

CITY COUNCIL REGULAR SESSION

Ordinance 1) authorizing execution of a grant agreement (and supplements if necessary) with the Washington State Department of Transportation (WSDOT) to accept grant funds up to \$ 2,125,000 in federal Surface Transportation Program funding to support the design of the Bellevue College Connection Project; 2) amending the 2023-2024 General Capital Investment Program (CIP) Fund budget to increase appropriation by \$2,125,000; and, 3) amending the 2023-2029 CIP Plan to increase the budget for Bellevue College Connection (CIP Plan No. PW-R-201) by \$2,125,000.

Andrew Singelakis, Director, 452-6468
Maher Welaye, Assistant Director, 452-4631
Eric Miller, Implementation Planning Manager, 452-6146
Mia Waters, Grant Program Manager, 452-4859
Transportation Department

EXECUTIVE SUMMARY

Acceptance of this federally funded grant through WSDOT from the Federal Highway Administration (FHWA) would provide sufficient monetary resources for the design phase for the Bellevue College Connection Project. This project will design roadway reconstruction and other improvements to Snoqualmie River and Kelsey Creek Roads within the Bellevue College campus to accommodate frequent, more direct bus service as well as provide new pedestrian and bicycle access facilities.

RECOMMENDATION

Move to adopt Ordinance No. 6734

BACKGROUND/ANALYSIS

Early development and pre-design for the Bellevue College Connection was initiated in 2020 through a formal three-party partnership (Memorandum of Agreement, reference Resolution 9724, February 24, 2020) between the City, King County Metro and Bellevue College. Primary project goals are to 1) increase the efficiency of frequent, all-day transit service accessing the college and the Eastgate Transit Center; and, 2) improve non-motorized connections to/through the Bellevue College campus. The project will install or enhance facilities including a continuous multimodal pathway, sidewalks, crosswalks, and transit stop shelters. Transit riders and other pedestrians and bicyclists will have safe and inviting places to reach their destinations.

This project will reconstruct and improve approximately 3,200 feet of Snoqualmie River and Kelsey Creek Roads, currently private facilities owned and operated by Bellevue College between SE 32nd Street and 145th Place SE (both City of Bellevue public streets). The road will be converted into a public facility to accommodate frequent, more direct bus service for the existing Metro Route 271 and the planned King County Metro Bus Rapid Transit (BRT) K-Line. The facility will continue to accommodate and serve its current purposes for Bellevue College and other limited local access.

The project is anticipated to design and ultimately construct two travel lanes (one northbound and one southbound) to accommodate the heavy transit vehicles and other local area traffic. A buffered multiuse path will be constructed along the east edge of the roadway and sidewalk, with additional width at bus stops, and will be constructed along the west edge where necessary to provide transit or other pedestrian destination access. Bicycle access will be provided by way of the multiuse path and the intentional shared-use roadway surface. Bicycle access will connect to existing bicycle facilities on 145th Place SE to the north and on SE 32nd Street/142nd Place SE to the south. The project will also include roundabout modifications to the existing intersection at 142nd Place SE/SE 32nd Street (Snoqualmie River Road forms the north leg to this intersection).

The primary existing transit service that will benefit from this project is Metro Route 271. This route connects from the University of Washington, through Downtown Bellevue, the Eastgate Countywide center and Bellevue College, to the City of Issaquah. Currently, transit trips in either direction must enter and exit the college campus at SE 24th Street or 148th Avenue SE then circumvent the campus before backtracking west to the Eastgate Transit Center via SE Eastgate Way. This project will provide a direct route through the college campus benefiting tens of thousands of college students and other commuters every year. The new alignment will shave four to six minutes of travel time from each transit trip. This equates to over 11 hours of transit travel time savings every day and over 3,000 hours every year.

King County Metro is currently in the development phase of a new east side RapidRide route, the K-Line. The K-Line alignment will also utilize this facility, connecting from the Totem Lake Regional Growth Center in Kirkland, through Downtown Bellevue to the Eastgate Transit Center. Similar transit time savings are projected for this route.

Overall funding for PSRC grant programs originates from a portion of Washington State's allocation of federal Bipartisan Infrastructure Law (BIL) funding passed in the fall of 2021. As part of PSRC's King Countywide Larger Jurisdiction grant program, in the spring of 2022, the City competitively applied for this \$2,125,000 design phase grant. While the project was not awarded funding in 2022, as part of the selection process, the project was placed on the prioritized King Countywide Contingency List, should additional funding become available. In early 2023, associated with PSRC's Project Tracking and Delivery practices, additional 2023 funding was identified. Projects on the various PSRC Contingency Lists are polled, and if they are "ready to go", in priority order they are given opportunity to accept an award of this supplemental funding. The Bellevue College Connection Design Phase project has been deemed ready to go and has been awarded its requested funding via a Supplemental Funding Action approved by the PSRC Executive Board in April.

As initially identified, early planning and pre-design of this project has been accomplished through a three-party cost-sharing MOA between the city, Bellevue College, and King County Metro. As the City progresses further into design with the \$2,125,000 in federal grant funding, the City is working with Bellevue College and King County Metro on an updated MOA that may include updated cost sharing of the required grant match. An action to amend the three-party MOA would be brought to Council under separate cover in the near future.

POLICY & FISCAL IMPACTS

Policy Impact

Acceptance of this grant 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-24. Incorporate transit/high-occupancy vehicle facility improvements in accordance with the Transit Master Plan and corridor studies.
- 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-48. Develop and implement inter-local agreements for cooperative solutions for mutual land use and transportation concerns.
- TR-53. Provide sufficient arterial rights-of-way to provide space for street trees and landscaping, and to accommodate pedestrian and bicycle facilities, while considering neighborhood character and context.
- 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.
- TR-142. Secure funding to implement transit service and capital facilities.

Fiscal Impact

Executing the grant agreement will provide, on a reimbursable basis, up to \$2,125,000 in federal funding to support the design phase of the Bellevue College Multimodal Connection Project (CIP Plan No. PW-R-201). The total cost for the design phase for this project is estimated to be \$2,460,000. The remaining \$335,000 will be funded by CIP PW-R-177 and PW-R-201. This action will increase the 2023-2024 General CIP Fund appropriation and the PW-R-201 project budget by the \$2,125,000 grant amount.

OPTIONS

1. Adopt the Ordinance 1) authorizing execution of a grant agreement (and supplements if necessary) with the Washington State Department of Transportation (WSDOT) to accept grant funds up to \$ 2,125,000 in federal Surface Transportation Program funding to support the design of the Bellevue College Connection Project; 2) amending the 2023-2024 General Capital Investment Program (CIP) Fund budget to increase appropriation by \$2,125,000; and, 3) amending the 2023-2029 CIP Plan to increase the budget for Bellevue College Connection (CIP Plan No. PW-R-201) by \$2,125,000.
2. Do not adopt the Ordinance and provide alternative direction to staff.

ATTACHMENTS

- A. Vicinity Map
 - B. CIP Project Description (PW-R-177)
 - C. CIP Project Description (PW-R-201)
- Proposed Ordinance No. 6734

AVAILABLE IN COUNCIL LIBRARY

PSRC grant award of FHWA funding
WSDOT Local Agency Agreement (draft)