are implemented on existing improved rights-of-way/easements. Adverse environmental impacts are not expected. Programmatic State Environmental Policy Act (SEPA) documentation is being developed collaboratively through the Downtown Transportation Plan/Downtown Livability Initiative in a SEPA Report for amendments to the Downtown Land Use Code and Subarea Plan.

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	2015 - 2025	13,200,000

Total Budgetary Cost Estimate: 13,200,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	12,558,129
Private Contributions	114,910
Real Estate Excise Tax	26,961
State Grants	500,000

Total Programmed Funding: 13,200,000
Future Funding Requirements:

Comments

PW-R-183 West Lake Sammamish Parkway, Phase 2Category: **Improved Mobility/Connectivity**Status: **Approved Prior**Department: **Transportation**Location: **West Lake Samm Pkwy - SE 200 Blk to NE 800 Blk****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
8,000,000	3,000,000	5,000,000	-	-	-	-	-	-

Description and Scope

This project will conduct a design alternatives analysis in coordination with the community and other stakeholders, complete design and construct roadway improvements on West Lake Sammamish Parkway generally between the SE 200 Block and the NE 800 Block. Full width improvements will be limited to this segment of West Lake Sammamish Parkway and include from east to west: a minimum 4-foot shoulder; two, 10-foot wide travel lanes; 0-5 foot wide buffer; and, 8-10 foot wide multiuse path. The project will also make storm drainage, water quality and fish passage improvements as needed throughout the corridor. In addition, the project will be coordinated with improvements from the Utilities Department Small Diameter Water Main Replacement program (CIP Plan No. W-16) for the reconstruction of a water main between SE 1900 and NE 800 Block.

Due to the length and cost of needed improvements to the overall corridor (5.5 miles), a public engagement process was conducted to develop a scope, pre-design and construction phasing plans for the full corridor. This work and the full implementation of the first phase, completed in 2013, was funded by CIP Plan No. PW-R-141.

Rationale

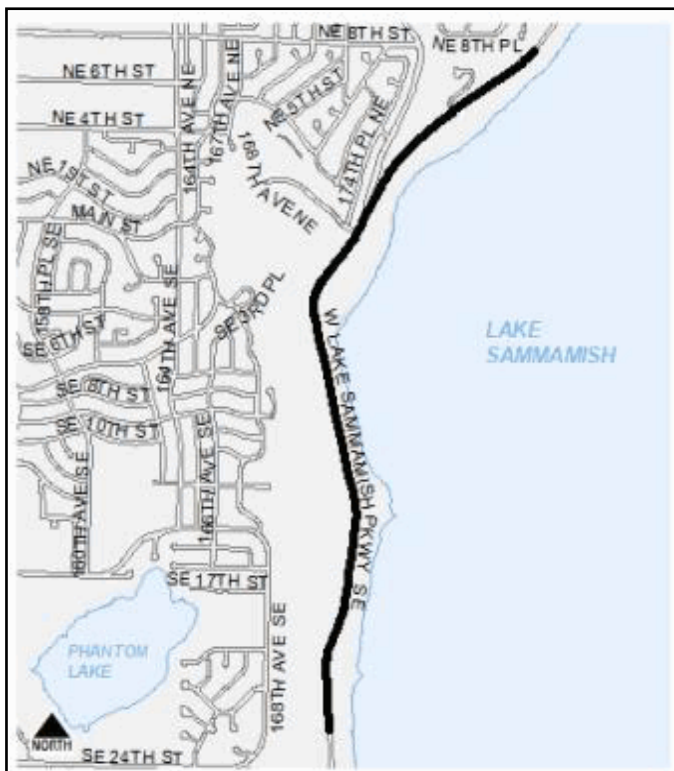
This project began with the work completed in a joint (Bellevue, Redmond, King County) West Lake Sammamish Parkway Study completed in 1996. Growing traffic volumes and Bellevue's annexation of the long, southern segment of this road provided the impetus for reevaluating the roadway and potential improvements. 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 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 City of Bellevue Pedestrian and Bicycle Transportation Plan Update 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 will increase due to the maintenance of the roadway. An estimated \$15,000 will be required to fund these costs adjusted for inflation annually.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2018 - 2019	8,000,000

Total Budgetary Cost Estimate: 8,000,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	7,001,653
Real Estate Excise Tax	998,347

Total Programmed Funding: 8,000,000
Future Funding Requirements:

Comments

PW-R-184 Bellevue Way SE HOV Lane - 112th Avenue SE 'Y' to I-90Category: **Improved Mobility/Connectivity**Status: **Approved Prior**Department: **Transportation**Location: **Bellevue Way SE HOV-112th Ave SE 'Y' to I-90****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
9,400,000	4,400,000	-	-	-	-	2,500,000	2,500,000	-

Description and Scope

This project funds the design and acquisition of right of way for 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 completion of environmental documentation. Future project implementation includes 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

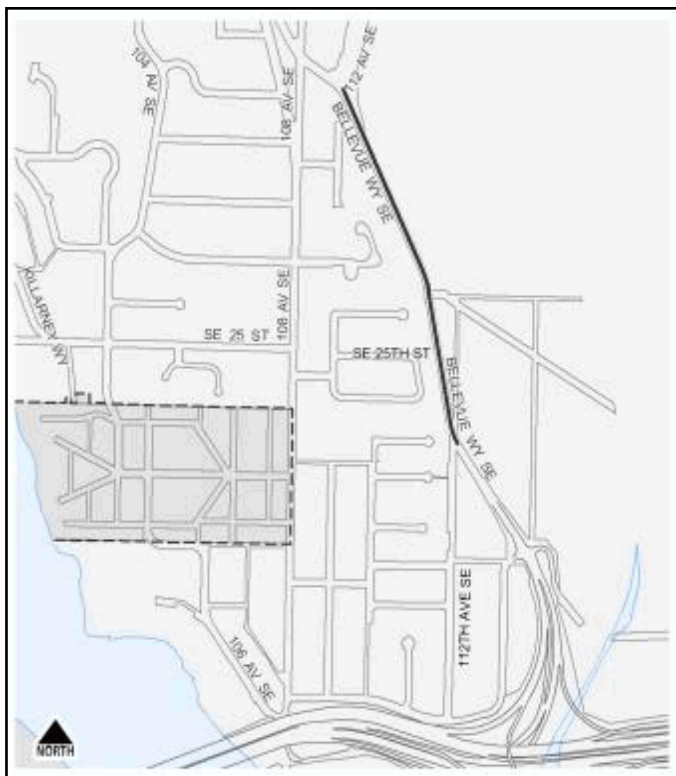
Bellevue Way SE is a high volume arterial roadway handling over 34,000 vehicles during the average weekday. Southbound PM peak volumes often exceed 2,300 vehicles per hour causing significant congestion for those trying to reach I-90 or the Enatai area. Long traffic backups cause delay in service for 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 to I-90, helping alleviate overall traffic congestion in that area. It will provide significant benefit 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 increase due to the maintenance of the roadway and landscaping. An estimated \$25,000 will be required to fund these costs adjusted for inflation annually.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2015 - 2024	9,400,000

Total Budgetary Cost Estimate: 9,400,000

Means of Financing

Funding Source	Amount
General Taxes & Impact Fees	2,170,000
General Taxes & LTGO Bond Proceeds	5,441,497
Real Estate Excise Tax	1,788,503

Total Programmed Funding: 9,400,000
Future Funding Requirements:

Comments

PW-R-186 120th Avenue NE Stage 4, NE 16th Street to Northup WayCategory: **Improved Mobility/Connectivity** Status: **Approved Prior**Department: **Transportation**Location **120th Ave NE - NE 16th Street to Northup Way****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
3,000,000	800,000	2,200,000	-	-	-	-	-	-

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 preliminary plans, cost estimates, and update environmental documentation needed to evaluate the feasibility and impacts of the widening and realignment of 120th Avenue NE between NE 16th Street and Northup Way. The project will evaluate how the roadway alignment may accommodate the planned Sound Transit Operations and Maintenance Facility East (OMFE) and potential Transit Oriented Development on the west side of the roadway corridor. The project will also include evaluation of the NE 16th Street intersection, both sides of 120th Avenue NE, with particular focus on the west side (the south end of the planned OMFE); evaluating the approach alignment and the feasibility of potential extension of NE 16th Street west to 116th Avenue NE.

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, and 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**

Project Activities	From - To	Amount
Project Costs	2017 - 2019	3,000,000

Total Budgetary Cost Estimate: 3,000,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	1,437,892
Transportation Funding	1,562,108

Total Programmed Funding: 3,000,000

Future Funding Requirements:

Comments

PW-R-190 124th Avenue NE – NE 8th to NE 12th StCategory: **Improved Mobility/Connectivity**Status: **Approved Prior**Department: **Transportation**Location **124th Avenue NE - NE 8th Street to NE 12th Street****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
919,000	354,000	565,000	-	-	-	-	-	-

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 Northup Way (CIP Plan PW-R-191).

Rationale

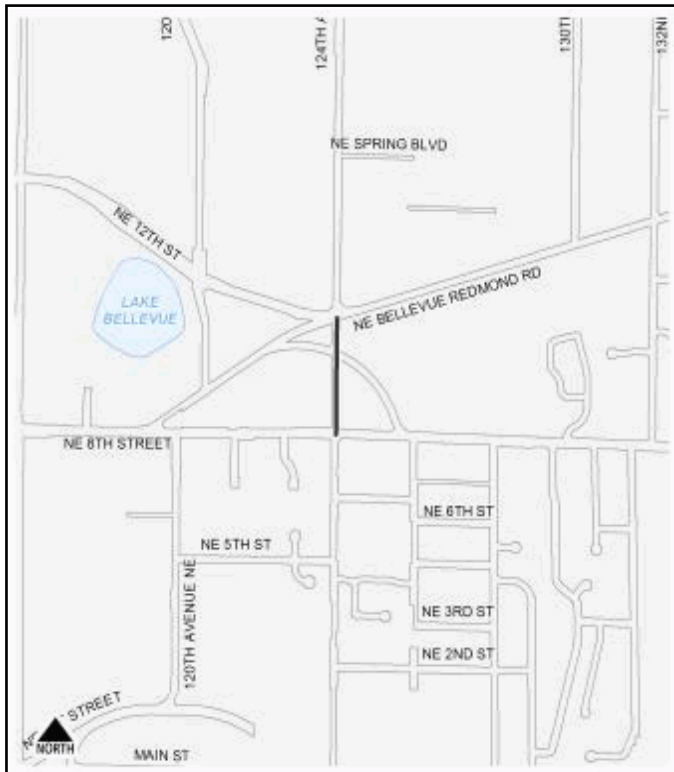
The 124th Avenue NE corridor improvements are one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new BelRed transit-oriented-development 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 Northup 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**

Project Activities	From - To	Amount
Project Costs	2016 - 2019	919,000

Total Budgetary Cost Estimate: 919,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	676,889
Transportation Funding	242,111

Total Programmed Funding: 919,000
Future Funding Requirements:

Comments

PW-R-191 124th Ave NE - Ichigo Way to Northup WayCategory: **Improved Mobility/Connectivity**Status: **Approved Prior**Department: **Transportation**Location: **124th Avenue NE - Ichigo Way to Northup Way****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
30,796,000	13,324,000	-	-	-	17,472,000	-	-	-

Description and Scope

This project advances the design, property acquisition and construction of 124th Avenue NE from Ichigo Way (NE 18th Street) to Northup Way. This project will widen and raise the profile for 124th Avenue NE between Ichigo Way (NE 18th Street) and Northup Way. The roadway cross-section will consist 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, install a new signal at Ichigo Way, and illumination, landscaping, irrigation, storm drainage and water quality treatment, retaining walls, culvert replacement, 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. The project will also support evaluating environmental and open-space enhancements/trail connections along the West Tributary regional detention facilities.

Rationale

The 124th 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 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 \$15,000 will be required to fund these costs adjusted for inflation annually.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2016 - 2022	30,796,000

Total Budgetary Cost Estimate: 30,796,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	123,376
TIFIA Loan	30,672,624

Total Programmed Funding: 30,796,000
Future Funding Requirements:

PW-R-194 West Lake Sammamish Parkway Phase 3Category: **Improved Mobility/Connectivity** Status: **Approved Prior**Department: **Transportation**Location: **West Lake Sammamish Parkway TBD****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
8,000,000	-	-	-	-	-	1,000,000	3,000,000	4,000,000

Description and Scope

The project will conduct a design alternatives analysis in coordination with the community and other stakeholders, select a preferred design alternative, and develop preliminary engineering of the third phase of the West Lake Sammamish Parkway corridor improvements (of five anticipated phases.) The design analysis process will confirm Phase 3 termini and consider variations to the original scope and/or project implementation methods with the intent of developing less costly alternatives while maintaining the original project objectives. Due to the length and cost of needed improvements to the overall corridor (5.5 miles), a public engagement process was conducted to develop a scope, pre-design and construction phasing plans for the full corridor. This work and the full implementation of the first phase, completed in 2013, was funded by CIP Plan No. PW-R-141. The ultimate corridor improvement project is intended to provide a consistent 4' shoulder on the east side, a 10.5' northbound vehicle travel lane, a 10' wide southbound vehicle travel lane, a primarily 10' wide multi-purpose trail, and a 2' or 5' wide landscape buffer where space is available. Pedestrian crossings were identified for SE 26th Street, Northup Way, NE 24th Street, and five other locations along the Parkway. The second phase of West Lake Sammamish Parkway between the SE 200 Block and the NE 800 Block is under design and is funded by CIP Plan No. PW-R-183. The project will include pavement repair, storm drainage, water quality and fish passage improvements as warranted throughout the corridor.

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 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 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**

Project Activities	From - To	Amount
Project Costs	2023 - 2025	8,000,000

Total Budgetary Cost Estimate: 8,000,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	5,449,274
Real Estate Excise Tax	1,250,726
Sale of Fixed Assets	1,300,000

Total Programmed Funding: 8,000,000
Future Funding Requirements:

Comments

PW-R-198 Neighborhood Congestion Management (Levy)

Category: **Improved Mobility/Connectivity** Status: **Approved Prior**
 Department: **Transportation** Location: **Citywide**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
18,000,000	4,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000

Description and Scope

This project will complete design and fund 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

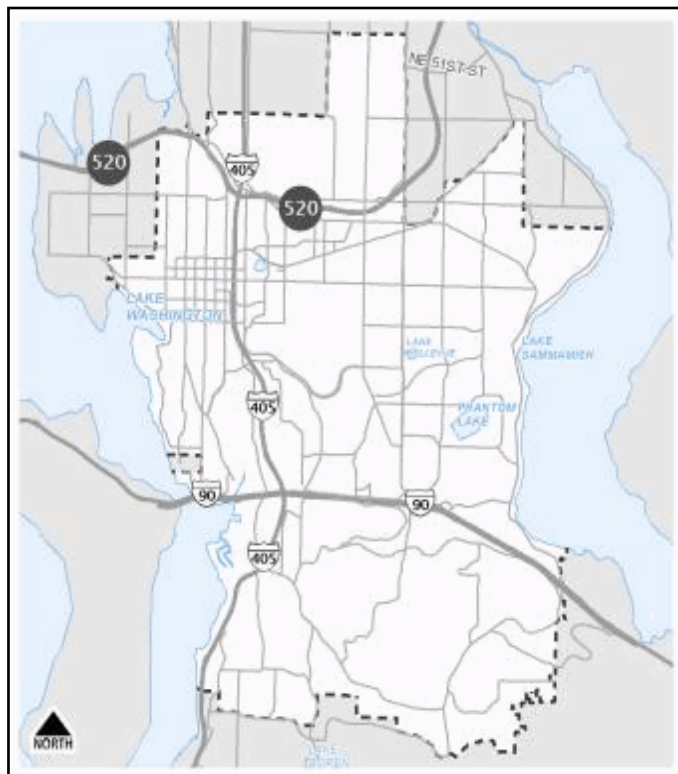
In November 2016, the residents of Bellevue approved Proposition 2 which assessed a \$0.15 per \$1,000 levy to fund Neighborhood Safety, Connectivity and Congestion Management projects. This project addresses Council's desire to provide approximately \$2 million per year for design analysis work on intersection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

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 be determined on a project specific basis as required.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2017 - 2025	18,000,000

Total Budgetary Cost Estimate: 18,000,000

Means of Financing

Funding Source	Amount
Transportation Levy Revenue	18,000,000

Total Programmed Funding: 18,000,000
Future Funding Requirements:

Comments

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

Category: **Improved Mobility/Connectivity** Status: **Approved Prior**
 Department: **Transportation** Location: **Citywide**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
53,962,353	10,800,000	5,749,560	5,886,961	6,022,966	6,160,834	6,301,228	6,445,804	6,595,000

Description and Scope

The Transportation Department has a backlog of neighborhood safety, connectivity, sidewalk, bicycle, technology, and maintenance needs. Examples include: a backlog of neighborhood sidewalk projects identified by community members that would take more than 30 years to complete at current funding levels; backlogs of pedestrian crossing projects, traffic calming projects in neighborhoods all over the City, school traffic improvement projects, and a funding shortfall for new and upgraded bicycle facilities citywide. During the first two years, over 35 projects were identified for delivery

This fund will help address the backlog projects and prioritized new projects in the following categories:

- Neighborhood safety projects: Provide traffic calming, reduce speed and non-local traffic, reduce potential for collisions in neighborhoods and around schools, add mid-block crossings and other crosswalks with enhanced safety features such as flashing lights, and other projects.
- New sidewalks/trails/paths: Add sidewalks and paths to provide walking access to connect neighborhoods and provide safe walks to schools, parks, shopping and other destinations.
- Technology for safety and traffic management: Improve City's capability to implement technology that improves safety, traffic flow, traveler information and other emerging technology, such as autonomous vehicles.
- Enhance maintenance: Repairs and improvements to existing transportation facilities with outstanding maintenance needs such as sidewalks, trails, slopes, walls, poles, lighting, wiring and street cleaning.
- New bike facilities: Add facilities to create a safe and connected bike network for commuting, recreation and family activities.

Rationale

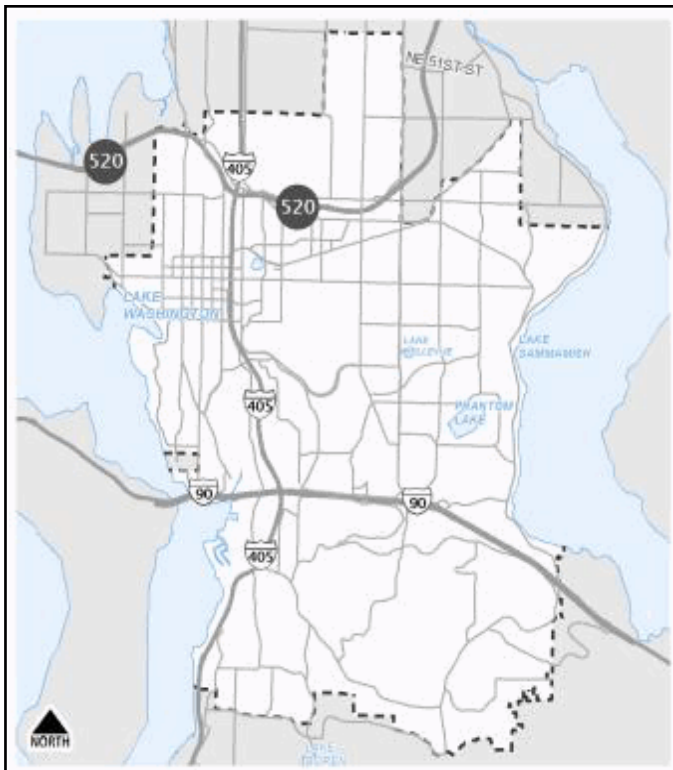
In November 2016, the residents of Bellevue approved Proposition 2 which assessed a \$0.15 per \$1,000 levy to fund Neighborhood Safety, Connectivity and Congestion Reduction projects. This project addresses Council's desire to address the backlog of projects and the potential to prioritize new projects in the project categories above. Projects are either funded wholly by the Levy, leverage other existing Transportation Department programs, or utilize other City funding sources, grants, and/or private development opportunities to stretch the Levy Program investment. Levy Program funding pays for related project costs such as planning, design and public outreach, and supports an increase in staff levels to deliver projects, in accordance with the ballot measure.

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 be determined on a project specific basis as required.

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2017 - 2025	53,962,353

Total Budgetary Cost Estimate: 53,962,353

Means of Financing

Funding Source	Amount
Transportation Levy Revenue	53,962,353

Total Programmed Funding: 53,962,353
Future Funding Requirements:

PW-R-200 Nghbhood Congestion Mngmt Project ImplementationCategory: **Improved Mobility/Connectivity**Status: **New**Department: **Transportation**Location: **Various locations throughout the City****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
5,000,000	-	500,000	-	1,000,000	-	1,500,000	-	2,000,000

Description and Scope

This project will complete design and fund 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

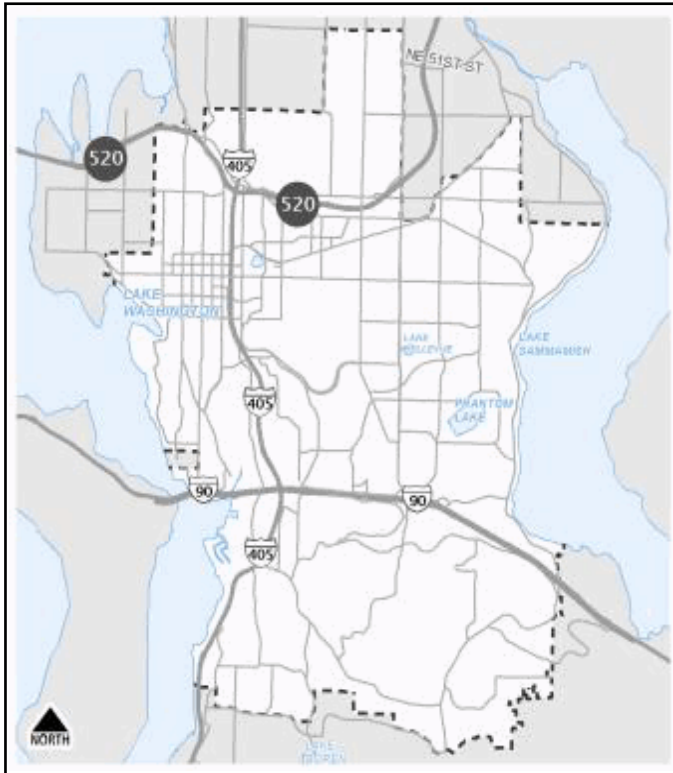
One of the stated intentions for the \$2 million established for congestion management projects out of the levy funding was to begin the pre-design/designing process that would lead to a budget proposal for construction as/if needed. Design processes have identified that projects costs would greatly 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.

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	2017 - 2025	5,000,000

Total Budgetary Cost Estimate: 5,000,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	5,000,000

Total Programmed Funding: 5,000,000
Future Funding Requirements:

Comments

PW-R-201 Bellevue College ConnectionCategory: **Improved Mobility/Connectivity** Status: **New**Department: **Transportation**Location: **SE 34th St/162nd Pl SE to W Lake Sammamish Pkwy****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
400,000	-	400,000	-	-	-	-	-	-

Description and Scope

This project is a partnership between King County Metro (Metro), Bellevue College (BC) and the City, and will reconstruct BC campus roadways to support frequent transit bus service, construct sidewalks and accessible bus stops and modify the 142nd Place SE/SE 32nd Street intersection. It will include a separated multi-use paved path connecting 145th Place SE to the Mountains to Sound Greenway Trail. It will provide weather protection on 142nd Place SE for transit users, pedestrians and cyclists. A Bellevue College Transit Center is envisioned to be developed along the corridor. This current funding request will advance design in partnership with KC Metro and BC.

Rationale

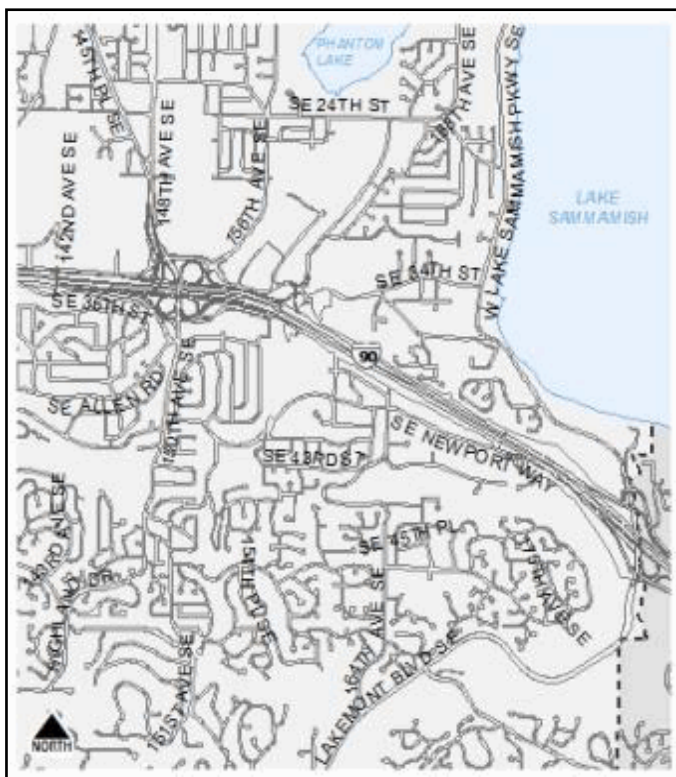
This project provides an east-west connection to businesses, parks, shopping and the I-90 trail. Residents want to use multiple modes of travel but there are no pedestrian and cycle facilities along this stretch of roadway. The project responds to one of the City's primary responsibilities: public safety 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 and a vital economy in partnership with the community.

Environmental Impacts

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

Operating Budget Impacts

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

Project Map**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2017 - 2019	400,000

Total Budgetary Cost Estimate: 400,000

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	400,000

Total Programmed Funding: 400,000
Future Funding Requirements:

Comments

PW-R-202 150th Avenue SE at SE Newport WayCategory: **Improved Mobility/Connectivity**Status: **New**Department: **Transportation**Location **150th Avenue SE at SE Newport Way****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
2,500,000	-	2,500,000	-	-	-	-	-	-

Description and Scope

This project funds the completion of design and construction of a 600' southbound right turn pocket at the intersection of 150th Avenue SE and SE Newport Way, with sidewalk the length of the pocket to serve the six properties on the west side of 150th Avenue SE.

Rationale

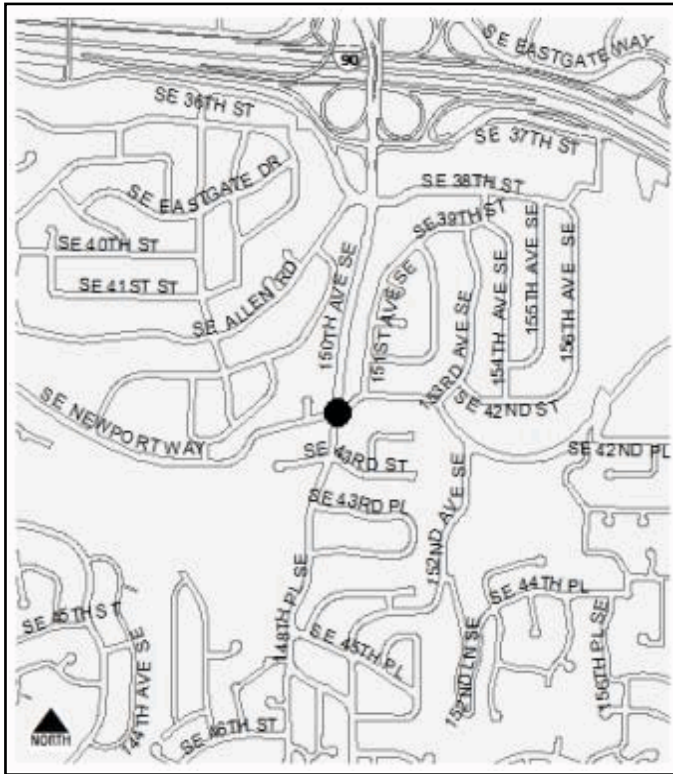
This project was identified as a high priority neighborhood congestion reduction project needed to alleviate the ongoing congestion that occurs during peak traffic hours in the Eastgate area. Initial design funding is provided by the Neighborhood Safety, Connectivity and Congestion Levy.

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**

Project Activities	From - To	Amount
Project Costs	2019 - 2019	2,500,000

Total Budgetary Cost Estimate: 2,500,000

Means of Financing

Funding Source	Amount
Sale of Fixed Assets	2,500,000

Total Programmed Funding: 2,500,000

Future Funding Requirements:

Comments

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

Category: **Improved Mobility/Connectivity** Status: **Approved Prior**
 Department: **Transportation** Location: **Various**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
13,361,286	9,796,286	467,000	480,000	493,000	508,000	523,000	539,000	555,000

Description and Scope

This program improves access and connections for people walking and bicycling. Projects funded through this program enhance mobility for everyone and simultaneously promote community health and foster environmental sustainability. Program funds build discrete small projects and may be used to leverage grants, and to enable partnerships with other City programs, agencies, or the private sector to construct larger-scale projects.

Rationale

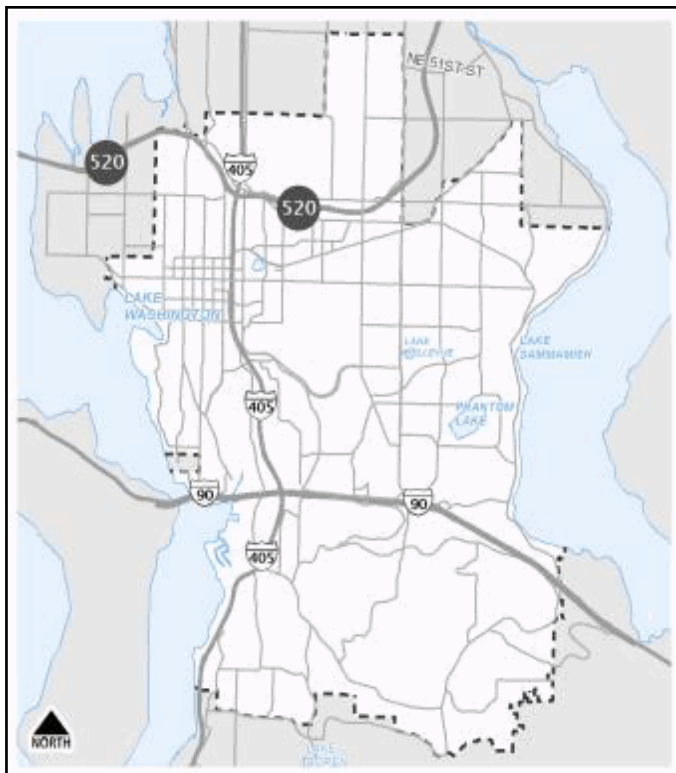
Through this program the City responds to citizen requests, emerging needs and partnering opportunities to construct small-scale non-motorized transportation projects. Program priorities – derived from policy support in the Transportation Element of the Comprehensive Plan – are to provide access and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

Environmental Impacts

Environmental impacts 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**

Project Activities	From - To	Amount
Project Costs	2000 - 2025	13,361,286

Total Budgetary Cost Estimate: 13,361,286

Means of Financing

Funding Source	Amount
Charges for Services	1,646
Developer Contributions	30,000
Federal Grants	1,692,679
General Taxes & LTGO Bond Proceeds	4,423,857
Interlocal Contributions	603,829
State Grants	92,092
Transportation Funding	6,517,183

Total Programmed Funding: 13,361,286
Future Funding Requirements:

Comments

PW-W/B-76 Neighborhood Sidewalks

Category: **Improved Mobility/Connectivity** Status: **Ongoing**
 Department: **Transportation** Location: **Various**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
17,427,309	8,522,309	1,167,000	1,200,000	1,232,000	1,269,000	1,306,000	1,345,000	1,386,000

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 \$2,000,000, 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

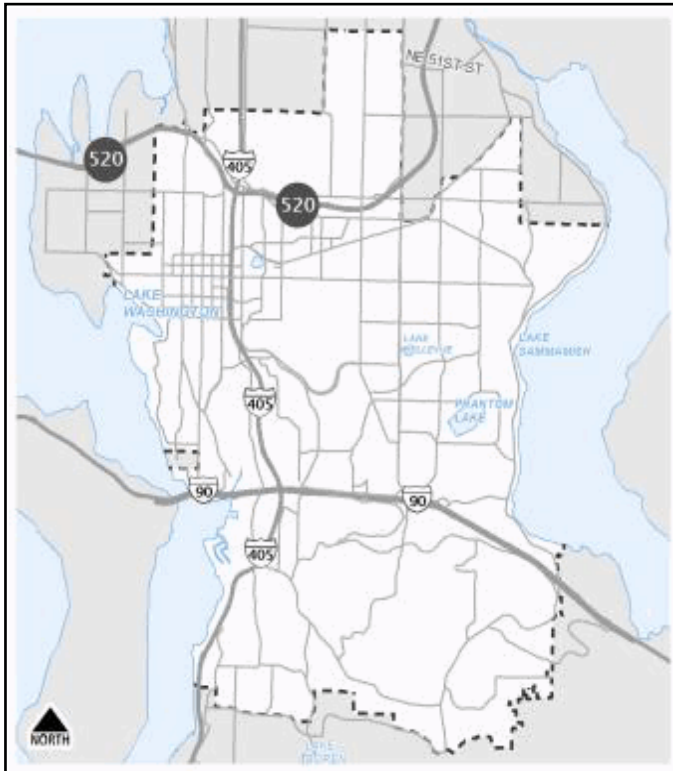
This program helps to accomplish the department's mission to provide a safe and efficient transportation system that supports livable neighborhoods and a vital economy in partnership with the community. The program is designed to respond to identified neighborhood priorities for sidewalk facilities that 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**

Project Activities	From - To	Amount
Project Costs	Ongoing	17,427,309

Total Budgetary Cost Estimate: 17,427,309

Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	2,568,616
General Taxes & LTGO Bond Proceeds	6,605,528
Interlocal Contributions	515,165
Transportation Funding	7,738,000

Total Programmed Funding: 17,427,309
Future Funding Requirements:

Comments

PW-W/B-78 Mountains to Sound GreenwayCategory: **Improved Mobility/Connectivity** Status: **Approved Prior**Department: **Transportation**Location: **I-90 Corridor – I-405 to Lakemont Blvd****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
3,561,173	3,206,173	355,000	-	-	-	-	-	-

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 project budget is intended to 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. Future project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other public capital investments or private developments along the project alignment. This project is a continuation of the first phase of the Mountains to Sound Greenway Trail, from I-405 to 132nd Avenue SE, scheduled for construction in 2018 and 2019.

Rationale

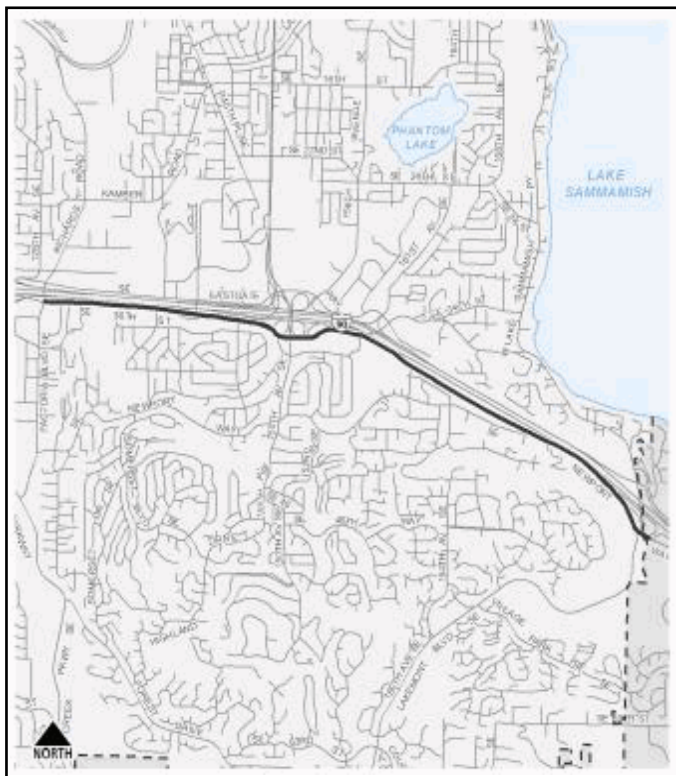
This project will complete the design of segments of the Mountains to Sound Greenway Trail within Bellevue. There is currently a 3.6 mile gap in the Greenway Trail between I-405 and Lakemont Blvd. Bellevue's Comprehensive Plan identifies the need to address the "Eastgate Gap" and "integrate into the 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**

Project Activities	From - To	Amount
Project Costs	2013 - 2019	3,561,173

Total Budgetary Cost Estimate: 3,561,173

Means of Financing

Funding Source	Amount
Federal Grants	1,660,000
General Taxes & LTGO Bond Proceeds	621,343
Real Estate Excise Tax	220,104
Transportation Funding	1,059,726

Total Programmed Funding: 3,561,173
Future Funding Requirements:

Comments

PW-W/B-83 Mnt to Sound Greenway Trail - Factoria XingCategory: **Improved Mobility/Connectivity**Status: **New**Department: **Transportation**Location: **I-90 Corridor – I-405 to 132nd Avenue SE****Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget
17,555,000	1,500,000	15,055,000	1,000,000	-	-	-	-	-

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	2018 - 2020	17,555,000

Total Budgetary Cost Estimate: 17,555,000

Means of Financing

Funding Source	Amount
General Taxes	142,977
Interlocal Contributions	2,055,000
Real Estate Excise Tax	721,512
State Grants	14,000,000
Transportation Funding	635,511

Total Programmed Funding: 17,555,000
Future Funding Requirements:

Comments