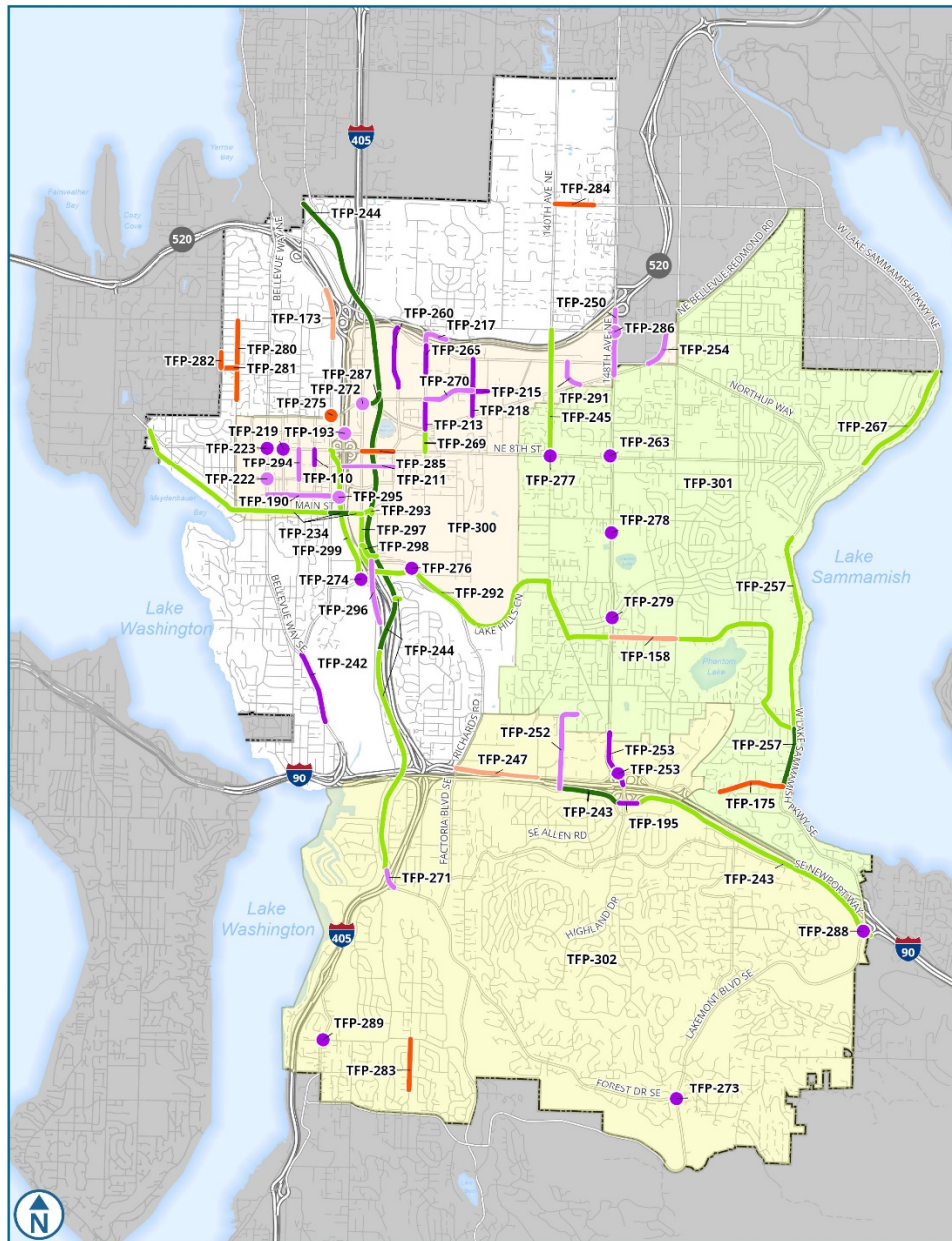




Proposed 2022-2033 TRANSPORTATION FACILITIES PLAN

XXXX 2022



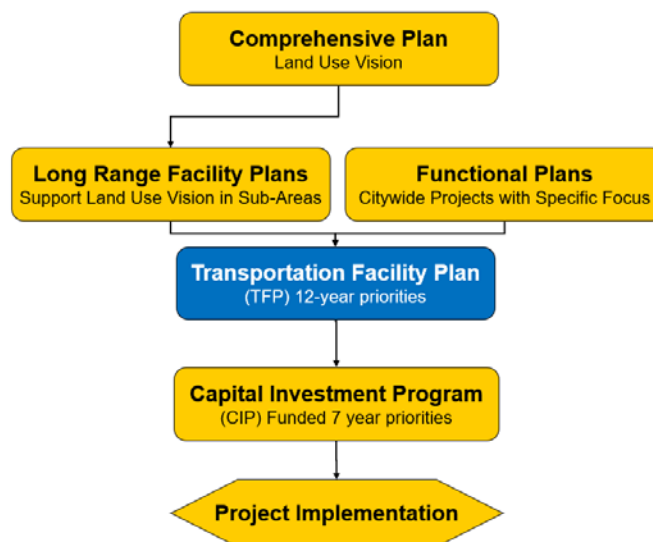
City of Bellevue 2022-2033 Transportation Facilities Plan

As Adopted by the City Council on July _____
(Resolution No. _____)

INTRODUCTION

The Transportation Facilities Plan (TFP) 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 was an element of the Bellevue Comprehensive Plan at the time the list of candidate projects for this TFP was assembled. (In December 2021, the City Council adopted several amendments to the Comprehensive Plan, including elimination of the Comprehensive Transportation Project List; future project needs are now identified in the City's Transportation Improvement Program, which is required by state law and updated annually.)

- ◆ 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 as follows:

- 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);
- 2015 (the 2016-2027 Plan, Resolution No. 9032), and
- 2019 (the 2019-2030 Plan, Resolution No 9637).

PURPOSE

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

- Intermediate-Range Planning Tool
- 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.

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.

A SEPA checklist was prepared for the 2022-2033 TFP and a Determination of Non-Significance was issued on April 28, 2022. Projects in the TFP are evaluated for SEPA environmental impacts at time of implementation.

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 \$312.2 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 18 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 area. This loan is projected to provide approximately 29 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 general election. Levy revenue generated is divided into two distinct accounts for allocation, 1) dedicated for neighborhood congestion reduction project development, and 2) dedicated for neighborhood safety and connectivity projects. The latter category is further divided into multiple focus areas including neighborhood sidewalks, bicycle facilities, traffic safety or system operational improvements,

Intelligent Transportation Systems (ITS), and system maintenance. The TFP revenue forecast only includes the portion of levy funding allocated to actual transportation facilities; it does not include funding allocated to system operations improvements or maintenance work. Eligible levy revenue will provide approximately 19 percent of the funding during the Plan period.

- Impact fees and other developer contributions required from new development are projected to provide approximately 14 percent of the funding for new improvements.
- Grants and contributions from other agencies account for approximately 20 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 2021-2027 CIP Plan, adopted in December 2020. 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 assumed or projected.

Table 1 displays a summary of the revenue assumptions used to develop the 2022-2033 TFP. Note: the revenue categories and amounts listed in the table cover all 2022-2033 transportation capital expenditures. The sum therefore 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 2022-2033 Bellevue Transportation Capital Funding Package

<u>Source</u>	<u>Revenue (Millions)</u>
General CIP	\$38.1
-Sales Tax	
-B & O Tax	
-Long-term Debt	
Transportation Dedicated	\$166.7
-1990 Gas Tax	
-Transportation B & O Tax	
-¼% Real Estate Excise Tax	
TIFIA Loan	\$90.6
Neighborhood Safety, Connectivity and Congestion Levy	\$95.5
Impact Fees & Developer Contributions	\$42.0
Grants & Outside Agency Contribution	\$63.5
<u>Total Projected Revenue</u>	<u>\$496.4</u>

Note 1: Amounts above include funding for actual expenditures through 2021 (\$119.7M) for TFP projects budgeted in the adopted CIP and for which implementation has already begun.

Note 2: Capital revenue allocated to pay debt service for long-term debt issued to in part fund transportation projects is not reflected in the TFP revenue forecast amounts reflected above.

Table 2 displays the allocation of funding projected for the 2022-2033 planning period. Committed revenue reflects funding approved through the 2021-2027 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 2022-2033 Transportation Funding Allocations

	(Millions)
<u>Total Projected Revenue</u>	<u>\$496.4</u>
Less Committed Revenue	\$76.1
-Allocations to Non-TFP CIP Projects and Ongoing Programs	
Less Constrained Revenue	\$108.1
-Continuation of Ongoing CIP Programs (2028-2033)	
-Continuation of non-TFP Safety and Connectivity Levy Projects (2028-2033)	
<u>Balance: Allocation to 2022-2033 TFP Projects</u>	<u>\$312.2</u>

Total TFP funding allocation above includes the portion of CIP-funded project costs that are projected to be expended prior to 2022, if a project's implementation had already begun. Project cost allocation for projects included in the 2021-2027 CIP have been inflated to year of expenditure values; cost allocations for all other TFP projects have been stated in 2022 dollar values. Actual allocations in future CIP updates will likely spread these project costs over the years 2028-2033 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 2022-2033 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

In developing the list of projects for the 2022-2033 TFP, 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 16 funded projects from the current [2021-2027 CIP Plan](#) (adopted by the City Council in December 2020) and the Transportation Levy provides the foundation for the 2022-2033 TFP project list. The other 55 projects included in this TFP were prioritized and selected from the 32 projects included in the Comprehensive Transportation Project List, from ongoing work of the city's Congestion Reduction program, from ongoing work of the city's [Neighborhood Sidewalk Program](#) and from ongoing work of the [Bicycle Rapid Implementation Program](#). Additional candidate projects, primarily developed to address emerging safety or congestion 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 guided by 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, with weighting determined by the Transportation Commission.

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 2022-2033 TFP update process, pedestrian and bicycle project candidates included projects from the 2019-2030 TFP as well as projects identified via ongoing work of the [Neighborhood Sidewalk Program](#) and the [Pedestrian-Bicycle Implementation Initiative \(PBII\)](#) process.

In general, pedestrian and bicycle projects included in the 2022-2033 TFP are rated as “High” priority in the [Pedestrian and Bicycle Plan](#) and advance implementation targets identified in Pedestrian and Bicycle 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.

2022-2033 Transportation Facility Plan projects are illustrated in **Figure B1** (roadway, intersection, sidewalk and bicycle projects) and **B2** (transit projects). Project descriptions and funding allocations for improvements identified in the 2022-2033 TFP are listed in **Table 3**. Table 3 also indicates which projects are in the current 2021-2027 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 B1: Location of 2022-2033 Transportation Facilities Plan Roadway, Intersection, Sidewalk and Bicycle Projects

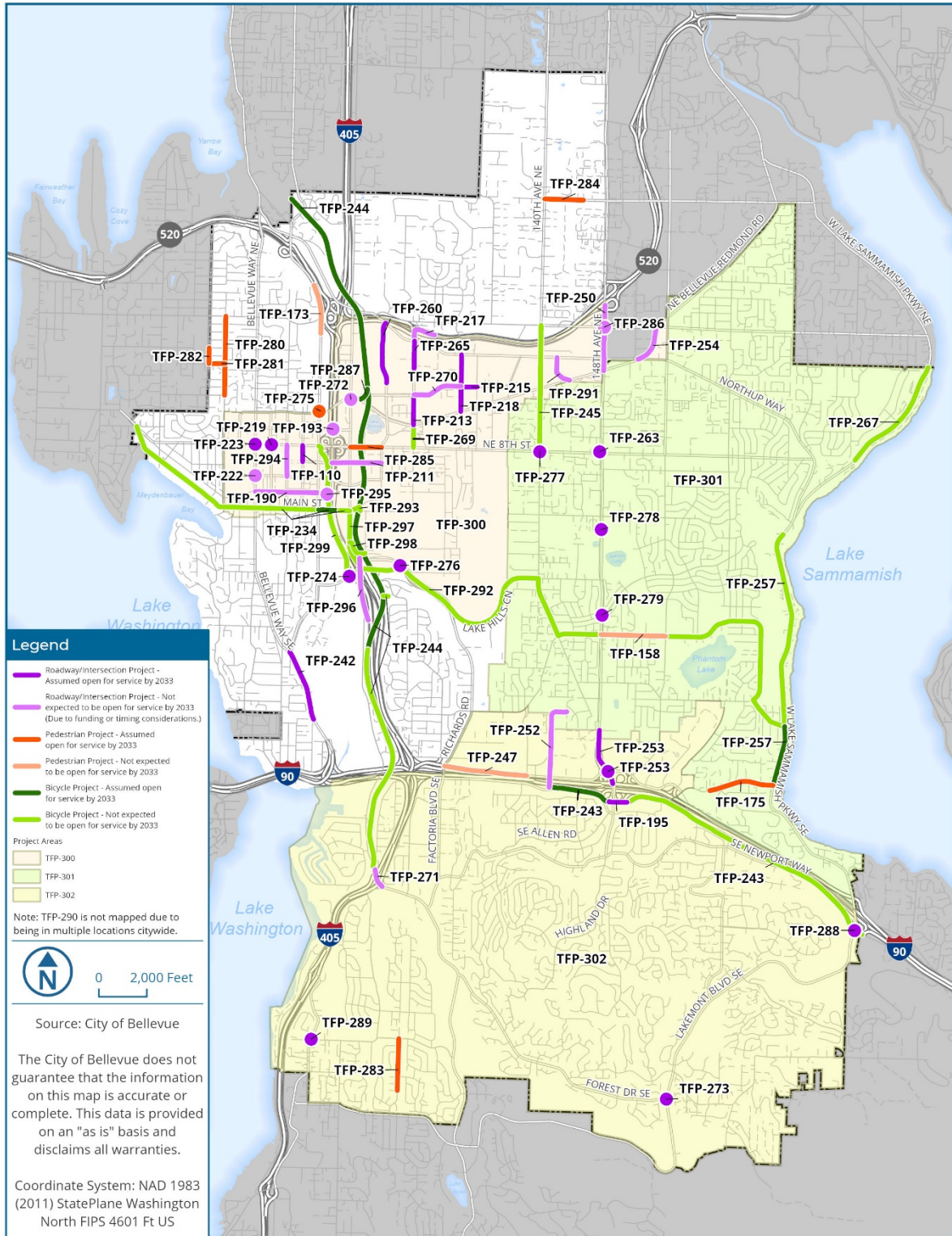
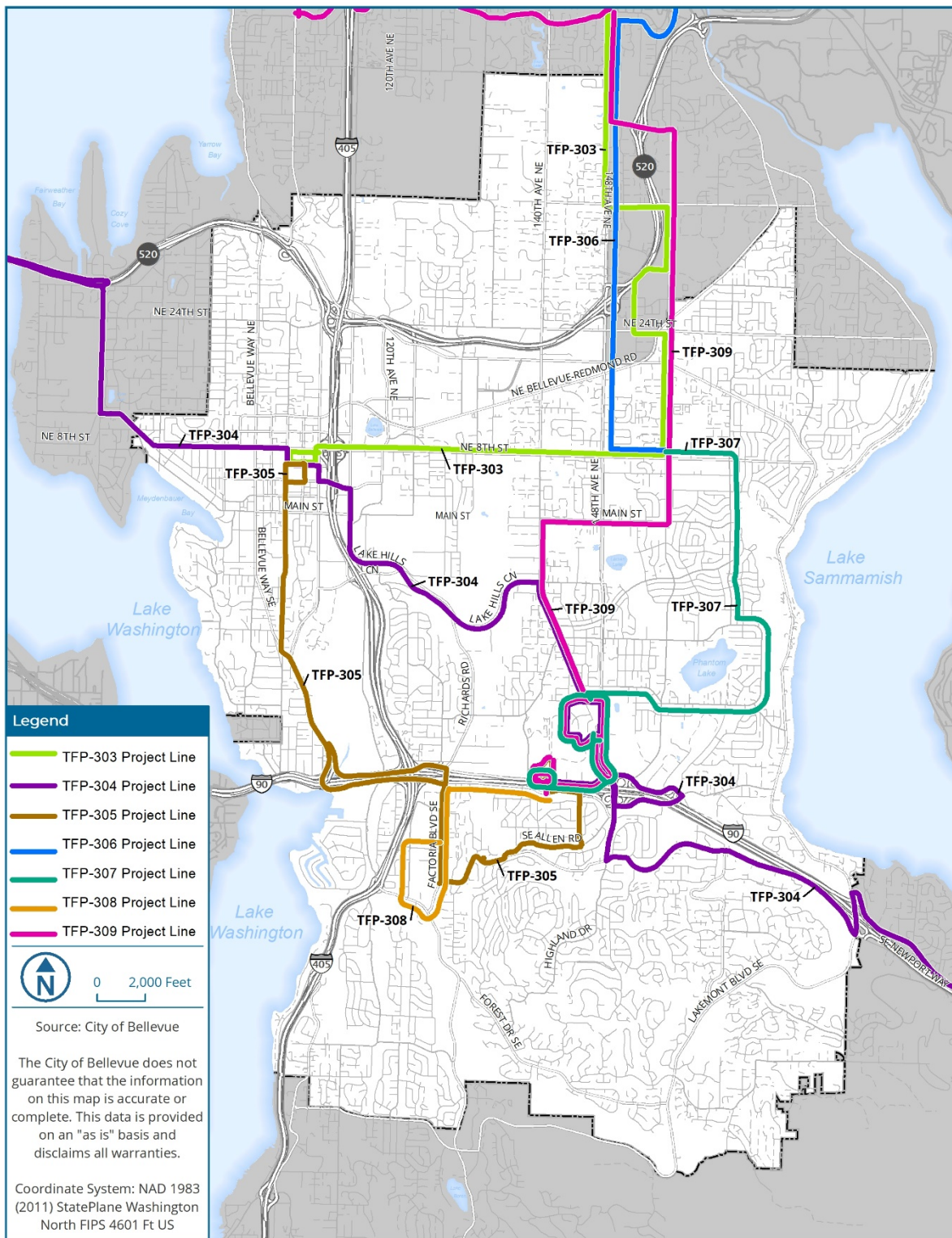


Figure B2: Location of 2022-2033 Transportation Facilities Plan Transit Projects



2022-2033 Project #	Project Name, Location and Limits	CIP #	Project Description	Project Type	TFP Funding Allocation (\$000s)*	IF = Impact Fee Project**	Impact Fee Project Cost*** (\$000)
2022-2033 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	\$1,682	IF	\$1,682
TFP-158	SE 16th Street/148th Avenue SE to 156th Avenue SE		This project will add 5-foot-wide bicycle lanes outside of 11-foot-wide vehicle lanes on both sides of SE 16th Street. The project will construct new curb, gutter, and 6-foot-wide sidewalk and 4-foot-wide planter on the north side between 148th Avenue NE and 154th Avenue NE. This is a component of priority bicycle corridor EW-3 Lake to Lake Trail.	Pedestrian Bicycle	\$1,000		
TFP-173	108th/112th Avenue NE/north city limit to NE 12th Street	W/B-81	This project will add a 6-foot-wide sidewalk on the west side from NE 24th Street to the transportation trail to the north. A sidewalk will be constructed on the east side from NE 24th Street to connect to the existing sidewalk 450 feet south. The funding allocation is a placeholder that may be used to initiate project pre-design or early implementation.	Pedestrian	\$300		
TFP-175	SE 34th Street/162nd Pl SE to West Lake Sammamish Pkwy		This project will design and construct a five foot bike lane, curb, gutter and six foot sidewalk on north side and curb, gutter and a wide curb lane, where feasible, on the south side of SE 34th Street from West Lake Sammamish Parkway to 162nd Place SE.	Pedestrian	\$5,558		
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 pre-design or early implementation.	Roadway	\$300		
TFP-195	150th Avenue SE/SE 37th Street/I-90 off-ramp		Add a second eastbound right turn lane, extend the southbound left turn lane, extend the southbound through lane from the loop ramp to SE 38th Street, restrict the eastbound left turn movement, add a second westbound left turn lane and extend the westbound right turn lane. The project will also evaluate upgraded pedestrian and bicycle crossings along with gateway treatments.	Roadway	\$5,050	IF	\$5,050
TFP-211	NE 6th Street Extension		The project will extend NE 6th Street from the I-405 HOV interchange to 116th Avenue NE and, potentially, continuing at-grade to 120th Avenue NE. The facility will be designed to accommodate multiple uses, potentially including HOV, frequent transit bus service, non-motorized, and vehicle access to express toll lanes. Conceptual design alternatives have been completed to coordinate with WSDOT's I-405 improvements and Sound Transit's East Link route. The project connecting to 116th Avenue NE 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 pre-design or other early implementation efforts. The east terminus is to be further evaluated in conjunction with the Wilburton Vision implementation planning initiative.	Roadway	\$500		
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. The project will be developed in coordination with potential private development in the immediate vicinity.	Roadway Pedestrian Bicycle	\$21,350	IF	\$27,281
TFP-215	NE Spring Blvd (Zone 4)/130th to 132nd Avenues NE	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. The project will be developed in coordination with potential public and/or private development in the immediate vicinity.	Roadway Pedestrian Bicycle	\$13,700	IF	\$17,624

2022-2033 Project #	Project Name, Location and Limits	CIP #	Project Description	Project Type	TFP Funding Allocation (\$000s)*	IF = Impact Fee Project**	Impact Fee Project Cost*** (\$000)
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. The project will be developed in coordination with potential public and/or private development in the vicinity.	Roadway Pedestrian Bicycle	\$27,100		
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	\$3,876	IF	\$3,876
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. The funding allocation is a placeholder that may be used to initiate project predesign or early implementation.	Roadway	\$300		
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	\$2,376	IF	\$2,376
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 108th Avenue and the east side of I-405 is separately being improved with an off-street multi-purpose path facility on the south side. The funding allocation is a placeholder that may be used to initiate project predesign or early implementation of the remaining elements.	Bicycle	\$500		
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	\$29,588	IF	\$29,810
TFP-243	Mountains to Sound Greenway/142nd Place 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 142nd Place 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. The funding allocation is full implementation of the segment from 142nd Place SE to 150th Avenue SE.	Pedestrian Bicycle	\$11,300		

2022-2033 Project #	Project Name, Location and Limits	CIP #	Project Description	Project Type	TFP Funding Allocation (\$000s)*	IF = Impact Fee Project**	Impact Fee Project Cost*** (\$000)
TFP-244	Eastrail 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 project is an outside agency-led effort in which the City may choose to participate financially and 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 will include 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, Wilburton, Downtown Bellevue, BelRed, the West Tributary Trail, and the SR 520 Trail. Project identified as priority bicycle corridor NS-3: BNSF Trail Corridor. Funding allocation is to support City's scoping and development of projects connecting to or supporting the Eastrail mainline path, including coordination with the community and property owners and/or acquisition.	<i>Pedestrian Bicycle</i>	\$3,000		
TFP-245	140th Avenue NE/NE 24th Street to NE 8th Street		This project will evaluate development of an off-street multi-use paved path along the east side of 140th Avenue NE between NE 24th Street and NE 8th Street, 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. -the project will add a 10- to 14-foot-wide off-street path connecting the SR 520 Trail to 140th Avenue NE, if feasible. The funding allocation is a placeholder that may be used to initiate project pre-design or early implementation.	<i>Bicycle</i>	\$300		
TFP-247	Eastgate Way/Richards Road to Sunset Corporate Campus		This project will complete the missing link in the sidewalk between Richards Road and 139th Avenue SE; may be implemented in coordination with adjacent development. The funding allocation is a placeholder that may be used to initiate project pre-design or early implementation.	<i>Pedestrian</i>	\$700		
TFP-250	148th Avenue NE Master Plan		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 Avenue 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 pre-design work or early implementation.	<i>Roadway</i>	\$300		
TFP-252	Bellevue College Connection: Kelsey Creek Rd/ Snoqualmie River Road/142nd Pl SE from 145th Place SE to SE 36th St	R-201	This project will design and construct a transitway connection through the Bellevue College campus to improve transit speed and reliability from SE 24th Street to SE 32nd Street along Snoqualmie River Road SE. This partnership between King County Metro Transit, Bellevue College and the City, will reconstruct campus and City roadways to support frequent transit bus service, construct sidewalks and accessible bus stops and modify the 142nd Place SE/SE 32nd Street intersection. It will include a separated, multi-use, (bike accessible) paved path connecting 145th Place SE to the Mountains to Sound Greenway Trail. It will provide weather protection on 142nd Place SE for transit users, pedestrians and cyclists. A Bellevue College Transit Center is envisioned to be developed along the corridor. The funding allocation is a placeholder that may be used to advance project design or early implementation.	<i>Transit Pedestrian Bicycle</i>	\$1,832		
TFP-253	150th Avenue SE/Eastgate Way SE		This project will add a second northbound left turn lane with a short westbound receiving lane and a third southbound through lane starting north of Eastgate Way and extending across the I-90 overpass. The southbound left turn lane will also be extended.	<i>Roadway</i>	\$6,550	IF	\$6,550
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.	<i>Bicycle</i>	\$300		

2022-2033 Project #	Project Name, Location and Limits	CIP #	Project Description	Project Type	TFP Funding Allocation (\$000s)*	IF = Impact Fee Project**	Impact Fee Project Cost*** (\$000)
TFP-257	West Lake Sammamish Parkway/"South Central" & "Central" segment (phases 3 & 4)	R-194	This project will design and construct of the third and fourth phase of the West Lake Sammamish Parkway corridor improvements (two of five phases), between SE 34th Street and the NE 2nd block. Full funding allocation is intended to implement improvements on the segment from SE 34th to SE 26th Streets. 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 areas adjacent to sensitive critical areas (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 to 5-foot-wide landscaped buffer where space is available; a signal at SE 34th Street (if warranted); and signalized pedestrian crossings at SE 26th Street, Northup Way, NE 24th Street, and at five other locations along the parkway. The project will make storm drainage, water quality, and fish passage improvements throughout the corridor. This project will also provide a preliminary design analysis with cost estimates to determine the exact location and scope of the next phases of construction on West Lake Sammamish Parkway. Preliminary design activities will include coordination with the community and other stakeholders leading to a complete design.	<i>Pedestrian Bicycle</i>	\$12,500		
TFP-260	120th Avenue NE (Stage 4)/NE 16th Street and to Northup Way	R-186	This project will widen 120th Avenue NE between NE 16th Street and Northup Way. The existing two-lane roadway will be widened to four lanes between NE 16th Street and the future NE 18th Street to include one northbound lane, two southbound lanes, and a center two-way left-turn lane. From the future NE 18th Street to Northup Way, the widening will consist of one northbound lane, one southbound lane and a center lane that will be channelized as a two-way left-turn lane or a center median depending on the land use and will be utilized as a left-turn pocket at the intersections. The project will add new roadside planters along the full length of the project that separate vehicle traffic from bicycle lanes and sidewalks. The project will also provide illumination, pedestrian crossings, a modified traffic signal system at the Northup Way intersection, intelligent transportation systems, signing, irrigation, and landscaping improvements. This project will install stormwater drainage, flow control and water quality facilities, reconstruct and relocate underground utilities, and realign and improve an existing culvert crossing to provide a new fish and wildlife passable roadway crossing structure. Construction of this project may be phased.	<i>Roadway Pedestrian Bicycle</i>	\$29,800	IF	\$29,800
TFP-265	124th Avenue NE/Ichigo Way (NE 18th Street) to Northup Way	R-191	This project will design and construct improvements to 124th Avenue NE between Ichigo Way (NE 18th Street) and Northup Way. The project will widen and raise the profile for 124th Avenue NE between Ichigo Way (NE 18th Street) and Northup Way and will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane, install curb, gutter, and sidewalk on both sides, maintaining existing signal at Metro driveway, and illumination, ITS, signing, landscaping, irrigation, storm drainage, and water quality treatment, retaining walls, culvert replacement, wetland buffer and critical area mitigation, landscaping, underground utilities, urban design treatments, and provisions for gateways as well as 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 with the West Tributary regional detention facilities. The project will be developed in coordination with potential public and/or private development in the vicinity.	<i>Roadway Pedestrian</i>	\$40,500	IF	\$56,549
TFP-267	West Lake Sammamish Parkway/"North" segment; (phase 5)		This project will design and construct the fifth phase of the West Lake Sammamish Parkway corridor improvements (last of five phases), between SE 34th Street and the NE 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 areas adjacent to sensitive critical areas (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 to 5-foot-wide landscaped buffer where space is available; a signal at SE 34th Street (if warranted); and signalized pedestrian crossings at SE 26th Street, Northup Way, NE 24th Street, and at five other locations along the parkway. The project will make storm drainage, water quality, and fish passage improvements throughout the corridor. This project will also provide a preliminary design analysis with cost estimates to determine the exact location and scope of the next phases of construction on West Lake Sammamish Parkway. Preliminary design activities will include coordination with the community and other stakeholders leading to a complete design. The funding allocation is a placeholder that may be used to initiate project predesign or early implementation.	<i>Pedestrian Bicycle</i>	\$300		

2022-2033 Project #	Project Name, Location and Limits	CIP #	Project Description	Project Type	TFP Funding Allocation (\$000s)*	IF = Impact Fee Project**	Impact Fee Project Cost*** (\$000)
TFP-269	124th Avenue NE/NE 8th to 12th Streets		An interim project, finished in 2021, made Americans with Disabilities Act sidewalk and curb improvements and street lighting upgrades. This placeholder funding allocation may be used to determine and begin design on preferred pedestrian and bicycle facility improvements such as widening sidewalks, on-street bicycle lanes or a multi-purpose pathway on one or both sides. The project may also replace the lattice transmission line tower within the project limits with a new monopole.	<i>Pedestrian Bicycle</i>	\$300		
TFP-270	Spring Blvd (Zone 3) - 124th Ave NE to 130th Ave NE		Multi-modal corridor incorporating east-west arterial capacity (2 or 4 through-lanes); sidewalks; bicycle facilities with regional trail connections; and "green" elements, including urban open spaces, tree canopy and landscaping features, and natural drainage features where feasible. The project will be developed in coordination with potential public and/or private development in the immediate vicinity. The funding allocation is a placeholder that may be used to initiate project predesign or early implementation.	<i>Roadway Pedestrian Bicycle</i>	\$600		
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. 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.	<i>Roadway</i>	\$300		
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. The funding allocation is a placeholder that may be used to initiate project predesign or early implementation.	<i>Roadway</i>	\$300		
TFP-273	Lakemont Blvd/Forest Dr		Install a new traffic signal and widen Lakemont Blvd for a northbound to westbound left turn lane.	<i>Roadway</i>	\$1,751	IF	\$1,751
TFP-274	SE 8th Street / 114th Avenue SE	R-207	This project will widen the intersection to add a second southbound left turn lane and dedicated space for bicycles in the northbound and southbound directions.	<i>Roadway Bicycle</i>	\$3,410	IF	\$3,410
TFP-275	112th Avenue NE at McCormick Park	R-208	This project will design and construct the frontage improvements on 112th Avenue NE at McCormick park in order to match this roadway section to the frontage improvements being made during construction of Fire Station 10. Improvements include some widening, installation of separated bike facilities, planter strip and corner improvements at McCormick Park (112th Avenue NE and NE 12th Street.) Bike facility improvements will tie into the multi-purpose path on NE 12th Street.	<i>Roadway Bicycle</i>	\$1,000		
TFP-285	NE 8th Street/116th Ave to 120th Ave	W/B-56	This project will construct interim sidewalk on the south side of NE 8th Street.	<i>Pedestrian</i>	\$664		
TFP-286	148th Avenue NE/NE 24th Street		This project initiates implementation of priority elements of the 148 th Master Plan (see TFP-250) and will be implemented in coordination with the City of Redmond and private developers in the immediate vicinity. This project will widen the 148 th Avenue NE/NE 24 th Street intersection to accommodate dual eastbound and westbound left turn lanes and extend the northbound and westbound right turn lanes. The project will also modify the traffic signal and channelization on the northeast corner to accommodate a third northbound through lane which will extend north to the eastbound SR 520 on ramp. A private development is conditioned to construct the third northbound lane south of the intersection. Improvements at the intersection will accommodate a planned ped-bike path along the east side of 148th Ave NE, between NE 24th Street and the SR 520 path. Funding allocation represents only the City of Bellevue's share of the design phase cost. Implementation of the improvements may be phased.	<i>Roadway</i>	\$1,348		
TFP-287	Eastrail to Spring Blvd Trail Link		This project will construct a trail linking the N-S Eastrail to the E-W ped-bike path that runs along Spring Blvd.	<i>Bicycle</i>	\$6,124		
TFP-288	Lakemont Blvd/Newport Way SE		Un-split the southbound and northbound traffic signal phasing by changing the center lane on the southbound approach to a dedicated left turn lane instead of a shared left/through lane, subject to further analysis.	<i>Roadway</i>	\$1,545	IF	\$1,545
TFP-289	Lake Washington Blvd/SE 60th St		Replace existing offset four way stop with a traffic signal that improves the east-west alignment into the intersection.	<i>Roadway</i>	\$2,678	IF	\$2,678
TFP-290	Future Vision Zero road safety projects along Bellevue's High Injury Network corridors.	R-205	In Bellevue 83% of fatal and serious injury traffic collisions occur on 8% of the City's total street network. This density of fatal and serious injury traffic collisions comprise the city's High Injury Network (HIN). To strive to achieve Council's Vision Zero goal on Bellevue's roadways, the City will fund safety projects along HIN corridors. Based on a comprehensive Road Safety Assessment review of HIN corridors, the City will implement interim rapid build solutions (funded by CIP PW-R-205). Solutions will focus on systemic and spot countermeasures that involve minor infrastructure construction so that they can be more rapidly built. Additionally, the City will aim to create long-term visions for selected HIN corridors that will enhance the safety improvements seen in initial Vision Zero rapid build solutions.	<i>Pedestrian Bicycle</i>	\$4,642		

2022-2033 Project #	Project Name, Location and Limits	CIP #	Project Description	Project Type	TFP Funding Allocation (\$000s)*	IF = Impact Fee Project**	Impact Fee Project Cost*** (\$000)
TFP-291	143rd Place NE/ NE 20th Street to Bel-Red Road/NE 20th Place signal		This project will conduct a feasibility and/or pre-design study for the implementation of a new two-lane roadway connection with bike lanes and sidewalks between the NE 20th Street/143rd Place NE traffic signal and extending to the improved section of NE 20th Place north of its intersection with Bel-Red Road. Install signal, eastbound to northbound left turn pocket and pedestrian crossing at the existing Bel-Red Road and NE 20th Place intersection. New roadway segments may be implemented with future private development in the immediate vicinity.	Roadway	\$1,872		
TFP-292	Lake to Lake Trail Corridor (EW-3)		Design and implement bicycle facility improvements that complete a continuous connection between Meydenbauer Bay and West Lake Sammamish Parkway along the EW-3 bicycle priority corridor. Consistent with multimodal level of service guidance, resulting facilities will achieve the Bicycle LOS target of LTS 1, providing a safe and comfortable route suitable for people of all ages and abilities. Funding allocation will support bicycle facility implementation on SE 8th Street from 114th Ave to Lake Hills Connector. Other examples of potential project locations include-Lake Hills Connector, Lake Washington Blvd and SE 16th Street. The funding allocation is a placeholder that may be used to initiate project predesign or early implementation.	Bicycle	\$700		
TFP-293	Eastrail Connection at Main Street	G-103	This project will construct a trail at the Main Street alignment to connect the Eastrail west to 116th Ave, as well as another connection east to upper Main Street. Project may be implemented in phases. Scope of connection to 116th Ave may extend westward along south side of Main Street to connect with multiuse path to be constructed by WSDOT at I-405 crossing. The funding allocation is a placeholder that may be used to initiate project predesign or early implementation.	Bicycle	\$300		
TFP-294	108 th Avenue NE Downtown Spine / NE 4 th Street to NE 8 th Street		This project will construct multimodal roadway enhancements along 108 th Avenue NE. Design elements include enhanced floating transit platforms and related transit amenities for Bay 1 and Bay 12 of the Bellevue Transit Center, protected bike lanes, upgraded communications & signals, channelization, and pedestrian scale lighting. This project is based on the 2020 Downtown Spine Corridor Study. Some elements may be constructed in coordination with adjacent development. The funding allocation is a placeholder that may be used to initiate project predesign or early implementation.	Transit	\$300		
TFP-295	NE 2nd Street / 114th Avenue NE		This project will add a traffic signal and roadway/intersection expansion, realignment, and channelization improvements, including accommodation of a north-south multipurpose path crossing along the west side of 114th Avenue NE. Project implementation will be coordinated with potential private development in the immediate vicinity. The funding allocation is a placeholder that may be used to initiate project predesign or early implementation.	Roadway	\$300		
TFP-296	South Downtown I-405 Access: Lake Hills Connector southbound on-ramp		This project will build a new southbound on-ramp from the Lake Hills Connector to I-405 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 is a placeholder that may be used to support project predesign or early implementation.	Roadway	\$300		
TFP-297	116th Avenue NE/Main Street to SE 8th Street multipurpose path		Construct new multipurpose path on west side of 116th Ave from Main Street to SE 5th Street. Upgrade existing multipurpose path between SE 5th Street to SE 8th Street to current standards. The funding allocation is a placeholder that may be used to initiate project predesign or early implementation.	Bicycle	\$300		
TFP-298	SE 5th Street - 116th Avenue SE to 118th Avenue SE multipurpose path and signal		Install a new traffic signal at 116th Ave/SE 5th Street. Construct a multipurpose path on the south side of SE 5th Street from 116th Ave to the Eastrail. The funding allocation is a placeholder that may be used to initiate project predesign or early implementation.	Roadway Pedestrian Bicycle	\$300		
TFP-299	114th Avenue/NE 8th Street to SE 8th Street		Construct multipurpose path (12' wide + 2' shoulder on each side) on west side of 114th Ave from SE 8th Street to NE 8th Street. Project includes construction of a tunnel under Main Street, west of the Main Street bridge abutment wall, and will require reconstruction of the retaining walls on the north and south sides of Main Street at this location. The funding allocation is a placeholder that may be used to initiate project predesign or early implementation.	Pedestrian Bicycle	\$300		
TFP-300	Growth Corridor Bicycle Network	W/B-85	Design and implement bicycle facility improvements in the Downtown, BelRed, and Wilburton neighborhood areas that provide residents, employees, and families with equitable access to the area's key destinations. Consistent with the planned Bicycle Network, examples of potential project locations include 100th Avenue NE, 106th Avenue NE, NE 1st and 2nd Streets, 116th Avenue NE, 120th Avenue NE, 140th Avenue NE, Bel-Red Rd, and Northup Way. Funding is an initial allocation for project development and early implementation.	Bicycle	\$3,000		

2022-2033 Project #	Project Name, Location and Limits	CIP #	Project Description	Project Type	TFP Funding Allocation (\$000s)*	IF = Impact Fee Project**	Impact Fee Project Cost*** (\$000)
TFP-301	East Bellevue Bicycle Network		Design and implement bicycle facility improvements in the Lake Hills, Crossroads, Northeast Bellevue, and West Lake Sammamish neighborhood areas that provide residents, employees, and families with equitable access to the area's key destinations. Consistent with the planned Bicycle Network, examples of potential project locations include 140th Avenue, 156th Avenue, 164th Avenue, Lake Hills Boulevard, Main Street, NE 8th Street, NE 24th Street, and neighborhood greenways. Funding is an initial allocation for project development and early implementation.	Bicycle	\$1,500		
TFP-302	South Bellevue Bicycle Network		Design and implement bicycle facility improvements in the Eastgate, Factoria, Newport, Somerset, and Cougar Mountain/Lakemont neighborhood areas that provide residents, employees, and families with equitable access to the area's key destinations. Consistent with the planned Bicycle Network, examples of potential project locations include Coal Creek Parkway SE, Forest Drive SE, Lakemont Boulevard SE, SE Newport Way, and Somerset Boulevard SE. Funding is an initial allocation for project development and early implementation.	Bicycle	\$1,500		
Congestion Reduction Levy Projects							
	Placeholder for Future Congestion Reduction Projects yet to be identified, scoped and costed	R-198	This line does not represent a specific congestion reduction project. Congestion reduction projects have dedicated levy and/or other CIP funding allocated to them. The projected amount of funding available within the TFP plan period, above and beyond the cost of the defined projects listed below in this section, will be reserved for allocation to future projects once identified and prioritized by the Congestion Reduction Program.		\$15,925		
TFP-263	NE 8th Street/148th Avenue NE	R-198, 200	This project will widen all four approaches to provide a second left turn pocket serving each direction.	Roadway	\$3,300	IF	\$3,300
TFP-276	Lake Hills Connector/SE 8th St	R-198, 200	This project will add a second northbound left turn pocket to increase the queuing space for this movement and will convert the existing dedicated eastbound left turn lane to a westbound through lane to receive traffic from the new northbound left turn pocket.	Roadway	\$1,900	IF	\$1,900
TFP-277	NE 8th Street/140th Avenue NE	R-198, 200	This project will convert the existing southbound right turn lane to a through-right lane and will widen the south leg to create space for an approximately 250 foot receiving lane that will merge back into the existing through lane.	Roadway	\$1,600	IF	\$1,600
TFP-278	148th Avenue SE - Kelsey Creek Shopping Center	R-198, 200	This project will improve intersection delay at 148th Ave SE/Main St. and access to and from the shopping center from 148th Avenue SE by adding a new traffic signal and a southbound left turn lane accessing the south driveway and a left turn lane accessing southbound 148th Avenue SE from the driveway.	Roadway	\$2,380	IF	\$2,380
TFP-279	Lake Hills Blvd/148th Avenue SE	R-198, 200	This project will add a second westbound left turn pocket to increase the queuing space for this movement and to allow the eastbound and westbound through movements to run concurrently, reducing the overall intersection delay.	Roadway	\$1,300	IF	\$1,300
Neighborhood Sidewalk Program Projects							
	Placeholder for Future Neighborhood Sidewalk projects yet to be identified, scoped and costed	R-199, W/B-76	This line does not represent a specific Neighborhood Sidewalk project. Neighborhood Sidewalk projects have dedicated levy and/or other CIP funding allocated to them. The projected amount of funding available within the TFP plan period, above and beyond the cost of the defined projects listed below in this section, will be reserved for allocation to future projects once identified and prioritized by the Neighborhood Sidewalks Program.		\$18,330		
TFP-280	100th Avenue NE/NE 14th to 24th Streets	R-199, W/B-76	This project will add a 10-foot-wide multipurpose path with a five-foot planter on the east side of 100th Avenue NE. Reduce roadway width to 21 feet. Raised intersections at NE 15th, NE 18th and NE 21st Streets. RRFB at NE 14th Street.	Pedestrian	\$4,550		
TFP-281	NE 18th Street/98th to 100th Avenues NE	R-199, W/B-76	This project will add curb, gutter and six-foot-wide sidewalk on the north side of the street.	Pedestrian	\$450		
TFP-282	98th Avenue NE/NE 18th to NE 20th Streets	R-199, W/B-76	This project will add curb, gutter and six-foot-wide sidewalk on the east side of the street. Parking bay accommodation between NE 18th and NE 19th Streets.	Pedestrian	\$370		
TFP-283	123rd Avenue SE/SE 60th Street to SE 65th Place	R-199, W/B-76	This project will complete the missing segments of sidewalk along the west side of 123rd Avenue SE from SE 60th Street to SE 65th Place.	Pedestrian	\$1,700		
TFP-284	NE 40th Street/140th Avenue NE to the 14500 block	R-199, W/B-76	This project will add sidewalk on the north side of the street between 140th Avenue NE and approximately the 14500 block on NE 40th Avenue.	Pedestrian	\$1,600		

2022-2033 Project #	Project Name, Location and Limits	CIP #	Project Description	Project Type	TFP Funding Allocation (\$000s)*	IF = Impact Fee Project**	Impact Fee Project Cost*** (\$000)
Transit Connection Projects							
	Transit Connections Reserve		<p>This line does not represent a facility project. It represents a recommended funding "reserve" in support of the City's transit connections. Candidate connection projects for the allocation of a portion of the reserve are listed below.</p> <p>Projects in this category contains the following attributes:</p> <ul style="list-style-type: none"> • Consistent with multimodal level of service guidance, improvements will strive to achieve the Transit LOS target speed of 14 MPH, • Examples of potential project elements include transit running way improvements like HOV (high-occupancy vehicle), BAT (business access and transit) lanes and spot improvements like queue jump lanes, turn restrictions, and transit signal priority. 		\$2,000		
TFP-303	Downtown – Crossroads Transit Connection	R-199, W/B-76	Evaluate, design, and implement transit speed and reliability improvements along Frequent Transit Network corridors connecting the Downtown and Crossroads activity centers. Consistent with the Transit Master Plan and the Downtown Transportation Plan, examples of potential project locations include intersections along NE 8th Street from 120th Avenue NE to 156th Avenue NE.	Transit			
TFP-304	Downtown – Eastgate Transit Connection		Evaluate, design, and implement transit speed and reliability improvements along Frequent Transit Network corridors connecting the Downtown and Eastgate activity centers. Consistent with the Transit Master Plan and the Downtown Transportation Plan, examples of potential project locations include Main Street from 108th to 116th Avenue and intersections along 116th Avenue SE, Lake Hills Boulevard, and 145th Place SE.	Transit			
TFP-305	Downtown – Factoria Transit Connection		Evaluate, design, and implement transit speed and reliability improvements along Frequent Transit Network corridors connecting the Downtown and Factoria activity centers. Consistent with the Transit Master Plan and the Downtown Transportation Plan, examples of potential project locations include Bellevue Way SE, Main Street from Bellevue Way to 108th Avenue, and the I-90 eastbound off-ramp at Factoria Boulevard SE.	Transit			
TFP-306	Crossroads – Overlake Transit Connection		Evaluate, design, and implement transit speed and reliability improvements along Frequent Transit Network corridors connecting the Crossroads and Overlake activity centers. Consistent with the Transit Master Plan and the Downtown Transportation Plan, examples of potential project locations include 156th Avenue NE from NE 8th Street to NE 24th Street.	Transit			
TFP-307	Crossroads – Eastgate Transit Connection		Evaluate, design, and implement transit speed and reliability improvements along Frequent Transit Network corridors connecting the Crossroads and Eastgate activity centers. Consistent with the Transit Master Plan and the Downtown Transportation Plan, examples of potential project locations include 148th Avenue SE from SE 24th Street to Lake Hills Boulevard.	Transit			
TFP-308	Eastgate – Factoria Transit Connection		Evaluate, design, and implement transit speed and reliability improvements along Frequent Transit Network corridors connecting the Eastgate and Factoria activity centers. Consistent with the Transit Master Plan and the Downtown Transportation Plan, examples of potential project locations include the intersection of SE 36th Street and 142nd Place SE.	Transit			
TFP-309	Eastgate – Overlake Transit Connection		Evaluate, design, and implement transit speed and reliability improvements along Frequent Transit Network corridors connecting the Downtown and Crossroads activity centers. Consistent with the Transit Master Plan and the Downtown Transportation Plan, examples of potential project locations include 148th Avenue NE from Bel-Red Road to NE 24th Street.	Transit			
Totals:					\$312,151		\$200,462

2022-2033 Project #	Project Name, Location and Limits	CIP #	Project Description	Project Type	TFP Funding Allocation (\$000s)*	IF = Impact Fee Project**	Impact Fee Project Cost*** (\$000)
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Notes:

* Allocations for projects included in the 2021-2027 CIP have been inflated to year of expenditure values; cost allocations for all other projects estimated in 2022 dollar values.

** Roadway capacity projects open for use by the end of 2033 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, 2022 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 2021-2027 CIP Project