

# PSRC's 2023 Transportation Alternatives Program Application

## Application Type

TAP Project Category - Pedestrian and Bicycle Project

## General Project Information

Project Title	RTP ID#	Sponsor
Eastrail - Mountains to Sound Greenway Regional Trails Connection	Eastrail Plan ID#4040, MTSG Plan ID #5501	Bellevue
Co-Sponsor	Certification Acceptance?	CA Sponsor
	Yes	

## Project Contact Information

Name	Phone	Email
Mia Waters	425-452-4859	mwaters@bellevuewa.gov

## Project Description

**Project Scope: Please provide a clear and concise (300 words or less) description of the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? If this is part of a larger project, please be specific as to the portion on which the grant funds will be used.**

Construct a high comfort multimodal pathway connecting the Eastrail Regional Trail and the Mountains to Sound Greenway Regional Trail (MTSG) / I-90 Trail at 118th Avenue SE and SE 32nd Street. The scope includes:

- Along 118th Avenue SE, construct a paved, 10-ft-wide multimodal trail separated from the roadway with curb, gutter, and 5-ft planter/buffer;
- Crossing 118th Ave SE at SE 32nd Street, install an RRFB crossing;
- Along SE 32nd Street: grind shoulder pavement and install pavement overlay to fix cross slopes, install striping to create 6-ft-wide, dedicated shoulder for pedestrians and bicyclists on this low volume / dead end road.

As needed, install walls and fencing, lighting, wayfinding/signage, landscaping, and conduct utility relocation.

**Project Justification, Need or Purpose: Please explain (in 300 words or less) the intent, need or purpose of this project. What is the goal or desired outcome?**

The Eastrail regional trail is a 42-mile north-south rail-trail conversion that connects communities from Renton, through Bellevue, to Snohomish County. The open segment in Bellevue currently runs from the BelRed/NE Spring Boulevard area north to the Kirkland Totem Lake regional growth center, with extensions north and south funded for completion in the next several years. And, although the Eastrail alignment crosses the MTSG alignment, with an approximate 60-ft grade difference, it lacks any connection between the two trails.

MTSG encompasses a 100-mile world class trail system along I-90, connecting the Seattle waterfront to

Ellensburg, across the Cascade Mountains. However, this east-west system has critical gaps, including a lack of any connection to the Eastrail regional trail.

This project will construct a connection between the two major regional trails that cross but do not intersect at Interstate 90 (I-90) and Interstate 405 (I-405). This connection will accommodate the grade differential between the two trails. This trail connection will provide an accessible, buffered, multimodal access connecting multiple regionally designated growth centers, including: Downtown Bellevue, Kirkland Totem Lake, Redmond-Overlake, Renton, Downtown Seattle, and Issaquah, as well as the King Countywide designated centers of Wilburton, BelRed, Eastgate, and Factoria within Bellevue.

## Project Location

Location	County/Counties
Eastrail connection at SE 32nd Street to the MTSG connections at 118th Ave SE.	King
Beginning Landmark	Ending Landmark
Eastrail connection at SE 32nd Street	MTSG connection on 118th Avenue SE.

### Map and Graphics

f-132-552-18640390\_mvRmRfw7\_Eastrail-MTSG\_Connection\_Maps-Concept-Centers-HIN-Photos.pdf

## Plan Consistency

**Is the project specifically identified in a local comprehensive plan?**

Yes

**If yes, please indicate (1) the plan name, (2) relevant section(s), and (3) page number(s) for the relevant sections.**

Bellevue Comprehensive Plan Volume 1, Transportation chapter, policy TR-135 (page 201), referencing the Transportation Facilities Plan (TFP) and which includes project number TFP-244.

**If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.**

## Federal Functional Classification

Federal Functional Classification	Rural Functional Classification	Urban Functional Classification
		Exception

## Support for Centers

**Describe how the project will support the existing and planned housing/employment densities in the center.**

By providing safe, no cost connections to nonmotorized regional trails and access to transit, the Eastrail -

Mountains to Sound Greenway Regional Trails Connection project will support significant housing (existing and new transit-oriented development (TOD)) and employment densities in seven Regionally Designated Centers: (1) Downtown Bellevue, (2) Downtown Seattle, (3) Issaquah, (4) Renton, (5) Kirkland-Totem Lake, (6) Redmond-Overlake, and (7) Seattle University Community (via the SR 520 regional trail) as well as four Countywide Designated Centers in Bellevue, including BelRed, Wilburton, Factoria, and Eastgate (see connections to centers map).

Examples of notable nearby locations include the Bellevue 's BelRed Countywide Center Spring District / 120th Ave NE Station 500+ unit TOD immediately adjacent to the Eastrail trail at NE 16th Street and 120th Ave NE that will include 280 long-term affordable units, 400,000 sf of office space, retail and amenities next to Eastrail. Accessible to the MTSG / I-90 trail is the recently opened 10-acre supportive housing complex in the Eastgate Countywide Center on Eastgate Way that provides permanent and transitional options for residents and families with low income, disability, and who are homeless or at risk of homelessness.

Existing and planned densities for housing and employment for the Regional Growth Centers that connect to this project also include:

- The Downtown Seattle Regional Growth Center is connected to this project through the regional nonmotorized trail system and frequent, regular transit services. This center both benefits from and contributes to the use of this project given the following housing, employment, and population targets.
  - oIncrease housing by over 12,000 units by 2035 (an increase of over 31 percent).
  - oIncreasing employment by over 35,000 jobs by 2035 (an increase of over 22 percent).
- The Issaquah Regional Growth Center is connected to this project via MTSG and through the regional nonmotorized trail system and frequent, regular transit services. This center both benefits from and contributes to the use of this project given the following housing and population characteristics within the 461-acre center.
  - oThe current Issaquah comprehensive plan speaks to the city's goal to increase housing by over 7,000 units by 2040. The goal will "accommodates diverse income levels, activities, amenities, open spaces, gathering places, recreation, and mobility options that all contribute to a 24/7 self-sustaining community where people aspire to live, work and play."
  - oThe city of Issaquah additionally will increase employment by over 16,000 jobs by 2040.
  - oFinally, the city will see an increase in the intensity of activity units from 19.5 to over 85 units/acre by 2040.
- Downtown Bellevue Regional Growth Center is connected to this project through the regional nonmotorized trail system and transit. This center both benefits from and contributes to the use of this project given the following housing and population characteristics and projections.
  - oDowntown Bellevue population and housing densities have increased significantly since 2010, from about 7,100 residents and a residential unit/acre density of 11.3, to nearly 15,000 residents and a density of over 23.5 units/acre in 2020.
  - oThe population/housing increases are forecast to continue with a projected 26,000 new residents and a residential unit density of 40 by 2035. This equates to over 55 percent of all new housing units in Bellevue to be built downtown if current trends continue.
  - oDowntown Bellevue employment growth has also been significant, and again is projected to continue climbing. In 2010, Downtown employment numbers approached 40,000 jobs, in 2021 jobs exceeded 57,000 (about 38 percent of the city's workforce). The 2035 employment projections estimate over 78,500 jobs in the urban center. New economy jobs, including those in the high-tech sector, are among the main employers in the growing number of office complexes downtown.

- The Kirkland-Totem Lake Regional Growth Center is connected to this project through transit and through the non-motorized trail system. The center both benefits and contributes to the use of the project given the following population and housing projections and characteristics.

- oThe current Kirkland comprehensive plan strives towards a “2035 Growth Target of 8,361 units.” Kirkland’s residential development trends have included a shift away from large subdivisions to “infilling” of vacant and underdeveloped lots within existing neighborhoods pushing forward to their 2035 goal.

- oOver the next 20 years, the Totem Lake Urban Center is expected to continue to attract growth in housing and employment, with an expect increase of residents from 4,680 (2014) to 8,678 (2035)

- oAdditionally, over the next 20 years the Totem Lake area expects to see an increase of employee density (jobs/gross acre) from 17.60 to 24.49.

- The Renton Regional Growth Center is connected to this project through the non-motorized trail system and transit. The center both benefits and contributes to the use of the project given the following population and housing projections and characteristics.

- oThe city of Renton aspires to “Accommodate approximately 2,000 households and 3,500 jobs from the City’s Growth 2035 Targets within the Growth Center.”

- oThe city of Renton expects to achieve an increase of housing supply of 17,207 by 2035.

- oSupport uses that sustain minimum employment levels of 50 employees per gross acre and residential levels of 15 households per gross acre within Renton’s Growth Center

The following is a representative sampling of the many policies for cities served by this project.

#### DOWNTOWN SEATTLE

This project meets and is consistent with the objectives of multiple policies and goals within the City of Seattle’s Comprehensive Plan, Downtown Neighborhood plan (December 2022), including:

(Downtown Seattle, p. 276)

#### TRANSPORTATION POLICIES

- DT-TP1 Recognize the critical role that high-capacity transit corridors play, ... Seek to improve the system, through actions by the City, with Sound Transit and King County Metro Transit, and other transit agencies that:
  1. provide capacity to meet forecast transit growth;
  2. reduce travel time by transit;
  3. reduce transit rider crowding on sidewalks;
  4. reduce diesel bus noise and odor; and
  5. provide an attractive and pleasant street environment for the pedestrian and transit rider.

(Downtown Seattle, p. 279)

- DT-TP9 Encourage and enhance bicycle access to and within Downtown.

#### ISSAQUAH

This project meets and is consistent with the objectives of multiple policies and goals within the City of Issaquah’s Transportation Chapter of the Comprehensive Plan, including:

- Climate and Quality of Life

- oGoal B. Design mobility to improve outcomes for the environment, for public health and for equitable access to resources and opportunities.

- T Policy B.1 (MMP-2.1): Achieve a 15 percent increase in non-drive-alone mode share from 2017 levels by 2030.

- T Policy B.2 (MMP-2.2): Achieve a 20 percent reduction in vehicle miles traveled (VMT) from 2017 levels by 2030 in alignment with the K4C goal.

- Bicycling Goal E: Develop a bicycle network that attracts people of all ages and abilities and provides access to destinations throughout the community.
- T Policy E.1 (MMP-5.1): Establish the priority bicycle network to connect major destinations, transit hubs, residential and employment centers, and the Central Issaquah Regional Growth Center.
- T Policy F.2 (MMP-6.2): Provide safe non-motorized connections to transit facilities.

## DOWNTOWN BELLEVUE

This project supports a long list of Comprehensive Plan policies, notable examples include:

Transportation 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.

Transportation TR:81. Develop and maintain safe and convenient pedestrian access to transit stops and stations, through shared responsibility with transit providers, that: 1. Provides short, direct routes within a ten-minute walk; 2. Designs the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation; 3. Maximizes safety for pedestrians at street crossings; and 4. Gives priority to pedestrian access and safety.

Urban Design and the Arts UD-12. Enhance and support a safe, active, connected and functional pedestrian environment for all ages and abilities.

Urban Design and the Arts UD-77. Design and coordinate the proximity of bike racks, wheelchair access, pedestrian amenities, non-motorized trails and other modes of transportation with transit facilities.

In review of Bellevue's Comprehensive Plan, this project helps the development to implement over many separate policies spread through most of the chapters, including Transportation, Economic Development, Land Use, Urban Design and The Arts, Citizen Engagement, Parks Recreation and Open Space, Environment, and Human Services. These policies support and encourage this type of project consistent with our regional needs for low-cost, equitable alternative transportation, affordable housing, vehicle emissions reduction, economic growth and development using context sensitive methods. The following is a sampling of these policies.

Land Use policies include:

LU-3. Promote a land use pattern and an integrated multimodal transportation system.

LU-28.2 Provide walking and bicycle routes in the station area that are accessible, safe and convenient, and that connect to destinations, transit and surrounding bicycle and pedestrian networks.

Human Services policies include:

HS-8. Make Bellevue a welcoming, safe and just community marked by fairness and equity provided to those disproportionately affected by poverty, discrimination and victimization.

Environment policy includes:

EN-6. Establish an achievable citywide target and take corrective actions to reduce greenhouse gas emissions such as reducing energy consumption and vehicle emissions and enhancing land use patterns to reduce vehicle dependency.

Transportation policies include:

TR-3. Direct transportation investments and service to support the Urban Centers growth strategy of the Countywide Planning Policies.

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-73: Integrate pedestrian and bicycle access to transit as a means to serve neighborhoods.

TR-109: Promote and facilitate walking and bicycling.

TR-111. Implement the Pedestrian and Bicycle Transportation Plan and prioritize projects that: 1. Address safety issues; 2. Provide access to activity centers; 3. Provide access to the transit and school bus systems; 4. Complete and connect planned pedestrian or bicycle facilities; 5. Develop primary north-south and east-west bicycle routes through the city...

TR-117. Consider the personal health benefits and the community environmental benefits of walking, jogging, and bicycling in pedestrian and bicycle project design and funding.

Safe Streets Strategy SS1 – Implement projects citywide that make it safer to walk, bicycle, and take transit (and where relevant to make it more comfortable and accessible).

Culture Strategy C2 – Prioritize safety improvements on roadways for all people in historically underserved communities.

#### KIRKLAND-TOTEM LAKE

This project meets and is consistent with the objectives of multiple policies and goals within the City of Kirkland's Transportation Master plan.

- T-1.2 Identify and remove barriers to walking; This policy serves not only as the basis for the removal of specific barriers but also the policy by which general actions are supported.
- T-2.1 Make bicycling safer.
- T-2.2 Create new and improve existing on-street bike facilities.
- T-2.5 Make it easy to navigate the bicycle network.

#### RENTON

The parameters of this project are consistent with the goals and objectives within the city of Renton's comprehensive plan.

- T-1: Develop a connected network of transportation facilities where public streets are planned, designed, constructed, and maintained for safe convenient travel of all users – motor vehicle drivers as well as, pedestrians, bicyclists, and transit riders of all ages and abilities.
- T-25: Develop and designate appropriate pedestrian and bicycle commuter routes along minor arterial and collector arterial corridors.
- L-2: Support compact urban development to improve health outcomes, support transit use, maximize land use efficiency and maximize public investment in infrastructure and services.

#### **Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center**

The future envisioned in the Bellevue Comprehensive Plan is playing out before our eyes. Bellevue has welcomed a dramatic transformation filled with higher densities, a greater mix of housing, employment and shopping. As planned, Bellevue's evolving land use pattern supports different travel outcomes in which people make shorter trips and use multiple modes of transportation. More people in Bellevue are choosing to walk, roll, ride a bicycle, and/or take transit compared to 30 years ago, and the transportation system is expanding and evolving to meet this need. Bellevue transportation planners have recently developed a modern system to identify, evaluate, prioritize, and help implement new transportation infrastructure elements to support the development/redevelopment plans and activities of the future. The City's new Mobility Implementation Plan (MIP) provides tools and information that Bellevue can use to do the following:

- Clearly identify where the transportation system meets mobility expectations;
- Transparently select projects and investments to address gaps in performance;
- More accurately consider the transportation demand generated by growth;
- Better respond to equity considerations in transportation access/mobility; and
- Ultimately implement a sustainable, equitable, and multimodal transportation system.

The Eastrail Mountains to Sound Greenway Regional Trails Connection is a prime example of a project that meets the objectives of the MIP. The project has been identified as an improvement that will explicitly support the development and transportation plans of Downtown Bellevue, along with other regional growth centers.

In the even bigger picture, this project supports the development plans and activities of multiple regional centers, including Downtown Seattle, Issaquah, and Downtown Bellevue, by supporting their employment growth goals. By connecting trail users to the MTSG / I-90 east-west regional trail and the north-south running Eastrail regional trail workers, commuters, recreationalists and others will be able to traverse to the more distant regional centers and these centers will further be able to economically support and flourish while experiencing reduced congestion, air emissions, and roadway impacts.

This project is directly aligned and supported by development and redevelopment plans and policies for the Factoria and Eastgate locally designated centers (also a Subarea Plan adopted within the Bellevue Comprehensive Plan). These subareas have been historically dominated by need for motorized access, but growth has overburdened roadways and parking lots. Filling this critical gap in nonmotorized connections to major employment hubs, regional transit services will encourage and facilitate business and employee connections to transit services, safer bicycle / pedestrian travel, and maintain the natural character encouraged for Eastgate and Factoria. Planning goals and project-specific policies for the Factoria and Eastgate areas include:

#### Transportation

- To enhance multi-modal mobility for Factoria residents, employees, and shoppers and for those traveling within and through the Factoria commercial area
- POLICY S-FA-20. Encourage the development of mid-block pedestrian connections.
- POLICY S-FA-21. Provide a network of sidewalks, footpaths, and trails with interconnections to areas surrounding the Factoria Subarea to accommodate safe and convenient access to community facilities, retail areas, and public transit as well as to accommodate the exercise walker and hiker.
- POLICY S-FA-22. Improve safety for bicyclists and other nonmotorized users by providing an integrated on-street and off-street system.
- POLICY-S-22.1. Develop the Mountains to Sound Greenway trail through the subarea to provide pleasant, safe, non-motorized facilities that provide local and regional connections.
- POLICY S-EG-17. Improve connectivity within the subarea for pedestrians and bicycles where opportunities exist by integrating land uses, improving roadway safety for all modes of travel, and linking commercial, office, parks, and public spaces with trails and pathways.
- POLICY S-EG-32. Develop local connections to the Mountains to Sound Greenway through the subarea in order to enhance the trail as a local and regional recreational asset.

## Category-Specific Criteria: Pedestrian and Bicycle Projects

**Describe how the project extends or completes a regional or local pedestrian and bicycle system, and/or adds facilities to an existing pedestrian and bicycle system or network.**

This project will construct a critical 0.2-mile non-motorized trail connecting the Eastrail Regional Trail and the Mountains to Sound Greenway Regional Trail (MTSG). This connection provides access between two major regional trail facilities that will connect to the regional growth centers both east-west and north-south of the project, including Renton, Kirkland, Redmond, Seattle, Issaquah, as well as the Eastgate Transit Center and points beyond. This project fills both vertical and horizontal trail gaps.

**Describe how the project addresses a need in the community and reduces key barriers to use and functionality, i.e. travel distance, a steep slope, a comfort issue, or other identified barrier.**

This project removes a significant barrier (gap) between the north-south oriented Eastrail regional trail alignment that runs approximately 60 feet above the grade and the east-west oriented Mountains to Sound Greenway / I-90 trail which passes underneath, just to the west of I-405. This barrier removal creates a critical connection between the two facilities; dramatically increasing functionality and reducing travel distance, allowing bicyclists and pedestrians to more safely, comfortably and expeditiously travel between multiple regional / activity centers, transit services, jobs and amenities.

**Describe the connections to transit stops and stations provided by the project, including bus, rail, ferries, etc.**

The regional trails connected by this project provide nonmotorized access via Eastrail to transit facilities and services at the Wilburton Light Rail Station on NE 8th Street. When open in 2025, the East Link light rail line will connect between Downtown Seattle, through Bellevue, and terminate in Redmond.

The regional trails linked by this project provide nonmotorized access via MTSG / I-90 trail to transit facilities and services at 142nd Place SE and the Eastgate Freeway Station and Eastgate Transit Center/Park and Ride. This transit hub on I-90 serves at least 16 different regional and local transit routes (including Sound Transit bus routes 554 and 556; King County Metro routes 212, 214, 216, 217, 218, 221, 226, 240, 241, 245, 246, 271, 989 and Trailhead Direct) with thousands of passenger trips served in 2023. The Trailhead Direct service extends the range of pedestrians and bicyclists for low-cost access to destinations and recreation at North Bend, Mt. Teneriffe and Mt. Si. This area will also be served by King County Metro's future RapidRide K-line. The Eastgate Park and Ride hosts over 1,600 parking spaces, EV charging stations, and bike lockers which can serve as the starting or ending point of nonmotorized connections as well as transit trips. As part of ST3 Sound Transit is planning to construct the Eastlink light rail extension through the Eastgate area near Bellevue College and beyond to Issaquah, serving additional riders when completed in approximately 2041.

**Describe the anticipated level of public usage within the community and how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.**

This connected, more extensive regional trail system will attract increased bicycle ridership and pedestrian uses within this populous commercial and residential area by providing a viable alternative to motor vehicle travel. In 2022, I-90 regional trail counters identified over 105,000 users Eastrail regional trail at 108th Avenue NE in Bellevue counted over 110,000 users. Current usage of these two regional trails individually is high and growing. When the trails are linked, the annual usage is expected to grow even more.

Nonmotorized travel to circumvent the large footprint at the confluence of I-90 and I-405, as well as navigating local streets adjacent to the interstate system is a major challenge. Residents, commuters, and students must now travel alongside cars and other vehicles, weathering the passage of swift vehicles over greater distances. This project will reduce that exposure, creating a connection between the regional trails and allowing for bicycles



and pedestrians to reduce risk of crash and injury. By creating a connection directly between the Eastrail and MTSG / I-90 regional trails, nonmotorized commuters accessing employment, commerce and/or recreation will be able to slice off from 0.75 to 1 mile from each trip between the two regional trails by eliminating more hazardous surface street routes (reference Surface Street Route without Project map).

In addition, filling this missing link between the two regional nonmotorized trails from north-south and east-west and back again greatly expands safe nonmotorized travel options for commuters, residents, and recreational users to access jobs, retail/commerce from Kirkland to Renton as well as both sides of Lake Washington, including Factoria and Eastgate, Bellevue College, Eastgate Transit Center off SE 142nd Place, and points beyond via King County's Trailhead Direct service. Employment and retail destination examples include: T-Mobile, Amazon, Boeing, professional services / engineering firms, hotels, supported and low income housing, health care, retail, shopping, restaurants, and entertainment.

**Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.**

Without this trail connection, pedestrians and bicycle riders, have lengthy, circuitous and mostly on-street routes – taking additional time and risk to reach jobs and access needs, especially for lower income residents who rely on nonmotorized and transit travel options. This connection enhances economic choices and opportunity, increasing safer access to jobs, higher education, and retail needs.

## Category-Specific Criteria: Equity

### Section 1

**Identify the population groups to be served by the project, i.e., people of color, people with low-income, older adults, people with disabilities, youth, people with Limited English Proficiency, populations located in highly impacted communities, areas experiencing high levels of unemployment or chronic underemployment, immigrants and refugees, and transit dependent populations.**

Within the project area this facility will support a mix of populations, including: 53% people of color, 13% low income, 11% who are over 65 years of age, 10% limited English proficiency including immigrants and refugees, and 8% disabled. This project is immediately adjacent to the federally identified disadvantaged Census tract south of I-90/east of I-405. Many of these people rely on safe and accessible connections to transit to travel to and from work and school, and to meet their needs within daily life. Traversing on Eastrail and MTSG / I-90 regional trails, all travelers of every income, age, and background will be able to safely walk, bicycle, or roll to Eastgate and Downtown Bellevue transit stations or the Wilburton Light Rail station at no cost. To access transit and in transition to a lesser reliance on motor vehicles, many will depend on safe and accessible nonmotorized connections like this to travel and meet the needs of daily life.

The project, via the MTSG and Eastgate Way near the Eastgate Transit Center, improves safe access to a 10-acre master development of supportive affordable housing focused on people and families who are low income, have disabilities, experience chronic, long-term homelessness, and are otherwise challenged finding affordable/stable housing. More specifically, this campus hosts Plymouth Crossing, a 54,000 sf permanent housing building with 92 studio apartments focused on transitioning long-term homeless people to permanent, stable housing with no time limit. The campus also includes a 100-bed men's shelter operated by Congregations for the Homeless, and development is underway for Polaris at Eastgate, a housing development operated by Inland Group to include 353 low-income studio to three-bedroom units. These units will be reserved for people

and families who earn less than 80 percent of the area median income. In addition to housing, this campus includes a health clinic. Overall, these resources will provide a “complete ecosystem of services” (Plymouth Housing CEO Karen Lee). To access transit and in transition to a lesser reliance on motor vehicles, many will depend on safe and accessible nonmotorized connections like this Eastrail to MTSG Connection.

The project will also serve and benefit populations in regionally designated centers connected by the intersecting trails to the north, west, east and south, including:

For the Downtown Bellevue Growth Center to which Eastrail connects to the northwest, the population that will be served by the project identifies up to 53% identified as people of color, 13% are seniors over 65, up to 11% low income, up to 10% have limited English, and up to 9% are disabled.

For the Kirkland Totem Lake Growth Center to which Eastrail connects to north, the population that will be served by the project identifies 38% identified as people of color, up to 17% low income, 11% are seniors over 65, up to 9% are disabled, and up to 6% have limited English.

For the Downtown Seattle Regional Growth Center to which the MTSG Trail connects to the west, the population that will be served by the project includes up to 55% identify as people of color, up to 27% are low income, up to 14% are disabled, up to 14% are seniors over 65, and up to 11% have limited English.

For the Issaquah Regional Growth Center to which the MTSG Trail connects to the east, the population that will be served by the project identifies up to up to 38% identify as people of color, up to 14% are low income, up to 11% are seniors over 65, and up to 7% are disabled, and up to 5% have limited English.

For the Renton Growth Center to which Eastrail connects to the south, the population that will be served by the project identifies up to 51% people of color, 17% low income, 13% disabled, and 9% limited English proficiency.

Completion of this project will:

- Support job growth and equal opportunity employment by providing safer, no-cost transitions for people accessing multiple transit modes.
- Provide pedestrian and bicycle access to access a very busy transit hub in Bellevue that may have limited parking.
- Decrease congestion, improve air quality, and reduce greenhouse gas emissions by providing an alternative to driving alone.
- Reduced transportation costs to driving for Environmental Justice and student populations.
- Improve access to higher wage jobs and workplaces by pedestrian / bicycle and transit modes.
- Enhance physical activity by promoting use of a dedicated walking and biking facility.

**Identify the disparities or gaps in the transportation system / services for these populations that need to be addressed.**

There is no safe, separated nonmotorized trail or pathway connecting the approximate 60-ft vertical gap between Eastrail and the MTSG / I-90 regional trails.

**Describe how the project addresses those disparities or gaps and benefits the population groups identified under Step 1.**

This project will construct a safe and protect, high comfort separated connection between Eastrail and the MTSG / I-90 regional trails. These regional trails provide safe, separate no-cost access to housing, jobs/employers, higher education, medical providers, retail, and recreation. Connecting the two trails will vastly increase the reach and benefit for all vulnerable nonmotorized travelers.

## Section 2

**Describe the public outreach process that led to the development of the project. This could be at a broader planning level (comprehensive plan, corridor plan, etc.) or for the specific project. Include specific outreach or communication with the population groups identified in the previous section.**

There is broad community support for regional trails and for this project that connects them. Every 6 years, Bellevue Parks and Community Services updates its Parks and Open Space System Plan. As part of that process, a representative survey of residents is conducted. Broadly, residents are asked about development priorities and trails were a resounding top choice. Further, development of greenways, including the Eastrail corridor and Mountains to Sound Greenway, and local connections to them are cited as a capital project objective in the plan based on extensive feedback regarding use of regional trails. In 2018, King County conducted an open house for Eastrail at Bellevue City Hall that had very high attendance. Completing the Mountains to Sound Greenway “gap” through Bellevue is a community priority and in recent years the city has pursued several capital projects to improve and extend the trail between I-405 and 142nd Place SE. Construction of the next MTSG segment eastward from 142nd Place SE to the nonmotorized overcrossing of 150th Ave SE is scheduled for 2025.

For this Eastrail to MTSG Regional Trails Connection project, we have received support from King County Parks, Mountains to Sound Greenway Trust, Eastrail Partners, and Cascade Bicycle Club. Specific to King County, another show of support is the current 2020-2025 voter approved Parks levy, which includes \$50 million in funds for Eastrail construction. Other sources of funding for the Eastrail, include private donations and recently approved funds from the Move Ahead WA state legislative package, which contains \$29 million for Eastrail, with \$12 million for the I-90 steel bridge near this Eastrail to MTSG project. Finally, the relationship with Eastrail Partners is particularly important as Eastrail is developed. Eastrail partners has helped to identify private resources and other funding to ensure that the full vision of Eastrail will progress, including connecting it to the Mountains to Sounds Greenway trail. These partners and other stakeholders have visited the project site, engaged with elected officials, and worked with the City of Bellevue to build support broadly for the effort to complete and connect the Eastrail.

**Describe how this outreach influenced the development of the project, e.g., the location, scope, design, timing, etc.**

The public process and input received has reinforced the importance of the timing of providing an intuitive, high-quality and efficient connection between these two regional trails. The MTSG / I-90 east-west regional trail is built and open for use between Seattle and Eastgate Transit Center/SE 42nd Place in Bellevue. For the north-south running Eastrail regional trail, the current target to open for the section from Wilburton Trestle southward over the steel bridge traversing I-90 to Coal Creek Parkway is 2027/2028 (see map). Eastrail is already open from Coal Creek to Renton. The strong message from the public is that this Eastrail to MTSG connection between the two regional trails must be open on or before the time that Eastrail I-90 steel bridge crossing opens for use.

## Section 3

### **Is the project in an area of low, medium, or high displacement risk?**

Medium

### **If the project is in an area of medium or high displacement risk, identify the broader mitigation strategies in place by the jurisdiction to address those risks.**

This project is in an area of medium risk for displacement and immediately adjacent to an area of low displacement.

The city initiated its affordable housing strategy program in 2017. In 2022 the city updated/created over 20 city policies as part of the City's Affordable Housing Strategy to support affordable and accessible housing. These policies and strategies including incentives for construction, partnerships for development, monitoring and reporting, preservation of existing lower cost housing stock, information and technical assistance (reference Human Services Chapter policies, HO-7 and HO-19 through 37). The 2022 update also includes Phase 2 to the city's Affordable Housing Strategy in support of additional housing on faith-based properties.

In 2022 to 2023 the city continues to work on a variety of policies, initiatives, and pilot programs to address the rising cost of housing and homelessness including supporting local community providers with a range of services including housing, emergency services and mental health interventions, as well as vehicle living and facilities. For example, in spring 2023 the city procured a vendor to conduct a Safe Parking Program to provide a city-owned supported, off-street location for residents living in their vehicle. Located at Lincoln Center (a location that will have access to Eastrail), a city-owned property that has been used as an interim men's shelter by Congregations for the Homeless, this program provides space for 20 vehicles, as well as case management, employment and education assistance, help navigating housing systems, obtaining identity documentation, and overcoming medical or mental health barriers as these residents pursue more stable housing.

Via the MTSG / I-90 trail, this project supports and provides convenient and safe access to 10 acres of supportive housing on Eastgate Way focused on affordable housing for low income, people with disabilities and people experiencing chronic, long-term homelessness. More specifically, this campus hosts Plymouth Crossing, a 54,000sf permanent housing with 92 studio apartments focused on transitioning long-term homeless people to permanent, stable housing with no time limit and on-site staff. The campus includes a 100-bed men's shelter operated by Congregations for the Homeless. And finally, development is underway for Polaris at Eastgate housing development operated by Inland Group to build two mid-rise towers for 353 low-income studio to three-bedroom units. These units will be reserved for people and families who earn less than 80 percent of the area median income. In addition to housing, this campus includes a health clinic. Overall, these resources will provide a "complete ecosystem of services" (Plymouth Housing CEO Karen Lee) and is located near the Eastgate Transit center and MTSG to support transit-dependent and nonmotorized needs. To access transit and in transition to a lesser reliance on motor vehicles, many will depend on safe and accessible nonmotorized connections like this Eastrail to MTSG Connection to travel and meet the needs of daily life.

For this proposed grant project, the location of this project is on existing right of way and is not anticipated to affect displacement, however, it does provide nonmotorized access to the low-income facilities identified in the paragraphs above. Construction of this project will use existing I-90 limited access at the connection with MTSG. The project will use City of Bellevue right of way for placement of this project and its supporting features along

118th Avenue SE and SE 32nd Street and then connect to King County-owned property at Eastrail. This project will appropriately compensate for the temporary construction and permanent easements needed from three private landowners to complete the project. Once complete the project will provide improved, no-cost nonmotorized access to a host of users to enable improved access to transit, employment, and recreation using a healthy active transportation mode.

## Category-Specific Criteria: Safety and Security

### **Describe how the project addresses safety and security.**

This project improves safety and reduces traffic conflict risk for pedestrians and bicyclists by providing a protected, direct connection between two major regional pedestrian-bicycle trails. These regional trails directly connect to destinations with multiple activity centers, including least seven regional and four countywide designated growth centers.

Alternative connections between Eastrail, MTSG, and the activity centers they serve require users to navigate significant lengths of out-of-direction travel (0.75 to 1 mile) between the scheduled Eastrail connection on the north end of Mercer Slough through Factoria to MTSG (see map, Surface street route without project). This current route requires traversing more hostile conditions, including High Injury Corridor stretches through Factoria, for people on foot or bicycle using local roadways and established bicycle routes. By providing a high quality, separated and direct connection between two major regional trails, the Eastrail - Mountains to Sound Greenway Regional Trails Connection will both shorten and reduce exposure to the more hazardous surface street journey as well as to encourage the shift of a proportion of trips from motorized to walking and bicycling modes.

By providing a protected, ADA accessible gently sloping, wide, paved all-weather, high comfort environment, the over 100,000 existing and expected residents and workers in Downtown Bellevue, BelRed, Eastgate as well as the growing populations in the connected regional centers can feel confident in accessing and using the Eastrail regional trail and Mountains to Sound Greenway / I-90 Trail for active transportation regardless age and ability.

This project specifically accomplishes multiple key policy strategies in the city's Safe Systems Approach, including:

- Safe Streets Strategy SS1 – Implement projects citywide that make it safer to walk, bicycle, and take transit (and where relevant to make it more comfortable and accessible).
- Safe Streets Strategy SS3 – Create public spaces that are safe and attractive for people walking and bicycling.
- Safe Speeds Strategy SSP1 – Design or redesign roads and intersections to manage speeds as appropriate for the intended use.
- Culture Strategy C2 – Prioritize safety improvements on roadways for all people in historically underserved communities.

### **Describe how the project helps protect vulnerable users of the transportation system, by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities and/or adding or improving facilities for pedestrian and bicycle safety and comfort.**

The Eastrail - Mountains to Sound Greenway Regional Trails Connection improves safety and reduces traffic risk for vulnerable pedestrians and bicyclists by providing a direct connection between two major regional pedestrian-bicycle trails and provides efficient access between the Eastrail and the key activity centers of

Downtown Bellevue, Kirkland, and Renton. This project also provides safer, more efficient access via MTSG to the Activity Centers of Eastgate/Factoria, Mercer Island, Downtown Seattle, and Issaquah.

Alternative connections between the Eastrail and MTSG and the activity centers they connect to require users to navigate significant lengths of out-of-direction travel (0.75 to 1 mile) between the scheduled Eastrail connection on the north end of Mercer Slough through Factoria to MTSG (see map, Surface street route without project). This current route requires traversing more hostile conditions, including High Injury Corridor stretches through Factoria, for people on foot or bicycle using local roadways and established bicycle routes. By providing a quality, separated and direct connection between two regional trails, the Eastrail - Mountains to Sound Greenway Regional Trails Connection will eliminate the more hazardous surface street journey as well as to encourage the shift of a proportion of trips from motorized to walking and bicycling modes.

Consistent with the city's Vision Zero Action Plan, the State's Target Zero plan, and PSRC's Active Communities Guidebook, the location of this connection reduces conflict between motorized and nonmotorized modes and substantially reduces the risk of collision and injury or death. By providing a protected, ADA accessible gently sloping, wide, paved all-weather, high comfort environment, the over 100,000 existing and expected residents and workers in Downtown Bellevue, BelRed, Eastgate as well as those with destinations in the further regional centers can feel confident in accessing and using the Eastrail and MTSG / I-90 regional trails for active transportation regardless age and ability.

**Does your agency have an adopted safety policy (e.g., Vision Zero, Target Zero, etc.)? How did these policies inform the development of the project?**

Yes, Bellevue has an adopted safety policy. In fact, consistent with the statewide Target Zero Plan, the City of Bellevue has a suite of safety policies, including:

- Vision Zero Framework (resolution 9035 / December 2015)
- Vision Zero amendments to the comprehensive plan (ordinance 6334 / December 2016)
- Safe Systems approach and strategies (resolution 9769/ June 2020)
- Vision Zero Strategic Plan approved by City Manager and Vision Zero program funding, initially approved by Council in the 2021-2027 capital budget (December 2020) and enhanced/extended in the current 2023-2029 capital budget (December 2022).

These policies informed the development and prioritization of improvements to regional trails, including Eastrail and Mountains to Sound Greenway Trail. Consistent with the City's Vision Zero Action Plan, the State's Target Zero plan, and PSRC's Active Communities Guidebook, the location of the trail connection will reduce conflict between motorized and nonmotorized modes and substantially reduces the risk of collision and injury or death.

**Describe how the project reduces reliance on enforcement and/or designs for decreased speeds.**

By cutting off the need to traverse between (0.75 to 1 mile) between the scheduled Eastrail connection on the north end of Mercer Slough through Factoria to MTSG (including high injury network locations in Factoria, see maps for HIN and Surface street route without project) this project reduces potential conflict between motorized and nonmotorized modes. As a result, the need for police to intervene between modes will be reduced.

## PSRC Funding Request

<b>Has this project received PSRC funds previously?</b>	<b>Please provide the project's PSRC TIP ID.</b>
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No	
----	--

### PSRC Funding Request (cont.)

Phase	Year	Amount
Construction	2026	\$2500000
		\$
		\$

**Total PSRC Funding Request: \$2500000**

### Total Estimated Project Cost and Schedule

#### Planning Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

**Total Planning Phase Cost: \$0**

**Expected year of completion for this phase:**

#### Preliminary Engineering/Design Phase

Fund Type	Fund Source	Funding Status	Amount
Local	Local	Secured	\$596400
			\$
			\$
			\$
			\$

**Total Preliminary Engineering/Design Phase Cost: \$596400**

**Expected year of completion for this phase: 2025**

#### Right of Way Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	Local	Secured	\$29200
			\$
			\$
			\$
			\$

**Total Right of Way Phase Cost: \$29200**

**Expected year of completion for this phase: 2025**

## Construction Phase

Fund Type	Fund Source	Funding Status	Amount
Local	Local	Secured	\$781200
Federal	TAP(PSRC)	Unsecured	\$2500000
			\$
			\$
			\$

**Total Construction Phase Cost: \$3281200**

**Expected year of completion for this phase: 2029**

## Other Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

**Total Other Phase Cost: \$0**

**Expected year of completion for this phase:**

## Project Summary

<b>Total Estimated Project Cost:</b>	<b>Estimated Project Completion Date (month and year):</b>
\$3906800	December, 2029

## Financial Documentation

**Please enter a description of your financial documentation in the text box below.**

Match funding for the requested grant is secured and is available to the Bellevue Transportation Department from city CIP projects Eastrail G-103 and Transportation Grant Match Program PW-R-206. Should the requested grant be awarded to the city, both the new grant funds and the designated match funding may be programmed/reprogrammed into a stand-alone CIP project by City Council action.

**Please upload supporting documentation demonstrating all necessary matching funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.**

f-132-346-18640390\_PNrJkATU\_CIP\_pages\_G-103\_Eastrail\_and\_PW-R-206\_Transportation\_Grant\_Match\_Program\_Adopted\_2023-25.pdf



## Project Readiness

### Preliminary Engineering/Design

**Are you requesting funds for ONLY a planning study or preliminary engineering?**

No

**What is the actual or estimated start date for preliminary engineering/design?**

May, 2022

**Is preliminary engineering/design complete?**

No

**What was the date of completion (month and year)?**

December, 2025

**Have preliminary plans been submitted to WSDOT for approval?**

No

**Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.**

Design Kickoff, May 2022

Topographic Survey, January/February 2024

30% Design, May 2024

NEPA Kickoff, July 2024

Begin Right of Way, July 2024

60 percent design review, December 2024

90 percent design review, June 2025

NEPA approval, July 2025

Bid documents complete, November 2025

WSDOT PS&E review, December 2025

**When are preliminary plans expected to be complete? For non-certified agencies, please enter the expected approval date.**

July, 2025

## Environmental Documentation

**What is the current or anticipated level of environmental documentation required under the National Environmental Policy Act (NEPA) for this project? For more information on NEPA requirements, please refer to WSDOT's [Local Agency Guidelines Manual](#).**

Categorical Exclusion (CE)

**Has NEPA documentation been approved?**

No

**Please provide the date of NEPA approval, or the anticipated date of completion (month and year).**

July, 2025

## Right of Way

**Will Right of Way be required for this project?**

Yes

**What is the actual or estimated start date for right of way (month and year)?**

July, 2024

**What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)? If federal funds are to be used on any phase of a project, federal guidelines for acquisition of right of way must be followed, including submittal of a right of way plan and funding estimates.**

September, 2024

**Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits. Refer to [Chapter 25 of WSDOT's Local Agency Guidelines Manual](#) for more information.**

This project will require several TCEs for the construction of ADA features on SE 32nd Street. This project may require WSDOT permission to connect to the MTSG / I-90 trail at I-90 with a trail lease.

**What is the zoning in the project area?**

This project area is zoned Light Industrial (LI).

**Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**

The city does not plan to pursue condemnation for this project.

**Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**

Yes

**If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?**

**In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each (month and year). For example, these might include: True cost estimate of right of way; Relocation plan; Right of way certification; Right of way acquisition; FTA concurrence; Certification audit by Washington State Department of Transportation Right of Way Analyst; and, Relocation certification, if applicable. Sponsors should assume a minimum of one year to complete the ROW process, longer if there are significant or complex property purchases.**

True cost estimate & ROW plan submittal to WSDOT - September 2024

Right of way acquisition - February 2025

Certification audit by WSDOT ROW analyst - July 2025

Right of way certification - October 2025

(no relocation required)

## Construction

**Are funds being requested for construction?**

Yes

**Do you have an engineer's estimate?**

Yes

**Please attach the engineer's estimate.**

f-132-540-18640390\_oogeoywg\_Eastrail\_to\_MTSG\_-\_Planning\_Level\_Cost\_Estimate.pdf

**Identify the environmental permits needed for the project and when they are scheduled to be acquired.**

The City anticipates the need for the following items in fall 2025:

Clear and grade permit, October 2025

Critical Areas permit, October 2025

**Are Plans, Specifications & Estimates (PS&E) approved?**

No

**Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year)?**

January, 2026

**When is the project scheduled to go to ad (month and year)?**

March, 2026

## Other Considerations

**Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.**

None at this time.

**Describe the public review process for the project and actions taken to involve stakeholders in the project's development.**

There is broad community support for regional trails and for this project. Every 6 years, Bellevue Parks and Community Services updates its Parks and Open Space System Plan. As part of that process, a representative survey of residents is conducted. Broadly, residents are asked about development priorities and trails were a resounding top choice. Further, development of greenways, including the Eastrail corridor and Mountains to Sound Greenway, and local connections to them are cited as a capital project objective in the plan based on extensive feedback regarding use of regional trails. In 2018, the county did an open house for the Eastrail at City Hall that had very high attendance. Completing the Mountains to Sound Greenway "gap" through Bellevue is a community priority and in recent years the city has pursued several capital projects to improve and extend the trail between I-405 and 142nd Place SE.

For this project, we have received support from King County Parks, Mountains to Sound Greenway Trust, Eastrail Partners, and Cascade Bicycle Club. Specific to King County, another show of support is the current 2020-2025 voter approved Parks levy, which includes \$50m in funds for Eastrail construction. Other sources of funding for the Eastrail, include private donations and recently approved funds from the Move Ahead WA state legislative package, which contains \$29 million for Eastrail, with \$12 million for the I-90 steel bridge near this

site. Finally, the relationship with Eastrail Partners, is particularly important here as the Eastrail is developed. They help find private dollars and other sources of funding to ensure that the full vision of Eastrail happens, including connecting it to the Mountains to Sounds Greenway trail. These partners and other stakeholders have visited the project site, engaged with elected officials, and worked with the City of Bellevue to build support broadly for the effort to complete and connect the Eastrail.

**Please upload any relevant documents here, if they have not been uploaded previously in this application.**

## End of the Application

NOTE: Sponsors may update and resubmit information included in the application until submission deadline. If you need assistance editing an application that has already been submitted, please contact Nick Johnson at [njohnson@psrc.org](mailto:njohnson@psrc.org) to have it returned to you.

**G-103: Eastrail**

Category: Transportation & Mobility  
 Department: City Manager

Status: Ongoing  
 Location: Citywide

**Programmed Expenditures**

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
10,002,600	3,782,600	250,000	250,000	2,860,000	2,860,000	-	-	-

**Description and Scope**

This project provides funding for the Eastrail regional trail extends from Renton in the south to Snohomish County in the north and runs just east of I-405 and downtown Bellevue. The City Council has long expressed support for the development of a high-quality, multi-use trail on this former rail corridor. This project supports continued coordination with King County Parks in developing and advancing design and implementation of a trail that will address the needs and interests of the Bellevue community. Funding is provided for the design and/or implementation of Eastrail crossings and connections at priority locations in Bellevue. The City Council set aside \$2 million 2017-2018 to be used at their discretion to support implementation of key elements of the trail such as the renovation of the iconic 1904 Wilburton Trestle.

**Rationale**

This proposal specifically advances Priority 12 (Great Places Where You Want to Be) in the 2021-2023 City Council Priorities, which concerns development of the Eastrail and identifies the need to “begin to establish community connection points to the Eastrail.” Community access to the Eastrail is additionally prioritized by policies and projects in the Comprehensive Plan (Transportation and Parks, Recreation & Open Space); the Pedestrian and Bicycle Transportation Plan; the Parks and Open Space System Plan and the City Council’s Eastside Rail Corridor Interest Statement (November 21, 2016).

This project assists in the development of high-quality connections to the Eastrail and assures that the city’s interests are considered by King County and others in the planning, design, and construction of a regional trail on the Eastside Rail Corridor alignment. The corridor through Bellevue is owned by King County and Sound Transit. This proposal supports Bellevue’s work as a partner in Eastrail development, leveraging the more than \$36 million that will be invested in Eastrail projects in Bellevue through the 2020-25 King County Parks, Trails, and Open Space Replacement Levy as well as the \$18 million for Eastrail in Bellevue included in the 2022 Move Ahead Washington transportation funding package and the \$10 million in private sector contributions (from Amazon, Meta/Facebook, REI and Kaiser Permanente). It crosses multiple city streets, passes through commercial areas and neighborhoods, and includes the iconic and historic wooden Wilburton trestle east of I-405, near SE 8th Street.

This project specifically advances Priority 12 (Great Places Where You Want to Be) in the 2021-2023 City Council Priorities, which concerns development of the Eastrail and identifies the need to “begin to establish community connection points to the Eastrail.” Community access to the Eastrail is additionally prioritized by policies and projects in the Comprehensive Plan (Transportation and Parks, Recreation & Open Space); the Pedestrian and Bicycle Transportation Plan; the Parks and Open Space System Plan and the City Council’s Eastside Rail Corridor Interest Statement (November 21, 2016). This project assists in the development of high-quality connections to the Eastrail and assures that the city’s interests are considered by King County and others in the planning, design, and construction of a regional trail on the Eastside Rail Corridor alignment. The corridor through Bellevue is owned by King County and Sound Transit. This proposal supports Bellevue’s work as a partner in Eastrail development, leveraging the more than \$36 million that will be invested in Eastrail projects in Bellevue through the 2020-25 King County Parks, Trails, and Open Space Replacement Levy as well as the \$18 million for Eastrail in Bellevue included in the 2022 Move Ahead Washington transportation funding package and the \$10 million in private sector contributions (from Amazon, Meta/Facebook, REI and Kaiser Permanente). It crosses multiple city streets, passes through commercial areas and neighborhoods, and includes the iconic and historic wooden Wilburton trestle east of I-405, near SE 8th Street.

**Environmental Impacts**

Project specific environmental review, consistent with state and federal requirements, will be made during the design phase of specific projects.

**Operating Budget Impacts**

Operating costs for this program will be determined on a project specific basis as required.

**Project Map**



**Schedule of Activities**

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	Ongoing	10,002,600
<b>Total Budgetary Cost Estimate:</b>		<b>10,002,600</b>

**Means of Financing**

<u>Funding Source</u>	<u>Amount</u>
Federal Grant	6,182,600
Misc revenue	1,820,000
Bond	2,000,000
<b>Total Programmed Funding:</b>	<b>10,002,600</b>
<b>Future Funding Requirements:</b>	<b>-</b>

**FY2023-2029**

**Comments**

Revised 1/17/2023 (Ord. 6716): Increase budget by \$5,720,000 for the construction of the Eastrail to NE Spring Blvd project funded by \$4,900,000 in federal STP funding and a transfer of \$820,000 from the Transportation Grant Match Program (PW-R-206).

**PW-R-206: Transportation Grant Match Program**

Category: Transportation & Mobility

Status: New

Department: Transportation

Location: Citywide

**Programmed Expenditures**

<u>Programmed Expenditures</u>	<u>Appropriated To Date</u>	<u>FY 2023 Budget</u>	<u>FY 2024 Budget</u>	<u>FY 2025 Budget</u>	<u>FY 2026 Budget</u>	<u>FY 2027 Budget</u>	<u>FY 2028 Budget</u>	<u>FY 2029 Budget</u>
6,570,000	-	130,000	130,000	220,000	90,000	2,000,000	2,000,000	2,000,000

**Description and Scope**

Allocation of local dollars to this program has the intended outcome of leveraging the award or commitment of grants and other non-local funding from ratios of 1:1 to over 4:1. Virtually all grant programs require the commitment of a minimum local match, often 13.5 to 20 percent of the total project phase cost. Many grant programs prioritize projects when the applicant offers a local match above the minimum required. A flexible but committed allocation of resources will allow the city to be strategic and nimble in evaluating the competitiveness of our current or emerging capital priorities to find the best fit to the goals, focus and criteria established for federal, state, or regional grant programs. This fund may also be used as opportunities arise to partner or cost share with neighboring jurisdictions or regional agencies including King County, Sound Transit and WSDOT. Formal commitment of these dollars could be made contingent upon City Council or City Manager’s Office approval.

**Rationale**

The city currently has very few fully or even partially funded transportation capital investments funded beyond the next two to three years in the CIP. This allocation will allow staff and decisionmakers the opportunity to leverage significant amounts of outside funding as specific outyear priorities are identified but when sufficient local resources are not available to advance project implementation. Some current grant programs (2022) are already seeking applications for funding award in the years 2025 and 2026. During the coming biennium, grant programs will be seeking candidate projects for funding in 2027 and beyond, but in most cases applicants without a secured or committed match source are deemed ineligible.

Rationale for Scope Update:

The Federal Bipartisan Infrastructure Law, passed in 2021, will increase the federal funding available in existing, long running grant programs but will also fund numerous new grant programs. These opportunities will require additional secured match funds and additional staff resources to pursue and administer.

Also, 2022 is the first year where grant program “calls” have included funding awards available for the years when the Grant Match Program funds are programmed – 2025-2027. The Transportation Department Performance Indicator/Target for the grants program is based on the 10-year rolling average of biennial grant awards. This metric/target has been steadily climbing due the lucrative success of the program. As evidence, the rolling biennial grant award target for the 2018-19 biennium was \$12.7 million; it increased to \$14.0 million in the 2020-2021 biennium, and it just increased again to \$16.0 million\* for the 2022-2023 biennium. \*This \$16 million target for 2022-2023 is based on the fact that the Transportation Grants Program has been awarded an average of \$16 million per two-year period in the previous 10 years, 2012-2021.

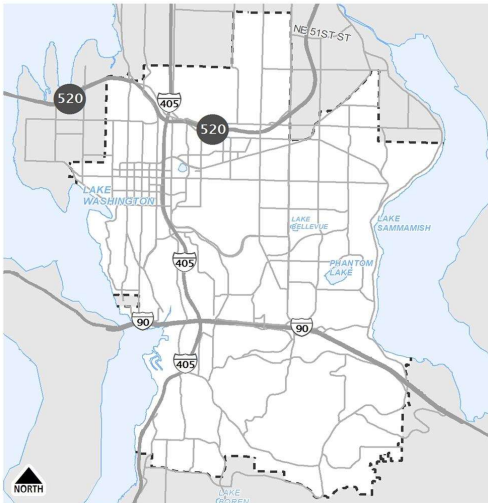
**Environmental Impacts**

Project specific environmental studies may be required and will be addressed on a per-project basis at the time of project design or implementation.

**Operating Budget Impacts**

Operating costs for this project will be determined on a project specific basis as required.

**Project Map**



**Schedule of Activities**

<u>Project Activities</u>	<u>From - To</u>	<u>Amount</u>
Project Costs	1/1/2025-	6,570,000

**Total Budgetary Cost Estimate: 6,570,000**

**Means of Financing**

<u>Funding Source</u>	<u>Amount</u>
Misc revenue	6,570,000
<b>Total Programmed Funding:</b>	<b>6,570,000</b>
<b>Future Funding Requirements:</b>	<b>-</b>

**FY2023-2029**

**Comments**

Revised 1/17/2023 (Ord. 6716): Decrease budget by \$820,000 to reflect a transfer of budget to the Eastrail to NE Spring Blvd project (G-103).  
 Revised 1/17/2023 (Ord. 6717): Decrease budget by \$3,000,000 to reflect a transfer of budget to the MTSG – 142nd PI SE to 150th Ave SE (PW-W/B-86).

# Eastrail to Mountains to Sound Greenway Regional Trails Connection

City of Bellevue CIP/TFP: G-103

## Summary

Phase	Amount	Rounded	Yr of Expenditure	
Design	\$ 596,382	\$ 596,400	2024	local
ROW	\$ 29,160	\$ 29,200	2025	local
<b>CN</b>	<b>\$ 3,281,227</b>	<b>\$ 3,281,200</b>	<b>2026</b>	\$2.5M grant, plus \$781k local
<b>Total</b>	<b>\$ 3,906,770</b>	<b>\$ 3,906,800</b>		

*\* inflated at 8pct/yr compounded*

CN phase	rounded
grant	\$ 2,500,000.00
match	\$ 781,300.00
total	\$ 3,281,300.00

# **Eastrail to Mountains to Sound Greenway Regional Trails Connection**

**Estimate Summary (2023 Dollars only, not inflated)**

## 118th Ave SE - I-90 to SE 32nd St Trail Connection

Design	516,553.00
ROW	25,000.00
Construction	2,436,570.00

**Total**                    **2,978,123.00**

## SE 32 St E/O 118 Ave SE Walkway

Design	35,653.00
ROW	0.00
Construction	168,174.00

**Total**                    **203,827.00**

## Combined Project Total

Design	552,206.00
ROW	25,000.00
Construction	2,604,744.00

**Total**                    **3,181,950.00**



OPINION OF PROBABLE COST AT PLANNING LEVEL

PROJECT: 118 Ave SE -SE 32 St to I-90 Trail Multiuse Trail Connection  
 CIP NO. /TFP NO. G-103  
 DATE: June 2023

<b>I. RIGHT OF WAY ACQUISITION &amp; EASEMENT AND REIMBURSEMENT COSTS</b>				<b>\$25,000</b>
<b>II. CONSTRUCTION</b>				
1. Grading/Drainage	\$355,000			
1.A) Clear, Grub, Demo, Removal	\$67,000	1.D) Drainage (WQ/Det/Conv)	\$87,000	
1.B) Roadway Excav./Unsuit.	\$90,500	1.E) NDP	\$0	
1.C) CSTC, Gravel Borrow	\$110,500			
2. Structures	\$437,750			
2.A) Retaining Walls	\$346,500			
2.B) Railings and Fences	\$91,250			
3. Surfacing/Paving	\$145,675			
3.A) Pavement/Shldrs	\$25,500			
3.B) Curb Gutter & Sidewalk	\$120,175			
4. Roadside Development	\$254,086			
4.A) Landscaping	\$85,830			
4.B) Temp Erosion Control	\$52,580			
4.C) Site Improvements	\$105,160			
4.D) Utilities	\$10,516			
5. Traffic Services & Safety	\$248,181			
5.A) Traffic Control Devices	\$0	5.E) Channelization	\$3,325	
5.B) Signals	\$50,000	5.F) Traffic Control Labor	\$157,740	
5.C) Illumination (Roadway)	\$26,600			
5.D) Signing	\$10,516			
6. Miscellaneous Items Not Yet Estimated	\$144,069			
10.0% of (Lines 1 through 5)				\$1,584,761
7. Allowance for Planning-Level Accuracy	\$158,476			
10.0% of (Lines 1 through 6)				
8. Mobilization, Survey, Potholing	\$206,019			
13% of (Line 1 through 6)				\$1,949,256
9. Sales Tax	\$0			
10% - Only if deemed by Dept of Revenue				
10. Construction Work by Others at Owner's Expense	\$0			
Construction Work by Others				
11. Agreements	\$0			
Utility Agreements, etc.				\$1,949,256
12. Construction Engineering	\$292,388.44			
15.0% of (Lines 1 through 10)				
13. Construction Contingency	\$194,926			
10.0% of (Lines 1 through 10)				\$2,436,570
<b>III. DESIGN ENGINEERING AND CITY COSTS</b>				
1. Design Engineering	\$292,388			
15.0% of (CONSTRUCTION cost not incl contingency)				
2. Agency Administration	\$194,926			
10.0% of (CONSTRUCTION cost not incl contingency)				
3. Alignment Survey	\$29,239			
1.5% of (CONSTRUCTION cost not incl contingency)				
				\$516,553
<b>TOTAL ESTIMATED COST (UNADJUSTED 2023 DOLLARS)</b>				<b>\$2,978,123</b>

Assumptions:

- 5 ft Bike lane with no buffer
- 10 ft wide multiuse trail with 5 ft wide planter
- Utility Pole Relocation Required
- Grind and Overlay to be done by 2025 Overlay Program or later
- New Impervious Area = 4250 SF
- Includes Landscaping and Irrigation
- Assumes an extra excavation and fill to address poor soils
- Assume 225 Long Wall is needed
- Assume Railing on Wall and fence where no wall is needed
- Includes Relocated/New Street Lighting
- Includes RRFB Crosswalk, Ramps, Strip at SE 32 St

OPINION OF PROBABLE COST AT PLANNING LEVEL

PROJECT: SE 32 St E/O 118th Ave SE Walkway

CIP NO. /TFP NO. G-103

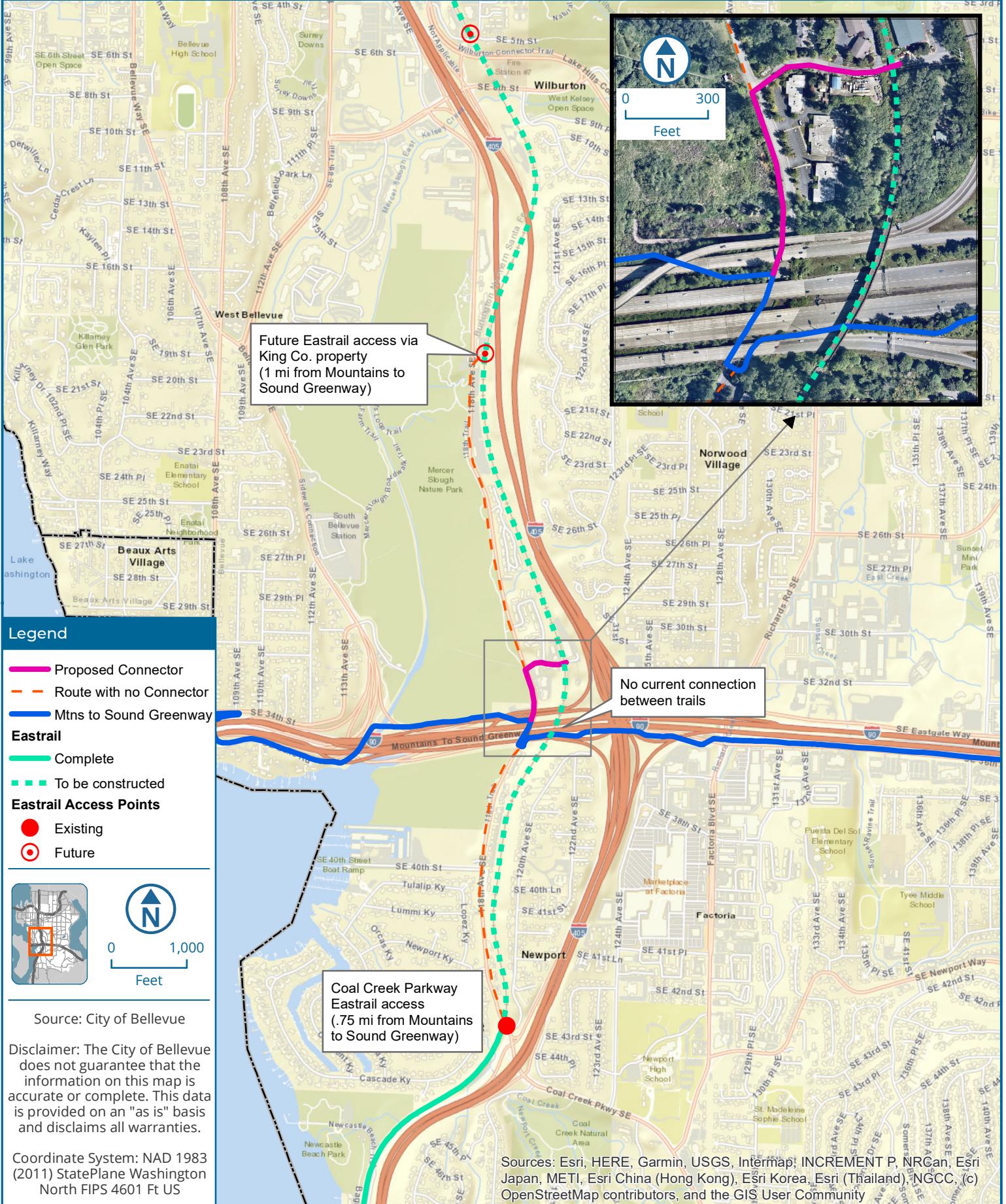
DATE: June 2023

I. RIGHT OF WAY ACQUISITION & EASEMENT AND REIMBURSEMENT COSTS				\$0
<b>II. CONSTRUCTION</b>				
1. Grading/Drainage	\$0			
1.A) Clear, Grub, Demo, Removal	\$0	1.D) Drainage (WQ/Det/Conv)	\$0	
1.B) Roadway Excav./Unsuit.	\$0	1.E) NDP	\$0	
1.C) CSTC, Gravel Borrow	\$0			
2. Structures	\$0			
2.A) Retaining Walls	\$0			
2.B) Railings and Fences	\$0			
3. Surfacing/Paving	\$60,570			
3.A) Pavement/Shldrs	\$60,570			
3.B) Curb Gutter & Sidewalk	\$0			
4. Roadside Development	\$18,725			
4.A) Landscaping	\$0			
4.B) Temp Erosion Control	\$4,520			
4.C) Site Improvements	\$12,914			
4.D) Utilities	\$1,291			
5. Traffic Services & Safety	\$20,143			
5.A) Traffic Control Devices	\$0	5.E) Channelization	\$4,000	
5.B) Signals	\$0	5.F) Traffic Control Labor	\$12,914	
5.C) Illumination (Roadway)	\$0			
5.D) Signing	\$3,229			
6. Miscellaneous Items Not Yet Estimated	\$9,944			
10.0% of (Lines 1 through 5)				\$109,382
7. Allowance for Planning-Level Accuracy	\$10,938			
10.0% of (Lines 1 through 6)				
8. Mobilization, Survey, Potholing	\$14,220			
13% of (Line 1 through 6)				\$134,539
9. Sales Tax	\$0			
10% - Only if deemed by Dept of Revenue				
10. Construction Work by Others at Owner's Expense	\$0			
Construction Work by Others				
11. Agreements	\$0			
Utility Agreements, etc.				\$134,539
12. Construction Engineering	\$20,180.90			
15.0% of (Lines 1 through 10)				
13. Construction Contingency	\$13,454			
10.0% of (Lines 1 through 10)				\$168,174
<b>III. DESIGN ENGINEERING AND CITY COSTS</b>				
1. Design Engineering	\$20,181			
15.0% of (CONSTRUCTION cost not incl contingency)				
2. Agency Administration	\$13,454			
10.0% of (CONSTRUCTION cost not incl contingency)				
3. Alignment Survey	\$2,018			
1.5% of (CONSTRUCTION cost not incl contingency)				
				\$35,653
<b>TOTAL ESTIMATED COST (UNADJUSTED 2023 DOLLARS)</b>				<b>\$203,827</b>

Assumptions:

1. Estimate calculated in 2023 dollars.
2. Assumes In-House Design
3. 2" Grind, Overlay 2-3" to fix cross slopes
4. 6' wide striped shoulder for peds/bikes
5. 22' Roadway section

# Eastrail-Mountains to Sound Greenway Regional Trails Connection



Source: City of Bellevue

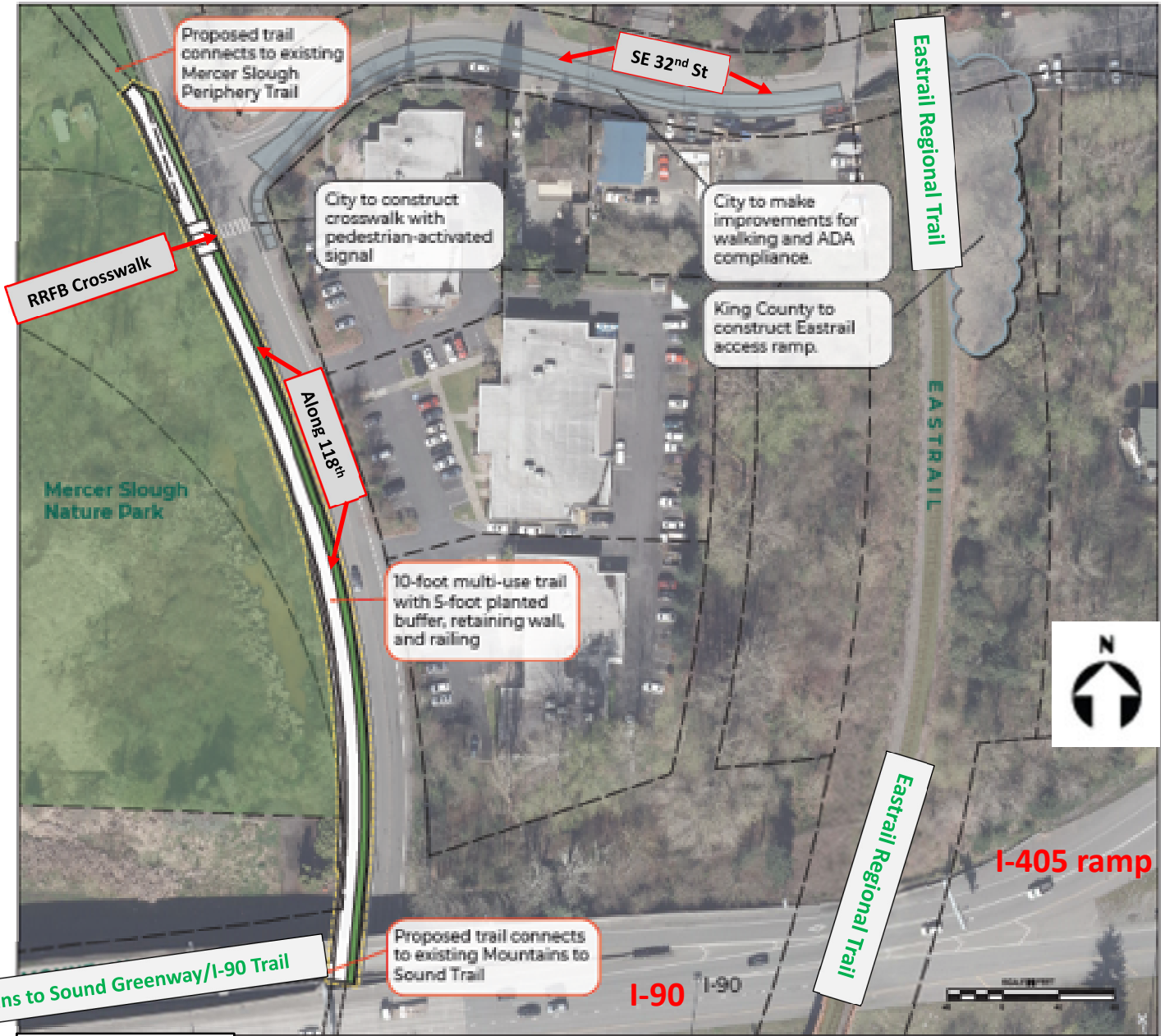
Disclaimer: The City of Bellevue does not guarantee that the information on this map is accurate or complete. This data is provided on an "as is" basis and disclaims all warranties.

Coordinate System: NAD 1983 (2011) StatePlane Washington North FIPS 4601 Ft US

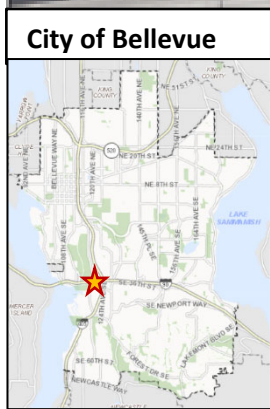
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community



# Eastrail-Mountains to Sound Greenway Regional Trails Connection (118<sup>th</sup> Ave SE-SE 32<sup>nd</sup> to I-90)



Mountains to Sound Greenway/I-90 Trail

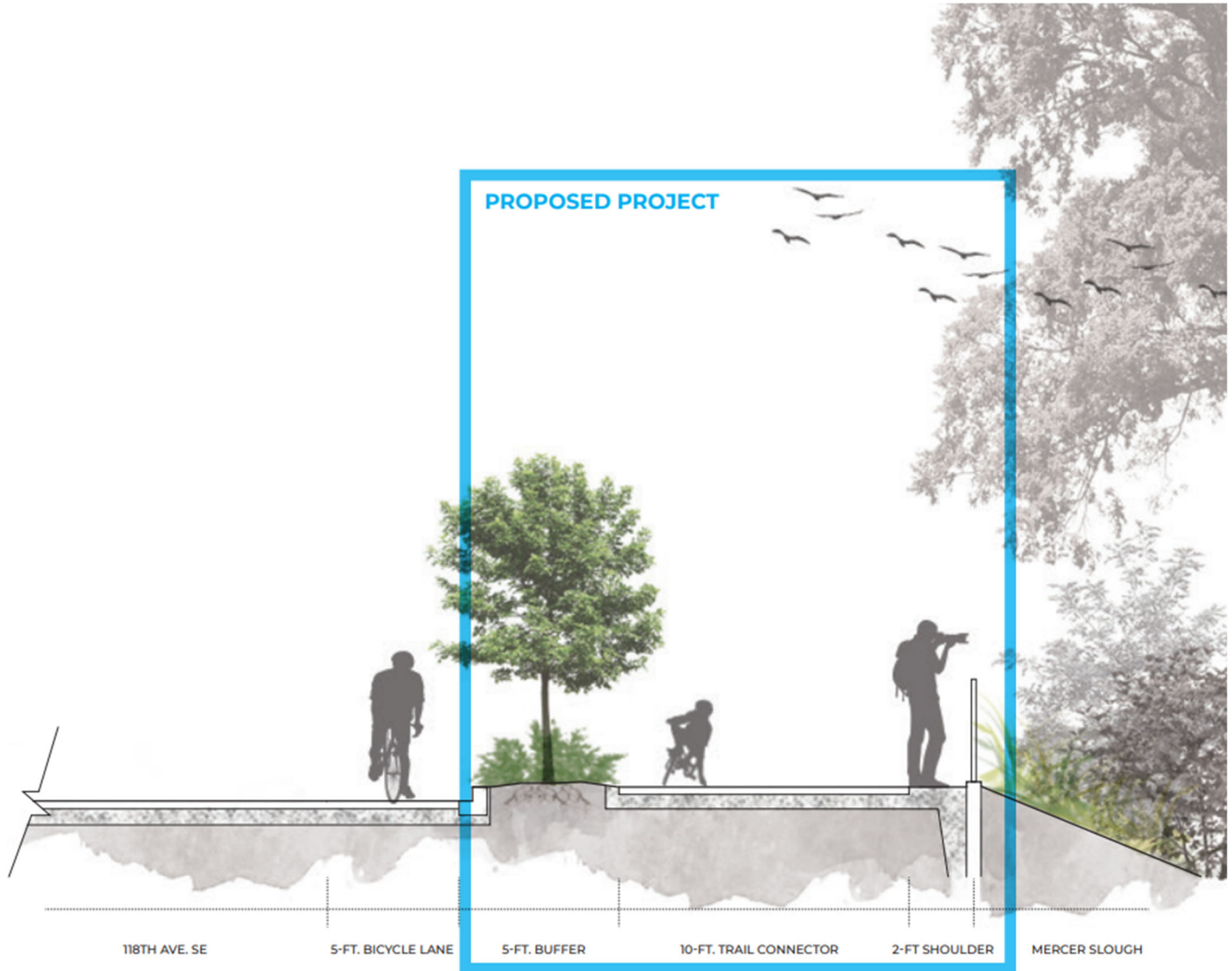


Legend	
118 <sup>th</sup> Ave SE City Scope	
SE 32 <sup>nd</sup> St City Scope	

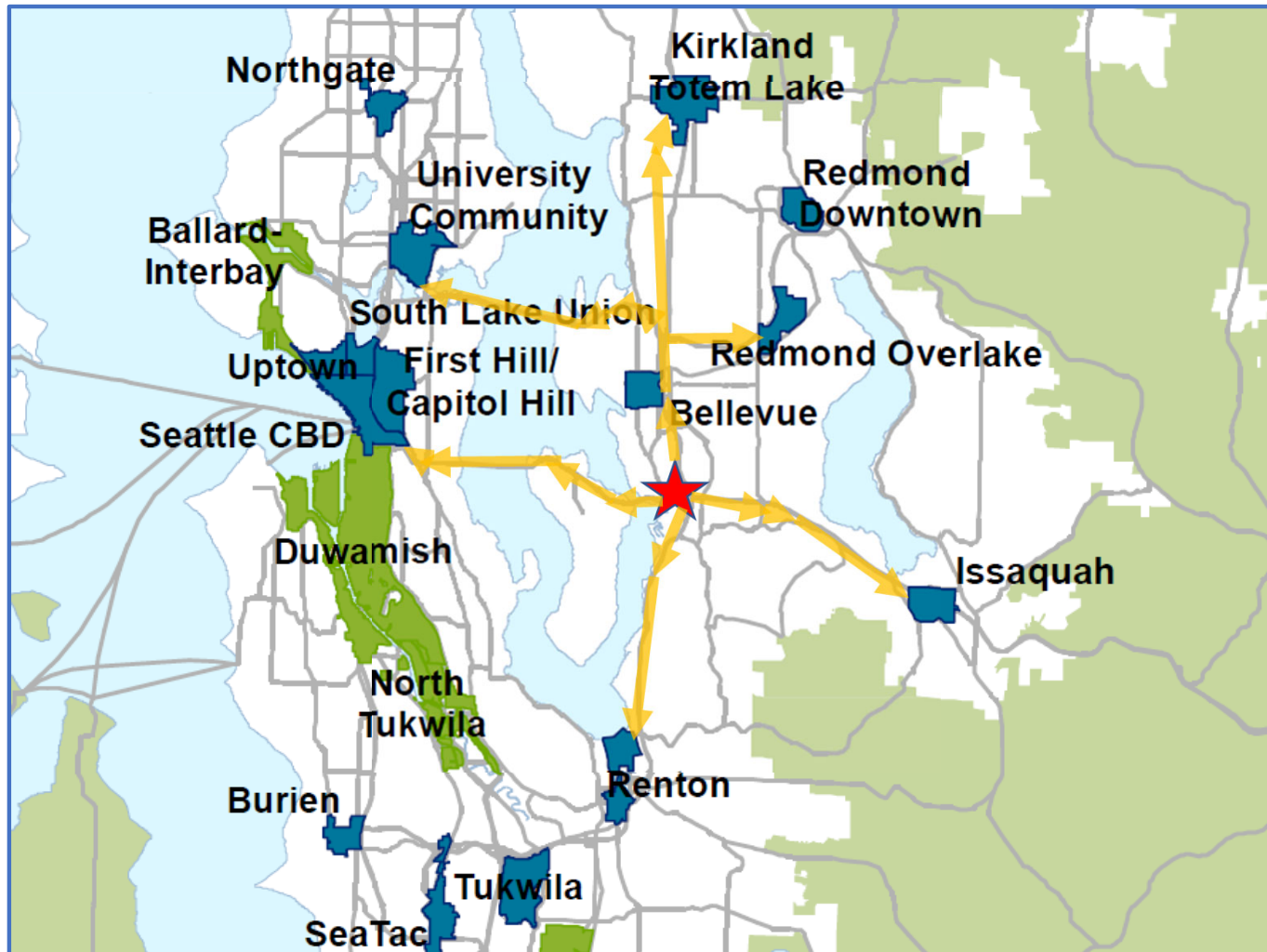


## Concept:

# Eastrail to Mountains to Sound Greenway Regional Trails Connection (118<sup>th</sup> Ave SE-SE 32<sup>nd</sup> to I-90)

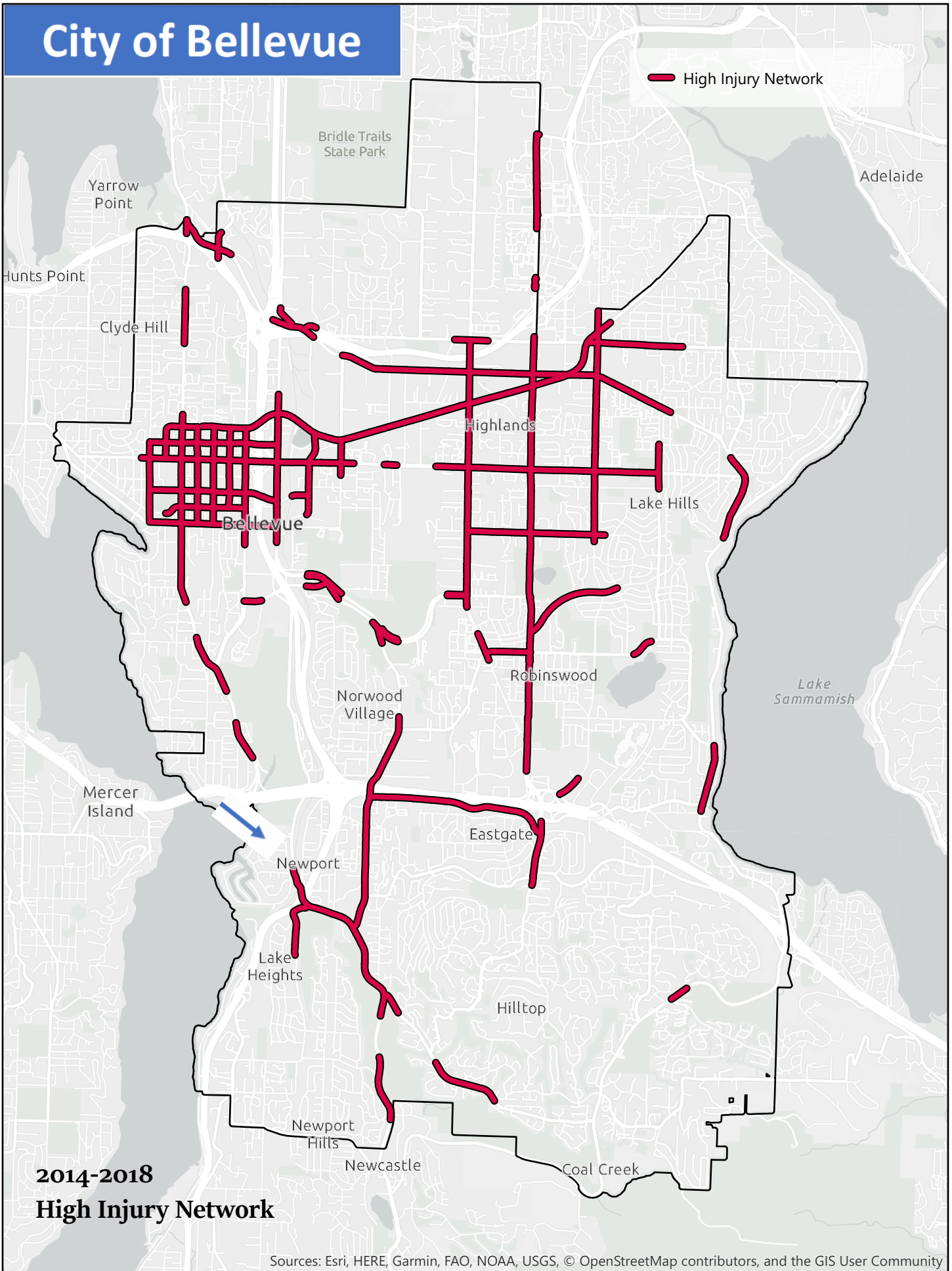


# Eastrail – MTSO provides direct Regional Trail and Transit Connections to Multiple Regionally Designated Centers



# City of Bellevue

High Injury Network

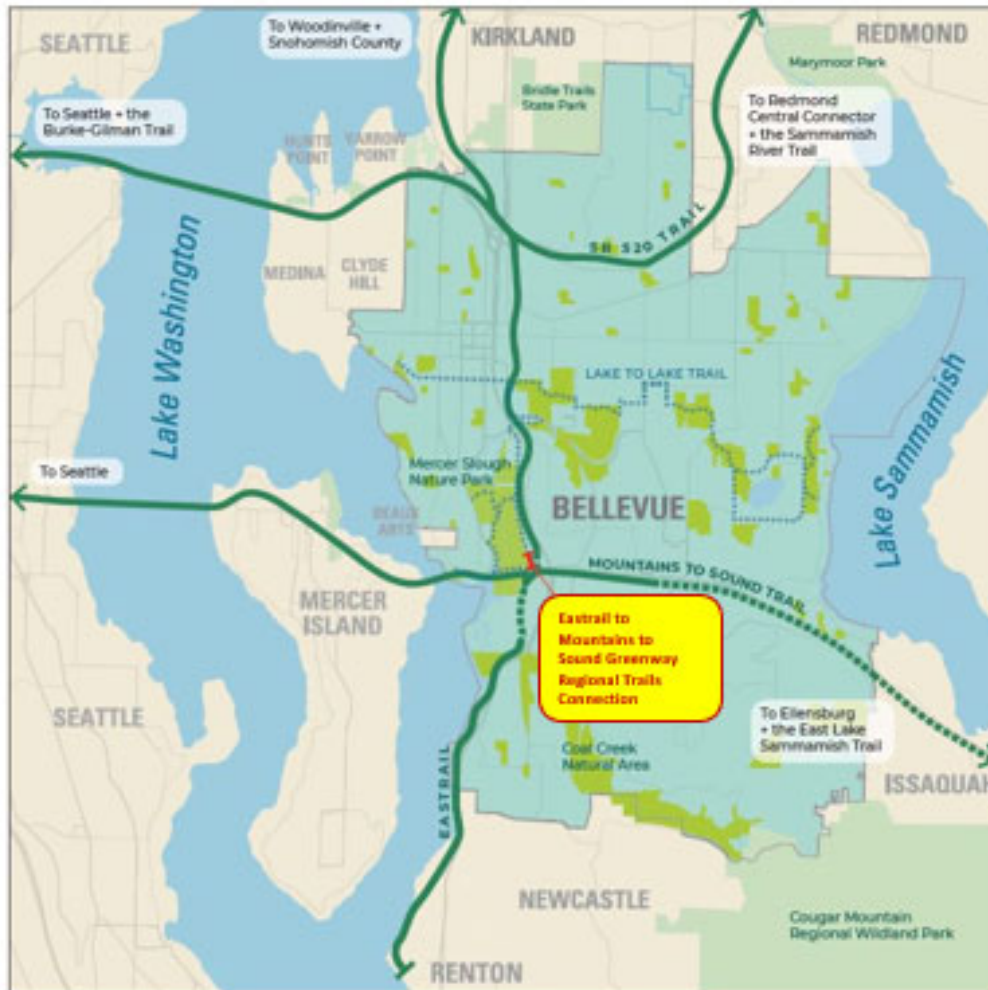


**2014-2018  
High Injury Network**



## Regional Connections:

# Eastrail to Mountains to Sound Greenway Regional Trails Connection (118<sup>th</sup> Ave SE-SE 32<sup>nd</sup> to I-90)



## Regional Trails System

- Connects Mountains to Sound Trail with the Eastrail
- System links to other regional trails and greenways

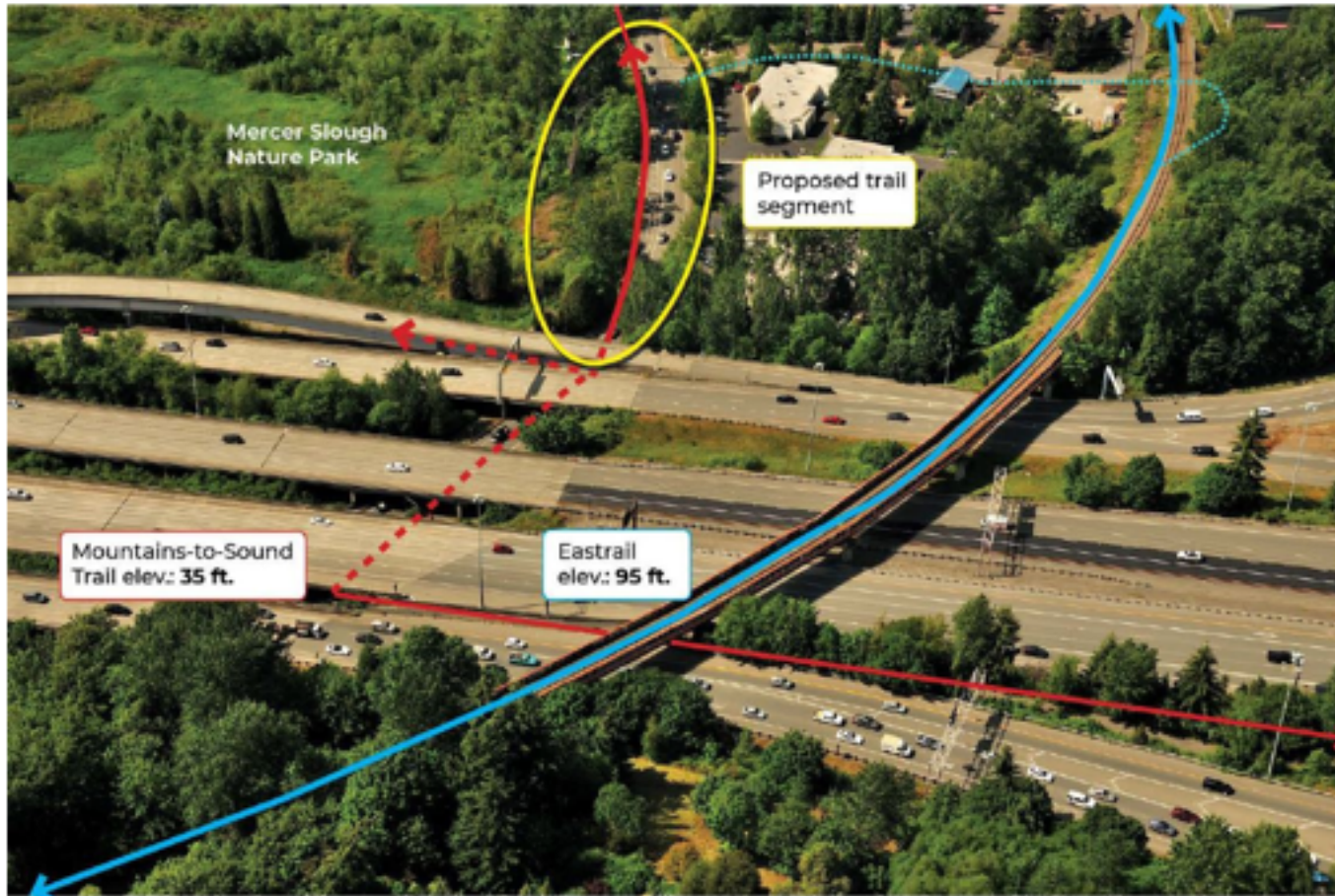
### LEGEND

- Regional trail connections complete between 2020–26
- Future phase trail connections
- ..... City of Bellevue trail





# Need: Filling Horizontal and Vertical Trail System Gaps



Critical to fill gaps and connect local and regional trail systems

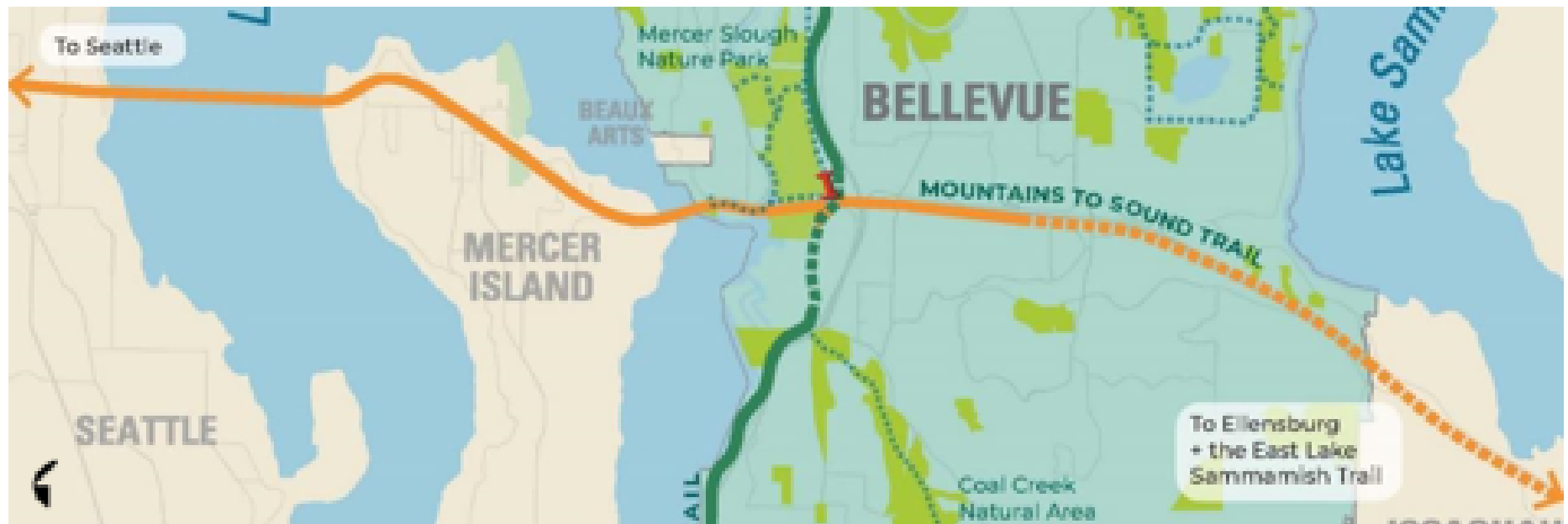
- Will fill gaps in local trails network
  - Mercer Slough Nature Park
  - 118<sup>th</sup> Ave./Lake Washington Loop
- Will connect regional trail system
  - Eastrail
  - Mountains to Sound Trail
  - Other regional trails
- Will link to greenways, such as Lake-to-Lake

## 2. Linkage Between Trails Proposed Trail Connector

- Trail segment connects the Mercer Slough Periphery Loop Trail to the Mountains to Sound Trail
- Trail segment connects to improved pedestrian access along SE 32<sup>nd</sup> Street (City of Bellevue project)
- Collaborative project with King County Parks—funding Eastrail access ramp at SE 32<sup>nd</sup> Street Trestle



# Linkages Between Trails



# Linkage Between Communities

Eastrail north to Kirkland

Eastrail south to Renton



# Project Design: Existing Conditions (N)

