

CITY COUNCIL REGULAR SESSION

Resolution authorizing execution of a State Funding Agreement (and supplements if necessary) with the Washington State Department of Transportation (WSDOT) to accept an initial amount up to \$300,000 in state Move Ahead Washington funding to support completion of design and right of way for the Mountains to Sound Greenway (142nd Place SE to the Nonmotorized Overcrossing of 150th Avenue SE) Project.

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EXECUTIVE SUMMARY

Acceptance of this state funding through the Washington State Legislature would provide sufficient monetary resources to complete design and right of way phases for the Mountains to Sound Greenway (142nd Place SE to the Nonmotorized Overcrossing of 150th Avenue SE) Project. The project will include a 12-foot wide, hard surfaced facility that is anticipated to include trail head treatments, wayfinding and lighting.

RECOMMENDATION

Move to adopt Resolution No. 10274

BACKGROUND/ANALYSIS

The Mountains to Sound Greenway (MTSG) Trust was organized in 1991 to set aside from urbanization the forested corridor of Interstate 90 (I-90) from Seattle through the Cascade Mountains so that current and future generations could always enjoy the scenic, recreational, and historic qualities/amenities along the 100-mile corridor. The Trust's success in conserving more than 130,000 acres of scenic and recreational lands led to the designation of the MTSG as a National Scenic Byway in 1998. Since then, the City has advanced planning, design, right of way, and construction of the MTSG multimodal pathway accomplishing the following milestones and segments:

- On March 24, 2008, staff provided Council with a Management Brief on the partnership with the Mountains to Sound Greenway Trust to apply for a grant from the National Scenic Byways program for a Feasibility and Design study for the three-mile-long gap in the MTSG trail that runs adjacent to I-90 within the Eastgate area of Bellevue.
- On September 6, 2011, Council accepted a \$158,312 federal grant (Ordinance No. 6017) for Feasibility and Design study on the three-mile MTSG regional trail alignment through the Eastgate/I-90 area. The study was completed in December 2012 and included public outreach, conceptual engineering work, and development of an implementation strategy to complete an

alternatives analysis for the alignment selected by the Eastgate/I-90 Land Use and Transportation Plan Technical Advisory Committee in 2011. This work was completed in close coordination with the MTSG Trust.

- On July 15, 2014, Council accepted a \$470,000 federal Transportation Alternatives Program grant (Ordinance No. 6165) through the Puget Sound Regional Council (PSRC) to advance design and environmental work on the at-grade segments of trail between Factoria Boulevard and 150th Avenue SE. This grant advanced the design to completion in 2015.
- On December 5, 2016, Council adopted Ordinance No. 6333 adopting the 2017-2023 CIP Plan which included funding to advance the design and environmental analysis for the “grade-separated” Factoria Crossing segment of the MTSG Trail and all of the “at grade” trail segments of the project between Factoria Boulevard and Lakemont Boulevard (CIP Plan No. PW-W/B-78).
- More recently, for the segment between 132nd Avenue SE and 142nd Place SE:
 - In November 2018, the MTSG segments between 132nd Avenue SE and 136th Avenue SE project was formally awarded \$2,725,030 through the PSRC for the project’s construction phase. In September 2019, the Eastgate Way Non-Motorized Access to Transit project (aka, the MTSG Trail from 136th Place SE to 142nd Place SE) was awarded \$1,000,000 through the Sound Transit Board of Directors for construction phase. These two grants were accepted by Council on December 2, 2019, as Ordinance No. 6493 (CIP Plan No. PW-W/B-84), for a total of \$3,725,000.
 - In June 2020, the MTSG segment from 136th – 142nd was awarded an additional \$2,034,970 in supplemental/continency federal STP funding through PSRC.
 - In 2021 PSRC supported the transfer of \$1,400,000 granted to a separate project to be advanced and moved to this section of the MTSG trail, providing a savings to the City.
 - The culmination of federal funding actions from the 2018-2021 identified above resulted in total federal grant funding of \$6,160,000 for construction of the MTSG trail segment between 132nd Avenue SE and 142nd Place SE.
- For the MTSG segment between 142nd Place SE to the Nonmotorized Overcrossing of 150th Avenue SE:
 - In July 2022, PSRC awarded \$2,370,000 to construct the MTSG segment from 142nd Place SE to the Nonmotorized Overcrossing of 150th Avenue SE in year 2025. This funding was accepted by Council on January 17, 2023 (Ordinance No. 6717) along with a transfer of \$3,000,000 in local funding from the Transportation Grant Match Program (CIP Plan No. PW-R-206) to meet the grant match requirements.*
 - In April/May 2023, the Washington State Legislature Transportation Budget allocated \$300,000 of state Move Ahead Washington funds (the subject of this agenda memo) to complete design and right of way phase work on the MTSG segment from 142nd Place SE to the Nonmotorized Overcrossing of 150th Avenue SE. An additional \$6,600,000 in construction-related state Move Ahead Washington funds is assigned to outer biennia at

this time, and the City will work with the state to align this funding with the \$2,370,000 in federal funding identified in the bullet above.

* There is the potential that there may be additional supplemental federal funding through PSRC for the current project segment (142nd Place SE to the Nonmotorized Overcrossing of I-90) as the project nears or enters its construction phase. This would reduce the need to use a portion of the local (Grant Match Program) funding to be transferred to the project by this action. Transportation Department staff will closely monitor and pursue this potential opportunity in future years.

POLICY & FISCAL IMPACTS

Policy Impact

Acceptance of this funding and authorization of the funding agreement with WSDOT is consistent with the following policies in the Transportation Element of the Comprehensive Plan:

- TR-2: To aggressively plan, manage, and expand transportation investments to reduce congestion and expand opportunities in a multimodal and comprehensive manner and improve the quality of the travel experience for all users.
- TR-3. Direct transportation investments and service to support the Urban Centers growth strategy of the Countywide Planning Policies.
- TR-23. Incorporate pedestrian and bicycle facility improvements into roadway projects in accordance with the Pedestrian and Bicycle Transportation Plan.
- TR-25. Increase system connectivity for all modes by providing for vehicular, transit, pedestrian, and bicycling facilities to create a Complete Streets network throughout the city.
- TR-26. Design, implement, and maintain transportation system improvements and deliver transportation services and programs in accordance with the Americans with Disabilities Act (ADA).
- TR-135. Maintain financing capability to meet the city's adopted mobility targets through a mix of funding sources, as identified in the TFP and the CIP. Seek broadly-based financing through proportional participation from the beneficiaries of the system, including: 1. The citywide community; 2. Existing businesses and property owners; and 3. New development.
- TR-138. Provide and prioritize transportation funding to meet Performance Targets for people walking, biking, riding transit, and travelling in a car.

Fiscal Impact

Executing the State Funding Agreement will provide, on a reimbursable basis, up to \$300,000 in state funding to support completion of design and right of way acquisition for the MTSG trail from 142nd Place SE to 150th Avenue SE (CIP Plan No. PW-W/B-86). There is no match requirement for this funding. Any additional project costs above this funding award for design and right of way will be the City's responsibility. These funds are included in the adopted 2023-2029 PW-W/B-86 project budget, therefore a budget amendment is not necessary with this action.

OPTIONS

1. Adopt the Resolution authorizing execution of a State Funding Agreement (and supplements if necessary) with the Washington State Department of Transportation (WSDOT) to accept an initial amount up to \$300,000 in state Move Ahead Washington funding to support completion of design and right of way for the Mountains to Sound Greenway (142nd Place SE to the Nonmotorized Overcrossing of 150th Avenue SE) Project.
2. Do not adopt the Resolution and provide alternative direction to staff.

ATTACHMENTS

- A. Vicinity Map
- B. CIP Project Description (PW-W/B-86)
Proposed Resolution No. 10274

AVAILABLE IN COUNCIL LIBRARY

WSDOT Move Ahead WA Selection Letter
WSDOT State Funding Agreement (draft)