

CITY COUNCIL REGULAR SESSION

Ordinance amending the 2019-2025 General Capital Investment Program (CIP) Plan to create a new project entitled, South Downtown I-405 Access (CIP Plan No. PW-R-203) with a total project budget of \$300,000, with funding provided via a transfer of budget from the NE 4th Street Extension Project (CIP Plan No. PW-R-160).

Andrew Singelakis, Director, 452-6864
Ron Kessack, Assistant Director, 452-4631
Paula Stevens, Assistant Director, 452-2802
Shuming Yan, Engineering Manager, 452-7858
Transportation Department

EXECUTIVE SUMMARY

This Ordinance creates a new project in the 2019-2025 General CIP Plan entitled, South Downtown I-405 Access, funded by a transfer of budget from the NE 4th Street Extension Project.

RECOMMENDATION

Move to adopt Ordinance No. 6518

BACKGROUND/ANALYSIS

The I-405 Master Plan envisions a new half-diamond interchange in Bellevue, south of the NE 6th Street interchange. The Transportation Department is conducting a study to develop, evaluate and identify a preferred alternative location(s) and configuration(s) for consideration by the Washington State Department of Transportation (WSDOT) in conjunction with completion of the Master Plan.

In 2015/2016 WSDOT, in collaboration with the City, conducted a preliminary analysis of South Downtown access options as part of the Renton to Bellevue Express Toll Lane project (ETL). The goal of that analysis was to ensure that a new Main Street bridge, a part of the ETL project, would be forward compatible and would not preclude potential options to implement the South Downtown I-405 Access. That analysis identified several potential locations where a South Downtown access connection could be accommodated by the new Main Street bridge but didn't go as far as identifying a preferred alternative.

Proposed development along 114th Avenue Southeast, near the East Main light rail station and within the Wilburton area, has created a pressing need to identify a preferred connection alternative. Selecting a preferred alternative will enable the City to communicate to property owners and developers regarding right-of-way needs and site access considerations. Additionally, selecting a preferred alternative with a cost estimate is necessary to meet state legislative timelines for the next funding opportunity toward implementing the I-405 Master Plan.

A key task included in the scope of this study is to conduct preliminary engineering/design of identified alternatives. Prior to the COVID-19 outbreak, WSDOT agreed to partner with the City to conduct the study by providing design support necessary for alternative evaluation and cost estimation. With the sharp decline in transportation revenue due to the impact of COVID, WSDOT has informed the City that

they no longer have the financial resources to provide this support. To carry the study forward, the City needs to transfer project savings from the NE 4th Street Extension project (CIP Plan No. PW-R-160) to pay for consultant services to perform the design-engineering work. WSDOT has agreed to perform this work pursuant to a contract also considered for approval tonight. Requested project funding also provides for anticipated staff time charges to complete this work.

At key stages of the study process, two study sessions are planned in conjunction with Council's selection of a preferred alternative prior to end of the year.

POLICY & FISCAL IMPACTS

Policy Impact

Bellevue City Council-adopted policy is documented in the Comprehensive Plan. The City's Comprehensive Plan identifies NE 2nd Street vicinity as the intended location of a new interchange with I-405 (Comprehensive Plan Project List – #67).

The Transportation Element (2015) of the Comprehensive Plan calls for a "Complete Streets" approach to mobility, recognizing that the public right-of-way may accommodate multiple mobility options at varying levels-of service. Specific policies that articulate this intent are as follows:

- TR-20. Scope, plan, design, implement, operate, and maintain the multimodal transportation system in a corridor approach within and across Mobility Management Areas.
- TR-22. Implement and prioritize transportation system improvements to meet the multimodal level-of-service standards, Complete Streets goals, and other mobility targets for all transportation modes, recognizing the range of mobility needs of each corridor and Mobility Management Area.
- TR-104. Incorporate pedestrian and bicycle facilities along with other mobility options in scoping, planning, designing, implementing, operating and maintaining the transportation system.
- TR-116.1. Strive to provide separation between motorized vehicles, pedestrians, and bicyclists, as feasible, reasonable and appropriate to the context, while maintaining adopted level of service standards for all modes.

Fiscal Impact

This is one of two items on Council's consent calendar tonight for the South Downtown I-405 Access project. The other item is a Resolution to execute a Local Agency Preliminary Engineering Participating Agreement with the Washington State Department of Transportation.

This action will amend the 2019-2025 General CIP Plan to create a new project entitled, South Downtown I-405 Access (CIP Plan No. PW-R-203) with a total project budget of \$300,000. Staff proposes that this project be funded by a budget transfer from the NE 4th Street Extension Project (CIP Plan No. PW-R-160) which is complete and has sufficient budgetary savings to fund this new project.

OPTIONS

1. Adopt the Ordinance amending the 2019-2025 General Capital Investment Program (CIP) Plan to create a new project entitled, South Downtown I-405 Access (CIP Plan No. PW-R-203) with a total

project budget of \$300,000, with funding provided via a transfer of budget from the NE 4th Street Extension Project (CIP Plan No. PW-R-160).

2. Do not adopt the Ordinance and provide alternative direction to staff.

ATTACHMENTS & AVAILABLE DOCUMENTS

- A. Proposed CIP Project Description (PW-R-203)
Proposed Ordinance No. 6518

AVAILABLE IN COUNCIL LIBRARY

N/A