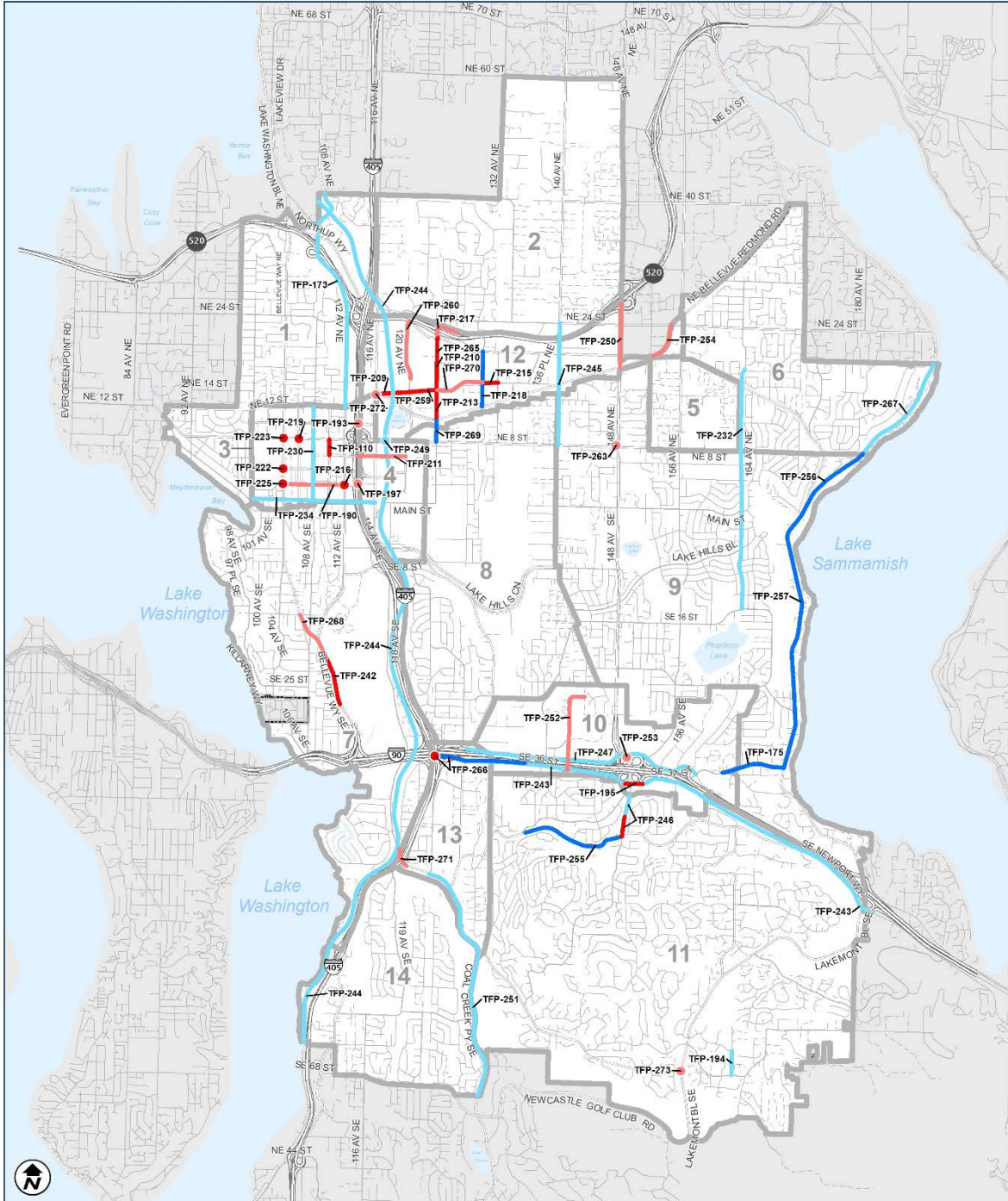




2019-2030

TRANSPORTATION FACILITIES PLAN



Month_2019

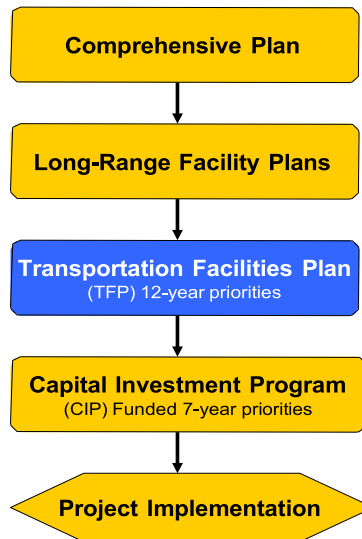
City of Bellevue 2019-2030 Transportation Facilities Plan

As Adopted by the City Council on date (Resolution ____)

INTRODUCTION

The Transportation Facilities Plan is a 12-year transportation program; a listing of planned improvements balanced to projected revenues. This program is one phase in the City's multi-phased approach to planning for future transportation improvements – See Figure A, below, as well as the component descriptions that follow.

Figure A: Transportation Planning Process



- ◆ **Comprehensive Plan/Long-range transportation facility plans.** The City's Comprehensive Plan outlines Bellevue's long-term (20+ years) land use and transportation visions. Long-range transportation plans are prepared for various subareas of the City or for specific components of the transportation system. These plans include a wide range of improvement projects designed to meet the mobility goals of the plan area. Examples are the Bel-Red Plan (adopted 2009), the Eastgate I-90 Land Use & Transportation Project study (completed in 2012) Pedestrian and Bicycle Transportation Plan (update adopted 2009), and the Bellevue Transit Plan (update adopted in 2014). Key projects from these

plans and studies are included in the Comprehensive Transportation Project list, which is an element of the Bellevue Comprehensive Plan.

- ◆ The **Transportation Facilities Plan (TFP)**, reflecting a comprehensive, citywide study, collects the priority projects identified in the long-range plans, as well as other emerging transportation facility needs and opportunities. The TFP serves as an implementation plan constrained by identified City and other revenues that are projected for the next 12 years.
- ◆ The **Capital Investment Program (CIP) Plan** reflects funding to implement the City's highest priority capital needs, such as Transportation, Parks and Utility facilities for a seven-year period. The CIP is adopted by the Bellevue City Council every two years through the biennial budget update process. Transportation projects funded in the CIP represent projects identified in the TFP that are likely to be needed in the short term. It may also include projects, based on operational, safety and maintenance needs identified by City staff, the public or other sources, that were not included in the TFP.

BACKGROUND

In December 1989, the City Council passed Ordinance No. 4104 directing the City to develop and adopt a transportation funding program by joining public and private sources, including a mechanism to charge and collect transportation impact fees. The impact fees were to provide a portion of the funding for reasonable and necessary transportation system improvements to mitigate the cumulative impacts of growth and development on the transportation system. On July 23, 1990, the City Council adopted Bellevue's first TFP, the 1991-2002 TFP (Resolution No. 5292). That same day Council adopted the City's first Impact Fee Project List and Impact Fee Rate Schedule (Ordinance No. 4161). Subsequently, City Council adopted updated TFPs in 1994 (the 1994-2005 Plan; Resolution No. 5802); 1996 (the 1996-2007 Plan; Resolution No. 6034); 1998 (the 1998-2009 *Interim* TFP; Ordinance No. 5110); 2001 (the 2001-2012 Plan; Ordinance No. 5311); 2004 (the 2004-2015 Plan; Ordinance No. 5524); 2006 (the 2006-2017 Plan, Resolution No. 7482); 2009 (the 2009-2020 Plan, Resolution No. 7896, amended by Resolution No.7914), 2013 (the 2013- 2024 Plan, Resolution No. 8617, amended by Resolution No. 8623) and 2015 (the 2016-2027 Plan, Resolution No. 9032).

PURPOSE

By prioritizing transportation improvements for the City over the next twelve years, the TFP serves three important purposes:

- Intermediate-Range Planning Tool
- Environmental Review
- Basis for Impact Fee Program

Intermediate-Range Planning Tool

The TFP serves as a bridge between the long-range transportation facility plans (projects are listed in the Comprehensive Transportation Project list component of the Bellevue Comprehensive Plan as well as in functional plans, including the Pedestrian and Bicycle Transportation Plan and the Transit Master Plan) and the fully-financed transportation sections of the City's Capital Investment Program (CIP) Plan.

The CIP contains four transportation related program areas: Roadways, Intersections, Walkways/Bikeways, and Minor Capital/Maintenance. Facility improvement projects included in the transportation program areas of the CIP are also included in the mid-range TFP.

Environmental Review

A key component of the transportation infrastructure planning process is the identification and evaluation of potential environmental impacts. These identification and analysis activities occur primarily with production of the 12-year TFP, and are reported in the TFP Environmental Impact Statement (EIS). A TFP EIS documents the potential citywide impacts – to traffic, air quality, noise and, to a lesser extent, land use, aesthetics and the natural environment – that could occur if or when two things happen:

- The City's 12-year land use growth projections are realized, and
- The City's transportation network is upgraded based on the implementation of the transportation facility improvements, or projects identified in the 12-year TFP.

Between updates of the TFP and its EIS, the City grants land use development approvals, gradually fulfilling the land use growth projections made for the 12-year planning period. City development review staff and developers rely on disclosure in the TFP EIS of the cumulative impacts of growth to the built and natural environment. This information is used for the review and approval (or denial) of public and private development applications. At the same time, the addition (or deletion) of single or inter-related roadway and intersection projects to the proposed TFP network can have impacts across a broad area. Therefore, it is crucial that the City frequently update existing and projected land use data; the existing and planned transportation network; and the analysis that documents the associated, cumulative impacts.

Environmental analysis was conducted using forecast 2030 land use forecast as the anticipated level of transportation demand. For this 2019-2030 TFP, it was determined that a Supplemental EIS to the 2013-2024 TFP Final EIS (issued on August 29, 2013) would adequately address the required review under the State Environmental Policy Act (SEPA). The Supplemental EIS for the 2019-2030 TFP was published on [REDACTED].

Environmental impacts, especially to the natural environment, of specific private development proposals and/or public transportation facility improvements are

evaluated in much greater detail at the time of development application or project design, pursuant to the SEPA.

Basis for Impact Fee Program

The City collects transportation impact fees from developers to pay for facilities needed to serve new growth and development. The impact fee ordinance (Chapter 22.16 of the Bellevue City Code) specifies the 12-year TFP as the comprehensive transportation capital facilities plan for the purpose of identifying facility improvements to meet future development needs. Through the Transportation Impact Fee Program, developers pay a portion of the project costs for the roadway and intersection capacity projects that have full implementation funding allocated to them within the TFP.

TFP DEVELOPMENT

REVENUE FORECAST

The TFP is a “financially constrained” plan, where the amount of estimated project costs identified in the TFP is balanced with projected revenues, consistent with the City’s seven-year CIP plan. Not all projects in the TFP are allocated funding for the total estimated cost to fully implement the project, therefore, the TFP project descriptions identify those project elements that are funded by the constrained resources projected for the 12-year TFP period. Funding for transportation facilities comes from a variety of sources as outlined below.

Funding Sources. Over the next 12 years, the transportation projects in this Plan are projected to receive approximately \$388.1 million in funding from a variety of sources, including:

- General CIP revenue, comprised of the portion of the City’s sales tax, business & occupation tax and long-term debt dedicated to capital improvements.
- Transportation dedicated revenue, various taxes and fees, such as fuel taxes and real estate excise taxes. Combined with General CIP revenue, the two categories account for approximately 37 percent of the funding for projects included in the TFP.

Note: For purposes of the TFP, the percentage of these two revenue categories is combined as neither category is a “project specific” revenue and adjustments are often made to balance project budgets once programmed in the CIP.

- TIFIA Loan – The City of Bellevue was approved for and executed a Transportation Infrastructure and Finance Innovation Act loan agreement with the U.S. Department of Transportation in June 2017. Loan proceeds are only eligible to be expended on five specific projects in the BelRed Mobility Management Area. This loan is projected to provide approximately 26 percent of the transportation funding during this TFP Plan period.
- Neighborhood Safety, Connectivity and Congestion Levy – Voters in the City of Bellevue passed this levy in the November of 2016 election. The TFP only allocates the portion of the levy for congestion related transportation improvements which will provide approximately 7 percent of the funding during the Plan period.
- Impact fees and other developer contributions required from new development are projected to provide approximately 9 percent of the funding for new improvements.
- Grants and contributions from other agencies also account for approximately 21 percent of projected transportation funding. The primary sources are the federal government, the state, and transit agencies.

Future revenue projections can be volatile and depend on many factors, such as the local and regional economies; state or local legislation affecting taxes or fees; and the relative investment priorities of both public agencies and private entities. With adjustments made for known changes, the amounts and percentages of the funding categories listed above were calculated based on the revenue allocations in the 2019-2025 CIP Plan, adopted in December, 2018. Actual revenue collected from any source listed may vary significantly.

Impact fees are dependent on the amount of development activity and the costs of facilities needed to support this development. Because of the variations in annual development activities and the status of the economy, transportation impact fee revenue is difficult to forecast. Grant revenue is projected based on historical grant award averages, but past performance is no guarantee of future results. In projecting 12-year transportation revenue from WSDOT and local or regional agencies including Sound Transit, revenue is shown only for projects underway or committed based on existing agreements; no revenue from future cost sharing agreements has been projected.

Table 1 displays a summary of the revenue assumptions used to develop the 2019-2030 TFP. Note: the revenue categories and amounts listed in the table cover all 2019–2030 transportation expenditures, it does not include the portion of revenue that is allocated to the repayment of debt issued for transportation improvements. The sum exceeds the total funding allocation to projects in the TFP since ongoing CIP programs and other “non-facility” capital investments are not included in the TFP.

Table 1: Summary of 2019–2030 Bellevue Transportation Capital Funding Package

| Source | Revenue (Millions) |
|---|-----------------------|
| General CIP | \$121.0 |
| -Sales Tax | |
| -B & O Tax | |
| -Long-term Debt | |
| Transportation Dedicated | \$184.4 |
| -1990 Gas Tax | |
| -Transportation B & O Tax | |
| -¼% Real Estate Excise Tax | |
| TIFIA Loan | \$99.6 |
| Neighborhood Safety, Connectivity and Congestion Levy | \$102.1 |
| Impact Fees & Developer Contributions | \$35.3 |
| <u>Grants & Outside Agency Contribution</u> | <u>\$82.5</u> |
| <u>Total Projected Revenue</u> | <u>\$628.8</u> |

Note: Amounts above include funding for actual expenditures through 2018 (\$57.9M) for TFP projects budgeted in the adopted CIP and for which implementation has already begun.

Table 2 displays the allocation of funding projected for the 2019–2030 planning period. Committed revenue reflects funding approved through the 2019-2025 CIP (including funds expended for CIP/TFP projects already begun). Constrained revenue covers continued funding commitments anticipated by the City which may or may not be included in the TFP. Unconstrained revenue is allocated to priority non-CIP projects in the TFP.

Table 2: Summary of 2019–2030 Transportation Funding Allocations

| | (Millions) |
|--|-----------------------|
| <u>Total Projected Revenue</u> | <u>\$628.8</u> |
| Less Committed Revenue | \$143.9 |
| -Allocations to Non-TFP CIP Projects and Ongoing Programs | |
| Less Constrained Revenue | \$96.8 |
| -Continuation of Ongoing CIP Programs (2026-2030) | |
| -Continuation of Safety and Connectivity Levy Projects (2026-2030) | |
| <u>Balance: Allocation to 2019-2030 TFP Projects-</u> | <u>\$388.1</u> |
| Includes: | |
| • Committed to CIP TFP projects - \$279.4M | |
| • Unconstrained Funding (not part of adopted CIP) - \$108.7M | |

Total TFP funding allocation above includes the portion of CIP-funded project costs that are projected to be expended prior to 2019, if a project's implementation had already begun. Project cost allocation for projects included in the 2019-2025 CIP have been inflated to year of expenditure values; cost allocations for all other TFP projects have been inflated to 2026 dollar values, the year immediately following the adopted CIP. Actual allocations in future CIP updates will likely spread these project costs over the years 2026-2030 with additional inflationary adjustments by year.

Primarily due to revenue constraints, not every project is allocated TFP funding for its full implementation cost. Project locations, descriptions, and TFP funding allocations for facilities identified in the 2019-2030 TFP are listed in **Table 3**. An indication has been included within the project description of those projects for which only placeholder funding is allocated.

PROJECT PRIORITIZATION AND SELECTION

Transportation Department staff worked closely with the Bellevue Transportation Commission and the public to identify and prioritize candidate TFP projects before selecting the new TFP project list. The TFP provides the first level of citywide prioritization of transportation improvement projects recommended by long-range transportation studies conducted for various subareas of the City. The funded projects from the current 2019-2025 CIP Plan (adopted by the City Council in December 2018) provides the foundation for the 2019-2030 TFP project list. The remainder of the 50 projects included in this TFP were prioritized and selected from the 89 projects included in the Comprehensive Transportation Project List, an element of the city's Comprehensive Plan (adopted in August, 2015) as well as projects listed in the city's adopted Pedestrian and Bicycle Plan (2009) and Transit Plan (2014). Additional unfunded projects, primarily developed to address emerging safety and maintenance needs identified by City staff, or projects elevated through the public involvement component of the TFP update process, were also given thorough consideration.

The priorities for addressing long-range needs are determined by many of the specific goals and policies in the Transportation Element of the Comprehensive Plan. Based on those goals and policies, the following criteria have been established for use in developing a preliminary ranking of candidate TFP projects. There are two sets of criteria, one set for Roadway and Intersection projects, the second for Walkway/Bikeway projects. The Roadway and Intersection project criteria, with brief explanations and criteria weighting percentages, are listed below:

Roadway/Intersection TFP Project Scoring Criteria

- **Safety** (vehicular, pedestrian, bicycle - 30%)
- **Level of Service** (i.e., congestion management - 20%)
- **Transit** (improving service, facilities and/or access - 20%)
- **Non-Motorized** (serving key locations and populations, providing connected facilities - 20%)

- **Plan Consistency & Outside Funding** (Integration with local and regional plans, likelihood of attracting non-local funds - 10%)

For the 2019-2030 TFP update process, no new evaluation and prioritization of candidate pedestrian and bicycle projects was undertaken; instead, ped/bike projects included in the prior 2016-2027 TFP were carried forward and will be prioritized for funding and implementation via the City's ongoing Pedestrian-Bicycle Implementation Initiative (PBII) process. The 2019-2030 TFP project list includes a "Ped-Bike Implementation Reserve" line item which represents a recommended TFP revenue "set-aside" of \$21.7 million for future allocation to these Ped/Bike priorities.

In general, pedestrian and bicycle projects included in the 2019-2030 TFP are rated as "High" priority in the Ped/Bike Plan and advance implementation targets identified in Ped/Bike Plan policy PB-2:

POLICY PB-2. Work towards specific short and mid-term implementation objectives intended to be completed following the adoption of the 2009 plan update.

Specifically:

1. Within 10 years, implement at least two completed, connected, and integrated north-south and at least two east-west bicycle routes that connects the boundaries of the city limits, and connects to the broader regional bicycle system.
2. Within 5 years, implement at least one completed and connected east-west and north-south bicycle route through Downtown Bellevue.
3. Within 10 years, reduce pedestrian/vehicle and bicycle/vehicle accidents by 25 percent from 2007 levels.
4. Within 10 years, construct 25 more miles of sidewalks along arterial streets including collector arterials above 2007 levels.
5. Within 10 years, increase trips by bicycle and foot by 10 percent over 2009 levels.

All 2019-2030 Transportation Facility Plan projects are illustrated on the map in **Figure B**. Project descriptions and funding allocations for improvements identified in the 2019-2030 TFP are listed in **Table 3**. Table 3 also indicates which projects are in the current 2019-2025 CIP Plan. In the final columns, the table indicates which projects are considered Impact Fee Projects – roadway and intersection capacity projects - and the portion of the project's total project cost estimate (TFP Funding Allocation) that will be used to calculate impact fees. In some cases, the impact fee project cost will exceed the TFP Funding Allocation due to the inclusion of debt service costs (required by Section 22.16.020.V of the Bellevue City Code) or other costs eligible to the Transportation Impact Fee Program.

Figure B: Location of 2019–2030 Transportation Facilities Plan Projects

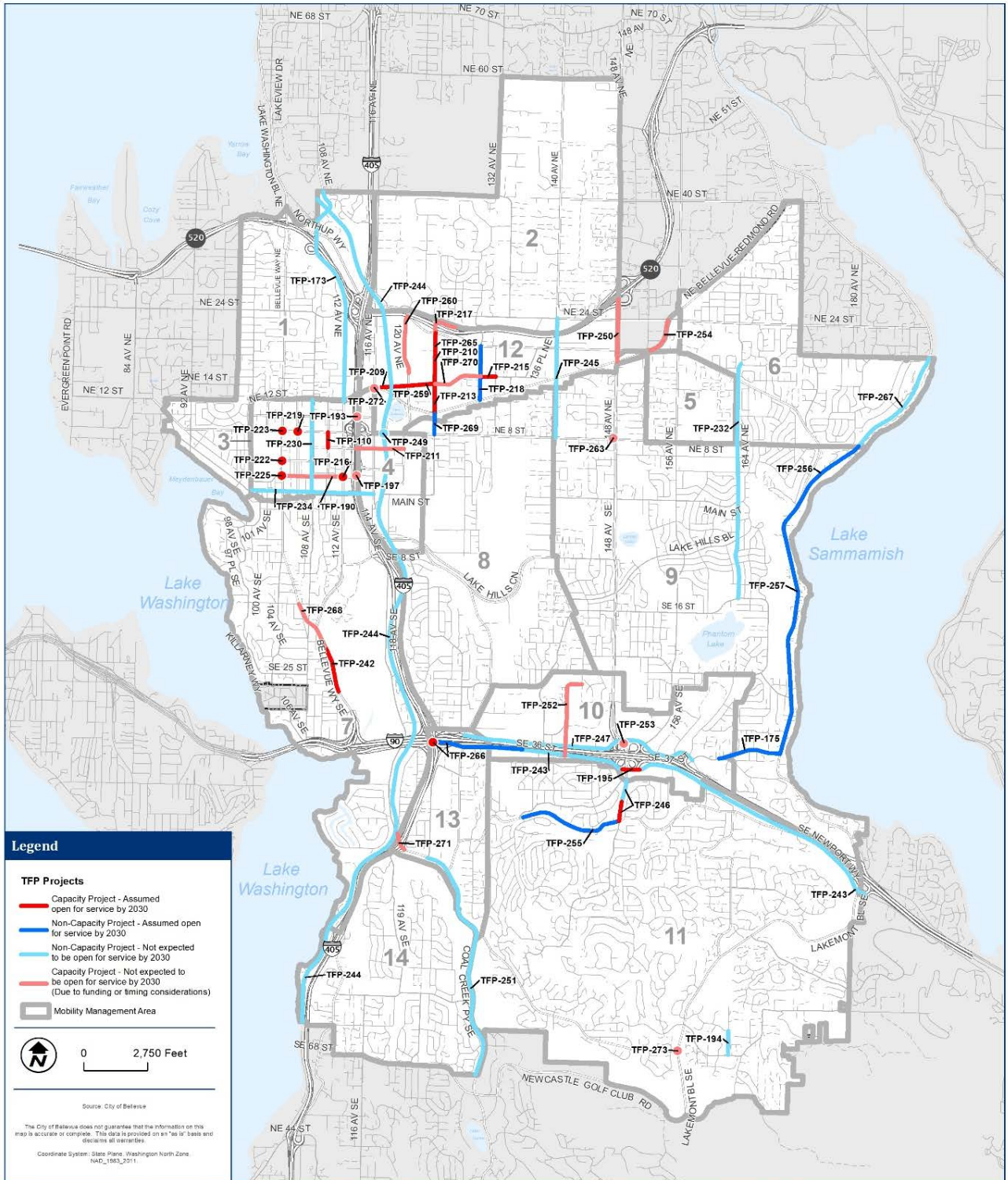


Table 3. 2019-2030 Transportation Facilities Plan Projects and Allocations

| TFP # | Project Name, Location and Limits | CIP # | Project Description | Project Type | TFP Funding Allocation (\$000s)* | IF = Impact Fee Project List** | Impact Fee Project Cost*** (\$000) |
|--|--|-------|---|---------------------------------------|----------------------------------|--------------------------------|------------------------------------|
| Proposed 2019-2030 TFP Projects | | | | | | | |
| TFP-110 | 110th Avenue NE/NE 6th Street to NE 8th Street | | This project will complete implementation of a five-lane roadway section with sidewalks where missing between NE 6 th and NE 8 th Streets. Project implementation will be coordinated with approved and potential future private development in the immediate vicinity. | Roadway | 2,312 | IF | 2,312 |
| TFP-175 | SE 34th Street/162nd Pl SE to West Lake Sammamish Pkwy | | This project will design and construct a curb, gutter, sidewalk and bikelane or wide curb lane on the north side where missing; accommodate a wide curb lane on the south side, if feasible. | Pedestrian-Bicycle System | 5,828 | | |
| TFP-190 | NE 2nd Street/Bellevue Way to 112th Avenue NE | | This project will widen roadway from three lanes with parking and turn pockets to five lanes, consistent with the Main Street & NE 2nd Street Design Report (2009). The funding allocation is a placeholder that may be used to advance project pre-design or support early implementation. Project implementation will be coordinated with approved and potential future private development in the immediate vicinity. | Roadway | 300 | | |
| TFP-193 | NE 10th Street at I-405 | | This project will add a southbound off-ramp. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation is a placeholder that may be used to support project predesign or early implementation. | Roadway | 300 | | |
| TFP-194 | 164th Ave SE/SE Cougar Mountain Way to SE 63rd Street | | This project will evaluate options for improving the gravel-surfaced road with pavement, curb, gutter and sidewalk on one side, or alternative storm drainage and non-motorized facility treatments. Consider cost sharing with benefiting property owners through the use of a Local Improvement District (LID). | Roadway and Pedestrian-Bicycle System | 300 | | |
| TFP-195 | 150th Avenue SE/SE 37th Street/I-90 off-ramp | | This project will widen the southbound approach to create a third southbound lane just south of the eastbound I-90 on-ramp that continues to the southbound right turn lane at Se 38th St. Extend the southbound left turn pocket by 75' to create more storage. Create a second eastbound right turn lane on the freeway off ramp. Widen the east leg to provide eastbound and westbound left turn pockets that are the full length of the block between 150th Ave SE and the eastbound I-90 on-ramp, ultimately resulting in a four lane cross-section on this block. | Roadway | 3,111 | IF | 3,111 |
| TFP-197 | NE 2nd Street Extension and I-405 interchange | | This project will extend NE 2nd Street across I-405 from 112th Avenue NE to 116th Avenue NE, and add half interchange with I-405, to/from the south. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation represents only a placeholder that may be used to initiate project predesign or early implementation. | Roadway | 300 | | |

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| TFP # | Project Name, Location and Limits | CIP # | Project Description | Project Type | TFP Funding Allocation (\$000s)* | IF = Impact Fee Project List** | Impact Fee Project Cost*** (\$000) |
|---------|--|-------|---|---------------------------------------|----------------------------------|--------------------------------|------------------------------------|
| TFP-209 | NE Spring Blvd/116th Avenue NE to 120th Avenue NE (Zone 1) | R-172 | This project will complete the design and construct a new multi-modal arterial street connection between NE 12th Street/116th Avenue NE and 120th Avenue NE. NE 12th Street will be widened between 116th Avenue NE and the new street connection west of the Eastside Rail Corridor. The planned roadway cross-section for the new arterial street between NE 12th Street and 120th Avenue NE will include two travel lanes in each direction with turn pockets, along with new traffic signals at the NE 12th Street and at 120th Avenue NE intersections. This project will also incorporate other work elements including modifications to the existing NE 12th Street/116th Avenue NE intersection, a separated multi-purpose path along the north side and a sidewalk on the south side, landscaping and irrigation, 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. | Roadway and Pedestrian-Bicycle System | 45,061 | IF | 49,399 |
| TFP-210 | 124th Avenue NE/NE Spring Boulevard to Ichigo Way (NE 18th Street) | R-166 | This project will widen the roadway to five lanes, including two travel lanes in each direction with turn pockets or a center turn lane. The project will install curb, gutter, and sidewalk or multi-use trail on both sides, illumination, landscaping, irrigation, storm drainage and water quality treatment. This project will also install a new signal at NE 16th Street. Between Spring Boulevard and NE 16th Street, the project will include a bridge structure and be designed and constructed in coordination with Sound Transit and the undercrossing of the East Link light rail line project in this vicinity. | Roadway and Pedestrian-Bicycle System | 33,239 | IF | 24,767 |
| TFP-211 | NE 6th Street Extension | R-162 | The project will extend NE 6th Street from the I-405 HOV interchange to 120th Avenue NE. The facility will be designed to accommodate multiple uses, including HOV, frequent transit bus service, non-motorized, and limited general purpose traffic. Conceptual design alternatives have been completed to coordinate with WSDOT's I-405 improvements and Sound Transit's East Link route. The route crosses Sturtevant Creek, which is in a pipe at this location; it is anticipated the project may involve shifting the pipe slightly to the east (to accommodate a bridge pier). The project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation is a placeholder that may be used for additional predesign or other early implementation efforts. | Roadway and Pedestrian-Bicycle System | 1,260 | | |
| TFP-213 | 124th Avenue NE/NE 12th Street to NE Spring Boulevard | R-169 | This project will complete design and construct improvements to 124th Avenue NE from NE 12th Street (BelRed Road) to NE Spring Boulevard. 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 path on both sides; and illumination, landscaping, irrigation, storm drainage and water quality treatment, intersection, and signal system improvements. | Roadway and Pedestrian-Bicycle System | 20,085 | IF | 42,644 |
| TFP-215 | NE Spring Blvd/130th to 132nd Avenues NE (Zone 4) | R-174 | This project will complete the design of the roadway cross-section and construct transportation system improvements of a new arterial roadway connection between 130th and 132nd Avenues NE. The project includes a new traffic signal at 130th Avenue NE, modifies a signal at 132nd Avenue NE (to be built by Sound Transit) and will integrate vehicular traffic, pedestrian, and bicycle movements with the East Link Light Rail Transit (LRT) project. The roadway cross-section will include single westbound and eastbound travel lanes, outside the LRT alignment and 130th LRT station. Other improvements include sidewalks, bicycle facilities, illumination, landscaping and irrigation, storm drainage and water quality treatment, and other underground utilities. | Roadway and Pedestrian-Bicycle System | 21,786 | IF | 40,187 |

Table 3. 2019-2030 Transportation Facilities Plan Projects and Allocations

| TFP # | Project Name, Location and Limits | CIP # | Project Description | Project Type | TFP Funding Allocation (\$000s)* | IF = Impact Fee Project List** | Impact Fee Project Cost*** (\$000) |
|---------|---|-------|---|---------------------------------------|----------------------------------|--------------------------------|------------------------------------|
| TFP-216 | 112th Avenue NE/NE 2nd Street | | This project will add dual southbound to eastbound left-turn lanes, and a northbound to eastbound right-turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity. (Operation of the second southbound left-turn lane will not be active until the receiving lane is in place on NE 2nd Street.) | Roadway | 8,060 | IF | 8,060 |
| TFP-217 | 124th Avenue NE at SR 520 | R-192 | This project will construct ramps to and from the east. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation is a placeholder that may be used to initiate project predesign or early implementation. | Roadway | 550 | | |
| TFP-218 | 130th Avenue NE/NE 20th Street to NE Bel-Red Road | R-170 | 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., 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. | Roadway and Pedestrian-Bicycle System | 26,700 | | |
| TFP-219 | NE 8th Street/106th Avenue NE | | This project will realign NE 8th Street to the south to extend the third westbound travel lane to the west of 106th Avenue NE and preserve the existing large sequoia tree. This realignment will allow NE 8th Street three through lanes westbound from I-405 to Bellevue Way. Project implementation will be coordinated with potential future private development in the immediate vicinity. | Roadway | 5,205 | IF | 5,205 |
| TFP-222 | Bellevue Way/NE 4th Street | | This project will add a southbound to westbound right-turn lane, and convert a northbound through lane to a create a second northbound to westbound left-turn lane, subject to further analysis. Project implementation will be coordinated with potential future private development in the immediate vicinity. | Roadway | 2,100 | IF | 2,100 |
| TFP-223 | Bellevue Way/NE 8th Street | | This project will add a southbound to westbound right-turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity. | Roadway | 3,218 | IF | 3,218 |
| TFP-225 | Bellevue Way/NE 2nd Street | | This project will add a northbound to eastbound right-turn lane and create a second southbound to eastbound left-turn lane by converting an existing through lane, subject to further analysis. Project implementation will be coordinated with potential future private development in the immediate vicinity. (Operation of the second southbound left-turn lane will not be active until the receiving lane is in place on NE 2nd Street.) | Roadway | 4,315 | IF | 4,315 |
| TFP-242 | Bellevue Way HOV lane/107th Ave SE Segment A:Park&Ride to Winters House | R-184 | This project will design and construct a new inside southbound HOV lane and a planter at the base of a retaining wall. Proposed funding would construct from the Winter's House to the future South Bellevue light rail station (formerly the South Bellevue park-and-ride lot). 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. Future project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other capital investments in the area. | Roadway and Transit | 28,726 | IF | 28,946 |

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|---------|--|-------|--|--|----------------------------------|--------------------------------|------------------------------------|
| TFP-246 | 150th Avenue SE/south of SE 38th Street to Newport Way | R-202 | The project will construct a 600' southbound right turn pocket with sidewalk the length of the pocket to serve the six properties on the west side of 150th Ave SE. | Roadway and Pedestrian-Bicycle System | 4,234 | IF | 4,234 |
| TFP-250 | 148th Avenue NE Master Plan improvements at Bel-Red Road, NE 20th Street, and NE 24th Street | | The project will evaluate and refine improvements to the 148th Avenue NE Master Plan. Potential improvements include the following: 1) a third northbound through lane on 148th Avenue NE from 350 feet south of Bel-Red Road to the SR 520 eastbound on-ramp, 2) a northbound right-turn lane, and eastbound and westbound dual left-turn lanes at 148th Avenue NE and Bel-Red Road, 3) eastbound and westbound dual left-turn lanes at NE 20th Street and 148th Avenue NE, 4) extend the northbound and westbound right-turn lanes at NE 24th Street and 148th Avenue, 5) eastbound and westbound dual left-turn lanes at NE 24th Street and 148th Avenue NE, 6) configure the northbound 3-lane approach on 148th Avenue NE at the SR 520 eastbound on-ramp to right turn only, through/optional HOV right turn, and through only, and 7) convert and extend southbound right-turn lane on 148th Ave NE between NE 24th and NE 20th into a BAT lane. Improvements at NE 24th Street will accommodate or implement a wide-lane east-west bicycle facility. The project may be phased with the initial phase focusing on the north end of the 148th Avenue NE corridor. Scope and cost may be modified based future analysis and coordination with the City of Redmond associated with the 148th Avenue NE Master Plan. Funding allocation will support work in coordination with Redmond to identify project phasing and conduct predesign work or early implementation. | Roadway and Transit | 2,000 | | |
| TFP-252 | Bellevue College Connection: Kelsey Creek Rd/Snoqualmie River Road/142nd PI SE from 145th Place SE to SE 36th St | R-201 | This project will reconstruct the roadway to support frequent transit bus service, construct sidewalks and accessible bus stops and modify the 142nd PI SE/SE 32nd St intersection. Included is a separated multi-use paved path connecting 145th PI SE bike lanes to the Mountains to Sound Greenway Trail. Also included is weather protection on 142nd PI SE for transit users, pedestrians and bicyclists. A Bellevue College Transit Center will be developed along the corridor. The project will likely be implemented in partnership with Bellevue College and other agencies. The funding allocation will advance the design in partnership with potential project partners. | Roadway, Transit and Pedestrian-Bicycle System | 400 | | |
| TFP-253 | 150th Avenue SE/Eastgate Way SE | | This project will evaluate and determine a preferred intersection improvement option. Options may include: Option A: Add second northbound left turn lane; add second eastbound through lane; add second westbound through lane past 148th Ave SE; add third southbound through lane across overpass. Option B: Construct multilane roundabout. The project will also evaluate/accommodate upgraded ped and bike crossings, planned Eastgate Way bike lanes, and gateway treatments. The funding allocation represents only a placeholder that may be used to evaluate improvement options. | Roadway and Pedestrian-Bicycle System | 300 | | |
| TFP-254 | Bel-Red Road/NE 20th Street to NE 24th Street | | This project will widen the roadway to five lanes, including two travel lanes in each direction, with a center turn lane, and bicycle lanes. The funding allocation is a placeholder that may be used to support project pre-design or early implementation. Project implementation may be coordinated with the City of Redmond and with potential future private development in the immediate vicinity. | Roadway and Pedestrian-Bicycle System | 300 | | |
| TFP-255 | Newport Way SE/Somerset Blvd SE to 150 th Avenue SE | R-185 | This project will construct improvements to SE Newport Way between Somerset Blvd & 150th Ave SE, including: 10-ft wide multiuse path on the north side and a 5-ft bike lane on the south side, pedestrian crossings, turn lanes where necessary & other potential roadway amenities. | Pedestrian-Bicycle System | 9,723 | | |

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| TFP # | Project Name, Location and Limits | CIP # | Project Description | Project Type | TFP Funding Allocation (\$000s)* | IF = Impact Fee Project List** | Impact Fee Project Cost*** (\$000) |
|---------|--|-------|---|---------------------------------------|----------------------------------|--------------------------------|------------------------------------|
| TFP-256 | West Lake Sammamish Parkway Improvements - "North Central" segment: SE 2nd block to NE 8th block (Phase 2) | R-183 | 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 project corridor. | Roadway and Pedestrian-Bicycle System | 8,000 | | |
| TFP-257 | West Lake Sammamish Parkway/"South Central" & "Central" segment (phases 3 & 4) | R-194 | This project will conduct a design alternatives analysis in coordination with the community and other stakeholders, complete design, and includes a full implementation placeholder for construction of the third and fourth phase of the corridor improvements (of five total), between SE 34th Street and the SE 2nd block. The full West Lake Sammamish Parkway project, between I-90 and the north city limit, will ultimately provide a consistent 4-foot-wide shoulder on the east side, a 10.5-foot-wide northbound vehicle travel lane, a 10-foot-wide southbound vehicle travel lane, a 10-foot-wide multi-purpose trail (8 feet wide in approximately 2% of the corridor due to constricted space) on the west side separated by a 1.5-foot shy distance space and a 2-foot- or 5-foot-wide landscaped buffer where space is available; a signal at SE 34th Street, if warranted; and pedestrian crossings at SE 26th Street, Northup Way, NE 24th Street, and at five other locations along the parkway. The project will also make storm drainage, water quality, and fish passage improvements throughout the corridor. This funding allocation is to complete design and includes a full implementation placeholder for a third and fourth phase of improvements (of five total). | Roadway and Pedestrian-Bicycle System | 24,000 | | |
| TFP-259 | NE Spring Blvd/120th Avenue NE to 124th Avenue NE (Zone 2) | R-173 | 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. | Roadway and Pedestrian-Bicycle System | 18,346 | IF | 41,954 |
| TFP-260 | 120th Avenue NE (Stage 4)/NE 16th Street and to Northup Way | R-186 | This project will conduct an alignment alternatives analysis and pre-design process in coordination with Sound Transit and their potential development of an Operations and Maintenance Satellite Facility on the west side of the project alignment. Pre-design work on Stage 4 of the 120th Avenue NE corridor conducted through 2014 has assumed the current roadway alignment and would widen the roadway and transition from a 5-lane section to a 4-lane section in proximity of NE 18th Street. North of NE 18th Street the cross-section may consist of two northbound through lanes, a center turn lane, and one southbound lane with sidewalks on both sides and a separated bicycle path on the west side. The project includes a stream crossing of the West Tributary. The project will follow Bel-Red urban design standards. | Roadway and Pedestrian-Bicycle System | 3,000 | | |

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|---------|--|--------|---|---|----------------------------------|--------------------------------|------------------------------------|
| TFP-263 | 148th Avenue NE/NE 8th Street | | This project will evaluate potential intersection improvement options and identify a preferred alternative and update cost estimates. Options may include: Option A: Add 2nd eastbound and westbound left turn lanes on NE 8th Street. All widening would be done to the north side of the roadway. Option B: All features of Option A, plus add 2nd northbound and southbound left turn lanes on 148th Avenue NE. With either option, evaluate configuring queue jumps for transit in existing NB, SB and EB right-turn lanes; and evaluate impacts to Kelsey Creek which crosses under NE 8th Street east of 148th Avenue NE. The funding allocation represents only a placeholder that may be used to evaluate improvement options. | Roadway and Transit | 300 | | |
| TFP-265 | 124th Avenue NE/Ichigo Way (NE 18th Street) to Northup Way | R-191 | This project will complete design and construct improvements to 124th Avenue NE between Ichigo Way (NE 18th Street) and Northup Way, which will include travel lanes, turn lanes, street lighting, traffic signals, sidewalk facilities, culvert replacement, wetland and critical area mitigation, landscaping, underground utilities, urban design treatments, and provisions for gateways. This project also provides funding to finish design for 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. | Roadway and Pedestrian-Bicycle System | 30,796 | IF | 36,414 |
| TFP-266 | Mountains to Sound Greenway - Factoria Crossing (includes I-90 exit expansion) | W/B-83 | 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 off-ramp 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. | Roadway and Transit and Pedestrian-Bicycle System | 17,555 | | |
| TFP-267 | West Lake Sammamish Parkway/"North" segment; (phase 5) | | This project will conduct a preliminary design of the fifth phase of the corridor improvements (of five total), between NE 8th Street and the north City limits. The full West Lake Sammamish Parkway project, between I-90 and the north city limit, will ultimately provide a consistent 4-foot-wide shoulder on the east side, a 10.5-foot-wide northbound vehicle travel lane, a 10-foot-wide southbound vehicle travel lane, a 10-foot-wide multi-purpose trail (8 feet wide in approximately 2% of the corridor due to constricted space) on the west side separated by a 1.5-foot shy distance space and a 2-foot- or 5-foot-wide landscaped buffer where space is available; a signal at SE 34th Street, if warranted; and pedestrian crossings at SE 26th Street, Northup Way, NE 24th Street, and at five other locations along the parkway. The project will also make storm drainage, water quality, and fish passage improvements throughout the corridor. | Roadway and Pedestrian-Bicycle System | 1,000 | | |
| TFP-268 | Bellevue Way HOV lane/107th Ave SE Segment B: Winters House to 112th Ave SE & Segment C: 112th to 108th Avenues SE | | This project contains placeholder funding for the evaluation of the two remaining segments of the Bellevue Way SE HOV project. Segment B: Bellevue Way SE from the Winters House to 112th Avenue SE, will widen Bellevue Way SE to the west to add a southbound inside HOV lane and 5' landscaped planter from the Winters House to the "Y" intersection along 112th Avenue SE. Segment C: Bellevue Way SE from 112th to 108th Avenues SE, will conduct a future evaluation to include consideration of operational scenarios other than an HOV lane (e.g., creating full-length dedicated left-turn lanes). | Roadway and Transit | 300 | | |

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| TFP # | Project Name, Location and Limits | CIP # | Project Description | Project Type | TFP Funding Allocation (\$000s)* | IF = Impact Fee Project List** | Impact Fee Project Cost*** (\$000) |
|---|---|--------|---|---------------------------------------|----------------------------------|--------------------------------|------------------------------------|
| TFP-269 | 124th Avenue NE/NE 8th Street to NE 12th Street | R-190 | The project will complete design and construct a separated multipurpose pathway on both sides; and illumination, landscaping, irrigation, storm drainage and water quality treatment. The project will be designed and constructed to accommodate any new and/or relocation of existing utility infrastructure and will be coordinated with the design and implementation of 124th Avenue NE Improvements to the north. | Pedestrian-Bicycle System | 2,415 | | |
| TFP-270 | Spring Blvd - 124th Ave NE to 130th Ave NE (zone 3) | | Multi-modal corridor incorporating east-west arterial capacity (2 through-lanes in each direction, potentially with an interim improvement limited to a single through-lane in each direction); light rail guideways and stations; urban sidewalks; a bicycle trail/pathway with regional trail connections; and "green" elements, including urban open spaces, tree canopy and landscaping features, and natural drainage features where feasible. The funding allocation represents only a placeholder that may be used to initiate project design. | Roadway and Pedestrian-Bicycle System | 300 | | |
| TFP-271 | Coal Creek Parkway/120th Ave SE - I-405 - 119th Ave SE | | Convert the three signalized intersections on Coal Creek Parkway at I-405 (2) and 119th Avenue SE and also the intersection of 120th Avenue SE to a series of roundabouts. | Roadway | 2,000 | | |
| TFP-272 | NE 12th St / 116th Ave NE | | Conduct a needs assessment to determine whether westbound to southbound dual left-turn lanes should be added or other revisions made at NE 12th St and 116th Ave NE. This funding allocation represents only a placeholder that may be used to conduct a needs assessment. | Roadway | 300 | | |
| TFP-273 | Lakemont Blvd/Forest Dr | | Provide a new traffic signal and eastbound to northbound left turn lane on Forest Drive. This funding allocation represents only a placeholder that may be used to initial project design. | Roadway | 300 | | |
| Pedestrian - Bicycle Implementation Initiative (PBII) Reserve Projects | | | | | | | |
| N/A | Ped/Bike Implementation Reserve | | This line does not represent a facility project. It represents a recommended funding "reserve" for the implementation of priority pedestrian and bicycle projects to be determined by the City's ongoing <i>Pedestrian & Bicycle Implementation Initiative</i> . Candidate projects for the allocation of a portion of this reserve include the Ped/Bike TFP projects listed below and notated with "PBII" in the "Total TFP Funding Allocation" column. | | 21,740 | | |
| TFP-173 | 108th/112th Avenue NE/ north city limit to NE 12th Street | W/B-81 | This project will add 5-foot-wide bicycle lanes on both sides of 108th/112th Avenue NE from north city limit to NE 12th Street. A 6-foot-wide sidewalk will be constructed along the west side of 112th Avenue NE from the end of the transportation trail south to NE 24th Street. A sidewalk will be constructed on the east side from NE 24th Street to connect to the existing sidewalk 450 feet south. Turn pockets will be widened at the NE 24th Street intersection. This is a component of priority bicycle corridor NS-2: Lake Washington Loop. The funding allocation is a placeholder that may be used to support project pre-design or early implementation. | Pedestrian-Bicycle System | PBII | | |
| TFP-230 | 108th Avenue NE/NE 12th Street to Main Street | | This project will conduct a corridor study to identify, prepare preliminary designs, and potentially implement multimodal improvements to enhance the 108th Avenue NE corridor through Downtown. Improvements to be considered may include mid-block crossings, intersection treatments (including the NE 6th Street Pedestrian Corridor interface), bicycle facilities, transit way improvements (also refer to the recommendations of the Bellevue Transit Master Plan), landscaping and lighting. This roadway segment is a component of priority bicycle corridor NS-1: Enatai-Norhttown Connection. | Pedestrian-Bicycle System | PBII | | |

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|---------|--|--------|--|---------------------------|----------------------------------|--------------------------------|------------------------------------|
| TFP-232 | 164th Avenue NE/SE-NE 18th Street to SE 14th Street | | This project will designate a bicycle facility on both sides between NE 18th Street and Northup Way and between NE 8th Street and SE 14th Street. The 5-foot-wide bicycle lanes between Northup Way and NE 6th Street will be striped and signed. On-street parking will be accommodated on the east side of the street from NE 6th Street to SE 14th Street. This is a component of priority bicycle corridor NS-5: Spirit Ridge-Sammamish River Connection. | Pedestrian-Bicycle System | PBII | | |
| TFP-234 | Main Street/100th Avenue to 116th Avenue | | This project will conduct a corridor study to identify, prepare preliminary designs, and potentially implement multimodal improvements to enhance the Main Street corridor through Downtown. Improvements to be considered may include mid-block crossings, intersection treatments, bicycle facilities, landscaping and lighting. This roadway segment is a component of priority bicycle corridor EW-3: Lake to Lake Trail. The segment between 110th and 112th Avenues NE is being coordinated with implementation of the East Link project in this vicinity. | Pedestrian-Bicycle System | PBII | | |
| TFP-243 | Mountains to Sound Greenway/132nd Avenue SE to Lakemont Boulevard | W/B-78 | This project will advance the design and construction of priority segments of the Mountains to Sound Greenway Trail between 132nd Avenue SE and Lakemont Boulevard SE. This project will continue work initiated by the Mountains to Sound Greenway Trail Design Study, completed in 2012. 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. 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. | Pedestrian-Bicycle System | PBII | | |
| TFP-244 | Eastside Rail Corridor multi-use path/southern city limits to northern city limits | G-103 | This project will add a 10- to 14-foot-wide off-street path along the BNSF right-of-way from the southern city limits to the northern city limits. This is part of a planned regional trail that will connect Eastside communities from Renton to Woodinville. Approximately 7.5 miles of the trail is located within the city of Bellevue. The regional trail shall have connections to pedestrian and non-motorized city facilities and be compliant with current trail standards. Potential trail connections include Newcastle Beach Park, Greenwich Crest, the I-90 Trail, Woodridge, the Wilburton area, Downtown Bellevue, Bel-Red, Spring Boulevard, the West Tributary Trail, and the SR 520 Trail. Identified as priority bicycle corridor NS-3: BNSF Trail Corridor. Funding allocation is to support the initial scoping of the project, including coordination with the community and property owners and/or acquisition. | Pedestrian-Bicycle System | PBII | | |
| TFP-245 | 140th Avenue NE/NE 24th Street to NE 8th Street | | This project will evaluate options for bicycle network implementation on 140th Avenue NE. This is a component of priority bicycle corridor NS-4: Somerset-Redmond Connection. Options may include: <u>Option A</u> : Addition of 5-foot-wide bicycle lanes on 140th Avenue NE between NE 24th Street and NE 8th Street. <u>Option B</u> : Development of an off-street multi-use paved path along the east side of 140th Avenue NE, replacing a separated gravel path that exists on much of the segment; it may be a boardwalk for part of the Bel-Red Road to NE 20th Street segment. With either option, the project will add a 10- to 14-foot-wide off-street path connecting the SR 520 Trail to 140th Avenue NE, if feasible. | Pedestrian-Bicycle System | PBII | | |

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|---|--|-------|---|---------------------------|----------------------------------|--------------------------------|------------------------------------|
| TFP-247 | Eastgate Way/Richards Road to SE 35th Place | | This project will install bicycle lanes, where missing through the Eastgate corridor. Completion of the missing link in the sidewalk between Richards Road and 139th Avenue SE may be implemented in coordination with adjacent development. | Pedestrian-Bicycle System | PBII | | |
| TFP-249 | Wilburton/NE 8th Street Station Access Improvements | | This project will improve rider access to the East Link station at NE 8th Street, especially for pedestrians. An initial funding allocation may be used to identify and analyze potential access improvements, develop design concepts, and advance implementation of elements such as access links to 116th Avenue NE, sidewalks, street crossings, and other features to facilitate connections between the station and nearby employment, housing, shopping, and services. | Pedestrian-Bicycle System | PBII | | |
| TFP-251 | Coal Creek Parkway/124th Avenue SE to the southern city limits | | This project will add a 10- to 14-foot-wide off-street path along the west side of Coal Creek Parkway from 124th Avenue SE to the southern city limits. To accommodate the path, existing bicycle lanes may be eliminated and the roadway narrowed. The project will coordinate with the City's Urban Boulevards program. This is a component of priority bicycle corridor EW-5: Coal Creek-Cougar Mountain Connection. | Pedestrian-Bicycle System | PBII | | |
| Neighborhood Congestion Reduction Levy Program Reserve | | | | | | | |
| N/A | Neighborhood Congestion Reduction Levy Program Reserve | | This line does not represent a facility project. It represents a recommended funding "reserve" for the implementation of priority neighborhood congestion reduction levy program projects. | Roadway | 24,000 | | |
| Transit Master Plan – Metro Connects Reserve | | | | | | | |
| N/A | Transit Master Plan – Metro Connects Reserve | | This line does not represent a facility project. It represents a recommended funding "reserve" for the implementation of priority transit services and facilities. | Transit | 4,000 | | |

Totals: \$388,065 \$296,866

Notes:

- * Allocations for projects included in the 2019-2025 CIP have been inflated to year of expenditure values; cost allocations for all other projects estimated in 2026 dollar values.
- ** Roadway capacity projects open for use by the end of 2030 are included in the Impact Fee Project List. There may be additional, completed TFP projects included on the Impact Fee Project List that are not listed here (Refer to Transportation Impact Fee Program Report, 2019 Update).
- *** Impact Fee Project Cost may differ from TFP Funding Allocation due to the exclusion of ineligible Impact Fee Program costs or inclusion of additional eligible costs.

 = Fully Funded Current 2019-2025 CIP Project

PBII = Future TFP allocation to be determined by the City's ongoing Pedestrian & Bicycle Implementation Initiative