

City of
Bellevue



Transportation Commission Study Session

DATE: May 1, 2025

TO: Chair Stash and Members of the Transportation Commission

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SUBJECT: Transportation Facilities Plan Update

DIRECTION REQUESTED

<input type="checkbox"/>	Action (Future)
<input checked="" type="checkbox"/>	Discussion/Direction
<input checked="" type="checkbox"/>	Information

On May 8, staff will continue discussion of the Transportation Facilities Plan (TFP) update with the Transportation Commission. The primary purpose of this session will be to share staff recommendations for preliminary prioritization of candidate TFP projects. As a step in the prioritization process, staff have assigned candidate TFP projects into four categories (included in the TFP by default, for inclusion in TFP with funding, for inclusion in TFP with modest “placeholder” funding only, not recommended for inclusion in TFP). TFP project staff will discuss the staff prioritization work and the reasoning for assigning various projects to the respective categories. The topic is for discussion and information only, no Commission action is needed.

BACKGROUND

The Transportation Facilities Plan (TFP) is required and adopted pursuant to the Bellevue City Code ([Title 22, Development Code](#)). The TFP serves as the City’s intermediate-range transportation capital facility planning document. The TFP is revenue constrained, meaning the cost of projects included in the 12-year TFP must balance against anticipated revenues (i.e.,

only projects that the city can reasonably expect to afford can be included). The current [2022-2033 TFP](#) was adopted by the City Council on July 11, 2022.

The 2026-2037 TFP update process started with a briefing to the Commission on September 12, 2024. Additional engagement with the Commission occurred at subsequent meetings:

- October 10, the Commission reviewed eight TFP projects that are fully funded in the City's [6-year Capital Improvement Program Plan](#) (CIP); these projects will be advanced into the new 2026-2037 TFP by default (the City Council has already decided to fund them).
- December 12, the Commission reviewed 25 projects included in the City's Impact Fee program. These included 19 projects in the current 2022-2033 TFP and six completed projects, all of which add(ed) vehicular capacity to support development (growth). The completed projects remain on the impact fee project list as the city is still paying the cost of financing. Also reviewed at the December meeting were five regional projects, adding or enhancing connections from the city street network to regional highways (SR 520 and I-405).
- January 23, the Commission reviewed the 27 bicycle projects in the current candidate list.
- February 12, the commission reviewed the score-ranking of projects, as evaluated per the [Mobility Implementation Plan](#) frameworks for vehicular, pedestrian and bicycle mode projects.
- March 27, the Commission reviewed the public input received through various communications and outreach activities, including in-person open house events and an online map of candidate projects.

INFORMATION

In March and April, TFP project staff pursued a process to develop a preliminary prioritized list of projects for the 2026-2037 TFP. This process involved about two dozen staff from multiple city departments, as well as representatives from key functional groups within the Transportation Department. Staff were provided information including the score-ranking of roadway/intersection, pedestrian projects and bicycle projects (discussed with the Commission on January 23), and asked to consider additional qualitative factors including extent of project development to date, project cost, project impacts, public comments, Council priorities and opportunity to tie in with projects led by others (e.g., WSDOT and private development). With these additional factors, staff were tasked with identifying a limited number of higher priority and lower priority projects. Over the course of two working sessions, project issues and

opportunities were identified and discussed and projects assigned to higher or lower priority levels. The product of this effort, a preliminary prioritized list of projects for the 2026-2037 TFP, is included as Attachment 1 to this memo.

Projects are organized into four categories:

- The first category is shown in gray fill; these projects are fully funded in the adopted 2025-2030 CIP (as discrete projects or via ongoing CIP programs) and thus will be **included in the 2026-2037 TFP by default**. (23 projects)
- The second category is shown in green fill; these projects are **recommended for inclusion in the 2026-2037 TFP**, with a funding allocation to support advancing (some to full) project development and/or implementation. (8 projects)
- The third category is shown in peach fill; these projects are **recommended for inclusion in the 2026-2037 TFP**, with a minimal “placeholder” level of funding. (37 projects, including TR-1 RapidRide K Line)
- The fourth category is shown in red fill; these projects are **not recommended for inclusion in the 2026-2037 TFP**. (24 projects). For each “red” project, a brief note in the status column explains—at least in part—why it is not recommended for inclusion in the new TFP. Most projects in the red category will be included in the city’s Transportation Improvement Program (TIP), an adopted plan that is not constrained by available budget and is updated annually, in accordance with state law. Included in this category are the seven transit “connection” projects (TFP-303 through TFP-309); these rely on transit agency priorities and their status in or out of the TFP is unlikely to affect agency priorities. Two intersection projects on Bellevue Way (TFP-222 Bellevue Way/NE 4th Street, TFP-223 Bellevue Way/NE 8th Street) are *not* anticipated to be included when the TIP is next updated (in spring 2026); further analysis has shown these are not warranted, as the benefits are minimal, and they have adverse impacts for people walking.

The following are the eight projects in the green category, recommended for inclusion in the 2026-2037 TFP with some level of funding allocation (amounts are still to be determined):

- TFP-110. 110th Avenue NE/NE 7th Street to NE 8th Street. This project is expected to be implemented with developer contributions (when the adjacent site on the west is developed).
- TFP-219. NE 8th Street/106th Avenue NE. This project is expected to be implemented mostly or entirely with developer contributions.
- TFP-243. Mountains to Sound Greenway/142nd Place SE to Lakemont Blvd. A segment from 142nd Place SE to 150th Avenue SE (more precisely, to the existing pedestrian

bridge crossing of I-90 just west of 150th Avenue SE) is funded in the CIP for implementation (with support of grant funding). A funding allocation in the TFP will be necessary to determine the appropriate scope and approach to addressing the remaining large segment from 150th Avenue SE to Lakemont Blvd.

- TFP-244. Eastrail/south city limit to north city limit. This is primarily a King County project. City resources can support implementation of key phases of the regional trail (including the I-90 crossing) and will be essential to developing Bellevue neighborhood connections. It is a Council priority.
- TFP-252. Bellevue College Connection. This project is a collaboration of the city, King County Metro and Bellevue College. It will rebuild Snoqualmie River Road along the west edge of the college campus so that it can support transit buses and construct a separated shared use pedestrian and bicycle path along the west side of the rebuilt roadway. It offers significant benefit to transit riders, transit operations and to people walking and bicycling and reroutes some bus traffic away from congested intersections on 148th/150th Avenue SE. Grant funds have supported design. Additional funding is needed for construction.
- TFP-260. 120th Avenue NE/NE 16th Street to Northup Way. This is the final stage of 120th Avenue NE to be brought up to urban standards. It is anticipated the project will be constructed in two phases; grant funds have been secured to support final design and property acquisition of the full stage, and construction of the north segment. Additional construction funding will be needed to fully fund the north segment and ultimately construction of the south segment, between NE 16th Street and the north end segment.
- TFP-270. Spring Blvd (Zone 3)/124th Avenue NE to 130th Avenue NE. This project fills a gap in Spring Blvd, connecting the Spring District to areas of BelRed to the east. It is an important connection for people walking and bicycling as well as for vehicle traffic (existing alternative routes involve significant out of direction travel and are along streets with pedestrian facilities that are well below performance target levels and lack bicycle facilities).
- Other-5. Bellevue Grand Connection. This project will provide a new, high-quality pedestrian and bicycle connection across I-405 between the Downtown station and the Eastrail in Wilburton. It is a Council priority.

NEXT STEPS

A key element of the TFP process is understanding the anticipated revenue for the 12-year plan period. The funding forecast is important because the TFP can only include projects (or phases

of projects) for which funding is expected to be available in the TFP period. Once the funding forecast is available, we can set a funding “line” in the project list and staff and the Commission can work to determine which projects to recommend be above the line (and included in the 2026-2037 TFP).

We are working with the City’s Finance staff to develop a revenue forecast for the 12-year TFP Plan period (2026-2037), or potentially, for an extended 20-year TFP period (2026-2045). The forecast will not be available in time for the May 8 meeting. What does appear clear is that “unconstrained” transportation funding will be quite limited. Unconstrained funding is what is above and beyond what is required to fund the continuation of ongoing capital programs at their current funding levels and thus available to allocate to non-CIP projects in the TFP candidate array. Finance staff indicate they will attend the Commission Study Session on June 12 to discuss and answer questions about the financial forecast.

If you have questions or need additional information prior to the meeting, please contact Michael Ingram at (425) 452-4166 or mingram@bellevuewa.gov or Kristi Oosterveen at (425-452-4496) or koosterveen@bellevuewa.gov.

ATTACHMENTS

1. 2026-2037 Preliminary TFP Candidate Project List
2. 2026-2037 Preliminary TFP Candidate Project Map
3. 2026-2037 TFP Update Timeline - PLANNED