

**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 up to \$1,455,600 in federal Surface Transportation Program funding to support the design of the 120th Avenue NE (Stage 4) – NE 16th Street to Northup Way Project; 2) amending the 2021-2022 General Capital Investment Program (CIP) Fund to increase the appropriation by \$1,455,600; and, 3) amending the 2021-2027 CIP Plan to increase the budget for 120th Avenue NE Stage 4, NE 16th Street to Northup Way (CIP Plan No. PW-R-186) by \$1,455,600.

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**EXECUTIVE SUMMARY**

Acceptance of this federally funded grant through WSDOT from the Federal Highway Administration (FHWA) would provide sufficient monetary resources to design the 120<sup>th</sup> Avenue NE (Stage 4) – NE 16<sup>th</sup> Street to Northup Way Multimodal Corridor Completion Project. This project will complete design for the widening of 120<sup>th</sup> Avenue NE from NE 16<sup>th</sup> Street to Northup Way, adding nonmotorized facilities, as well as improved stormwater and fish passage features.

**RECOMMENDATION**

Move to adopt Ordinance No. 6570.

**BACKGROUND/ANALYSIS**

Improvements to the 120<sup>th</sup> Avenue NE corridor were identified as a priority through the City's BelRed Subarea plan adopted by Council in 2009. The intent of the BelRed Plan was to develop a comprehensive vision for the future of BelRed that would transform light industrial uses to office, retail, and urban residential densities consistent with the concept of Transit-Oriented Development (TOD). 120<sup>th</sup> Avenue NE is a critical north-south element for the BelRed Corridor Plan because it provides a direct north-south connection to the westernmost TOD node within BelRed, now centered around the Spring District development and the 120<sup>th</sup> Avenue light rail station. The corridor is intended to improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians and bicyclists.

This 120<sup>th</sup> Avenue NE (Stage 4), NE 16<sup>th</sup> Street to Northup Way, Project continues to invest in roadway and multimodal facilities in addition to providing direct connections to the Sound Transit East Link alignment connecting the Downtown Bellevue and Redmond Overlake regional growth centers with BelRed's western TOD node. Continued development in Downtown Bellevue and re-development of the BelRed Corridor will not continue if sufficient multi-modal transportation infrastructure is not in place to ensure convenient and efficient access between new businesses and residents and the broader Puget Sound region.

This grant award will fund the final design phase for the widening of 120<sup>th</sup> Avenue NE from NE 16<sup>th</sup> Street to Northup Way from two to four/five lanes, adding new bicycle facilities and sidewalks or a multipurpose pathway and other supporting features. The project will also realign and improve an existing culvert to provide a fish and wildlife passable structure that assists stream flow from the headwaters of West Tributary Creek. This project connects to and supports transit-oriented development near the new East Link light rail line; the Spring District/120<sup>th</sup> light rail station is located immediately south of the project.

The City of Bellevue will provide 13.5 percent of the project cost match at an estimated \$227,175 based on planning level information. The \$1,455,600 in FHWA STP grant funds paired with the \$227,175 City match and \$2,379,300 in initial design funding from CIP PW-R-186 are anticipated to cover the cost of design estimated to total \$4,062,075.

## **POLICY & FISCAL IMPACTS**

### **Policy Impact**

The acceptance of this grant and authorization of the funding agreement with WSDOT is consistent with the following policies.

Transportation Element of the Comprehensive Plan:

- TR-2: Strive to reduce congestion and improve mobility.
- TR-23: Coordinate improvements and operations among travel modes and provide connections between modes.
- TR-26: Increase system connectivity for all modes by providing for roadway, pedestrian, and bicycling connections in newly developing and redeveloping areas. Expand arterial capacity in consideration of the multimodal expectations and livability factors for the corridor and neighborhood.
- TR-51: 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-53: Maintain and enhance safety for all users of the roadway network.
- TR 66: Work with transit providers to create, maintain, and enhance a system of transit supportive facilities and amenities.
- UD-67: Design streets to be visually appealing connections between different parts of the city for motorists, bicyclists, and pedestrians.
- TR-131 directs that the City, "Seek state and federal funds for transportation capital, maintenance and operations."

Pedestrian and Bicycle Transportation Plan:

- PB-7: When reconstructing or reconfiguring a roadway or right-of-way, strive to maintain or improve existing pedestrian and bicycle non-motorized facilities.

Bel-Red Subarea Plan:

- S-BR-51: Support the Bel-Red Subarea Land Use Plan with a multi-modal transportation system consistent with Figure 5-BR.2 (map of system improvements which specifically includes the

120th Avenue NE corridor), that provides enhanced, multi-modal travel connections within the Bel-Red Subarea, and to other parts of the City and region.

- S-BR-54: Design and develop arterial improvements, including added vehicular capacity, transit facilities, and non-motorized components, to serve travel demand generated by the Bel-Red Land Use Plan in addition to Citywide and regional travel demand.

### **Fiscal Impact**

Executing the grant agreement will provide, on a reimbursable basis, up to \$1,455,600 in federal funding to support the design of the 120<sup>th</sup> Avenue NE (Stage 4) – NE 16<sup>th</sup> Street to Northup Way Multimodal Corridor Project (CIP Plan No. PW-R-186). The total cost to design this project is estimated to be \$4,062,075, the remaining \$2,606,475 will be funded by PW-R-186. This action will increase the 2021-2022 General CIP Fund appropriation and the PW-R-186 project budget by \$1,455,600.

### **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 up to \$1,455,600 in federal Surface Transportation Program funding to support the design of the 120th Avenue NE (Stage 4) – NE 16th Street to Northup Way Project; 2) amending the 2021-2022 General Capital Investment Program (CIP) Fund to increase the appropriation by \$1,455,600; and, 3) amending the 2021-2027 CIP Plan to increase the budget for 120th Avenue NE Stage 4, NE 16th Street to Northup Way (CIP Plan No. PW-R-186) by \$1,455,600.
2. Do not adopt the Ordinance and provide alternative direction to staff.

### **ATTACHMENTS & AVAILABLE DOCUMENTS**

- A. Vicinity Map
  - B. CIP Project Description (PW-R-186)
- Proposed Ordinance No. 6570

### **AVAILABLE IN COUNCIL LIBRARY**

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