

## Policy Crosswalk: Proposed Revisions to Bellevue State Legislative Agenda

Issue Area	Existing Policy Language (2021 State Legislative Agenda)	Proposed Policy Language (2022 State Legislative Agenda)	Justification
Growth, Economic Vitality and Recovery from COVID-19	The City urges the Legislature to adopt a statewide economic recovery strategy that includes additional financial support for businesses <u>and new economic tools, such as tax increment financing and public private partnerships. The City supports additional resources to ensure childcare providers and school districts can safely reopen.</u>	The City urges the Legislature to adopt a statewide economic recovery strategy that includes additional financial support for businesses <u>and continues to invest in workforce development.</u>	Tax increment financing was authorized in 2021. Added reference to workforce development to reflect Council feedback and issues the Legislature is likely to discuss.
Social and Criminal Justice	Not in 2021 Legislative Agenda.	<u>The City also supports proposals that build upon reform proposals enacted in 2021 to provide greater clarification and implementation direction, due to the complexities and nuances of police practices and to provide for consistent implementation across the state.</u>	Several legislators have indicated that legislation will be introduced clarifying, but not rolling back, the 2021 police reform legislation in the upcoming session.
Social and criminal justice	Not in 2021 Legislative Agenda.	<u>Bellevue supports the expansion of mobile integrated healthcare and services for those experiencing mental and emotional crisis on an emergency basis.</u>	Funding is needed to provide an embedded mental health professional to assist Bellevue Fire and Police respond to 911 calls.
Transportation Investments	Bellevue encourages the state to adopt a transportation revenue package to fund new projects and maintenance and preservation of the state and local system.	Bellevue encourages the state to adopt a transportation revenue package to fund new projects and maintenance and preservation of the state and local system, <u>including enhanced funding for</u>	Express support for increased funding for grant programs that Bellevue has successfully applied to.

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		<p><u>programs such as the Transportation Improvement Board, Freight Mobility Strategic Investment Board, the WSDOT Pedestrian and Bicycle Program, and Safe Routes to School.</u></p>	
<p>Transportation Investments</p>	<p>In 2019, the Legislature authorized tolling and the bonding of toll revenue on the entire I-405/SR 167 corridor to generate funds to continue implementation of the I-405 Master Plan and fund much-needed improvements on this critical transportation route. Bellevue <u>encourages</u> the state to honor its commitment to make these improvements in a timely manner to ensure that the planned bus rapid transit service can be constructed on this vital corridor.</p> <p>Bellevue encourages the state to adopt a transportation revenue package to fund new projects and maintenance and preservation of the state and local system. The City encourages the state the identify a stable revenue source that accounts for emerging smart technologies such as autonomous vehicles, and the impact of our transportation system on climate and the environment.</p>	<p><u>Timely Completion of Projects Along I-405/SR 167 Corridor:</u>                  In 2019, the Legislature authorized tolling and the bonding of toll revenue on the entire I-405/SR 167 corridor to generate funds to continue implementation of the I-405 Master Plan and fund much-needed improvements on this critical transportation route. Bellevue <u>urges</u> the state to honor its commitment to make these improvements in a timely manner to ensure that the planned bus rapid transit service can be constructed on this vital corridor.</p> <p>Bellevue encourages the state to adopt a transportation revenue package to fund new projects and maintenance and preservation of the state and local system. The City encourages the state the identify a stable revenue source that accounts for emerging smart technologies such as autonomous vehicles, and the impact of our transportation system on climate and the environment.</p>	<p>Since Council adopted its 2021 Legislative Agenda, COVID-19-related revenue losses delayed the state’s completion of Bellevue’s I-405 priority projects.</p>

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	The City of Bellevue joins with the Bellevue Chamber of Commerce to request funding for the following projects:	The City of Bellevue joins with the Bellevue Chamber of Commerce to request funding for the following projects <u>in any transportation revenue package</u> :	
Transportation Investments: SR 520/124 <sup>th</sup> Ave. NE Interchange	The SR 520/124th interchange is one of the most congested and unsafe in East King County. Improvements to this interchange will reduce congestion, improve safety and provide access to the Spring District – an urban neighborhood and job center with connections to light rail and regional trails. Preliminary engineering and right-of-way acquisition are funded and underway. \$175 million is needed to fund the project.	The SR 520/124th interchange is one of the most congested and unsafe in East King County. Improvements to this interchange will reduce congestion, improve safety and provide access to the Spring District – an urban neighborhood and job center with connections to light rail and regional trails. Preliminary engineering and right-of-way acquisition are funded and underway. \$175 million is needed <u>for construction</u> .	Clarification.
Transportation Investments: South Downtown I-405 Access Improvement (Lake Hills Connector)	I-405 Access to Downtown Bellevue: In order to decrease traffic congestion and provide greater access into the City, a direct connection is needed from I-405 into Downtown Bellevue south of NE 4th street. Funding is needed to move the project to design and construction of the preferred alternative.	<u>South Downtown I-405 Access Improvement (Lake Hills Connector): To relieve congestion and improve access into Bellevue, a new partial interchange south of NE 4<sup>th</sup> Street is essential with a southbound on-ramp to I-405 from the Lake Hills Connector. This project will support the additional 30,000 new jobs anticipated in Bellevue by 2025. As identified in the I-405 Master Plan, the on-ramp will provide travel time reduction benefits on I-405 and local roads, while reducing delays at intersections in the area. \$150 million is</u>	Last year, Council unanimously supported the recommendation to advance the Lake Hills Connector southbound on-ramp to I-405. Request amount added based on WSDOT estimates.

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		<u>needed for design, environmental documentation and construction.</u>	
Transportation Investments: Mountains to Sound Greenway Trail	<u>\$6.9 million next phase:</u> This non-motorized 100-mile long trail along I-90 stretches from the Seattle Waterfront to Ellensburg. It features a regional trail network used by pedestrians and bicyclists for recreation and transportation. The “Bellevue Gap” is a 3.6-mile trail segment between Factoria Boulevard and Lakemont Boulevard. The next phase to close this gap is a \$33.9 million overcrossing from I-405 to 150th Avenue. Approximately \$27 million in local, state, and federal funds is committed for the overcrossing, leaving a \$6.9 million shortfall. The remaining amount needed to fully complete the Bellevue Gap is \$36.5 million.	This non-motorized 100-mile long trail along I-90 stretches from the Seattle Waterfront to Ellensburg. It features a regional trail network used by pedestrians and bicyclists for recreation and transportation. <u>The \$6.9 million requested will complete a portion of the “Bellevue Gap” from 142<sup>nd</sup> Avenue SE to 150<sup>th</sup> Avenue SE, and match the \$27 million in commitments from local, state and federal sources. An additional \$29.6 million will be required to complete the final Bellevue segment from 150<sup>th</sup> Avenue SE to Lakemont Boulevard.</u>	Clarified \$6.9 million request and transparency about future funding needed for the final segment from 150 <sup>th</sup> Avenue SE to Lakemont Boulevard.
Transportation Investments: Eastrail	<u>\$18 million:</u> The Eastrail will be an uninterrupted 42-mile multi-use trail from Renton into Snohomish County along a former BNSF rail right-of-way. Once completed, this multi-use trail will provide pedestrians and bicyclists 42 miles of uninterrupted trail and direct access to East Link light rail. The following investments are needed to complete the trail through Bellevue: <ul style="list-style-type: none"> <li>• \$5.5 million for the Wilburton Trestle</li> <li>• \$10 million for the I-90 Steel Bridge</li> <li>• \$2.5 million SE 5th to NE 6th</li> </ul>	The Eastrail will be an uninterrupted 42-mile multi-use trail from Renton into Snohomish County along a former BNSF rail right-of-way. <u>When fully connected, Eastrail will provide important multi-modal options for commuters in and out of Bellevue through designated trail and direct access to East Link light rail stations. In fall of 2021, Amazon announced \$7.5 million investment for last-in funding for the Wilburton Trestle and Trail Segment, making it possible for work on the Wilburton area of</u>	Amazon recently announced a \$7.5 million investment, removing the need to fund the Wilburton Trestle and trail segment between SE 5 <sup>th</sup> Street and NE 6 <sup>th</sup> Street. This updated language reflects this investment.

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		<u>Eastrail to begin. In addition to contributions from the City of Bellevue and King County, \$18 million is needed for the completion of the I-90 Steel Bridge and adjacent trail segments.</u>	
Transportation Investments: I-405/SR 520 Interchange Improvements	To maximize significant investments in the SR 520 and I-405 corridors, system-to-system connection is needed to relieve a significant congestion point where I-405 and SR 520 intersect. Funding is needed for design that will link the eastbound SR 520 HOV lanes to the I-405 express toll lanes to keep transit moving, improve safety and access to one of the fastest growing areas of Bellevue and the region.	To maximize significant investments in the SR 520 and I-405 corridors, system-to-system connection is needed to relieve a significant congestion point where I-405 and SR 520 intersect. Funding is needed for design that will link the eastbound SR 520 HOV lanes to the I-405 express toll lanes to keep transit moving, improve safety and access to one of the fastest growing areas of Bellevue and the region. <u>\$50 million is needed for Preliminary Engineering and Right of Way.</u>	Added cost estimate.
Transportation Investments: I-405/I-90 Interchange Improvements	Congestion on I-405 at the I-90 interchange is a regional choke point that creates significant safety issues, slows transit and vehicle traffic at all hours. Funding is needed to design direct access from the north and southbound ramps that connect eastbound traffic off I-90 onto I-405. The design will enable future improvements and identify the most cost-effective means of improving safety, reducing congestion and keeping all modes moving through this area.	Congestion on I-405 at the I-90 interchange is a regional choke point that creates significant safety issues, slows transit and vehicle traffic at all hours. Funding is needed to design direct access from the north and southbound ramps that connect eastbound traffic off I-90 onto I-405. The design will enable future improvements and identify the most cost-effective means of improving safety, reducing congestion and keeping all modes moving through this area. <u>\$90 million is needed for Preliminary</u>	Added cost estimate.

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		<u>Engineering and Right of Way for the Bellevue-to-Issaquah Direct Connector and the Renton-to-Issaquah Direct Connector.</u>	
Housing, Affordable Housing, Homelessness and Human Services	Affordable Housing, Homelessness and Human Services: The City supports increased assistance to <u>mitigate the impacts of the eviction moratorium on tenants, landlords and homeowners as a result of lost income due to the impacts of the COVID-19 pandemic.</u> The City supports efforts to provide funding and funding tools to construct and/or preserve affordable housing units and housing for people experiencing homelessness, with a focus on a broad array of income levels, including very low-income and workforce housing.	<u>Housing, Affordable Housing, Homelessness and Human Services:</u> The City supports increased assistance to tenants, landlords and homeowners as <u>the statewide eviction moratorium ends.</u> The City supports efforts to provide funding and funding tools to construct and/or preserve affordable housing units and housing for people experiencing homelessness, with a focus on a broad array of income levels, including very low-income and workforce housing. <u>Bellevue supports efforts to incentivize a diversity of housing types and supports efforts to reform existing condominium laws.</u>	Language is updated to reflect the fact that the statewide eviction moratorium is scheduled to end prior to the beginning of the next legislative session. Clarifies Bellevue’s support for incentives, rather than state mandates for a diversity of housing types.
Capital Budget Investments	Capital Budget Investments: Bellevue recognizes the unprecedented impacts of the COVID-19 pandemic and the need for the state to prioritize capital investments that respond to this crisis and reinvest in our economy. Given these capital funding priorities, the City requests \$2 million in matching funds for acquisition of a property to provide single-room-type shelter to serve our most vulnerable people experiencing homelessness.	Not recommended for 2022 Legislative Agenda.	During the 2021 legislative session, Bellevue successfully secured \$2 million in capital budget funds for the Eastgate Supportive Housing and Services project proposed.  As a supplemental budget year, there will be limited capital budget funding available in the 2022 session. Funding that is available will be prioritized for communities

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	<p>In addition to funding investments in facilities to serve vulnerable populations, the City requests support for funding in two Washington Wildlife and Recreation Programs (WWRP) where Bellevue projects scored well:</p> <p>Washington Wildlife and Recreation Program: The City of Bellevue supports continued investments in the Washington Wildlife Recreation Program (WWRP), including:</p> <p>WWRP Water Access Category: Bellevue is ranked 5th to receive a \$1.8 million grant to buy a half-acre on the western shore of Lake Sammamish. The land connects to 1.2 acres of undeveloped, city-owned land on the lake. This is part of a larger project to build Bellevue’s first park on Lake Sammamish, which is surrounded by mostly private land with limited public access points.</p> <p>WWRP Trails Category: Bellevue is ranked 13th to receive a \$1.18 million grant to develop 665-feet of trail along the eastern edge of Mercer Slough, to connect the Mountains to Sound Trail to a ramp to the Eastrail. In addition to connecting regional trails, this project fills a long-standing gap in the Mercer Slough Nature Park internal trail system</p>		<p>that did not receive funding in 2021.</p>
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	<p>and is part of the City's Lake to Lake Trail.</p> <p>Brian Abbott Fish Barrier Removal Board Program: The City supports investments in the Brian Abbott Fish Barrier Removal Board Program which is proposing funding for 87 local culvert projects in the 2021-2023 budget. Bellevue's project is ranked 71st to receive \$600,000 in planning funds to improve the Coal Creek culvert.</p>		
Climate and the Environment	Not in 2021 Legislative Agenda.	Bellevue has adopted a goal of reducing emissions by 50 percent by 2030.	Clarifies a central goal of the Environmental Stewardship Plan.
Preserve Fiscal Sustainability and Local Control	Bellevue supports protecting and enhancing state-shared revenues (e.g. restoring liquor taxes/profits <u>and marijuana revenue</u> to levels historically promised) and retaining programs and authority benefitting local government.	Bellevue supports protecting and enhancing state-shared revenues (e.g. restoring liquor taxes/profits to levels historically promised) and retaining programs and authority benefitting local government.	Marijuana revenues were enhanced in 2021.
	The City encourages the state to consider providing additional revenue to local agencies facing revenue shortfalls caused by the COVID-19 pandemic.	Not recommended for 2022 Legislative Agenda.	American Rescue and Recovery Act (ARPA) funds were directly appropriated to cities.