

CITY COUNCIL REGULAR SESSION

Ordinance 1) amending the 2019-2025 General Capital Investment Program (CIP) Plan to create a new project entitled, Mobility Implementation Plan (CIP Plan No. PW-R-204), with initial funding of \$245,000 and decreasing the budget for the Bellevue College Connection Project (CIP Plan No. PW-R-201) by \$93,000; and 2) amending the 2019-2020 General CIP Fund appropriation to increase by \$152,000.

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EXECUTIVE SUMMARY

This Ordinance creates a new project in the 2019-2025 General CIP Plan entitled, Mobility Implementation Plan (MIP), funded by a transfer of budget from the Bellevue College Connection CIP Project.

RECOMMENDATION

Move to adopt Ordinance No. 6525

BACKGROUND/ANALYSIS

The Bellevue College Connection project was recommended in the 2012 Eastgate/I-90 Land Use and Transportation Plan and reaffirmed in the 2014 Bellevue Transit Master Plan. Funding for the Bellevue College Connection in the amount of \$400,000 is included in the City's 2019-2025 General Capital Investment Program (CIP) plan (CIP Plan No. PW-R-201).

On February 24, Council adopted Resolution No. 9724 that authorized execution of a Memorandum of Agreement (MOA) with Bellevue College and King County Metro clarifying roles and responsibilities for pre-design work for the Bellevue College Connection project. The pre-design work would create a preferred alignment report for future transit access through the Bellevue College campus (K-Line, RapidRide) along the Snoqualmie River Road between SE 24th Street and SE 32nd Street.

The City issued a task order under an existing on-call agreement with KPFF, Inc. in an amount of \$227,926.56. The cost for this work is shared equally by the three parties; Bellevue College, King County, and the City, with each party responsible for approximately \$76,000 for the pre-design work. The pre-design work, scheduled to be completed in October 2020, informs all parties of the land needs, impacts, and project cost going forward.

The COVID-19 Pandemic has had significant revenue impacts to the City and our project partners. Partner funding previously thought to be available for RapidRide K Line implementation has been delayed for an indeterminate time as financial impacts are clarified. Both King County Metro and Bellevue College have communicated that they continue to see value in the Bellevue College Connection and are interested in maintaining momentum on the project. Indeed, even though RapidRide K Line implementation is delayed, the Connection project would still enhance transit speed

and reliability. Additionally, Bellevue College regards the project as supportive of its campus development plans.

A key piece of the Bellevue College Connection project moving forward through the remainder of 2020 and early 2021 is to leverage the pre-design work to identify property impacts to the College so that all parties have an understanding of what may need to be dedicated as City right-of-way going forward. This next step does not require CIP funding for design engineering work, so staff believes that a delay creates the opportunity to transfer budget from the Bellevue College Connection Project (PW-R-201) to help fund the MIP (CIP Plan No. PW-R-204).

The MIP is envisioned as a document that will articulate a safe, equitable, and sustainable multimodal approach to mobility in Bellevue. The MIP will broaden the City's vehicle- focused concurrency standards to include all modes and will embed transportation system completeness metrics for all modes into long-range planning. A new multimodal approach to concurrency would match the "demand" for mobility from new development with the "supply" of transportation facilities, thereby ensuring that projects for all modes are prioritized and implemented to accommodate and support planned growth.

Note that the funds transferred from the Bellevue College Connector are intended to begin work on the MIP in 2020. Additional funding from multiple sources will be needed to complete this important work.

POLICY & FISCAL IMPACTS

Policy Impact

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. Further policy direction supports the preparation of a Transportation Master Plan (now called a MIP) that would integrate transportation and land use for short-term and long-range planning. Specific policies that articulate this intent are as follows:

- TR-1. Integrate land use and transportation decisions to ensure that the two mutually support the Comprehensive Plan.
- TR-20. Scope, plan, design, implement, operate, and maintain the multimodal transportation system in a corridor approach within and across Mobility Management Areas.
- TR-21. Ensure that the transportation system infrastructure in Bellevue provides mobility options for all modes, and accommodates the mobility needs of everyone, including underserved populations.
- 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-33. Utilize concurrency standards that consider the available and intended mobility options for transportation corridors, Mobility Management Areas and implementation and management priorities.
- TR-37. Develop and utilize a City-wide Transportation Master Plan to identify and prioritize the implementation of transportation system improvements.

- 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 action will amend the 2019-2025 General CIP Plan to create a new project entitled MIP with an initial project budget of \$245,000. Staff proposes that this project be funded by a reduction to the Bellevue College Connection Project (PW-R-201) totaling \$93,000 along with the recognition of \$152,000 of funding from Bellevue College and King County Metro for their share of costs for PW-R-201 established through a MOA with the City (adopted by Council on February 24 via Resolution No. 9724). The budget reduction to PW-R-201 comes as a result of COVID-19 related revenue impacts which necessitate a delay in the next phases of work and, combined with the cost sharing MOA, creates the opportunity to fund the MIP project with local funding totaling \$245,000.

OPTIONS

1. Adopt the Ordinance 1) amending the 2019-2025 General Capital Investment Program (CIP) Plan to create a new project entitled, Mobility Implementation Plan (CIP Plan No. PW-R-204), with initial funding of \$245,000 and decreasing the budget for the Bellevue College Connection Project (CIP Plan No. PW-R-201) by \$93,000; and 2) amending the 2019-2020 General CIP Fund appropriation to increase by \$152,000.
2. Do not adopt the Ordinance and provide alternative direction to staff.

ATTACHMENTS & AVAILABLE DOCUMENTS

A. Proposed CIP Project Description (PW-R-204)
Proposed Ordinance No. 6525

AVAILABLE IN COUNCIL LIBRARY

N/A