



Bellevue

Transportation Commission

DATE: July 10, 2025
TO: Bellevue City Council
FROM: Transportation Commission
SUBJECT: 2026-2045 Transportation Facilities Plan (TFP) Preliminary Project List

Commissioners:

Karen Stash, Chair
Drew Magill, Vice Chair
Susanna Keilman
Nik Rebhuhn
Albert Ting
Kay Williams

We are pleased to present to you our 2026-2045 TFP Preliminary Project recommendations. Starting in September 2024, we engaged with Transportation Department staff and the public to evaluate existing and candidate projects for inclusion in the TFP update. A project list describing our preliminary TFP project recommendations is attached for your consideration, along with a map showing the project locations.

City Council Liaison:

Jared Nieuwenhuis,
Councilmember

We recommend this TFP Preliminary Project List—which we approved on July 10th—for advancement to the next stage in the TFP update process, which includes developing an updated Impact Fee Program Report (documenting the basis for the city’s transportation impact fee rate charged to new land use development) and completing the required environmental review process (SEPA checklist). No formal Council action is requested at this time, but we wish to confirm that the Council is comfortable with carrying our recommended 2026-2045 TFP Preliminary Project List forward in the TFP update process. Later this year, when the impact fee analysis and SEPA process steps are complete, we will return with a formal recommendation to adopt the final 2026-2045 Transportation Facilities Plan.

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In developing the TFP Preliminary Project List we considered a candidate pool of projects drawn from the current 2022-2033 TFP, projects referred to the TFP process from the Bike Bellevue initiative and projects that address “gap” locations in the pedestrian and bicycle system networks in the Mobility Implementation Plan. We also considered intersections where analysis for the update of the Comprehensive Plan showed potential for vehicle demand to exceed performance targets in 2044.

Projects were evaluated and scored according to the Mobility Implementation Plan system to develop an initial score by mode (vehicular, pedestrian, bicycle). We conducted a public outreach

process in February and March that involved an online open house on the Engaging Bellevue platform and two in-person open house events. We then considered additional factors, including the extent to which investments have already been made to advance certain projects and the opportunity to partner with other agencies to implement projects.

Projects in the 2026-2045 TFP Preliminary Project list are grouped into the following categories:

- The first category is shown in gray fill (25 projects); these projects are included in the adopted 2025-2030 CIP with funding for implementation and thus are *automatically included* in the 2026-2045 TFP.
- The second category is shown in green fill (7 projects); these projects are *recommended for inclusion* in the 2026-2045 TFP. Projects in this category have already had some investment (e.g., for design work) and/or involve working with partners or others to implement. Examples include TFP-252 Bellevue College Connection (involves collaboration with Bellevue College and King County Metro) and TFP-110 on the west side of 110th Ave NE from NE 7th to NE 8th St (to be implemented in conjunction with future private development). Also in this category is the Grand Connection.
- The third category is shown in peach fill (37 projects); these projects are *recommended for inclusion* in the 2026-2045 TFP. Projects in this category are priorities, but have had less investment in project development to date and/or involve a longer timeline to implement. Included in this category are five projects expected be led by the Washington State Department of Transportation to increase access to SR 520 (TFP-217 at 124th Ave NE) and to I-405 (TFP-193 at NE 10th St, TFP-211 at NE 6th St, TFP-296 at 116th Ave/Lake Hills Connector and TFP-271 at Coal Creek Parkway). Also in this category are TFP-242 Bellevue Way SE HOV Lane, analysis of several intersections that may fall below performance targets in 2044 (including TFP-272 116th Ave/NE 12th St, 116th Ave/NE 4th St and 112th Ave/NE 12th St) and future phases of large, corridor projects (TFP-243 Mountains to Sound Greenway, TFP-257 West Lake Sammamish Parkway).

In developing the TFP preliminary project recommendations, the Commission considered the available funding for the TFP plan period. The adopted 2025-2030 CIP includes more transportation projects than available funding can support in the 2025-2030 period of the plan. The funding shortfall is \$157.5 million. A funding shortfall of this magnitude has implications for the ability to support additional projects in the traditional 12-year timeframe of the TFP; indeed, we understand that even 12 years is not enough time to gain the revenue needed to complete the discrete projects and to continue to fund the ongoing capital programs in the current 2025-2030 CIP. Therefore, we agree with the staff proposal to extend the TFP time period to 20 years, 2026-2045. The additional eight years brings the funding outlook out of the “red” territory, but only provides \$26 million to support additional projects in the TFP. This forecast of available transportation revenue includes dedicated transportation revenue sources such as a share of the state fuel tax, the city transportation levy (including an assumption the levy will be renewed by 2036), transportation impact fees and a conservative assumption for

future state and federal grant awards to supplement local funding sources, based on a review of historical average awards. The funding forecast figure also includes a modest assumption of general tax revenues. Past convention had directed a proportion of sales tax and B&O tax revenues to transportation needs and supported a substantially higher level of funding for consideration in the TFP. City finance staff say that going forward the assumption regarding use of general tax revenue must be more limited.

With little funding identified as available for TFP purposes, we agreed with staff to not assign dollars to a few specific projects. Instead, with a couple exceptions, we propose to simply include the priority projects listed in the green and the peach categories, to keep them all as active candidates for advancement as opportunities may arise. The proposed exceptions are two projects in Downtown that it is anticipated will be implemented in conjunction with adjacent development; allocating funds to these two projects (TFP-110 and TFP-219) allows them to continue to be treated as Impact Fee program projects and funds spent by developers to implement them can offset impact fees owed for new development.

We appreciate the opportunity to provide you with these recommendations. If you have questions about our recommendation or the TFP update process in general, please contact, Karen Stash, Transportation Commission Chair or Mike Ingram, Senior Transportation Planner, at 425-452-4166 or mingram@bellevuewa.gov.