Funding Application

**Competition**
Regional FHWA

**Application Type**
Corridors Serving Centers

**Status**
submitted

**Submitted:**
April 11th, 2022 9:55 AM

**Prepopulated with screening form?**
No

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**Project Information**

1. **Project Title**
   Eastrail to NE Spring Boulevard Trail Link

2. **Regional Transportation Plan ID**
   4040

3. **Sponsoring Agency**
   Bellevue

4. **Cosponsors**
   N/A

5. **Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**
   Yes

6. **If not, which agency will serve as your CA sponsor?**
   N/A

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**Contact Information**

1. **Contact name**
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**Project Description**

1. **Project Scope**
The Eastrail to NE Spring Boulevard Trail Link project will construct a critical 850-foot-long nonmotorized trail linking the north-south "Eastrail" (the Eastside Rail Corridor pedestrian bicycle trail under development by King County) with the new east-west Spring Boulevard separated pedestrian-bicycle path. This Trail Link will include a 12-foot wide, hard surfaced facility that is anticipated to include trail head treatments, wayfinding, lighting, and natural storm drainage.

   The project involves negotiating a 39-foot grade difference between the Eastrail and NE Spring Boulevard. The city is designing a high comfort trail facility that will meet ADA accessibility standards for pedestrians and bicyclists.

2. **Project Justification, Need, or Purpose**
The Eastrail regional trail is a 42-mile north-south regional rail-trail that connects communities from Renton 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. Eastrail is located to the east of I-405 in this vicinity, but its alignment does not connect directly to Downtown Bellevue.

NE Spring Boulevard is a new east-west street with an adjacent, separated pedestrian-bicycle path that extends east from NE 12th Street, bridging over the Eastrail regional trail, directly connecting Downtown Bellevue to the re-developing Spring District/BelRed Countywide designated center. NE 12th Street has also been improved with a wide off-street pedestrian-bicycle facility between NE Spring Boulevard and 108th Avenue NE, which is an improved north-south bicycle corridor through Downtown Bellevue.

The proposed new Trail Link Project will connect the grade separated Eastrail (located below) with NE Spring Boulevard/NE 12th Street nonmotorized facilities (located above). This connection will provide the opportunity for direct, safe, ADA-accessible off-street multimodal access between the Eastrail trail and both the Downtown Bellevue Regional growth center and the BelRed Countywide center. Both the Downtown Bellevue and the BelRed centers are continuing to grow at staggering rates. Connecting the Eastrail and Spring Boulevard facilities will improve active transportation options benefitting all users.

**Project Location**

1. **Project Location**
   Connecting Eastrail with NE Spring Blvd/NE 12th Street in Bellevue

2. **Please identify the county(ies) in which the project is located. (Select all that apply.)**
   King

3. **Crossroad/landmark nearest the beginning of the project**
   Eastrail milepost 13

4. **Crossroad/landmark nearest the end of the project**
   Confluence of NE Spring Boulevard and NE 12th Street in Bellevue

5. **Map and project graphics**

**Plan Consistency**

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

2. **If yes, please indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found.**
   This Project is identified in the City's 2019-2030 Transportation Facilities Plan (TFP, Project No. TFP-244) which is adopted by reference in the City of Bellevue Comprehensive Plan, Capital Facilities Element, page 109.

   This Project is also included in Bellevue’s Transportation Improvement Program (TIP) as project number 32 and Capital Investment Program (CIP) Plan as project G-103, and 2009 Ped-Bike Plan (referred to as BNSF corridor) as access to project O-104.

   This project is listed in and consistent with King County Metro’s Long Range Transit Plan. Quoting specifically from the plan, “Growing demand for trails and transit King County has over 300 miles of multi-use trails used for some 10 million bicycle and pedestrian trips annually. The trails network presents opportunities to combine cycling or walking with the fast, frequent, transit service envisioned in Metro Connects. Trail routes are being designed and constructed. These include the extension of the Mountains to Sound Trail east of Bellevue, the Eastrail from Renton to Woodinville, and the Lake to Sound Trail from Lake Washington in Renton to Puget Sound in Des Moines. These trails will help riders reach transit service without driving alone and will greatly enhance regional mobility.” (p. 62, November 17, 2021)

3. **If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. In addition, please describe how the project is consistent with a transit agency plan or state plan, if applicable.**
   N/A
Federal Functional Classification

1. **Functional class name**
   00 Not applicable (transit, enhancements, Etc.)

Support for Centers

1. **Describe the relationship of the project to the center(s) it is intended to support. Identify the designated regional growth or manufacturing/industrial center(s) and whether or not the project is located within the center or along a corridor connecting to the center(s).**

   This Project immediately connects to and supports the Regionally designated center of Downtown Bellevue and the Countywide designated center of BelRed. It also connects directly to the Eastrail regional nonmotorized trail and provides a linkage to regional transit accessing the Spring District/120th Avenue NE Sound Transit (East Link) Light Rail Station.

   North and south of the project, the Eastrail facility does/will connect to and support the Regionally designated centers of Kirkland Totem Lake and Renton and the Bellevue designated Countywide centers of Wilburton/East Main, Factoria, and Eastgate.

   Within the wider region, Eastrail is part of the planned regional nonmotorized trail network that includes the Mountains to Sound Greenway Trail/I-90 Trail to the south and the SR 520 Trail to the north. Via the regional nonmotorized trail network this project will improve connections to the Seattle, Redmond Overlake, and Downtown Redmond Regional Growth Centers.

Criteria: Benefit to Regional Growth or Manufacturing/Industrial Center

1. **Describe how this project will benefit or support the housing and employment development in a regional growth center(s) and/or employment growth in a manufacturing/industrial center(s). Does it support multiple centers? Please provide a citation of the relevant policies and/or specific project references in a subarea plan or in the comprehensive plan.**

   Downtown Bellevue and the BelRed corridor are continuing to grow at staggering rates (data outlined below). Connecting the Eastrail and NE Spring Boulevard facilities enables multiple user groups to access healthy, equitable, and climate-friendly modes of travel for jobs, recreation, shopping, and travel to other regional centers via light rail, bus transit, and regional trails networks. This project maximizes pedestrian and bicycle convenience at a high comfort level, promoting improved safety and access to transit and nonmotorized corridors/destinations. Providing a well-connected network of facilities serving alternate modes relieves the ever-mounting pressure of rapid housing and employment growth on local roadway and regional highway networks.

   Similar to an interstate highway, the Eastrail regional trail functions as a limited access north south nonmotorized transportation route through much of Bellevue. In order to gain access, construction of intentional, high volume trail connections like the Eastrail to NE Spring Boulevard Trail Link are needed. The Eastrail to NE Spring Boulevard Trail Link is located at a key east-west point of access connecting the fast-growing BelRed countywide designated center, Bellevue’s Hospital District, and the Downtown Bellevue regionally designated center to this premier regional trail.

   Immediately adjacent to the project, Downtown Bellevue regional center population and housing densities have increased substantially since 2010, from about 7,100 residents and a residential unit/acre density of 11.3, to about 14,000 residents with a density of over 20 units/acre today. The population/housing boom is forecast to continue to a projected 22,000 residents and a residential density of 33.5 units/acre by 2035. Downtown Bellevue employment growth has also been significant, and again is projected to steadily climb. In 2010, Downtown employment numbers approached 40,000 jobs; today jobs already exceed 50,000. The 2035 employment projections estimate over 70,000 jobs in the regional urban growth center.

   Immediately serving the BelRed countywide designated center, the city’s second largest growth area, construction is well underway for an additional 4.1 million square feet of office space, 730 thousand square feet of retail space and 5,700 multi-family units. BelRed job growth is expected to number 13,000 additional jobs by 2035.

   Citation of relevant subarea plan and comprehensive plan policies and specific project references include the following. Please note that references to the “BNSF Corridor” or “Eastside Rail Corridor” now represent the Eastrail Regional Trail, and references to NE 16th Street now refer to Spring Boulevard (as a result of formal name changes).
This project is identified by reference to Eastrail in the following City of Bellevue Comprehensive Plan policies (Transportation Element, page 199):

- **TR-110.** Recognize the potential transportation and recreation uses under consideration for the Eastside Rail Corridor when considering public and private improvements adjacent to and across the corridor and preserve the opportunity for future multi-modal transportation use and access.

- **TR-111.** Promote and support the design, development and use of the Eastside Rail Corridor as a regional multimodal facility.

- **TR-112.** Provide for multi-modal transportation use and access when considering public and private projects adjacent to and across the Eastside Rail Corridor.

This project is also a component of multiple policies and proposed work referenced in the City’s Comprehensive Plan, Volume 2, BelRed Subarea Plan, Page 28:

- **POLICY S-BR-38.** Provide an interconnected system of nonmotorized trails for mobility within the study area, connected to the larger, regional trail system, including Marymoor Park and Bridle Trails State Park. The system will emphasize recreational use and provide transportation benefits as well:
  a. Provide non-motorized trails along the stream corridors to connect parks and other land uses, and links to the trail systems along the BNSF Corridor and NE 16th Street. Initial emphasis will focus on the West Tributary and Goff Creek stream systems;
  b. Provide a major east-west multi-purpose trail along the NE 16th Street corridor. The corridor will include a generous right-of-way width to accommodate significant green infrastructure, and to create a high-quality pedestrian and bicycle environment and auto-free access between neighborhoods. It will connect to other local and regional trail systems and to light-rail stations, and provide opportunities to incorporate gateway features; and
  c. Support the development of a regional north-south multi-use trail along the BNSF Corridor that could coexist with potential long-term future rail use, linking to the NE 16th Street regional trail and other local access points.

On page 34, the Subarea Plan notes:

Within the Bel-Red Subarea many segments of roadway have no sidewalks. Bicycle accommodation is limited to shared roadway facilities as there are no exclusive bicycle lanes.

Creating a multi-modal transportation system to support a mixed-use environment requires excellent pedestrian and bicycle access, including access for wheelchairs, strollers and other wheeled pedestrian devices. The Subarea Plan offers the potential to create transit-rich development nodes and neighborhoods in which walking and bicycling opportunities abound. A wide range of improvements to the non-motorized transportation system is anticipated; from sidewalks and mid-block pedestrian connections, to trails along riparian corridors and the Burlington Northern Santa Fe (BNSF) railroad corridor, and new neighborhoods and roadways that are designed for pedestrians and bicyclists in mind. Proposed bicycle facilities would serve all types of users, from novice to expert, and all types of trips, including recreation and commuting. Links to local parks and connections to the regional system are part of the vision.

On page 35, the Subarea Plan identifies:

- **POLICY S-BR-64.** Develop a multi-use trail system throughout the Subarea that provides both local and regional connections, including major non-motorized facilities along the extended NE 16th Street, along the West Tributary of Kelsey Creek and other stream corridors, and incorporating the planned regional trail along the BNSF railroad corridor.

- **POLICY S-BR-65.** Develop multiple access points to the planned BNSF corridor multi-use trail.

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

Bellevue is a very different place than it was in the late 1900s and early 2000s. The future envisioned in the Bellevue Comprehensive Plan is playing out before our eyes. As planned, Downtown Bellevue, BelRed, and other city neighborhoods are undergoing a dramatic transformation with higher densities and a greater mix of housing, employment, and shopping. This evolving land use pattern supports different travel outcomes in which people make shorter trips and use multiple modes. 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;
• Transparencently 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 to Spring Boulevard Trail Link 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 and BelRed.

3. Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.

A broad array of user groups will benefit from this Project, including commuters, residents, commercial users, retail consumers, students, and visitors. The project location, connecting to light rail facilities/services, is centrally located and provides safe and ready access to the existing and planned populations of these varied user groups. This project will also establish a gateway to/from Downtown Bellevue for these groups to access the many opportunities provided in and around the Center.

There are tens of thousands of both Bellevue residents and jobs within one mile of the project. These residents and employees or business owners will benefit from using this project in their commutes, both short-distance or as the first/last mile of a longer trip. Bellevue is a retail and restaurant destination for customers, including tourists, and employees.

Completion of this project will:
• Support job growth and equal opportunity employment by providing safer transitions for people accessing multiple modes.
• Provide pedestrian and bicycle access to and between Downtown and the new Spring District/120th Avenue NE light rail station.
• Decrease pedestrian and bicycle access to and between Downtown and the existing and planned populations of these varied user groups.
• Enhance physical activity by promoting use of dedicated walking, bicycling, and other methods of active transportation.
• Decrease household and employer transportation costs (less paid parking by either employee or employer, reduce pressure on parking garages (making employer fleets less expensive to maintain), spurring jobs growth and economic vitality.
• Improve access to higher wage jobs by providing a more accessible and safer transition between the nonmotorized regional trail, transit, and workplaces.

The Eastrail regional trail conversion is also dedicated to providing opportunities for active transportation and recreation, and the personal and public health benefits they generate. This new trail link increases opportunities to bring nearby residents and visitors into the outdoors and connect our urban centers with natural areas.

4. Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted regional economic strategy.

The fulfillment of Bellevue’s adopted goals, policies and plans for growth and mobility requires strategic investment in a range of transportation options, including a focus on nonmotorized connections and improvements. This project supports multimodal access and circulation within the economic centers of Downtown Bellevue and BelRed and that are home to businesses and organizations that provide high numbers of these existing and growth jobs in 13 of the top 15 employing industry clusters identified for the Puget Sound region in the Regional Economic Strategy (Economic Analysis, Dec. 2017):

1. Local Health Services
2. Local Hospitality Establishments (Over 120 restaurants and over 3,500 hotel rooms)
3. Local Real Estate, Construction, and Development
4. Local Commercial Services
7. Wholesaling and Storage
8. Local Retailing and Clothing and General Merchandise
9. Local Food and Beverage Processing and Distribution
10. Software Publishers (Microsoft is the largest employer in Bellevue)
11. Computer Services
12. Local Motor Vehicle Products and Services
13. Local Personal Services (non-medical)
14. Corporate Headquarters (e.g., Paccar, Eddie Bauer)
15. Electronic and Catalog Shopping

Through the connection to regional transit services and regional nonmotorized trail network, the project will serve and support the jobs/businesses in the top 13 identified industry clusters. This project and other nonmotorized improvements to which it will connect are explicitly and frequently being requested and supported by numerous existing local companies and their employees. Current developers and companies relocating to Downtown...
Bellevue and BelRed are pushing hard for these nonmotorized system connections as amenities to attract and serve their future employees and residents of the area.

**Criteria: Circulation, Mobility, and Accessibility**

1. **Describe how this project supports a long-term strategy to maximize the efficiency of the corridor, including TDM and activities and ITS improvements that use advanced technologies or innovative approaches to improve traffic flow.** Describe the problem and how this project will remedy it.

   Eastrail regional trail runs north-south 39 feet below the grade of NE Spring Boulevard. The east-west flowing NE 12th Street / Spring Boulevard off-street pathway above connects with medical services, transit services, employment, retail, and housing centers, but is cut off from Eastrail. A steep elevation drop precludes their intersection.

   This project expands the off-street, dedicated pedestrian and bicycle network by making a direct, efficient connection between regional north-south and east-west trail facilities that connects directly with the Downtown Bellevue regional center. The current alternative is a circuitous, mostly on-street route to make this connection. The barrier between these facilities today is a significant grade difference (39 feet) at the crossing of the trails. The project will design and construct an ADA compliant, high comfort facility almost entirely on existing city property.

   This project is consistent with and advances Bellevue’s TDM strategies to encourage travelers to use alternate modes of travel instead of motorized, single occupant vehicles. The project provides a safer, attractive, and more efficient connection helping to encourage would-be drivers to transition to nonmotorized modes for occasional or frequent trips along these corridors and connecting to the adjacent activity centers.

2. **Describe how this project provides a “logical segment” that links to a regional growth or manufacturing/industrial center.**

   The Eastrail to NE Spring Boulevard Trail Link provides the most logical segment for nonmotorized modes to link the Eastrail corridor with existing access to the northeastern corner of Downtown Bellevue.

   Eastrail, as a former BNSF rail corridor, is generally separated from surrounding land uses and roadways, requiring "on-off ramps" to local and regional destinations, especially for bicyclists and pedestrians needing ADA accessible, comfortable routes. The closest on-off routes north and south of this NE Spring Boulevard link are:

   • One half mile to the north via Northup Way and 116th Avenue NE, both busy arterials with limited, on-street nonmotorized facilities, and
   • 0.4 miles to the south via NE 8th Street, another major arterial with a busy I-405 interchange that must be navigated via limited, on-street nonmotorized facilities.

   Neither of these alternatives provides safe, efficient, attractive nonmotorized access to the Downtown Bellevue urban center.

3. **Describe how the project fills in a missing link or removes barriers to/from a center.**

   The primary purpose, need for, and benefit of this project is that it fills a missing link in the nonmotorized transportation system that eliminates a barrier to accessing the Downtown Bellevue regional growth center.

   This project expands the off-street, dedicated pedestrian and bicycle network by making a direct, efficient connection between regional north-south (Eastrail) and east-west (NE Spring Boulevard) trail facilities that directly connect Downtown Bellevue with the BelRed Countywide growth center. The current alternatives are circuitous, mostly on-street routes to make this connection. The barrier between these facilities today is a significant grade difference (39 feet) at the crossing of the trails. The project will design and construct an ADA compliant facility almost entirely on existing city-owned property.

4. **Describe how this project will relieve pressure or remove a bottleneck on the regional transportation system and how this will positively impact overall system performance.**

   The provision of this trail link will relieve physical and psychological pressures on nonmotorized system users wishing to access Downtown Bellevue by providing a safe, protected facility alternative. Without this connection, system users will be forced to utilize on-street facilities, increasing distances traveled and risk of vehicular conflicts. The reduction in nonmotorized users of the vehicle-focused arterial system will also improve the efficiency of those systems (e.g., fewer delays due to pedestrian/bicycle crossing phases at signalized intersections).

5. **Describe how the project provides opportunities for active transportation that can lead to public health benefits.**

   The primary purpose of this project is the provision and enhancement of opportunities for
active transportation. The connections to the regional nonmotorized trail system accessing multiple regional growth centers, other activity centers, and healthy outdoor recreational opportunities are limitless!

6. **Describe how the project provides or benefits a range of travel modes to users traveling to/from centers, or if it provides a missing mode.**

This Project fills a missing mode link between the regional nonmotorized trail and nonmotorized facilities on the local street network, substantially reducing the amount of time that vulnerable users need to remain next to heavy traffic.

Due to the severe grade separation, without this project there is no direct connection between the Eastrail bicycle/pedestrian facilities and the NE Spring Boulevard/NE 12th Street multimodal pathway or to transit. Users of Eastrail must depart from the regional trail and travel approximately 0.2 mile to the north to access the local roadway network further north of 120th Avenue NE, and then backtrack almost another mile in order to connect with the Downtown Bellevue regionally designated center or the Spring District development node in the BelRed countywide designated center with their associated light rail and bus transit facilities.

**Criteria: Equity**

1. **Identify the population groups to be served by the project.**

   Within the project area and directly accessible Downtown Bellevue growth center, the population to be served by the project identifies up to 7 percent at poverty level, up to 59 percent are minority identified, up to 7 percent are disabled, and up to 16 percent are seniors over 65. Within several miles, population characteristics change in range up to 13 percent at the poverty level, up to 60 percent minority identified, up to 12 percent disabled, and up to 22 percent are seniors. To access transit and in transition to a lesser reliance on motor vehicles, many will depend on safe and accessible nonmotorized connections like this Trail Link to travel and meet the needs of daily life.

   Sound Transit and the City of Bellevue have partnered with “BRIDGE Housing” to develop a seven-acre Transit Oriented Development (TOD) site located between Eastrail and 120th Avenue NE, just to the north of NE Spring Boulevard. The project will include 500 units of housing, of which more than 280 of the units will be designated affordable units for people earning incomes between 30 percent and 80 percent of the area median income. The TOD will also include over 400,000 square feet of office space, active ground floor retail uses and amenities, and a public park. Both Sound Transit and the City of Bellevue contributed land at no cost, valued at approximately $12 million. Other project partners, King County and A Regional Coalition for Housing (ARCH) offered a combined $14 million to support the development of affordable housing.

   Eastrail also connects to the Kirkland Totem Lake and Renton Regional growth centers to the north and south. Population groups (combined) from these two centers who may want/need to use the trail to access Downtown Bellevue identify as up to 14 percent at poverty level, up to 54 percent are minority identified, up to 17 percent are disabled, and up to 14 percent are seniors over 65.

   Completion of this project will:

   • Support job growth and equal opportunity employment by providing safer transitions for people accessing multiple modes.

   • Provide pedestrian and bicycle access closer to the new light rail station at 120th Avenue NE.

   • Decrease congestion and improve air quality by providing a safer, more attractive alternative and reduced transportation costs to driving for diverse populations.

   • Enhance physical activity by promoting use of dedicated walking and biking.

   • Decrease household and employer transportation costs (less paid parking by either employee or employer, reduce pressure on parking garages (making employer fleets less expensive to maintain), spurring jobs growth and economic vitality.

   • Improve access to higher wage jobs by providing a more accessible and safer transition between the nonmotorized regional trail, transit, and workplaces.

   The Eastrail regional trail conversion is also dedicated to providing opportunities for active transportation and recreation, and the personal and public health benefits they generate. This new trail link increases opportunities to bring nearby residents and visitors into the outdoors and connected between the urban centers and natural areas.

2. **Identify the disparities or gaps in the transportation system/services for these populations that need to be addressed.**
Eastrail regional trail runs north-south 39 feet below grade. The east-west flowing NE 12th Street / NE Spring Boulevard off-street pathway above connects with medical facilities, transit services, employment, retail, and housing centers, but is cut off from Eastrail. The gap comprises a steep elevation drop that precludes the two roadways from intersecting. The current alternative is a circuitous, mostly on-street route to make this connection between Eastrail and the surface streets connecting to Downtown Bellevue and BelRed.

3. Describe how the project is addressing those disparities or gaps and providing a benefit to the population groups identified under question 1 above.

This project fills an essential gap, linking the population living and working in the Downtown Bellevue Regionally designated center and BelRed Countywide designated center’s Spring District Development Node and Spring District/120th Avenue NE regional light rail station with the regional nonmotorized network embodied by Eastrail.

This project allows commuters and people seeking recreational opportunities to seamlessly, safely, and gently move down the steep slope between the surface street network and the protected regional trail.

4. Describe the public outreach process that led to the development of the project.

The project been and continues to be developed through a collaborative and inclusive community planning process.

There is significant community interest in developing the Eastrail to NE Spring Boulevard Trail Link. City and King County staff regularly receive inquiries about the status and progress of designing and implementing this connection. An informal working group-comprising city and county staff as well as representative employers, Wright Runstad (an adjacent property owner and developer) and Seattle Children’s (which has a clinic and surgery center immediately north of the planned trail link) have met over the last several years to review alignment options, the overall project status, and identify next steps. The design concept that the city has developed for this connection reflects the collaborative input from this group. City staff have continued to engage with this informal working group as well as with the broader public as this Eastrail to NE Spring Boulevard Trail Link project advances in the design process.

5. Describe how this outreach influenced the development of the project.

Outreach with interested parties and user groups identified earlier in question 4 have provided confirmation of the need, desirable amenities, as well as the look and feel of the proposed facility.

6. Is the project in an area of low, medium, or high displacement risk?

This project is in an area of low displacement risk.

7. 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.

N/A, this project is in an area of low displacement risk.

Criteria: Safety and Security

1. Describe how the project addresses safety and security.

The Eastrail to Spring Boulevard Trail Link improves safety and reduces traffic risk for nonmotorized pedestrians and bicyclists by providing a direct connection between two major pedestrian-bicycle trails and provides efficient access between the Eastrail and the key activity centers of BelRed and Downtown Bellevue.

Alternative connections between the Eastrail and these activity centers require users to navigate significant lengths of out-of-direction travel (0.5 mile between BelRed and southbound Eastrail, 0.4 mile between Downtown Bellevue and northbound Eastrail) or require access via a location with hostile conditions for people on foot or bicycle (crossing the NE 8th Street cloverleaf interchange to reach Downtown Bellevue). By providing a quality, separated and direct link between two major trails, the Eastrail to NE Spring Boulevard Trail Link will shorten 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, well-lit, ADA accessible gently sloping, wide, paved all-weather, high comfort environment, the over 100,000 existing and expected residents and workers in Downtown Bellevue and BelRed can feel confident in accessing and using the Eastrail regional trail for active transportation regardless age and ability.

2. 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.

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 link off the vehicle roadway network reduces conflict between motorized and nonmotorized modes and substantially reduces the risk of collision and injury or death.
Without this Trail Link, pedestrians and bicycle riders, depending on direction of travel, have lengthy, circuitous and mostly on-street routes (including the principal or minor arterials of NE 8th Street, NE 12th Street, Northup Way, 116th Avenue NE, and 120th Avenue NE) to make the same connections. Each of these alternative route arterials (with the exception of 120th Ave NE north of NE 12th Street) has the dubious distinction of being part of Bellevue's "High Injury Network" (HIN). The HIN represents only seven percent of the city's total roadway network but is unfortunately where 56 percent of fatal and serious injury collisions occur.

The installation of lighting and off-street trail facilities by the project provides a safer and more secure alternative method of travel during inclement weather (especially conditions of snow/ice) or darkness when vehicles pose an even greater danger. The 12-foot width allows for better sight-distance for passing at night or when conditions may be more crowded.

Together, the Trail Link is intended to provide an all-weather, high-comfort rated experience for users traversing the hill between Eastrail and NE Spring Boulevard.

3. **Describe how the project reduces reliance on enforcement and/or designs for decreased speeds.**
   By cutting off the need to traverse almost a mile of surface streets to bicyclists and pedestrians traveling to-and-from the north, this project reduces potential surface street conflict between motorized and nonmotorized modes. As a result, the need for police to intervene between modes will be reduced.

4. **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, 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 approved by Council in the 2021-2027 capital budget (December 2020)

   These policies informed the development and prioritization of the Eastrail to NE Spring Boulevard Trail Link through the identification with the High Injury Network on the surface streets, as well as to increase the focus and funding to support separated nonmotorized project opportunities.

   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 link off the vehicle roadway network reduces conflict between motorized and nonmotorized modes and substantially reduces the risk of collision and injury or death.

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**Criteria: Air Quality and Climate Change**

1. **Please select one or more elements in the list below that are included in the project's scope of work, and provide the requested information in the pages to follow.**
   Bicycle and Pedestrian Facilities

**Air Quality and Climate Change: Bicycle and Pedestrian Facilities**

1. **Describe the facilities being added or improved**
   This project will construct a critical 850-foot-long nonmotorized trail linking the north-south "Eastrail" (the Eastside Rail Corridor pedestrian bicycle trail under development by King County) with the new east-west Spring Boulevard pedestrian-bicycle path. This Trail Link will include a 12-foot-wide, hard surfaced facility that is anticipated to include trail head treatments, wayfinding, lighting, and natural storm drainage.

   The project involves negotiating a 39-foot grade difference between the Eastrail and NE Spring Boulevard. This will be a trail facility that will meets ADA accessibility standards for pedestrians and bicyclists.

2. **What is the length of the proposed facility?**
   This trail link is approximately 850 feet long.

3. **Describe the connections to existing bicycle/pedestrian facilities and transit.**
   To the north, this project will tie into the Eastrail regional trail which will connect with the SR 520 trail, the City of Kirkland and points beyond. To the south, Eastrail is planned to connect to the Mountains to Sound Greenway Trail at the junction with I-90 / I-405 as well as continuing south to Renton. (for visuals, see graphics included with this grant application)
To the east and west, this project will connect directly to NE Spring Boulevard, landing the user near the Spring District/120th Avenue NE East Link Light Rail Station and on the local bicycle and pedestrian network accessing the Downtown Bellevue Regional center.

4. Describe the current bicycle/pedestrian usage in the project area. If known, provide information on the shift from single occupancy vehicles.
   Please use PSRC Default Data.

5. What is the expected increase in bicycle/pedestrian usage from the project? If known, provide information on the shift from single occupancy vehicles
   Please use PSRC Default Data.

6. What is the average bicycle trip length?
   Please use PSRC Default Data.

7. What is the average pedestrian trip length?
   Please use PSRC Default Data.

8. Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.)
   Please use PSRC default Data.

Air Quality and Climate Change: CMAQ Questions

1. For CMAQ projects: PSRC will utilize the “Useful Life” table included in the “Air Quality Guidance” document contained in the Call for Projects. If you have an alternate useful life figure for your project, please explain and provide the appropriate documentation supporting the deviation from the approved Useful Life table.
   N/A

2. For CMAQ projects: Is the project located as a 7 of 10 for diesel pollution and disproportionate impacts in the Washington Environmental Health Disparities map?
   N/A

Criteria: Project Readiness and Financial Plan

1. What is the PSRC funding source being requested?
   STP

2. Has this project received PSRC funds previously?
   Yes

3. If yes, please provide the project's PSRC TIP ID
   BELL-85

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Alternate Year</th>
<th>Amount</th>
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<tr>
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<td>2025</td>
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Total Request: $4,900,000.00

Total Estimated Project Cost and Schedule

PE

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<tr>
<td>STP</td>
<td>Secured</td>
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$1,482,800.00

Expected year of completion for this phase: 2024

ROW

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Local Secured $10,000.00

Expected year of completion for this phase: 2024

Construction

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<tr>
<td>STP</td>
<td>Unsecured</td>
<td>$4,900,000.00</td>
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</tbody>
</table>

Expected year of completion for this phase: 2026

Summary

1. Estimated project completion date
   December 2026

2. Total project cost
   $7,212,800.00

Funding Documentation

1. Documents

2. Please enter your description of your financial documentation in the text box below.
   Matching funds for this application are secured as a portion of the City's Transportation Grant Match Program adopted by the City in its 2021-2027 Capital Investment Program (CIP Plan No. PW-R-206, attached). If the grant is awarded, this project would move forward to the Bellevue City Council requesting acceptance of the grant and transfer of required match funds from the Grant Match Program into the specifically assigned Eastrail CIP project (G-103) or a new standalone project.

   Funding attachments to the grant application will include:
   • Bellevue - Grant Match Program CIP Plan No. PW-R-206
   • Bellevue - Eastrail CIP Plan No G-103
   • Funding Commitment Memorandum from Bellevue

Project Readiness: PE

1. Are you requesting funds for ONLY a planning study or preliminary engineering?
   No

2. What is the actual or estimated start date for preliminary engineering/design?
   December 2021

3. Is preliminary engineering complete?
   No

4. What was the date of completion (month and year)?
   June 2024 (target PE Phase overall)

5. Have preliminary plans been submitted to WSDOT for approval?
   No

6. 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.
   Preliminary plans are expected in December 2023 and final plans are targeted for June 2024. If PE and ROW are completed in advance of schedule Bellevue may request advance construction authorization for Construction phase.

7. When are preliminary plans expected to be complete?
   December 2023 (prelim. plans)
Project Readiness: NEPA

1. **What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?**
   Categorical Exclusion (CE)

2. **Has the NEPA documentation been approved?**
   No

3. **Please provide the date of NEPA approval, or the anticipated date of completion (month and year).**
   December 2022

Project Readiness: Right of Way

1. **Will Right of Way be required for this project?**
   Yes

2. **What is the actual or estimated start date for right of way?**
   December 2021

3. **What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?**
   July 2023

4. **Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.**
   One temporary construction easement (TCE) will be needed from Sound Transit who owns the connecting segment of the Eastrail corridor.

5. **What is the zoning in the project area?**
   The parcel on which this project is proposed is zoned Medical Institution because it is adjacent to the City’s Hospital / Medical District. Surrounding zoning to the west is primarily Medical Office and Office with Limited Business, to the north is Medical Office, to the east is Office Residential, and to the south is Medical Institution, Medical Office, Residential and General Commercial District.

6. **Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**
   This project will not require condemnation. The City of Bellevue owns the parcel on which the project will be constructed. The city will only need a temporary construction easement (permit) from Sound Transit to access the benefitting trail since Sound Transit controls Eastrail within this section of the Eastrail corridor.

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

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

9. **In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.**
   Current status – Bellevue is in the process of conducting survey and discussing the project with neighbors (Children’s Hospital and Sound Transit)

   Completion of these milestones could be accomplished earlier should funding become available:
   - Spring 2024, obtain TCE/permit from Sound Transit
   - March 2024, submit R/W plans to WSDOT.
   - August 2024, submit R/W certification request to WSDOT (per WSDOT direction, this must be within 8 weeks of proposed construction contract advertisement).
   - September 2024, received R/W certification from WSDOT/FHWA.

Project Readiness: Construction

1. **Are funds being requested for construction?**
   Yes

2. **Do you have an engineer’s estimate?**
   Yes

3. **Engineers estimate document**
4. **Identify the environmental permits needed for the project and when they are scheduled to be acquired.**
   Clear and Grade Permit (January 2024)

5. **Are Plans, Specifications & Estimates (PS&E) approved?**
   No

6. **Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).**
   July 2024 ((submit for approval in preparation for advertisement in FFY2025)

7. **When is the project scheduled to go to ad (month and year)?**
   November 2024 (FFY 2025)

**Other Considerations**

1. **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.**
   N/A

2. **Describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.**
   N/A

3. **Describe the process that your agency uses to determine the benefits of projects; this could include formal cost-benefit analysis, practical design, or some other process by which the benefits of projects are determined.**
   Practical design.

4. **Describe the jurisdiction’s Apprenticeship Utilization Program / Ordinance in place for projects over $1 million with at least 15% Apprenticeship Utilization or programs that prioritize the use of local hire and the diversification of the workforce.**
   Bellevue’s current apprenticeship program (aka, the training program with establishment of training hour goals) is set by WSDOT for all state and federally funded projects of any size. The percentage is specifically identified by WSDOT Local Programs Division.
   Each contractor is fully vetted through their training program submittal and choice of trainee who must meet required criteria. All hours are tracked, the contractor invoices for hours used, and then verified by certified payroll reports prior to payment.
   In addition to the WSDOT program noted above, City of Bellevue Council Members are currently evaluating the implementation of a city-wide public works-oriented apprenticeship program. Once confirmed, Council hopes to apply this program to all future public works projects.

5. **Final documents**
   N/A
## Eastrail to Spring Blvd Trail Link

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</thead>
<tbody>
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<tr>
<td>Right of Way</td>
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<td>Construction phase</td>
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<tr>
<td><strong>Total, all phases</strong></td>
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<td>$7,212,800</td>
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</table>

### Opinion of Probable Cost at Planning Level

**Prepared by:** C Masek  
**Project:** Eastrail Trail to Spring Connection  
**CIP NO. / TFP NO.:** G-103  
**Date:** March 2020

### I. Right of Way Acquisition & Easement and Reimbursement Costs

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<tr>
<th>Description</th>
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<tbody>
<tr>
<td>1. Grading/Drainage</td>
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<tr>
<td>1.A) Clear, Grub, Demo, Removal</td>
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<tr>
<td>1.C) Subgrade Gravel/Bottom</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. Structures</td>
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<td></td>
</tr>
<tr>
<td>2.A) Retaining Walls</td>
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</tr>
<tr>
<td>2.B) Railings and Fences</td>
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<tr>
<td>2.C) Bridge Structure</td>
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<tr>
<td>3. Surfacing/Paving</td>
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<tr>
<td>3.A) Pavement/Shoulders</td>
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</tr>
<tr>
<td>3.B) Curb/Gutter &amp; Sidewalk</td>
<td></td>
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<tr>
<td>4. Roadside Development</td>
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<tr>
<td>4.A) Landscaping</td>
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<tr>
<td>4.C) Site Improvements</td>
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<tr>
<td>4.D) Utilities</td>
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<tr>
<td>5. Traffic Services &amp; Safety</td>
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<tr>
<td>5.A) Traffic Control Devices</td>
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<td>5.B) Signals</td>
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<tr>
<td>5.F) Traffic Control Labor</td>
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<tr>
<td>5.D) Signing</td>
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<tr>
<td>6. Miscellaneous Items Not Yet Estimated</td>
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<td>7. Allowance for Planning-Level Accuracy</td>
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<td>8. Mobilization, Survey, Potholing</td>
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<td>9. Sales Tax</td>
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<tr>
<td>10. Construction Work by Others at Owner’s Expense</td>
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<tr>
<td>11. Agreements</td>
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<tr>
<td>12. Construction Engineering</td>
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<td>13. Construction Contingency</td>
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### II. Construction

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<td>4.D) Utilities</td>
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### III. Design Engineering and City Costs

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### Assumptions:
1. Estimate calculated in 2020 dollars.  
2. Assumes Parcel 6750 is City owned and can be used for this project.  
3. Assumes King County will grant an easement for the connection to the Eastrail Trail at no cost to the City.  
4. Assumes Wetland Impacts Mitigation - Wetland Area based on King County Survey.  
5. Assumes other unused areas of parcel 6750 will be used as wetland mitigation.  
6. Assumes Approx 82 ft long bridge over Wetland at Connection to Eastrail Trail.  
7. Added Impervious Surfaces = 10100 SF.  
DATE: APRIL 07, 2022

TO: Eric Miller, Transportation Implementation Planning Manager
    Mia Waters, Transportation Grants Manager

FROM: Jason Bentosino, Transportation Fiscal Manager

SUBJECT: Eastrail to NE Spring Boulevard Trail Link Project
         PSRC Grant Application Match Funding

The City’s adopted 2021-2027 Capital Investment Program (CIP) Plan has funds budgeted and allocated to support the design, right of way, and construction of the Eastrail to NE Spring Boulevard Trail Link Project. If awarded, the Grant Match Program (CIP Plan No. PW-R-206) has allocated $820,000 for this project and would move forward to the Bellevue City Council requesting acceptance of the grant and transfer of required match funds from the Grant Match Program into the specifically assigned Eastrail CIP project (G-103) or a new standalone project.

A sufficient balance of these funds remains unexpended and unencumbered allowing for the commitment of this secured funding to match speculative grant expenditures in future years within the adopted CIP Plan period. These funds will remain available into successive years until needed.
**G-103 Eastrail**

**Location:** Eastside Rail Corridor (City Limits)

**Status:** Ongoing

**Department:** City Manager’s Office

**Category:** Economic Development

### Programmed Expenditures

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<tr>
<th>Programmed Expenditures</th>
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<th>FY 2022 Budget</th>
<th>FY 2023 Budget</th>
<th>FY 2024 Budget</th>
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<td>-</td>
<td>-</td>
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</table>

### Description and Scope

The Eastrail is governed through the Eastrail Regional Advisory Council (ERAC) which consists of both owners and non-owners, including a Bellevue City Council representative. This project continues to support the city’s coordination efforts with the ERAC and King County Parks in developing and advancing design options for a regional trail that will meet the needs and interests of the Bellevue community. Eastrail projects in Bellevue include NE 8th Overcrossing, I-405 Renton to Bellevue Widening and Express Toll Lanes, the iconic 1904 Wilburton Trestle, and connections to Bellevue neighborhoods and corridors. The project will provide design and/or implementation at key crossings and connections in Bellevue, coordination with multiple agencies with ownership or other secured interest in using the corridor, and inform future implementation funding needs.

### Rationale

This proposal specifically advances Priority 16 (Great Places Where You Want to Be) in the City Council Vision Priorities 2018-2020, which concerns the development of a trail along the Eastside Rail Corridor (or “ERC,” now branded as the “Eastrail”) and identifies the need to “begin to establish community connection points to the ERC.” 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; and the Parks and Open Space System Plan.

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, however the city participates with corridor owners in the ERAC. This proposal supports Bellevue’s work as a partner in Eastrail development, leveraging the more than $32 million that will be invested in Eastrail projects in Bellevue through the 2020-25 King County Parks, Trails, and Open Space Replacement Levy. It crosses multiple city streets, passes though both 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

This program will have no impact on operating expenditures.

### Project Map

![Project Map](image_url)

### Schedule of Activities

<table>
<thead>
<tr>
<th>Project Activities</th>
<th>From - To</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>Project Costs</td>
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</table>

**Total Budgetary Cost Estimate:** 3,782,600

### Means of Financing

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<th>Funding Source</th>
<th>Amount</th>
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<tbody>
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<tr>
<td>General Taxes &amp; LTGO Bond Proceeds</td>
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</tbody>
</table>

**Total Programmed Funding:** 3,782,600

**Future Funding Requirements:** 0

**Comments**

Revised 3/15/2021 (Ord. 6571): Increase project costs by $1,282,600 funded by Federal STP Grant funds.
The PW-R-206 Transportation Grant Match Program provides a secured and committed allocation of capital resources intended to be selectively used to leverage new, outside funding from grants or other sources to implement the City's transportation capital priorities in future years. Virtually all grant programs require the commitment of a significant minimum local match, often 13.5 to 20 percent of the total cost of a project phase. Many grant programs prioritize candidate projects when the applicant offers a local match above the minimum required. This flexible but committed allocation of resources allows the city to be strategic and nimble in evaluating the competitiveness of 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 Metro, Sound Transit and the WSDOT. Below is a list of currently identified project examples that may be competitive candidates for future grant competitions or partnership opportunities. Some of these projects already do have some funding allocated, but their current, adopted scope does not include implementation (i.e. construction): 120th Avenue NE (Stage 4), NE 16th Street to Northup Way; Bellevue Way SE HOV Lane; NE 6th Street Extension; Regional Trail Extensions or Connections (e.g. Mountains to Sound Greenway Trail; Eastrail to NE Spring Blvd Connection); Growth Corridor (Downtown-Wilburton-BelRed) Bicycle Network; Bellevue College Connector King County Metro Rapid Ride K-Line.

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 out-year priorities are identified but when sufficient local resources are not available to advance project implementation. Some current grant programs (2020) are already seeking applications for funding in the years 2023 and 2024. During the coming biennium, grant programs will be seeking candidate projects for funding in 2025 and beyond, but in most cases applicants without a secured or committed match source are deemed ineligible.

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 program will determined on a project specific basis as required.

**Total Budgetary Cost Estimate:** 3,000,000

**Means of Financing**

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>General Taxes &amp; LTGO Bond Proceeds</td>
<td>3,000,000</td>
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</tbody>
</table>

**Total Programmed Funding:** 3,000,000

**Future Funding Requirements:** 0

**Comments**
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.

Eastrail to Spring Blvd Trail Link

Planned Eastrail to Spring Blvd Trail Link

Eastrail corridor. Trail currently open from Spring Blvd to Totem Lake in Kirkland. By 2025, open northward to Woodinville, south to Renton.

New Street: Spring Blvd, Connects to NE 12th Street. Includes E-W trail connecting Downtown to BelRed/ Spring District.

BelRed/Spring District area

Locator Map

Map Generated on: 03/11/2020
Eastrail to NE Spring Boulevard Trail Link

Eastrail to Spring Boulevard Trail in context with Spring District, Light Rail, Sound Transit Operations, and planned Transit Oriented Development
Trail Link – Overcoming steep grades with a high-comfort, ADA accessible, multimodal connection
Solves the problem of steep grade, making critical connections North-South to East-West
Supports connections to Centers, Light Rail, Jobs, and TOD Housing
Links two major paths, connects to centers

Direct Connection to and through the Downtown Bellevue Growth Center
City of Bellevue

2014-2018
High Injury Network

Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community