



INTRLOC_00 *WSDOT*

File Location

Vendor Name

Document Type: Interlocal New

Vendor Name: WSDOT

PO# Location: INTRLOC-000

Effect Date: 10/14/2011

Term Date: 12/31/2012

CR#: 48311

Related CR#: _____

Ordinance: 6017

Resolution: _____

Leg Date: 6/6/2011

Vendor #: 73423

Description: GRANT LETTER WITH COB & MOUNTAINS TO SOUND GREENWAY
TRUST FOR MANAGEMENT OF SCENIC THREE MAILE BYWAY
PO 1110449-000

WSDOT
12/31/2012

Notes:

INTRLOC_00
INTERLOCAL AGREEMENTS
12/31/2099
500176854

1110449.000



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Forsgaard Law Office
- Executive Director**
Cynthia Welti (*)
Mountains to Sound Greenway

September 20, 2011

Ms. Kelly McGourty
Program Manager
Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, WA 98104-1035

CR# 48311 DATE 12-30-11 LOG MTS/TRLLOC-000
and 6017

RE: Request to Transfer Lead Agency Status
MSGT-1 Complete Missing Link in Mountains to Sound Greenway – 100 Mile Trail System

Dear Ms. McGourty:

The Mountains to Sound Greenway Trust was thrilled to receive \$158,312 in 2010 National Scenic Byway Program grant funding for the planning/pre-design of a three-mile regional trail segment through the Eastgate area within the City of Bellevue.

After conferring with Northwest Region Highway & Local Programs staff and City of Bellevue staff (who will be leading the project work), we are requesting to have the City of Bellevue designated as the lead agency for the administration of these grant funds. Through the signature below, the City of Bellevue concurs with this proposed change.

Due to grant program deadlines, the Trust sought and received obligation authority for the grant (approved September 7, 2011). Larry Burris coordinated with Nancy Huntley at WSDOT and determined that we do not need to de-obligate the funds to effect this lead agency change. He indicated status could be updated administratively in the next STIP amendment cycle.

We appreciate your assistance in this matter. If you have any questions, please contact Jen Benn, Bellevue Transportation Grants Manager (425-452-4270 or jbenn@bellevuewa.gov) and/or Ed Conyers, NW Region Local Programs Engineer (206-440-4734).

Sincerely,

In concurrence:

Cynthia Welti
Executive Director

David Berg
Interim Director Transportation Dept.
City of Bellevue

cc: Stephanie Tax, Washington State Department of Transportation
Ed Conyers, Washington State Department of Transportation – Northwest Region
Jen Benn, City of Bellevue

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 - Al Smith, Partner, Perkins Coie LLP
 - Peter Spira, Technical Fellow
Microsoft Corporation
 - Oliver Stiedel, University of Washington Law Student
Maryonna Togney Jones
Community at Large Representative
 - Joon Thomas, Farming & the Environment
 - Chris Villiers, Communications Director
The Boeing Company
 - Bill Vitek, Deputy Northwest Region Administrator
Washington State Department of Transportation
 - Terry Wolfgren, District Commissioner
Kittitas County Park & Rec District No 1
 - Don Whitehouse (*), Regional Administrator
Washington State Department of Transportation
 - Kathy Williams, Senior Vice President
HomeStreet Bank

(*), Executive Committee Member
(*) Ex-Officio (non-voting) Director

CR #: 48311 Date: 12-30-11 Loc: INTRUDC PO #: 1110449.000

Ord 6017



City of Bellevue
Finance - Contracting Services
425-452-7876

Grant Agreement Routing Form

Current Agreement Information

Agreement Title: Lead Agency Transfer Request	Agreement Type: Grant
Agreement Description: Letter co-signed by City and Mountains to Sound Greenway Trust requesting that Bellevue take over management of a Scenic Byways grant.	Document Type: Other
Agreement Form: Custom Agreement Document	Agreement Manager: Jen Benn
	Agreement Amount: \$158,312.00
	Total Aggregate Value: NaN

Project Information:

Project Name: MTSG Missing Link Pre-Design	Project Manager: Chris Masek
Department: Transportation	Are matching funds required on this project? Yes
Requirement and list source explanation: 20% local match = \$39,600 and is programmed in CIP Plan No. P-AD-79.	

Granting Organization Information:

Funding Agency: Federal Highway Administration
Administrative Agency: Washington State Department of Transportation
Administrative Agency JDE Vendor #: 73423
Funding Program Name: National Scenic Byways Program

Agreement Terms:

Original Effective Date: 10/14/2011 (estimated date) **End Date:** 12/31/2012 (estimated date)

Related Agreement Information:

Is this a renewal/amendment? No

Council Approval:

Council Award Date: 9/6/2011 **Ordinance #:** 6017 **Resolution #:**

Route:

	<u>In</u>	<u>Out</u>
Contracting Services:	_____	_____
Accounting:	_____	_____
Information Technology:	Not Required	
Legal:	<u>9/27/11</u>	<u>9/27/11</u>
Insurance Reviewed By:	<u>9/26/11</u>	<u>9/26/11</u>
Department Director:	_____	_____
Contracting Services:	_____	_____
Return To:	Jen Benn	_____
City Clerk's Office:	_____	_____

ORIGINAL

CITY OF BELLEVUE, WASHINGTON

ORDINANCE NO. 6017

AN ORDINANCE 1) authorizing the assumption of the lead agency status on a federal Scenic Byways Program grant originally secured by the Mountains to Sound Greenway Trust; 2) authorizing execution of a grant agreement (and supplements if necessary) with the Washington State Department of Transportation (WSDOT), to accept a federal funded \$158,312.00 grant for a Feasibility and Design study on the three-mile regional trail alignment through the Eastgate/I-90 area; 3) amending the 2011-2012 general Capital Investment Program (CIP) fund to increase the appropriation by \$158,312.00; and; 4) amending the 2011-2017 Capital Investment Program (CIP) Plan to increase the budget for the Pedestrian Access Improvement Program (CIP Plan No. PW-W/B-56) by \$158,312.00 and authorizing expenditures from said fund.

THE CITY COUNCIL OF THE CITY OF BELLEVUE, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. The City Manager or his designee is authorized to assume lead agency status of the federal Scenic Byways Program grant originally secured by the Mountains to Sound Greenway Trust.

Section 2. The City Manager or his designee is further authorized to execute a grant agreement (and any necessary supplements) with the Washington State Department of Transportation (WSDOT) to accept a federal funded \$158,312.00 grant for a Feasibility and Design study on the three-mile regional trail alignment through the Eastgate/I-90 area , which grant agreement shall be substantially in the form given Clerk's Receiving No. 48311.

Section 3. The appropriate administrative officials of the City are hereby authorized to receive monies and to expend the same as authorized in said grant agreements.

Section 4. The City Manager or his designee is hereby further authorized to execute all documents necessary to fulfill the terms of the agreements authorized in Section 1, 2 and 3.

Section 5. The City Manager or his designee shall have the responsibility for the administration and expenditure of said grant monies and monies received pursuant to said Agreements and shall have all authority necessary to enter into agreements regarding the use thereof.

-ORD
08/31/11

Section 6. The 2011-2012 General (CIP) Fund appropriation adopted by Ordinance No. 5978 on December 6, 2010 as previously amended is hereby further amended to increase the appropriation to said CIP fund by \$158,312.00.

Section 7. The City's 2011-2017 General CIP Plan adopted by Ordinance No. 5978 on December 6, 2010 as previously amended is hereby further amending by increasing the project budget for the Pedestrian Access Improvements Program (CIP Plan No. PW-W/B-56) by \$158,312.00.

Section 8. If the actual revenue received from the anticipated sources specified in said grant agreements shall be more or less than the anticipated amount set forth herein, the appropriations to the CIP Fund and Plan shall be adjusted to be equal to the amount actually received.

Section 9. This ordinance shall take effect and be in force five (5) days after passage and legal publication.

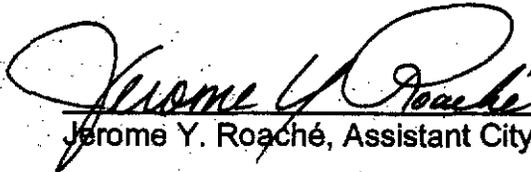
Passed by the City Council this 6th day of September, 2011 and signed in authentication of its passage this 6th day of September, 2011.

(SEAL)


Don Davidson, DDS
Mayor

Approved as to form:

Lori M. Riordan, City Attorney


Jerome Y. Roaché, Assistant City Attorney

Attest:


Myrna L. Basich, City Clerk

Published September 9, 2011

CITY COUNCIL AGENDA MEMORANDUM

SUBJECT:

Ordinance No. 6017 authorizing:

- 1) Assumption of lead agency status on a federal Scenic Byways Program grant originally secured by the Mountains to Sound Greenway Trust;
- 2) Execution of a grant agreement (and supplements if necessary) with the Washington State Department of Transportation to accept the \$158,312 federal grant for a Feasibility and Design study on the three-mile regional trail alignment through the Eastgate/I-90 area;
- 3) Amendment of the 2011-2012 general Capital Investment Program (CIP) to increase appropriations by \$158,312 in grant funds; and,
- 4) Amendment of the 2011-2017 CIP Plan to increase the budget for the Pedestrian Access Improvements Program by \$158,312 (CIP Plan No. PW-W/B-56).

FISCAL IMPACT:

Approval of this ordinance includes acceptance of \$158,312 in federal grant funding administered by the Washington State Department of Transportation. The National Scenic Byways Program requires a 20 percent local match, which in support of the partnership with the Mountains to Sound Greenway Trust the City had previously committed to provide. The City's match commitment of \$39,600 is budgeted in the King County Special Property Tax Levy program (CIP Plan No. P-AD-79) and will use voter-approved King County Levy proceeds distributed for open space acquisition and trail development.

In addition, the action would increase the 2011-2012 General CIP fund appropriation and the CIP program budget for PW-W/B-56 by \$158,312.

STAFF CONTACT:

Goran Sparrman, Director, 425-452-4338
Eric Miller, Capital Programming Division Manager, 425-452-6146
Jen Benn, Program Manager, 425-452-4270
Transportation Department

Doug Sanner, Fiscal & Quality Control Manager, 425-452-6852
Parks & Community Services Department

POLICY CONSIDERATION:

The subject of this ordinance uses grant funding to advance the development of regional trail facilities within Bellevue in partnership with the Mountains to Sound Greenway Trust and thereby supports the following Comprehensive Plan policies: POLICY TR-105 (Aggressively seek state and federal grants...) and POLICY TR-85 (Coordinate the planning, design and construction of pedestrian and bicycle facilities with other agencies where City of Bellevue corridors...continue into neighboring jurisdictions). In addition, this three-mile gap was identified as a priority in the Pedestrian and Bicycle Transportation Plan and has been a major focus of the current Eastgate/I-90 Land Use and Transportation planning process.

BACKGROUND:

The Mountains to Sound Greenway Trust was organized in 1991 to set aside from urbanization the forested corridor of I-90 from Seattle through the Cascade Mountains so that current and future generations could always enjoy the scenic, recreational, and historic qualities/amenities along the 100-mile corridor. The Trust's success in conserving more than 130,000 acres of scenic and recreational lands led to the designation of the Mountains to Sound Greenway as a National Scenic Byway in 1998.

On March 24, 2008 staff provided Council with a Management Brief on the partnership with the Mountains to Sound Greenway Trust to apply for a grant from the National Scenic Byways program for a Feasibility and Design study for the three-mile long gap in the Mountains to Sound Greenway regional trail that runs adjacent to I-90 within the Eastgate area of Bellevue. After three application rounds, the Trust was awarded \$158,312 for the project in May 2011.

The project includes public outreach, conceptual engineering, and development of an implementation strategy to complete an alternatives analysis for the preferred trail alignment to be selected by the Eastgate/I-90 Land Use and Transportation Plan Technical Advisory Committee (anticipated September 2011). Trust and City staff jointly determined that since City staff will complete a majority of the project tasks it made more sense for the City to serve as the lead agency for the grant. Once approved by Council, the City will assume grant management and compliance responsibilities. The Trust will receive approximately \$15,000 from the grant – on a reimbursement basis – to support their role in project coordination.

Both the CIP programs referenced in the Fiscal Impact Section (PW-W/B-56 and P-AD-79) were included in the 2011-2017 CIP, adopted by Council on December 6, 2010 (Ordinance No. 5978).

EFFECTIVE DATE:

If approved, this Ordinance becomes effective on September 14, 2011.

OPTIONS:

Adopt Ordinance No. 6017 authorizing:

- 1) Assumption of lead agency status on a federal Scenic Byways Program grant originally secured by the Mountains to Sound Greenway Trust;
- 2) Execution of a grant agreement (and supplements if necessary) with the Washington State Department of Transportation to accept the \$158,312 federal grant for a Feasibility and Design study on the three-mile regional trail alignment through the Eastgate/I-90 area;
- 3) Amendment of the 2011-2012 general Capital Investment Program (CIP) to increase appropriations by \$158,312 in grant funds; and
- 4) Amendment of the 2011-2017 CIP Plan to increase the budget for the Pedestrian Access Improvements Program by \$158,312 (CIP Plan No. PW-W/B-56).

Do not adopt Ordinance No. 6017 and provide alternative direction to staff.

RECOMMENDATION:

Adopt Ordinance No. 6017 authorizing:

- 1) Assumption of lead agency status on a federal Scenic Byways Program grant originally secured by the Mountains to Sound Greenway Trust;

- 2) Execution of a grant agreement (and supplements if necessary) with the Washington State Department of Transportation to accept the \$158,312 federal grant for a Feasibility and Design study on the three-mile regional trail alignment through the Eastgate/I-90 area;
- 3) Amendment of the 2011-2012 general Capital Investment Program (CIP) to increase appropriations by \$158,312 in grant funds; and
- 4) Amendment of the 2011-2017 CIP Plan to increase the budget for the Pedestrian Access Improvements Program by \$158,312 (CIP Plan No. PW-W/B-56).

MOTION:

Move to adopt Ordinance No. 6017 authorizing:

- 1) Assumption of lead agency status on a federal Scenic Byways Program grant originally secured by the Mountains to Sound Greenway Trust;
- 2) Execution of a grant agreement (and supplements if necessary) with the Washington State Department of Transportation to accept the \$158,312 federal grant for a Feasibility and Design study on the three-mile regional trail alignment through the Eastgate/I-90 area;
- 3) Amendment of the 2011-2012 general Capital Investment Program (CIP) to increase appropriations by \$158,312 in grant funds; and
- 4) Amendment of the 2011-2017 CIP Plan to increase the budget for the Pedestrian Access Improvements Program by \$158,312 (CIP Plan No. PW-W/B-56).

ATTACHMENTS:

Vicinity Map

CIP Project Descriptions: PW-W/B-56 and P-AD-79

Proposed Ordinance No. 6017

AVAILABLE IN COUNCIL OFFICE:

Draft Local Agency Agreement

March 2010 Management Brief

City of Bellevue Letter of Support



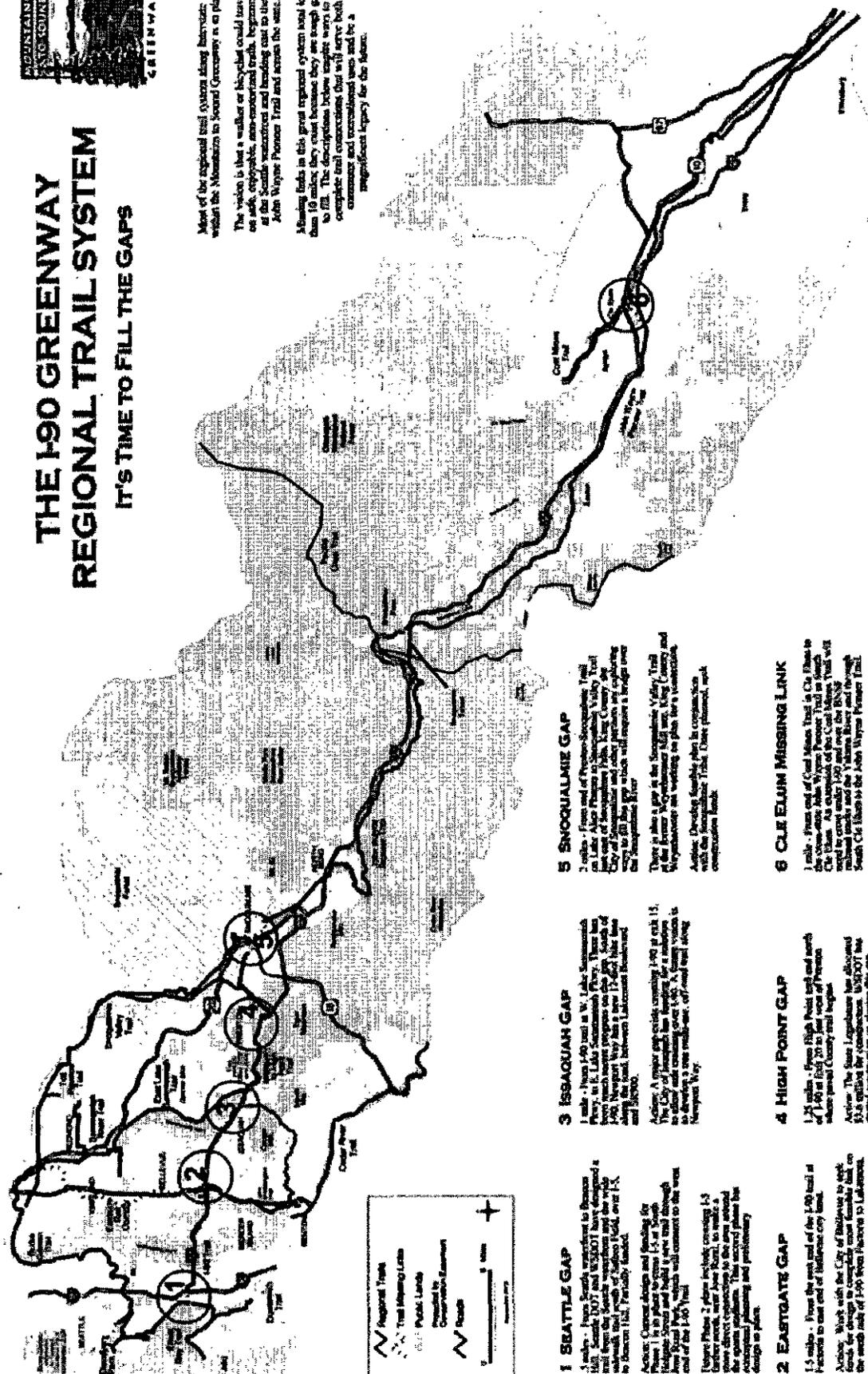
THE I-90 GREENWAY REGIONAL TRAIL SYSTEM

IT'S TIME TO FILL THE GAPS

More of the regional trail system along Interstate 90 within the Mountains to Sound Greenway is in place.

The vision is that a walker or bicyclist could travel on safe, enjoyable, non-motorized trails beginning at the Seattle waterfront and heading east to the John Wayne Pioneer Trail and across the state.

Missing links in this great regional system total less than 10 miles, but they are key links that are tough steps to fill. The descriptions below show ways to complete trail connections that will serve both commuters and recreational users, and be a significant legacy for the future.



1 SEATTLE GAP

1 mile - From Seattle waterfront to Pioneer Park (1.5 miles) and to the waterfront (0.5 miles) trail, which will connect to the waterfront trail north of Ballard Park, on the I-5 to Stevens Hill, Ferrelly Island.

Action: Current design and funding for Phase 1 is in place. The City of Seattle is working on design and funding for the waterfront trail north of Ballard Park, which will connect to the waterfront trail near Pioneer Park. The City of Seattle is also working on design and funding for the waterfront trail north of Ballard Park, which will connect to the waterfront trail near Pioneer Park.

2 EASTGATE GAP

1.5 miles - From the east end of the I-90 trail at Everett to east end of Bainbridge city trail.

Action: Work with the City of Bainbridge to work on design and funding for the trail from the east end of I-90 to Everett to Bainbridge to Liberton.

3 ISSAQUAH GAP

1 mile - From I-90 trail at W. Lake Stevens to the city of Issaquah (0.5 miles) and to the waterfront (0.5 miles) trail, which will connect to the waterfront trail north of Ballard Park, on the I-5 to Stevens Hill, Ferrelly Island.

Action: A major effort is underway to fill this gap. The City of Issaquah is working on design and funding for the waterfront trail north of Ballard Park, which will connect to the waterfront trail near Pioneer Park.

4 HIGH POINT GAP

1.25 miles - From High Point trail and north to I-90 at East 203 to east end of Preston where present County trail begins.

Action: The State Legislature has allocated \$1.4 million for construction in 2007 for construction on clearing the gap between East Fork Issaquah Creek and I-90, with construction expected to be completed in 2010.

5 SNOQUALMIE GAP

2 miles - From east of Preston-Snoqualmie Trail to the city of Snoqualmie (1.5 miles) and to the waterfront (0.5 miles) trail, which will connect to the waterfront trail north of Ballard Park, on the I-5 to Stevens Hill, Ferrelly Island.

Action: Designing feasible plan in cooperation with the Snoqualmie Tribe. Once planned, work on construction begins.

6 CLE ELUM MISSING LINK

1 mile - From east of Cle Elum trail to Cle Elum to the east end of John Wayne Pioneer Trail on South Cle Elum. An extension of the Cle Elum Trail will be completed in 2007 and over the BNSF South Cle Elum to the John Wayne Pioneer Trail.

Action: Secure easements and acquire right-of-way through South Cle Elum.

FY 2011 - FY 2017 Capital Investment Program

PW-W/B-56 Pedestrian Access Improvements

Category: Walkways/Bikeways
 Department: Transportation

Status: Ongoing
 Location: Citywide

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
8,461,000	5,206,000	855,000	400,000	400,000	400,000	400,000	400,000	400,000

Description and Scope

This CIP program provides the opportunity to build small but critical projects to implement the Pedestrian and Bicycle Transportation Plan. These projects enhance non-motorized connections within neighborhoods and to schools, parks, shopping and transit – improving mobility, safety and health for everyone while protecting the environment. Program funds leverage grants, and enable partnerships with other City programs or private sector development to construct larger scale projects.

Rationale

This program allows the City to construct small-scale non-motorized transportation projects that address mobility and safety concerns, and respond to emergent needs/opportunities and citizen requests that are not addressed through larger CIP projects. Those larger projects are intended to construct major system connections identified in the Pedestrian and Bicycle Transportation Plan, and are typically on arterial streets. Many of the mobility and safety projects and citizen requests are for sidewalks and trails on or near neighborhood streets accessing schools, shopping, transit, and other activities.

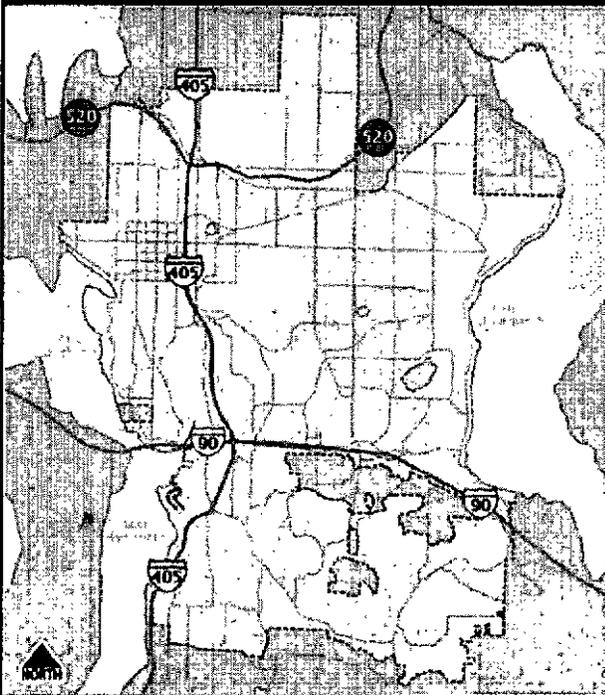
Environmental Impacts

These projects are usually small and limited in scope, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis.

Operating Budget Impacts

Operating budget costs will increase due to added maintenance of the improvements. Additional operating costs will be approximately \$14,700 per year, adjusted for inflation, beginning in 2012 for maintenance of a new trail to be built in 2011. Additional operating costs may be required for future improvements as needed.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	8,461,000
Total Budgetary Cost Estimate:		8,461,000

Means of Financing

Funding Source	Amount
Charges for Services	1,646
Developer Contributions	30,000
Federal Grants	870,708
General Taxes	2,958,874
State Grants	605,000
Transportation Funding	3,994,772
Total Programmed Funding:	8,461,000
Future Funding Requirements:	0

This project is in multiple locations throughout the City.

Capital Costs/Revenue: Capital costs decreased \$304,000. Reflects continued annual \$400,000 funding for 2016 & 2017, the elimination of annual inflationary & overhead adjustments previously applied.

FY 2011 - FY 2017 Capital Investment Program

P-AD-79 King County Special Property Tax Levy

Category: Acquisition & Development
 Department: Parks & Community Services

Status: Approved and Begun
 Location: Within the City's area of influence

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget
1,872,000	936,000	312,000	312,000	312,000	-	-	-	-

Description and Scope

This project provides the necessary resources to fund the acquisition and development of open space and natural lands, and trail projects that support connections to the regional trail system, which meet the purpose of the Special Property Tax Levy Agreement with King County.

Rationale

Projects may include acquisitions and key trail development within the Lake to Lake Greenway & Open Space system throughout Bellevue connecting to the Coal Creek Natural area, South Bellevue Greenway, Richards Valley Greenway, and West Lake Sammamish Parkway trails that link Bellevue's Open Space system to the larger regional trail system, which meets the purpose of the Special Property Tax Levy Agreement. Funds are allocated from the King County Special Property Tax Levy approved by King County voters on August 21, 2007. The actual funding allocation is based upon population and assessed values. King County retains a 1 percent administrative fee.

Environmental Impacts

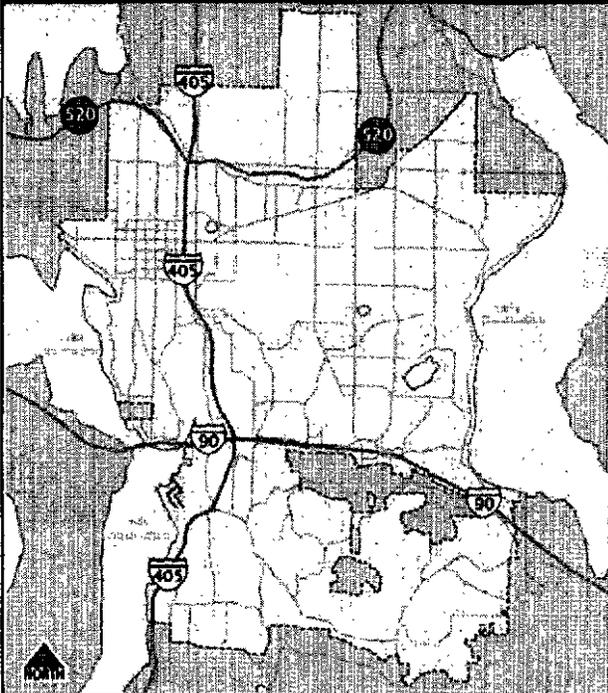
Land acquisition is exempt from the requirements of the State Environment Protection Act (SEPA).

Operating Budget Impacts

Proactive management and maintenance services protect the City's capital investment in parks and open space and ensure that these acquisitions are safe and accessible to the community.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2008 - 2013	1,872,000
Total Budgetary Cost Estimate:		1,872,000

Means of Financing

Funding Source	Amount	
Interlocal Contributions	1,872,000	
Total Programmed Funding:		1,872,000
Future Funding Requirements:	0	

Land acquisition may occur within and outside Bellevue City Limits for this project.

CITY OF BELLEVUE, WASHINGTON

ORDINANCE NO. 6017

AN ORDINANCE 1) authorizing the assumption of the lead agency status on a federal Scenic Byways Program grant originally secured by the Mountains to Sound Greenway Trust; 2) authorizing execution of a grant agreement (and supplements if necessary) with the Washington State Department of Transportation (WSDOT), to accept a federal funded \$158,312.00 grant for a Feasibility and Design study on the three-mile regional trail alignment through the Eastgate/I-90 area; 3) amending the 2011-2012 general Capital Investment Program (CIP) fund to increase the appropriation by \$158,312.00; and; 4) amending the 2011-2017 Capital Investment Program (CIP) Plan to increase the budget for the Pedestrian Access Improvement Program (CIP Plan No. PW-W/B-56) by \$158,312.00 and authorizing expenditures from said fund.

THE CITY COUNCIL OF THE CITY OF BELLEVUE, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. The City Manager or his designee is authorized to assume lead agency status of the federal Scenic Byways Program grant originally secured by the Mountains to Sound Greenway Trust.

Section 2. The City Manager or his designee is further authorized to execute a grant agreement (and any necessary supplements) with the Washington State Department of Transportation (WSDOT) to accept a federal funded \$158,312.00 grant for a Feasibility and Design study on the three-mile regional trail alignment through the Eastgate/I-90 area , which grant agreement shall be substantially in the form given Clerk's Receiving No. _____.

Section 3. The appropriate administrative officials of the City are hereby authorized to receive monies and to expend the same as authorized in said grant agreements.

Section 4. The City Manager or his designee is hereby further authorized to execute all documents necessary to fulfill the terms of the agreements authorized in Section 1, 2 and 3.

Section 5. The City Manager or his designee shall have the responsibility for the administration and expenditure of said grant monies and monies received pursuant to said Agreements and shall have all authority necessary to enter into agreements regarding the use thereof.

Section 6. The 2011-2012 General (CIP) Fund appropriation adopted by Ordinance No. 5978 on December 6, 2010 as previously amended is hereby further amended to increase the appropriation to said CIP fund by \$158,312.00.

Section 7. The City's 2011-2017 General CIP Plan adopted by Ordinance No. 5978 on December 6, 2010 as previously amended is hereby further amending by increasing the project budget for the Pedestrian Access Improvements Program (CIP Plan No. PW-W/B-56) by \$158,312.00.

Section 8. If the actual revenue received from the anticipated sources specified in said grant agreements shall be more or less than the anticipated amount set forth herein, the appropriations to the CIP Fund and Plan shall be adjusted to be equal to the amount actually received.

Section 9. This ordinance shall take effect and be in force five (5) days after passage and legal publication.

Passed by the City Council this _____ day of _____, 2011
and signed in authentication of its passage this _____ day of _____,
2011.

(SEAL)

Don Davidson, DDS
Mayor

Approved as to form:

Lori M. Riordan, City Attorney



Jerome Y. Roaché, Assistant City Attorney

Attest:

Myrna L. Basich, City Clerk

Published _____