City of Bellevue

450 110th Avenue NE
Bellevue, WA 98004

Meeting Agenda

City Council Regular Meeting

Tuesday, May 19, 2026 | **6:00 PM** | **Council Chambers (1E-126)**

City Council meetings are conducted in a hybrid manner with both in-person and virtual attendance options. To speak at the meeting, you can attend in-person or remotely participate via one of these options:

- **www.zoom.us and enter Webinar ID: 871 6827 7098 Password: 534267**
- **253-215-8782 and enter Webinar ID: 871 6827 7098**

The meeting may also be viewed on BTV Channel 21, or for the best viewing experience watch livestream on Bellevue Television YouTube:

www.youtube.com/bellevuetelevision

1. Call to Order

2. Roll Call, Flag Salute

a) 26-349 National Safe Boating and Paddling Week Proclamation

b) 26-350 Habitat for Humanity Seattle-King & Kittitas Counties Day Proclamation

c) 26-351 Taiwanese American Heritage Week Proclamation

3. Approval of Agenda

4. Oral Communications

The total time for oral communications is 30-minutes and topics must relate to City of Bellevue government. Persons speaking to items on the agenda will be called first and, if time remains, persons not speaking on an agenda item will be called. The Presiding Officer is authorized, in each category, to give preference to (1) persons who have not spoken to Council within 60 days prior to the meeting or (2) to persons speaking to items anticipated to come on the agenda within 60 days. Speakers will be allowed up to three minutes to speak, and a maximum of three persons are permitted to speak to each side of any one topic. Please note that testimony provided during oral communications will be recorded.

Speakers may register beginning at 12:00 p.m. on the day of the Council meeting using the online link below. In-person assistance to register is available at 5:00 p.m. outside the City Council meeting room on the first floor.

https://bellevuewa.gov/council-oral-comms

5. Reports of Boards and Commissions

6. Report of the City Manager

7. Council Business and New Initiatives

a) 26-352 Council Liaison Recommendation for Appointment to the Arts Commission

8. Consent Calendar

a) 26-353 Council Minutes
Minutes of May 5, 2026

b) 26-354 Motion to approve payment of claims and payroll for the period April 01, 2026 - April 30, 2026.

c) 26-355 Motion to award Bid No. 26041 for the Storm Pipe Defect Repair 2025 project to Shoreline Construction Co., as the lowest responsive and responsible bidder, in an amount not to exceed $1,061,452, plus all applicable taxes (CIP Plan No. D-64).

d) ORD 6918 Ordinance amending Chapters 11.23 and 11.80 of the Bellevue City Code; amending Sections 11.23.010, 11.23.022, and 11.80.020; creating new Sections 11.23.011, 11.23.012, 11.23.013, 11.23.014, 11.23.023, 11.23.050; repealing conflicting uncodified ordinances; establishing a curb pricing zone and a range of curb pricing rates; delegating authority to implement and administer this Ordinance; providing for severability; and establishing an effective date.

9. Public Hearings

There is no set time limit for public hearings and each speaker will be allowed up to 3-minutes to speak. Speakers may register beginning at 12:00 p.m. on the day of the Council meeting using the online link below. In-person assistance to register is available at 5:00 p.m. outside the City Council meeting room on the first floor. Please note that testimony provided during a public hearing will be recorded. You may sign-up in-person or online using this link:

https://bellevuewa.gov/council-public-hearing

a) RES 10634 — Public Hearing and action on Resolution authorizing the execution of documents necessary to release an existing sidewalk and utility easement which has been declared surplus to the city's needs and is no longer required for providing continued public service.

10. Study Session Items

a) 26-356 — Sound Transit Enterprise Initiative

b) 26-357 — Proposed Japanese American Legacy Project and partnership with Isan Bellevue

c) 26-358 — Multifamily Tax Exemption Catalyst Program for Housing Opportunities in Mixed-Use Areas

11. Land Use Reports

12. Other Ordinances, Resolutions and Motions

13. Written Reports

14. Unfinished Business

15. New Business

16. Executive Session

17. Adjournment

For alternate formats, interpreters, or reasonable modification requests please phone at least 48 hours in advance 425-452-7810 (voice) or email councilоffice@bellevuewa.gov. For complaints regarding modifications, contact the City of Bellevue ADA, Title VI, and Equal Opportunity Officer at ADATitleVI@bellevuewa.gov.

Approval of Agenda: The time at which the agenda is approved. Councilmembers or the City Manager may also suggest adding, withdrawing or moving the order of items on the agenda at this time. A simple majority of Councilmembers present may vote to approve as written or as amended.

Oral Communications: This agenda item provides an opportunity for members of the public to address the Council on any subject except quasi-judicial matters or matters scheduled for a public hearing before the Council. The total time for oral communications is 30 minutes, and speakers must limit their presentation to 3 minutes. A maximum of three persons are permitted to speak to each side of any one topic.

Consent Calendar: Those matters of business that require action by the Council which are considered to be of a routine and non-controversial nature are placed on the consent calendar. The individual items on the consent calendar are typically approved, adopted, or enacted by one motion of the Council.

Public Hearings: Hearings held to receive public comment on important matters before the Council, allowing the public an opportunity to provide input for Council consideration in the decision-making process.

Study Session Items: Council reviews and determines the approach to be used on significant policy issues, to receive progress reports on current issues, or to receive information from the City Manager, staff, or other regional officials.

Land Use: This is the point on the agenda when land use matters, including the City Hearing Examiners' decisions and recommendations on various land use applications, as well as appeals, are taken up for Council discussion and action. Often the items taken up under this agenda item are quasi-judicial in nature.

Written Reports: Council receives updates or progress reports on initiatives, plans, and programs in written format.

Quasi-Judicial: Matters where the Council acts in their judicial capacity rather than their legislative capacity.

Quorum: Minimum number of voting members who must be present for business to be conducted. A quorum of the Bellevue City Council is four (4) members, a simple majority.

Ordinance: Ordinances are legislative acts or local laws. They are the most permanent and binding form of Council action and may be changed or repealed only by a subsequent ordinance.

Resolution: Legislation that is adopted to express the policy of the Council or to direct certain types of administrative action.

Motion: A motion is typically used to indicate majority approval of a procedural action or to authorize disposition of routine items of business on the Council agenda. It may also be used to direct staff to take certain administrative actions.

Executive Session: Private sessions that may be held by the City Council only for the purposes specified in RCW 42.30.110. These include, but are not limited to, issues concerning the buying and selling of real property, certain personnel issues, and litigation. The purpose and length of Executive Sessions is publicly announced prior to recessing into Executive Session.

City of Bellevue | Proclamation

Whereas: Bellevue is home to a vibrant community of recreational boaters and paddlers who enjoy the city's numerous lakes, rivers and waterways; and

Whereas: National Safe Boating Week, observed from May 16-22, 2026, serves as the official launch of the year-round Safe Boating Campaign; and

Whereas: National Safe Boating Week promotes responsible boating practices and highlights important life-saving measures that help recreational boaters and paddlers stay safe while enjoying Washington's waterways; and

Whereas: the Safe Boating Campaign, including initiatives such as "Wear Your Life Jacket at Work Day" on May 15, 2026, promotes the consistent and voluntary use of properly fitted U.S. Coast Guard-approved life jackets; and

Whereas: U.S. Coast Guard statistics show that drowning remains the leading cause of recreational boating fatalities, and the vast majority of those who drown are not wearing life jackets; and

Whereas: in Washington state, paddlers represent a significant portion of recreational boating fatalities, highlighting the continued need for education, awareness and safe paddling practices; and

Whereas: the city of Bellevue recognizes the importance of boating and paddling safety and supports efforts to educate the public on best practices to prevent accidents and save lives, including promoting the use of life jacket loaner stations where individuals can borrow properly fitted life jackets at no charge.

Now, therefore, I, Mo Malakoutian, Mayor of the City of Bellevue, Washington, and on behalf of its City Council, do hereby proclaim May 16-22, 2026, as

National Safe Boating and Paddling Week

in Bellevue and encourage all residents and visitors to practice safe boating and paddling habits, including wearing life jackets, taking boating safety courses and staying informed about local water conditions.

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Mo Malakoutian, Mayor
City of Bellevue

City of Bellevue | Proclamation

Whereas: Habitat for Humanity Seattle-King & Kittitas Counties is part of a global movement dedicated to building strength, stability and self-reliance through shelter in communities across the United States and more than 70 countries; and

Whereas: Habitat for Humanity Seattle-King & Kittitas Counties has been transforming lives and strengthening communities since 1986 and will celebrate its 40th anniversary in 2026; and

Whereas: since its founding, the organization has constructed or renovated 458 homes, completed 650 home repairs and served more than 2,700 individuals and families, while also advocating for policies that have helped generate millions of dollars in affordable housing investment across Washington state; and

Whereas: Habitat for Humanity Seattle-King & Kittitas Counties has mobilized more than 600,000 volunteer hours, created significant economic impact and expanded permanently affordable homeownership opportunities for working families throughout the region; and

Whereas: the organization continues to advance housing opportunities and expand its impact, with plans to serve approximately 200 families annually in the coming years; and

Whereas: the city of Bellevue recognizes the important role of affordable homeownership, volunteerism and community partnerships toward building stronger, more inclusive and more connected communities.

Now, therefore, I, Mo Malakoutian, Mayor of Bellevue, Washington, and on behalf of its City Council, do hereby proclaim May 19, 2026, as

Habitat for Humanity Seattle-King & Kittitas Counties Day

in Bellevue and encourage all residents to recognize and celebrate the organization's lasting impact on families, neighborhoods and communities throughout our region.

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Mo Malakoutian, Mayor
City of Bellevue

City of Bellevue | Proclamation

Whereas: Taiwanese American Heritage Week recognizes the history, culture and contributions of Taiwanese Americans in Bellevue, across Washington state and throughout the United States; and

Whereas: members of the Taiwanese American community have made meaningful contributions in science, technology, education, medicine, business, the arts and public service, helping strengthen and enrich communities throughout the region and nation; and

Whereas: Bellevue's Taiwanese American community contributes to the city's vibrant multicultural identity by sharing cultural traditions, languages, cuisine, values and perspectives that help make Bellevue a welcoming and globally connected city; and

Whereas: Taiwanese American Heritage Week provides opportunities for residents to participate in cultural and educational events, learn about Taiwanese history and traditions and strengthen community connections through shared experiences and cross-cultural understanding; and

Whereas: the city of Bellevue recognizes the importance of celebrating the diverse cultures, histories and communities that contribute to the city's identity and civic life, and acknowledges the shared values of democracy, freedom, resilience and community engagement reflected throughout the Taiwanese American community.

Now, therefore, I, Mo Malakoutian, Mayor of Bellevue, Washington, and on behalf of its City Council, do hereby proclaim May 10-16, 2026, as

Taiwanese American Heritage Week

in Bellevue and encourage all residents to participate in cultural and educational activities, learn more about Taiwanese American history and heritage and celebrate the diversity and contributions that strengthen our community.

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Mo Malakoutian, Mayor
City of Bellevue

City of Bellevue

MANAGEMENT BRIEF

DATE: May 19, 2026

TO: Mayor Malakoutian and City Councilmembers

FROM: Karin Roberts, Deputy City Clerk
City Clerk's Office

SUBJECT: Council Liaison Recommendation for Appointment to the Arts Commission

The following recommendation for appointment to the Arts Commission is being submitted by Councilmember Sumadiwirya for your consideration and approval at tonight's Council meeting:

Board/Commission	**Liaison**	**Recommendation**
Arts Commission	Sumadiwirya	**Position No. 3:** Brenden Fripp, serving a full term expiring on May 31, 2028.

Council may approve the appointment by a motion.

CITY OF BELLEVUE
CITY COUNCIL

Summary Minutes of Regular Meeting

May 5, 2026 Council Chambers
6:00 p.m. Bellevue, Washington

PRESENT: Mayor Malakoutian, Deputy Mayor Hamilton and Councilmembers Bhargava, Briar, Nieuwenhuis, Robinson and Sumadiwirya

ABSENT: None.

1. Call to Order

The meeting was called to order at 6:00 p.m., with Mayor Malakoutian presiding.

2. Roll Call; Flag Salute

City Clerk Charmaine Arredondo called the roll and all Councilmembers were present. Councilmember Sumadiwirya led the flag salute.

(a) Jewish American Heritage Month Proclamation

Councilmember Nieuwenhuis read the proclamation recognizing May 2026 as Jewish American Heritage Month in Bellevue and encouraged everyone to recognize and celebrate the history, culture and ongoing contributions of Jewish Americans in our community and country.

Regina Sasson Friedland, American Jewish Committee, accepted and thanked the Council for the proclamation. She expressed concern regarding rising antisemitism and all forms of hate in our society.

Stephanie Shujman, Board Member of the Jewish Federation of Greater Seattle, thanked the Council for the proclamation and commented on the important contributions of Jewish Americans throughout history. She thanked the City for its partnership in ensuring that the Jewish community can be vibrant and thriving into the future.

(b) Affordable Housing Week Proclamation

Councilmember Robinson read the proclamation recognizing May 11-15, 2026, as Affordable Housing Week in Bellevue. She encouraged everyone to recognize the importance of affordable housing in building a strong, inclusive community.

Troy Draws, Imagine Housing, accepted and thanked the Council for the proclamation. He thanked the City for its ongoing efforts to encourage and support the production of affordable housing.

Tom Getzinger, Council President, Saint Andrew's Lutheran Church Bellevue, commented on the church's partnership in affordable housing projects.

Saghar Amini, Habitat for Humanity, commented on the organization's objective to build a world where everyone has a safe, decent and affordable place to live. She thanked the City for its funding and partnership to create housing.

Mary Koutrelakos, SRM Development, commented on an upcoming 146-unit affordable housing project to be developed in partnership with Hopelink.

(c) Bike Everywhere Month Proclamation

Deputy Mayor Hamilton read the proclamation recognizing May 2026 as Bike Everywhere Month in Bellevue and encouraged everyone to consider bicycling for both transportation and recreation.

Meiling Hou, a volunteer with the Little Masters Club, said the group has been organizing an annual bike-a thon since 2015 to promote a healthy and eco-friendly lifestyle. She thanked the City's transportation department for its partnership.

Hanwen Yuan commented on his ongoing involvement with the annual bike-a-thons.

Yunjie Ma, a nine-year-old student, said he bikes 10 miles during the Bike Everywhere event with the Little Masters Club.

(d) Building Safety Month Proclamation

Councilmember Briar read the proclamation recognizing May 2026 as Building Safety Month in Bellevue. She encouraged all residents, businesses and community partners to recognize the importance of building safety and the practices that help create a safer and more resilient Bellevue.

Jake Hesselgesser, Business Services Director, Development Services Department, accepted and thanked the Council for the proclamation.

Lauren Eck, Building Plan Review Supervisor, commented on the department's work to ensure that buildings are safe and healthy.

3. Approval of Agenda

→ Deputy Mayor Hamilton moved to approve the agenda, and Councilmember Nieuwenhuis seconded the motion.

→ The motion carried by a vote of 7-0.

4. Oral Communications

City Clerk Arredondo said the total time for oral communications is for a period not to exceed 30 minutes and topics must relate to City of Bellevue government. Individuals speaking to items on the agenda will be called first and if time remains, others will be called. The presiding officer is authorized to give preference to individuals who have not spoken to the Council within the past 60 days or who are speaking to items that will come before the Council in the upcoming 60 days. Each speaker is allowed up to three minutes to speak and a maximum of three speakers are allowed to speak to any one side of a particular topic. In compliance with Washington state campaign laws regarding the use of public facilities, no speaker may support or oppose a ballot measure or candidate.

(a) Tim Carr, CEO, Bellevue Convention Center Authority, said he currently serves as chair of the Board for the Bellevue Downtown Association and on the steering committee for Friends of the Grand Connection. He expressed support for the Grand Connection crossing project and the use of tax increment financing (TIF) as a funding tool.

(b) Katherine Hollis, Executive Director, Eastrail Partners, expressed support for the Grand Connection crossing project to connect the downtown to the Wilburton neighborhood and the Eastrail across I-405. She expressed support for the TIF proposal.

(c) Arman Bilge, speaking on behalf of Eastside Urbanism and Complete Streets Bellevue, thanked the Council for the Bike Everywhere Month proclamation. He commented on the sense of community fostered by cycling events and thanked the City for its efforts to expand bike and other multimodal infrastructure.

(d) Putter Bert, President/CEO, KidsQuest Children's Museum, said the museum will relocate to the former Bellevue Arts Museum building in mid-2029. She thanked the City for its ongoing support and partnership.

(e) Kevin Wallace expressed support for the TIF tool to fund the Grand Connection project. He commended staff for their work on this complex proposal and thanked King County for its support. He said the use of TIF funding will preserve more transportation funding for additional needed projects.

(f) Jessica Roe, representing the Bellevue Chamber of Commerce PLUSH (Permitting, Land Use, Sustainability and Housing) committee, said they look forward to working with the City on the Downtown Livability 2.0 initiative. She asked the City to include language to enable pedestrian connections between private spaces above the right-of-way with objective design standards and a clear permitting pathway and to update standards for compact parking and reduced parking requirements. Ms. Roe noted that the PLUSH committee recently submitted these and other comments in writing to the Council.

(g) Matt Jack, representing the Bellevue Downtown Association, expressed support for the launch of the Downtown Livability 2.0 initiative. He encouraged code revisions to clarify predictability, outline an efficient review process, maintain flexibility to achieve high-quality design, support housing production and project feasibility, and to integrate tools to facilitate iterative code updates.

(h) Paul Rood expressed concerns regarding noise regulation and enforcement in Bellevue over the past 30 years, including related to noise generated by vehicles, gas-powered leaf blowers and construction activity.

(i) Arlyn Nordhorn recalled his past comments to the Council regarding the need for services to assist 100-percent disabled veterans. He expressed concern regarding utility rates.

5. Reports of Community Councils, Boards, and Commissions: None.

6. Report of the City Manager

City Manager Diane Carlson highlighted Ordinance No. 6915 [Agenda Item 8(d)], which adopts an agreement with KidsQuest Children's Museum to provide up to $10 million in funding assistance to open a new facility in Bellevue. She said the museum serves more than 200,000 visitors annually and provides educational activities and additional public benefits for the community. Ms. Carlson thanked the KidsQuest Board and staff for their partnership with the City.

7. Council Business and New Initiatives

→ Councilmember Robinson moved to appoint Carolyn Besana to serve a partial term on the Human Services Commission expiring on May 31, 2027. Deputy Mayor Hamilton seconded the motion.

→ The motion carried by a vote of 7-0.

8. Consent Calendar

→ Deputy Mayor Hamilton moved to approve the Consent Calendar, and Councilmember Nieuwenhuis seconded the motion.

→ The motion to approve the Consent Calendar carried by a vote of 7-0, and the following item was approved:

(a) Council Minutes
Minutes of April 21, 2026 Special Meeting

(b) Motion to award Bid No. 26035 for the Cedar Terrace Pump Station Rehabilitation Project to Northwest Cascade, Inc., as the lowest responsive and

responsible bidder, in an amount not to exceed $1,996,996, plus all applicable taxes (CIP Plan S-16).

(c) Ordinance No. 6914 to: 1) authorize execution of an agreement with Washington State University to accept $500,000 in grant funding from the Community Energy Efficiency Program for Energy Smart Eastside to implement heat pump incentives for income-qualified households; and 2) amend the 2025-2026 budget of the Operating Grants, Donations, and Special Reserve Fund to increase the appropriation by $500,000; 3) authorize expenditures of said grant funds.

(d) Ordinance No. 6915: (1) authorizing execution of a funding agreement with KidsQuest Children's Museum to provide up to $10,000,000 in funds over the next two biennia to be used by KidsQuest to open a new facility in Bellevue, and (2) amending the City of Bellevue 2025-2026 General Fund budget to increase the appropriation by $4,500,000 from the Long-Range Planning Reserve to fund the initial installment.

(e) Resolution No. 10627 authorizing execution of all documents necessary to release an existing wall maintenance easement located at 1425 120th Avenue NE.

(f) Resolution No. 10628 authorizing execution of amendment to the Energy Smart Eastside Boost Heat Pump Reimbursement Contract with Hopelink, increasing the contract by $500,000 to an amount not to exceed $9,978,810, plus all applicable taxes.

9. Public Hearing

(a) Public Hearing and Action on Resolution No. 10629 authorizing the execution of documents necessary to release portions of two easements, one Sidewalk and Utility easement and one Sidewalk, Utility and Wall easement located at 1425 120th Avenue NE which have been determined to no longer be required for continued public service.

City Manager Carlson introduced the public hearings and Council action on two resolutions to release public easements.

Loren Matlick, Real Property Division Manager, Finance and Asset Management Department, recalled that on March 17 the Council declared the easements referenced in Resolution No. 10629 as surplus to the City's needs. The easements are located at 1425 120th Avenue NE between NE 12th Street and NE Spring Boulevard and the property is under development. He said staff is requesting Council action on the resolution following the public hearing.

→ Deputy Mayor Hamilton moved to open the public hearing, and Councilmember Robinson seconded the motion.

→ The motion carried by a vote of 7-0.

No one came forward to comment.

→ Deputy Mayor Hamilton moved to close the public hearing, and Councilmember Robinson seconded the motion.

→ The motion carried by a vote of 7-0.

→ Deputy Mayor Hamilton moved to approve Resolution No. 10629, and Councilmember Robinson seconded the motion.

→ The motion carried by a vote of 7-0.

(b) Public Hearing and Action on Resolution No. 10630 authorizing the execution of documents necessary to release an existing water easement located at 12835 NE Bellevue Redmond Road, which has been declared surplus to the City's needs and is no longer required for providing continued water service; the granting and recording of such release being deemed in the best interest of the public.

Mr. Matlick said Resolution No. 10630 authorizes the release of a water easement located at 12835 NE Bellevue Redmond Road. The Council declared the easement as surplus to the City's needs on March 24. The property is being redeveloped into a market-rate townhome community and a new water easement will be acquired from the property owner at no cost to the City.

→ Deputy Mayor Hamilton moved to open the public hearing, and Councilmember Robinson seconded the motion.

→ The motion carried by a vote of 7-0.

No one came forward to comment.

→ Deputy Mayor Hamilton moved to close the public hearing, and Councilmember Robinson seconded the motion.

→ The motion carried by a vote of 7-0.

→ Deputy Mayor Hamilton moved to approve Resolution No. 10630, and Councilmember Robinson seconded the motion.

→ The motion carried by a vote of 7-0.

10. Study Session Items

(a) Bellevue Grand Connection Tax Increment Financing (TIF) Update

City Manager Carlson introduced discussion regarding a proposal to use tax increment financing (TIF) to fund the Grand Connection project. She thanked staff for their hard work to develop the proposal.

Genesee Adkins, Deputy City Manager, City Manager's Office, said staff is seeking direction to prepare an ordinance for action at a future meeting to establish the TIF area in Bellevue.

Nathan Torgelson, Director, Office of the Grand Connection, recalled that the Grand Connection project was first established as a Council priority in 2012. A framework plan was adopted in 2018 and early design work was completed in 2021 and 2022. The 30-percent design was completed by WSP, the City's consultant, in 2023 and the Office of the Grand Connection was established in 2025. The Grand Connection will help accelerate development in the Wilburton area and provide robust pedestrian and bike connections, including to the Eastrail corridor. The 2025 Wilburton land use update enables transit-oriented development of up to 450 feet at the core of the district.

John Resha, Chief Financial Officer/Director, Finance and Asset Management, said TIF captures property taxes generated from the increased assessed valuation on a site that results from private development following infrastructure investments. The TIF statute provides for a base assessed value for a district of up to $200 million. The legislature provided a special authority expiring June 2026 for up to $500 million in assessed valuation. The TIF proposal affects five taxing districts: 1) King County and King County Emergency Medical Services, 2) King County Flood Control District, 3) King County Library System, 4) Port of Seattle, and 5) Sound Transit. Those districts must take action to participate in the TIF before the City takes action.

Mr. Resha explained that when a tax increment area (TIA) is formed, the assessed value (up to $500 million) is frozen and all of the existing taxing districts continue to collect taxes on that base assessed value. All of the growth above that is accrued to the local government's project. After the debt associated with the project is repaid, the existing taxing districts receive the full economic value. Mr. Resha said an analysis was conducted of three development scenarios and delivered to the Office of the State Treasurer on January 14 for review. The resulting TIA includes 33 parcels over 64.5 acres. Mr. Resha highlighted the anticipated revenues for the three development scenarios (i.e., full buildout, phased full buildout, and market-responsive limited buildout).

Mr. Resha said the TIA does not create an additional tax but allows the City to capture tax revenues that would go to other taxing jurisdictions. It does not affect school levies. Under the limited buildout scenario, approximately $67.7 million would be generated for the Grand Connection project.

Ms. Adkins described staff's efforts since July 2025 to develop the TIF proposal. All of the five existing taxing districts have approved resolutions to participate in the TIF.

Mayor Malakoutian thanked staff for their detailed, disciplined work through a complicated process. He thanked the existing taxing districts for their support of Bellevue's TIF proposal. He thanked the Friends of the Grand Connection and Amazon for their support and partnership.

Deputy Mayor Hamilton thanked everyone for their work and expressed support for the proposed TIF area.

Councilmember Robinson thanked King County Executive Girmay Zahilay for his support and work with his staff and the King County Council to move Bellevue's TIA forward.

Councilmember Nieuwenhuis thanked everyone and expressed support for adopting the TIF.

Councilmember Briar noted there is widespread support for creating the TIA, which will provide nearly $68 million in revenue without increasing taxes.

Councilmember Sumadiwirya said she previously served on the Friends of the Grand Connection committee. She expressed support for the TIF proposal.

Councilmember Bhargava expressed his support and commended the broad cooperative effort with multiple partners to reach this point.

→ Deputy Mayor Hamilton moved to direct staff to prepare the tax increment financing (TIF) ordinance establishing the tax increment area (TIA), for final action at a future meeting. Councilmember Robinson seconded the motion.

→ The motion carried by a vote of 7-0.

At 7:49 p.m., Mayor Malakoutian declared a short break. The meeting resumed at 8:06 p.m.

(b) Council Initiation of the Downtown Livability 2.0 Land Use Code Amendment to update Part 20.25A of the Land Use Code to further implementation of Downtown Livability.

City Manager Carlson introduced discussion regarding the initiation of the Downtown Livability 2.0 Land Use Code Amendment (LUCA) process.

Nick Whipple, Code and Policy Director, Development Services Department, recalled that the first Downtown Livability planning process occurred in 2017. He said staff is seeking direction to initiate work on the next update to the Downtown code. The 2017 update focused on open space, amenity incentive program, station area planning, and building design and scale. Mr. Whipple said strong growth was enabled over subsequent years by the height limit increases and zoning changes in the 2017 code update.

Mathieu Menard, Senior Planner, said approximately 3,500 new downtown residents and 2,200 new homes have been added since 2017. Office and commercial space have been added as well along with 6,000 new jobs and approximately 100 new businesses.

Mr. Menard said there has been a huge growth in ground floor retail space since 2017 and many of the spaces are too large for small businesses. He said rental rates are high for downtown office

and retail space and a number of small businesses have left the downtown since the pandemic that began in 2020. He acknowledged the continued need for evening and weekend activity in the downtown. He recalled the adoption of the Downtown-Old Bellevue interim official control (IOC) on February 10 to focus on reinforcing the character of Main Street.

The purpose of the Downtown Livability 2.0 LUCA is to reinforce and align with existing policy guidance. The planning effort continues to prioritize open space and overall neighborhood vitality, introduces modest refinements to building form and scale, and reflects strong coordination with internal stakeholders. Mr. Menard said the scope of the LUCA includes enhancing evening vitality, supporting the implementation of the Grand Connection, preserving historic development patterns on Main Street in Old Bellevue, streamlining the land use tables, strengthening the effectiveness of the amenity incentive program, exploring incentives for affordable commercial space and ensuring a welcoming pedestrian environment.

Mr. Menard said the Downtown Livability 2.0 planning initiative will launch in June if approved by the Council. Community engagement will include meetings with community and developer/stakeholder groups, tabling events, meetings with individuals and groups as requested, the Council and Planning Commission processes and digital outreach. The draft code will be reviewed by the Planning Commission and staff will continue to refine the code through the first quarter of 2027. Staff anticipates finalizing the LUCA early in the second quarter of 2027 for Council action.

Responding to Councilmember Bhargava, Mr. Menard said key topics to be addressed include floor plate sizing, especially for residential development, and retail-related issues. Mr. Bhargava suggested identifying measurable outcomes (e.g., housing production) early in the planning process.

Councilmember Briar thanked staff for their work. She encouraged the creation of robust pedestrian-oriented spaces, potentially with a closed street. Mr. Menard said that closing streets is more of a transportation issue than a land use issue. He said the Land Use Code has been effective in promoting open plazas, and the Downtown Park is a successful open space. He said the Land Use Code can influence the creation of pedestrian spaces and amenities with development.

Councilmember Robinson said she would love to incentivize unique, independent businesses. She suggested the consideration of smaller storefronts for more affordable tenant space, especially in Old Bellevue. She wants to be sure that Old Bellevue is considered separately from the rest of the downtown. She encouraged retaining the wedding cake concept of downtown development to honor adjacent single-family neighborhoods. Ms. Robinson said she looks forward to hearing from downtown residents, businesses and workers as the LUCA process moves forward.

Councilmember Sumadiwirya expressed support for moving forward. As a general suggestion, she encouraged creating a process to welcome new small businesses and to help them engage with the community. Responding to Ms. Sumadiwirya, Mr. Menard said economic development staff will be involved in outreach to small businesses as part of the LUCA process.

Councilmember Nieuwenhuis encouraged robust outreach with downtown residents and workers to understand what they think is special about the downtown and how they want the downtown to be preserved and enhanced. Responding to Mr. Nieuwenhuis, Mr. Whipple said staff has met with and will continue to work with the Bellevue Chamber's PLUSH committee in developing the LUCA.

Deputy Mayor Hamilton expressed support for moving forward. Mr. Hamilton requested a midpoint update to the Council in person or in writing.

Mayor Malakoutian expressed support for moving forward and thanked staff for their work.

→ Deputy Mayor Hamilton moved to direct staff to initiate work on the Downtown Livability 2.0 LUCA and to direct the Planning Commission to review and process the LUCA. Councilmember Robinson seconded the motion.

→ The motion carried by a vote of 7-0.

At 8:51 p.m., Mayor Malakoutian declared a short break. The meeting resumed at 9:02 p.m.

(c) 2026-2027 Federal Legislative Agenda

City Manager Carlson introduced discussion regarding the proposed 2026-2027 federal legislative agenda.

Katie Halse, Assistant Director for Intergovernmental Affairs, City Manager's Office, highlighted the timeline for engaging with elected officials, federal agencies and other partners to advocate for federal legislative priorities. She recalled that the City received two congressional funding awards during the 2025-2026 session: 1) $500,000 for the Lake Washington Sanitary Sewer Lake Lines Program, and 2) $2 million for the Grand Connection I-405 crossing. She said reauthorizations up for renewal this year address surface transportation and water infrastructure. She said both the House and the Senate have proposed legislation regarding housing supply and affordability.

Ms. Halse said key priorities for the 2026-2027 federal legislative agenda include transportation and mobility, essential water infrastructure, housing and safety net programs. The policy statement includes a broader range of topics including immigrant and refugee community support, public safety, innovation and cybersecurity, fiscal sustainability, economic and workforce development, resilient infrastructure and energy, and the I-405/SR 167 corridor.

Ms. Halse described a request for $1 million in 2027 federal funding for the Safer Signals Program to implement real-time traffic signal safety interventions to reduce vehicle-pedestrian conflicts at high-risk intersections.

Mayor Malakoutian thanked staff for the information and noted that a number of amendments from the Council would be presented later.

Ms. Halse responded to questions of clarification from Councilmember Nieuwenhuis. Mr. Nieuwenhuis expressed an interest in seeking funding for the drone-as-first-responder program when appropriate.

Councilmember Robinson thanked staff for their work and concurred with Mr. Nieuwenhuis regarding the drone program.

Councilmember Sumadiwirya expressed appreciation for staff's efforts on behalf of Bellevue.

Councilmember Bhargava thanked staff for their expertise and effectiveness in state and federal legislative advocacy.

Councilmember Briar thanked staff for their work.

Deputy Mayor Hamilton expressed support for the federal legislative agenda.

Mayor Malakoutian referenced proposed minor revisions to the agenda and requested Council approval. He noted a consensus in support of those refinements.

Mr. Halse requested Council input regarding four additional proposed revisions that are more substantive in nature.

Councilmember Robinson referred to amendment 8 and recalled that in March 2026, President Trump announced the White House ratepayer protection pledge related to the development of data centers and potential higher energy costs for American households.

→ Councilmember Robinson moved to approve the following amendment: "Bellevue supports policies that ensure that large-scale energy users, including AI data centers, fund the electricity infrastructure needed to serve their operations, avoiding ratepayer impacts and supporting reliable, sustainable energy systems." Councilmember Briar seconded the motion.

Responding to Mayor Malakoutian, Ms. Halse opined that the motion was consistent with the overall legislative agenda. Ms. Adkins concurred.

→ The motion carried by a vote of 7-0.

→ Deputy Mayor Hamilton referred to the priority of essential water infrastructure and moved to add: "Without increased federal partnership, rising infrastructure needs and regulatory requirements will drive significant cost increases for ratepayers." Councilmember Nieuwenhuis seconded the motion.

→ The motion carried by a vote of 7-0.

→ Deputy Mayor Hamilton moved to add to the public safety and first responders policy statement: "Bellevue supports responsible data sharing for public safety purposes that is consistent with state and local laws and protects privacy and civil liberties." Councilmember Briar seconded the motion.

Councilmember Nieuwenhuis asked about the definition of "responsible." Ms. Halse suggested the word could be removed from the motion.

Councilmember Briar said most large technology companies have more constrained privacy rules than the federal government. She said she reads the motion as expressing the desire for reasonable legal justification for data sharing.

Mr. Nieuwenhuis expressed concern about trying to determine the potential public safety needs for data sharing.

Councilmember Robinson said an online search for "responsible data sharing" provides a definition referring to the ethical, controlled exchange of information prioritizing privacy, security and societal benefits.

→ The motion carried by a vote of 6-1, with Councilmember Nieuwenhuis dissenting.

→ Councilmember Briar moved to add to the fiscal sustainability and governance policy statement: "Bellevue encourages Congress to preserve and strengthen tax-exempt municipal bonds, as well as flexible financing tools and credit assistance that helps cities deliver infrastructure, housing, utilities, transportation and public facilities at lower costs to taxpayers and ratepayers." Councilmember Robinson seconded the motion.

Ms. Briar said she wants to provide flexibility for the full set of federal financing tools for cities.

Responding to Mayor Malakoutian, Ms. Halse said tax-exempt municipal bonds are a common request from other cities and the National League of Cities.

→ The motion carried by a vote of 7-0.

Councilmember Bhargava suggested adding language to the immigrant and refugee community statement to highlight the implications for possible labor shortages, economic competitiveness, healthcare and the construction industry.

→ Deputy Mayor Hamilton moved to extend the meeting to 10:15 p.m., and Councilmember Briar seconded the motion.

→ The motion carried by a vote of 7-0.

Ms. Adkins commented that adding the language suggested by Councilmember Bhargava does not change what the City will be supporting but is more of a why statement. She said it does not substantively change what the City is asking Congress and the administration to consider.

Ms. Halse proposed language referring to expanding lawful work opportunities to support local economies and promote community stability through workforce and labor stability.

→ Councilmember Bhargava moved to revise the language as described by staff, and Councilmember Briar seconded the motion.

→ The motion carried by a vote of 7-0.

→ Deputy Mayor Hamilton moved to adopt the 2026-2027 Federal Legislative Agenda, as amended, and Councilmember Robinson seconded the motion.

→ The motion carried by a vote of 7-0.

11. Land Use Reports: None.

12. Other Ordinances, Resolutions and Motions: None.

13. Written Reports: None.

14. Unfinished Business: None.

15. New Business: None.

16. Executive Session: None.

17. Adjournment

At 10:08 p.m., Mayor Malakoutian declared the meeting adjourned.

Charmaine Arredondo, CMC
City Clerk

/kaw

CITY COUNCIL AGENDA TOPIC

Motion to approve payment of claims and payroll for the period April 01, 2026 – April 30, 2026.

Michael Chandler, Controller
Sylvia Lock-Kirihara, Disbursement Assistant Division Manager
Finance & Asset Management Department

EXECUTIVE SUMMARY

ACTION	This motion will approve the payment of claims and payroll for the month of April 2026.

RECOMMENDATION

Move to approve the payment of claims and payroll for the month of April.

BACKGROUND/ANALYSIS

The information presented in the Fiscal Impact section covers all claims and payroll payments during the month prior to the date of the council meeting, as required by RCW 42.24.180.

All payments made during this period were found to be valid claims against the city. Details are available from the Treasury Division of the Finance & Asset Management (FAM) Department.

The city's internal controls include certification of the validity of all payments by the appropriate department prior to submission of payment. The FAM Director has delegated authority for the examination of vouchers and authorization of payments to the Treasury Manager and Accounts Payable, Procurement and Payroll staff. Centralized Accounts Payable staff review all claims payments and Payroll performs system validation and exception reviews to validate payroll records. The Business Expense Coordinator in Treasury reviews all expense reimbursement claims. In addition, the Treasury Manager performs a random sampling review of supporting documentation for claims payments to ensure validity. The FAM Department regularly reviews its processes to ensure appropriate internal controls are in place.

POLICY & FISCAL IMPACTS

Policy Impact

RCW 42.24.080 requires that all claims presented against the city by persons furnishing materials, rendering services, or performing labor must be certified by the appropriate official to ensure that the materials have been furnished, the services rendered, or the labor performed as described, and that the claims are just, due and unpaid obligations against the city, before payment can be made.

RCW 42.24.180 allows expedited processing of the payment of claims when certain conditions have been met. The statute allows the issuance of warrants or checks in payment of claims before the legislative body has acted to approve the claims when: (1) the appropriate officers have furnished official bonds; (2) the legislative body has adopted policies that implement effective internal control; (3) the legislative body has provided for

review of the documentation supporting the claims within a month of issuance; and (4) that if claims are disapproved, they shall be recognized as receivables and diligently pursued. The City meets all of these conditions.

Bellevue City Code
BCC 4.40, Audit of Claims, provides that the Director of Finance and Asset Management or his/her designee will examine all claims prior to payment.

BCC 4.40.030 allows for periodic reporting of the payments to council for approval. To meet these requirements, FAM staff schedule payment of claims and payroll for monthly council approval on the Consent Calendar.

Fiscal Impact

Claims Check Numbers, including settlement of damage claims, Amounts Travel Advances and PayMode (electronic) deposits	Amounts
00428719 – 00429772 (Checks) 10956 – 10994 (Travel) 1075769 – 1076121 (PayMode)	$20,662,586.96
Direct Deposit and Payroll Check Numbers	
0088873 – 0088964	$19,107,506.14

These amounts were budgeted, and sufficient funds are available in the 2026 budget to cover these payments.

OPTIONS

1. Move to approve the payment of claims and payroll for the period of April 1, 2026 – April 30, 2026.
2. Do not approve the motion and provide alternate direction to staff.

ATTACHMENTS

N/A

AVAILABLE IN COUNCIL LIBRARY

N/A

CITY COUNCIL AGENDA TOPIC

Motion to award Bid No. 26041 for the Storm Pipe Defect Repair 2025 project to Shoreline Construction Co., as the lowest responsive and responsible bidder, in an amount not to exceed $1,061,452, plus all applicable taxes (CIP Plan No. D-64).

Lucy Liu, Director
Dave Baisch, Assistant Director of Engineering
Utilities Department

EXECUTIVE SUMMARY

ACTION	This motion will award Bid No. 26041 to Shoreline Construction Co., for the Storm Pipe Defect Repair 2025 project in an amount not to exceed $1,061,452 (CIP Plan No. D-64).

RECOMMENDATION

Move to award Bid No. 26041 for the Storm Pipe Defect Repair 2025 project to Shoreline Construction Co.

BACKGROUND/ANALYSIS

The work for this project involves addressing structural defects in storm drainage pipes at different locations within the city using a combination of 'trenchless' and conventional 'dig and repair' construction methods.

As the city's storm drainage infrastructure ages, pipelines, catch basins and other system components deteriorate to the point that some components are at risk of failing. Repair or replacement of these critical facilities is needed to prevent failures that could result in increased flooding, erosion, overflows, and damage claims. Utilities uses asset management best practices to proactively assess and prioritize storm drainage infrastructure for rehabilitation and replacement; this is based on age, condition, criticality and failure risk. Timely replacement or repair of deteriorated stormwater drainage system ensures that utility customers are provided with consistent and reliable service and regulatory requirements are met at the lowest life cycle costs.

Bids were opened on April 16 and are as follows. Please note, these bid amounts do not include Washington State sales tax because sales tax is not applicable for stormwater work within the right of way.

Contractor	Bid
Shoreline Construction Co.	*$1,061,452.00*
R.W. Scott Construction	*$1,237,127.65*
Gary Merlino Construction	*$1,294,474.00*
Laser Underground & Earthworks	*$1,365,563.00*
CR Construction	*$1,405,037.00*
Northwest Cascade	*$1,513,621.00*
Engineer's Estimate	**$1,353,181.00**

Utilities performed a review of the bid submitted by Shoreline Construction Co. The bid from Shoreline Construction Co. is approximately $291,729 or 22% under the Engineer's estimate. Staff performed an in-depth analysis of the bid as compared to the Engineer's estimate and have found Shoreline Construction Co. bid to be responsive and responsible.

To the best of staff's knowledge, all factors that normally contribute to construction expenses have been accounted for in the Plans, Specifications and Engineer's estimate.

POLICY & FISCAL IMPACTS

Policy Impact

Utilities Department policies: The Utility shall identify drainage capital projects that prevent or reduce flooding or property damage, protect or improve water quality, and maintain or improve the reliability and integrity of the drainage system.

Utilities Department practice: Rehabilitate or replace deteriorated elements of the storm drainage system to ensure that utility customers are provided with consistent and reliable service. CIP Plan No. D-64 has been designated to do this.

Bellevue City Code 4.28.040 requires the city to competitively bid public works in accordance with city codes and state law. Council approval is required to award or reject any bid where the cost exceeds $350,000.

Fiscal Impact

Awarding this bid commits the city to payment of $1,061,452. This contract is funded through the Infrastructure Rehabilitation Program (CIP Plan No. D-64). Sufficient funds have been budgeted to fund this contract in the 2025-2030 Utilities Capital Improvement Program (CIP) Budget.

OPTIONS

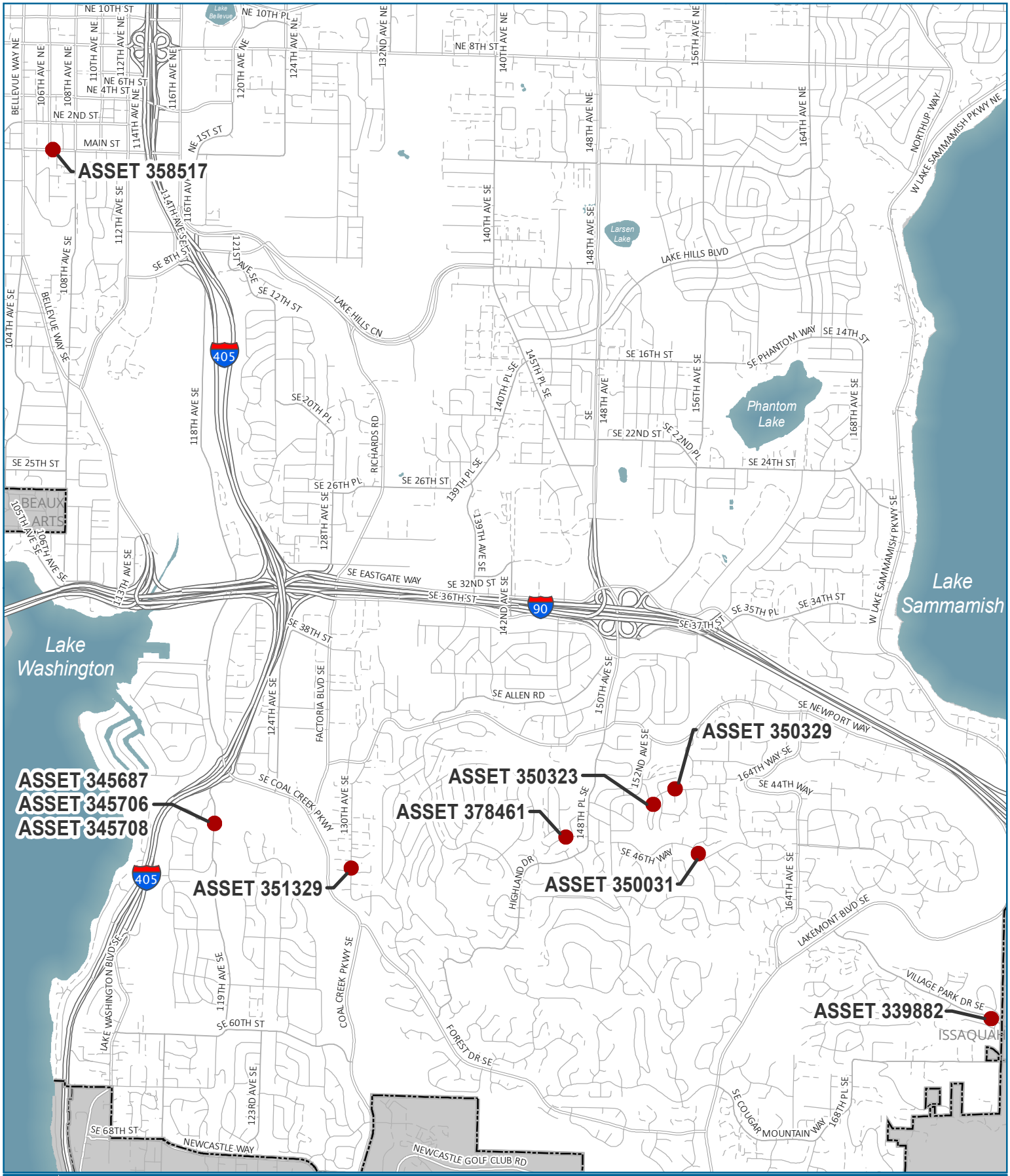
1. Award Bid No. 26041 for the Storm Pipe Defect Repair 2025 project to Shoreline Construction Co., as the lowest responsive and responsible bidder, in an amount not to exceed $1,061,452, plus all applicable taxes (CIP Plan No. D-64).
2. Reject all bids and provide alternative direction to staff.

ATTACHMENTS

A. Vicinity Map

AVAILABLE IN COUNCIL LIBRARY

N/A



Utilities

STORM PIPE DEFECT REPAIR 2025

C.I.P. D-64

Council Vicinity Map

0 2,300

Feet

Date: 4/6/2026

File Name: V:\UtilitiesAssetMapping\doc\Projects\2026\Council Maps\MXD\UtilDeptGIS_CouncilMap_Storm_Pipe_Defect_Repair_2025.mxd

CITY COUNCIL AGENDA TOPIC

Ordinance amending Chapters 11.23 and 11.80 of the Bellevue City Code; amending Sections 11.23.010, 11.23.022, and 11.80.020; creating new Sections 11.23.011, 11.23.012, 11.23.013, 11.23.014, 11.23.023, 11.23.050; repealing conflicting uncodified ordinances; establishing a curb pricing zone and a range of curb pricing rates; delegating authority to implement and administer this Ordinance; providing for severability; and establishing an effective date.

Andrew Singelakis, Director
Chris Long, Assistant Director
Transportation Department

EXECUTIVE SUMMARY

ACTION

On April 28, following a Study Session discussion on the Bellevue City Code Amendment (BCCA), City Council unanimously directed staff to bring back an Ordinance for final action. The Ordinance establishes a framework to implement and administer paid on-street parking in support of the Bellevue Curb Management Plan.

RECOMMENDATION

Move to adopt Ordinance No. 6918

BACKGROUND/ANALYSIS

At the April 28 Study Session, the council reviewed the recommended BCC amendments and directed staff to return with an ordinance for council action. A strike-draft of the BCC is included as Attachment A. The updates include:

- Amendments to Chapter 11.23:
  - Updates the Purpose of chapter 11.23 to reflect creation of a Curb Pricing Zone.
  - Removes need for additional council ordinances to establish parking restrictions.
  - Establishes the Curb Pricing Zone and implementation of curb pricing within the designated zone.
  - Establishes a rate range for paid on-street parking.
  - Delegates authority to the Transportation Director to establish specific rates within the defined rate range, and ability to adjust rates as needed to achieve target curb occupancy goals.
  - Delegates authority to the City Manager or designee to create curbside regulations, such as parking zones, loading zones, time-limited zones and shared micromobility parking zones.
  - Adds provisions for payment options, enforcement approaches, and penalties.
  - Adds provisions for public notice of changes to curbside policies.
  - Establishes conditions for the use of net revenues generated from the program.
  - Clarifies approach to establishing parking time limits.
  - Provides for severability.

- Amendments to Chapter 11.80
    - Delete WAC 308-330-270(5) from the city's adoption of the Model Traffic Ordinance to avoid conflicting code provisions.

As a result of the code changes, previously adopted ordinances regulating curbside usage are no longer necessary. This ordinance repeals those unnecessary ordinances.

Upon the council's adoption of the BCCA Ordinance, staff will move forward with initial creation of a paid on-street parking program. Staff plans to provide periodic updates to the council on program outcomes, community findings, and considerations for program changes.

POLICY & FISCAL IMPACTS

Policy Impact

The proposed implementation of curb pricing is aligned with the following Comprehensive Plan policies:

- TR-34: Consider implementation of a pay-for curb use program.
- TR-39: Develop and implement a curb management plan that designates a curb typology, establishes a pay for curb use program recommendation, facilitates dynamic curbside management and accounts for various movement, access, and placemaking functionalities.

Fiscal Impact

As described during the April 28 council meeting, establishing a curb pricing program will require initial capital investment for installation of payment stations, signage, mobile-based subscriptions and increased enforcement. For 2026, initial program implementation costs for design (approximately $300,000) will be funded through the Traffic Safety Implementation program (CIP Plan No. PW-R-46). Construction and contract expenses incurred in 2027 are anticipated to be recouped through revenue generated from the program within one year of full operation. This program will ultimately provide an ongoing source of revenue to reinvest in the Curb Management Program.

OPTIONS

1. Adopt the Ordinance amending Chapters 11.23 and 11.80 of the Bellevue City Code; amending Sections 11.23.010, 11.23.022, and 11.80.020; creating new Sections 11.23.011, 11.23.012, 11.23.013, 11.23.014, 11.23.023, 11.23.050; repealing conflicting uncodified ordinances; establishing a curb pricing zone and a range of curb pricing rates; delegating authority to implement and administer this Ordinance; providing for severability; and establishing an effective date.
2. Do not adopt the Ordinance and provide alternative direction to staff.

ATTACHMENTS

A. BCCA strike draft
Proposed Ordinance No. 6918

AVAILABLE IN COUNCIL LIBRARY

N/A

Chapter 11.23
PARKING

Sections:

11.23.005 Purpose.
11.23.007 Parking restricted – General.
11.23.010 ~~Parking restricted – Specified streets –~~ Residential permit parking zones.
11.23.011 Curb Pricing Zones and implementation of curb pricing.
11.23.012 Curb pricing authority and rates.
11.23.013 Notice of curb pricing rates and payment collection.
11.23.014 Use of curb pricing-related revenue.
11.23.015 Traffic engineer – Authority.
11.23.020 Parking over 24 hours prohibited.
11.23.022 Time limit zone violations.
11.23.023 Curb Pricing Zone violations.
11.23.025 Stopping, standing or parking.
11.23.026 For hire vehicle stopping, standing, parking.
11.23.027 Vehicle with an expired registration of more than 45 days parked on a public street.
11.23.028 Vehicle parking in front of mailbox.
11.23.029 Illegal sale or production of RPZ permit.
11.23.030 When vehicle may be impounded.
11.23.035 Parking on municipal property.
11.23.040 Penalties.
11.23.050 Severability.

11.23.005 Purpose.

The provisions of this chapter regulate parking, standing and stopping of vehicles upon streets and ways open to the public within the city and provide for the establishment of residential parking zones, curb pricing zones, and associated restrictions thereto. Pursuant to Chapters 11.80 and 11.82 BCC, the city has adopted by reference sections of certain state statutes,

including sections of the Model Traffic Ordinance, which provide for regulation of parking in addition to the provisions of this chapter. (Ord. 5176 § 1, 1999; Ord. 4611 § 3, 1993.)

11.23.007 Parking restricted – General.

General parking restrictions are adopted to regulate parking with respect to common concerns found on city streets and ways and are generally applied. General parking restrictions include, but are not limited to, parking setback distances from driveways, intersections, fire hydrants, crosswalks, stop signs, yield signs, signals, and railroad crossings. General parking restrictions also prohibit the parking of any vehicle on a sidewalk, crosswalk, within an intersection, on a bridge, within a tunnel, on railroad tracks, or in roadway medians. General parking restrictions are adopted by the city council in the Model Traffic Ordinance, Chapter 11.80 BCC, which contains a complete description of these parking restrictions as well as additional restrictions placed on the stopping or standing of vehicles. (Ord. 5176 § 2, 1999.)

11.23.010 ~~Parking restricted – Specified streets –~~ Residential permit parking zones.

~~The city council may by ordinance establish parking restrictions, including but not limited to no parking anytime, time of day restrictions, and time limits on all or portions of specified streets. A copy of such parking restrictions adopted by the city council, in the form in which they were adopted and suitably marked to indicate amendments, additions, deletions or exceptions, shall be authenticated and filed in the office of the city clerk. In addition, copies thereof shall be available for use and examination by the public during regular business hours. Such parking restrictions for specified streets may also carry restrictions on the stopping or standing of a vehicle.~~

The city council may ~~also~~ by ordinance establish residential permit parking zones which restrict parking on specified streets except by permits issued to area residents. Such zones allow for time-limited parking or time of day restrictions for vehicles without a permit. ~~A copy of such ordinance establishing a residential permit parking zone and restrictions applicable thereto shall be authenticated and filed in the office of the city clerk. In addition, copies thereof shall be~~

~~available for use and examination by the public during regular business hours. (Ord. 5176 § 3, 1999; Ord. 4611 § 4, 1993.)~~

11.23.011 Curb Pricing Zones and implementation of curb pricing

A. The City Council may establish, modify, or dissolve Curb Pricing Zones where the city may implement curb pricing, which is defined as charging a fee for on-street parking, standing, or loading of a vehicle at the curb or edge of the roadway along public right-of-way.

B. Within the City Council adopted Curb Pricing Zone(s), the city may establish curb pricing. Prior to establishing curb pricing rates in a particular area, the city must notify adjacent property owners, residents, and businesses.

11.23.012 Curb pricing authority and rates

A. The City Council may establish a range of rates that the city may charge for on-street parking, standing, or loading of vehicles within the Curb Pricing Zone. From time to time, the City Council may modify the allowed rates.

B. For on-street paid parking, standing, or loading, the minimum hourly rate shall be $1.00 and the maximum hourly rate shall be $8.00.

C. For parking device removal and reinstallation due to construction, project owners shall remove and replace devices to the city's satisfaction, or the city shall charge a fee per station approximating the actual associated costs.

D. The Director of Transportation or designee is hereby authorized:

1. To establish rates for on-street parking, standing, or loading in a curb pricing schedule consistent with the limits set by the City Council with a target occupancy rate of 80 percent where curb pricing is implemented; and

2. To establish rates that vary based on the time of day, the day of the week, the type of curb use, and any other factors deemed relevant by the Director of Transportation to effectively manage demand at the curb.

3. To raise or lower rates, no more than twice a year, based on measured parking occupancy and curb use data; and

4. To make recommendations to the City Council for updates to the limits set forth in Section 11.23(B) as needed.

11.23.013 Notice of curb pricing rates and payment collection

A. In areas where payment is required to park, stand, or load vehicles, appropriate signs shall be posted at intervals reasonably spaced so as to provide notice that payment is required.

B. The city shall collect curb pricing fees through a payment collection system(s), such as parking pay stations, parking payment mobile applications, or any similar technology. The payment collection system signage or stations shall be clearly marked and spaced at reasonable intervals. The payment collection system will disclose the rate, time limits, and days and hours of enforcement. Payment collection systems may require users to input information, such as a parking stall number or license plate number, and provide evidence of payment, such as displaying receipt of payment on dashboard.

C. The city shall maintain a website identifying the following information (1) the current Curb Pricing Zones established by the City Council; (2) the areas in which payment is required, and (3) the effective rates by location.

D. The city will publicize on a city website anticipated changes to curb pricing rates prior to adjustment.

11.23.014 Use of curb pricing-related revenue

Curb pricing revenue includes the proceeds from (1) parking or curb use payments; and (2) fines collected as a result of any parking-related infractions issued in the Curb Pricing Zone. Curb pricing revenue will fund eligible expenses related to the installation, maintenance, management, and enforcement of the curb pricing program. Remaining curb pricing revenue beyond the cost of administering the curb pricing program shall be reinvested in the Curb Pricing Zone to support eligible activities such as parking studies, traffic safety improvements, street activation, investment concepts identified within the Curb Management Plan, and investments that support access and ridership for transit and microtransit services.

11.23.015 Traffic engineer – Authority.

A. The ~~c~~City ~~m~~Manager or their designee is authorized to exercise the powers and duties of Ttraffic Eengineer as authorized pursuant to ~~RCW 46.90.260 and 46.90.270, and~~ Chapter 308-330 WAC, the Model Traffic Ordinance, ~~all~~ as now or hereafter amended.

B. WAC 308-330-265(13) of the Model Traffic Ordinance is modified to read as follows:

> The City Manager or their designee is authorized to determine and designate by proper traffic control signs zones ~~not exceeding 300 feet in length~~ for no parking, stopping, or standing of vehicles where the primary basis of such zone is safety or spill-over parking concerns.

C. WAC 308-330-265(15) of the Model Traffic Ordinance is modified to read as follows:

> The City Manager or their designee is authorized to establish, modify, or remove transit layover zones, private shuttle zones, bus stops, taxicab stands, and stands for other for hire vehicles on such highways in such places and in such number as they shall determine to be of the greatest benefit and convenience to the public. Every such zone, stop, or stand shall be designated by appropriate signs or by curb markings supplemented with the appropriate words stenciled on the curb;

D. In addition to the powers and duties authorized pursuant to Chapter 308-330 WAC, the City Manager or their designee may:

1. Establish, modify, or remove no parking zones, time-limited parking zones, and curb pricing within the Curb Pricing Zone along public right-of-way. In such areas, the city shall place and maintain appropriate signs or curb markings supplemented with the appropriate words stenciled on the curb; and

2. Determine the location of and install or remove payment collection systems or devices and micromobility parking corrals within public right of way.

11.23.020 Parking over 24 hours prohibited.

Unless otherwise posted by official signs~~Except for authorized time limit zones (BCC 11.23.022)~~, no person may park or re-park a vehicle on either side of a public street within the same block for a period exceeding 24 consecutive hours. A vehicle shall be deemed to be parked in violation of this section unless the vehicle is moved to a different block every 24 hours. For purposes of this chapter~~section~~, a block is defined as the stretch of roadway between the two closest public street intersections on either end of the stretch. For cases where a roadway ends, a block is defined as the stretch of roadway between the end of the roadway and the closest public street intersection. (Ord. 6686 § 1, 2022; Ord. 6383 § 1, 2017; Ord. 4611 § 6, 1993.)

11.23.022 Time limit zone violations.

No person having control over a vehicle may park or stand such vehicle beyond the time limit permitted by official signs.

Where a time limit is established by official signs, but no payment is required, no person having control over a vehicle may repark that vehicle on either side of the same street in order to extend the vehicle's parking time beyond the time limits established. For purposes of this section, a vehicle shall be deemed to be reparked and in violation of this section despite any movement of the vehicle unless the vehicle is moved to a street with a different street name than the street the vehicle was originally parked upon. (Ord. 5176 § 5, 1999.)

11.23.023 Curb Pricing Zone violations.

A. Where official signs establish curb pricing, no person having control over a vehicle shall park, stand, or load a vehicle:

1. Without proper payment. Proper payment includes, remitting the appropriate amount, correctly inputting any required information, and providing any required evidence of payment, as directed by the payment collection system.

2. After the period for which payment was made has expired, unless additional payment is properly made; provided, however, that no person shall park, stand, or load a vehicle for longer than allowed by posted time restrictions.

3. On a block, or portion thereof, for a consecutive period of time longer than the limited period of time for which parking is lawfully permitted on the block as indicated on the payment collection system, regardless of the amount paid.

B. Parking, standing, or loading a vehicle beyond a time restriction or failing to make proper payment when required, is a violation under this section and subject to the penalties set forth in Section 11.23.040.

C. The prohibitions in subsection A of this section shall not apply to:

1. The act of parking,

2. The act of paying for parking through a payment collection system, or

3. The act of expeditious loading or unloading of persons.

11.23.025 Stopping, standing or parking.

A. In addition to provisions of the Washington Model Traffic Ordinance adopted by Chapters 11.80 or 11.82 BCC, no person may park or leave any vehicle, whether attended or unattended, upon the traveled portion of the roadway in such a manner as to block or obstruct the flow of vehicular traffic.

1. Subsection A of this section does not apply to the driver of any vehicle which is disabled in such a manner and to such extent that it is impossible to avoid stopping and temporarily leaving the vehicle in such a position. The driver shall nonetheless arrange for the prompt removal of the vehicle as required by subsection B of this section.

2. Subsection A of this section does not apply to the driver of a public transit vehicle who temporarily stops the vehicle upon the roadway for the purpose of and while actually engaged in receiving or discharging passengers at a marked transit vehicle stop zone, or to the driver of a vehicle when actually engaged in the collection of solid waste, recyclables, or yard waste under authority of the city, so long as the vehicle is not parked or left for a longer time than reasonably necessary.

B. It is unlawful for the operator of a vehicle to leave the vehicle unattended within the limits of the roadway unless the operator of the vehicle arranges for the prompt removal of the vehicle. (Ord. 4611 § 7, 1993.)

11.23.026 For hire vehicle stopping, standing, parking.

The operator of a for hire vehicle shall not stop, stand, or park such vehicle upon any street at any place other than in a designated taxicab stand or loading zone. This provision shall not prevent the operator of a for hire vehicle from temporarily stopping in accordance with other stopping, standing, and parking regulations at any place for the purpose of and while actually engaged in the expeditious loading and unloading of passengers. This provision does not apply to vehicles or companies that have leases or other such agreements with the city for use of its rights-of-way. (Ord. 6082 § 2, 2012.)

11.23.027 Vehicle with an expired registration of more than 45 days parked on a public street.

As an alternative to towing a vehicle with expired registration of more than 45 days when parked on a public street (per RCW 46.55.113), such a vehicle may be issued a parking infraction per BCC 11.23.040. (Ord. 6276 § 1, 2016.)

11.23.028 Vehicle parking in front of mailbox.

No person shall park any vehicle unattended on a public street within 10 feet of a mailbox or any portion of a mailbox stand between the hours of 8:00 a.m. and 6:00 p.m. on days the United States Postal Service is scheduled to deliver mail. (Ord. 6276 § 2, 2016.)

11.23.029 Illegal sale or production of RPZ permit.

No person shall sell, transfer, purchase, counterfeit, or otherwise acquire for value a residential parking zone permit or decal issued by the city and to subsequently use or display the permit to park in a residential parking zone. (Ord. 6276 § 3, 2016.)

11.23.030 When vehicle may be impounded.

Any vehicle parked or used so as to endanger any user or potential user of any street or way open to the public or parked or used in violation of BCC Title 11, any regulation or restriction established thereunder, or any other applicable provision of the Bellevue City Code or of any ordinance, is declared to be a nuisance which may be summarily abated by the impounding and removal of the vehicle as herein provided. Any vehicle which is stolen, or which is required by the police department for evidence or investigation, or which is unoccupied or unattended and in the judgment of any police officer in danger of being stripped or stolen, or any wrecked and unattended vehicle, may be impounded and removed as provided by state law. (Ord. 4927 § 7, 1996; Ord. 4611 § 8, 1993.)

11.23.035 Parking on municipal property.

A. Motor vehicle parking or standing on property owned, leased or operated by the city is subject to the following restrictions:

1. Only motor vehicles belonging to persons who work for the city, who are transacting business with the city or who otherwise have specific permission from the city, may be parked upon such property; and

2. Where pavement markings or signs designate parking stalls on such property, all motor vehicles must be parked within such stalls and not elsewhere on such property; and

3. Where pavement markings designate a parking stall or stalls, any motor vehicle parked in a stall must be parked within the designated limits as indicated by the pavement markings; and

4. Where signs or pavement markings prohibit or restrict parking without authority or permission, no motor vehicle may be parked or left standing without such permission.

B. Any motor vehicle parked or standing on such property which is not complying with the restrictions set forth herein is declared to be a nuisance. Such nuisance may be summarily abated by impounding as provided by state law. The impounding of a motor vehicle does not prevent or preclude the institution and prosecution of charges in the district court or other appropriate court for violation of any provision of this chapter. (Ord. 4611 § 9, 1993.)

11.23.040 Penalties.

Failure to comply with any parking restriction adopted pursuant to BCC 11.23.007, 11.23.010, 11.23.015, 11.23.020, 11.23.022, 11.23.023, 11.23.025, 11.23.026, 11.23.027, 11.23.028, or 11.23.029, 11.23.035 or any other provision of this chapter is a parking infraction and shall be cited under the applicable section of this chapter.

A. Violators are required to respond within 3015 days, of the date of the issuance of the notice of infraction, or if the notice is mailed, within 33 days, by:

1. Paying a penalty in the amount set forth in subsection C of this section for each infraction cited on the infraction notice; or

2. Requesting a hearing in the manner described in the notice of infraction.

B. Failure to respond to an infraction notice within 3015 days of the date of the infraction, or 33 days if the notice was mailed, mayshall result in:

1. An additional monetary penalty of $25.00 imposed as a default penalty for each parking infraction cited on the notice; and

2. The loss of the right to a hearing on the parking infraction and the determination shall be final; and.

3. In addition, a criminal charge may be filed against the vehicle owner for failure to respond to a notice of infraction and, Cconsistent with applicable state law, the Department of Licensing may place a hold on the renewal of the vehicle license registration for the vehicle involved in the violation, and.

4. Referral of the case to a collection agency.

C. The amount of the penalty for all parking infractions shall be kept in a table available to the public by the director of the transportation department, or their designee. The penalties in this table shall be updated per subsection D of this section.

D. The penalties established in subsection C of this section shall be established on May 1, 2016. Penalties in subsection C of this section shall next be adjusted on January 1, 2018, by multiplying the penalty amount then in effect times one plus the Consumer Price Index for all urban customers (Seattle-Everett area) for 2016, then taking the resultant amount (not rounded) and multiplying it by one plus the Consumer Price Index for all urban customers (Seattle-Everett area) for 2017 and rounding the result to the nearest dollar.

Penalties in subsection C of this section shall next be adjusted on January 1, 2020, and on each succeeding January 1st of even-numbered years thereafter by multiplying the penalty amount then in effect times one plus the Consumer Price Index for all urban customers (Seattle-Everett area) for the even number year two years proceeding, then taking the resultant amount (not rounded) and multiplying it by one plus the Consumer Price Index for all urban customers (Seattle-Everett area) for the odd-numbered year proceeding, and rounding the result to the nearest dollar; provided, that the maximum penalty amount shall not exceed the penalty limit set forth in any applicable state law or court rules.

E. The inflation adjustment outlined in subsection D of this section may be suspended by the city manager based on their discretion for special circumstances such as poor economic conditions or other unforeseen events.

F. The penalty for illegal sale or production of RPZ permit per BCC 11.23.029 shall be $250.00 and shall not be adjusted per subsection D of this section. (Ord. 6276 § 4, 2016; Ord. 5176 § 6, 1999; Ord. 4611 § 10, 1993.)

11.23.050 Severability.

If any one or more sections, subsections or sentences of this chapter are held to be unconstitutional or invalid, such decision shall not affect the validity of the remaining portion of this chapter and the same shall remain in full force and effect.

Chapter 11.80
MODEL TRAFFIC ORDINANCE

11.80.020 Sections deleted.

The following sections or portions of sections of the MTO are not adopted by reference and are expressly deleted:

WAC 308-330-142

WAC 308-330-145

WAC 308-330-148

WAC 308-330-172

WAC 308-330-225

WAC 308-330-250

WAC 308-330-255

WAC 308-330-270(5)

WAC 308-330-400

WAC 308-330-469

WAC 308-330-472

WAC 308-330-500

WAC 308-330-505

WAC 308-330-510

WAC 308-330-515

WAC 308-330-520

WAC 308-330-525

WAC 308-330-530

WAC 308-330-535

WAC 308-330-540

WAC 308-330-555

WAC 308-330-560

WAC 308-330-600

WAC 308-330-610

WAC 308-330-620

WAC 308-330-630

WAC 308-330-640

WAC 308-330-650

WAC 308-330-660

WAC 308-330-710

CITY OF BELLEVUE, WASHINGTON

ORDINANCE NO. 6918

AN ORDINANCE amending Chapters 11.23 and 11.80 of the Bellevue City Code; amending Sections 11.23.010, 11.23.022, and 11.80.020; creating new Sections 11.23.011, 11.23.012, 11.23.013, 11.23.014, 11.23.023, 11.23.050; repealing conflicting uncodified ordinances; establishing a curb pricing zone and a range of curb pricing rates; delegating authority to implement and administer this Ordinance; providing for severability; and establishing an effective date.

WHEREAS, in 2022, the Bellevue City Council adopted Comprehensive Plan Amendments to provide policy guidance for curb management and curb pricing; and

WHEREAS, in 2023, the Bellevue City Council adopted the Curb Management Plan to provide long-range guidance on how to best manage, operate, and design curbside areas within the City's Urban Core neighborhoods of Downtown, Wilburton, BelRed, and East Main; and

WHEREAS, Curb Practice ST.1 within the Curb Management Plan advises the city to "Perform an implementation study for a paid parking program and update on-street parking procedures"; and

WHEREAS, Policy TR-34 of Bellevue's Comprehensive Plan states "Consider implementation of a pay-for curb use program"; and

WHEREAS, in 2024, the Bellevue Transportation Commission began work on the Curb Pricing Study to explore the feasibility of implementing paid on-street parking within the Urban Core neighborhoods of Bellevue; and

WHEREAS, in 2025, the Bellevue Curb Pricing Implementation Strategy was published indicating a recommendation to implement paid on-street parking within the designated study area of the Curb Pricing Study; and

WHEREAS, actively managing curbside spaces and applying pricing for uses such as on-street parking is proven to be a nationwide best practice for traffic safety, congestion mitigation, and parking demand balancing; and

WHEREAS, the Bellevue City Council has authority to establish parking regulations in accordance with Chapter 46.61 of the Revised Code of Washington (RCW) and Washington Administrative Code (WAC) 308-330; and

WHEREAS, in 2025, the Bellevue City Council initiated a work program to develop a draft ordinance and code language to advance a curb pricing program in Bellevue, and

WHEREAS, the City of Bellevue has complied with the requirements of the State Environmental Policy Act, chapter 43.21C RCW, and the City Environmental Procedures Code, chapter 22.02 of the Bellevue City Code (BCC); and now therefore,

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

Section 1. This Ordinance establishes parking regulations consistent with RCW 46.61.570 and amends chapters 11.23 and 11.80 BCC.

Section 2. Section 11.23.010 of the Bellevue City Code is amended to read as follows:

11.23.010 Residential permit parking zones.

The city council may by ordinance establish residential permit parking zones which restrict parking on specified streets except by permits issued to area residents. Such zones allow for time-limited parking or time of day restrictions for vehicles without a permit.

Section 3. A new Section 11.23.011 of the Bellevue City Code is created to read as follows:

11.23.011 Curb Pricing Zones and implementation of curb pricing.

A. The City Council may establish, modify, or dissolve Curb Pricing Zones where the city may implement curb pricing, which is defined as charging a fee for on-street parking, standing, or loading of a vehicle at the curb or edge of the roadway along public right-of-way.

B. Within the City Council adopted Curb Pricing Zone(s), the city may establish curb pricing. Prior to establishing curb pricing rates in a particular area, the city must notify adjacent property owners, residents, and businesses.

Section 4. A new Section 11.23.012 of the Bellevue City Code is created to read as follows:

11.23.012 Curb pricing authority and rates.

A. The City Council may establish a range of rates that the city may charge for on-street parking, standing, or loading of vehicles within the Curb Pricing Zone. From time to time, the City Council may modify the allowed rates.

B. For on-street paid parking, standing, or loading, the minimum hourly rate shall be $1.00 and the maximum hourly rate shall be $8.00.

C. For parking device removal and reinstallation due to construction, project owners shall remove and replace devices to the city's satisfaction, or the city shall charge a fee per station approximating the actual associated costs.

D. The Director of Transportation or designee is hereby authorized:
    1. To establish rates for on-street parking, standing, or loading in a curb pricing schedule consistent with the limits set by the City Council with a target occupancy rate of 80 percent where curb pricing is implemented; and
    2. To establish rates that vary based on the time of day, the day of the week, the type of curb use, and any other factors deemed relevant by the Director of Transportation to effectively manage demand at the curb.
    3. To raise or lower rates, no more than twice a year, based on measured parking occupancy and curb use data; and
    4. To make recommendations to the City Council for updates to the limits set forth in Section 11.23(B) as needed.

Section 5. A new Section 11.23.013 of the Bellevue City Code is created to read as follows:

11.23.013 Notice of curb pricing rates and payment collection.

A. In areas where payment is required to park, stand, or load vehicles, appropriate signs shall be posted at intervals reasonably spaced in order to provide notice that payment is required.

B. The city shall collect curb pricing fees through a payment collection system(s), such as parking pay stations, parking payment mobile applications, or any similar technology. The payment collection system signage or stations shall be clearly marked and spaced at reasonable intervals. The payment collection system will disclose the rate, time limits, and days and hours of enforcement. Payment collection systems may require users to input information, such as a parking stall number or license plate number, and provide evidence of payment, such as displaying receipt of payment on dashboard.

C. The city shall maintain a website identifying the following information (1) the current Curb Pricing Zones established by the City Council; (2) the areas in which payment is required, and (3) the effective rates by location.

D. The city will publicize on a city website anticipated changes to curb pricing rates prior to adjustment.

Section 6. A new Section 11.23.014 of the Bellevue City Code is created to read as follows:

11.23.014 Use of curb pricing-related revenue.

Curb pricing revenue includes the proceeds from (1) parking or curb use payments; and (2) fines collected as a result of any parking-related infractions issued in the Curb Pricing Zone. Curb pricing revenue will fund eligible expenses related to the installation, maintenance, management, and enforcement of the curb pricing program. Remaining curb pricing revenue beyond the cost of administering the curb pricing program shall be reinvested in the Curb Pricing Zone to support eligible activities such as parking studies, traffic safety improvements, street activation, investment concepts identified within the Curb Management Plan, and investments that support access and ridership for transit and microtransit services.

Section 7. Section 11.23.015 of the Bellevue City Code is amended to read as follows:

11.23.015 Traffic engineer - Authority.

A. The City Manager or their designee is authorized to exercise the powers and duties of Traffic Engineer as authorized pursuant to Chapter 308-330 WAC, the Model Traffic Ordinance, as now or hereafter amended.

B. WAC 308-330-265(13) of the Model Traffic Ordinance is modified to read as follows:

   The City Manager or their designee is authorized to determine and designate by proper traffic control signs zones for no parking, stopping, or standing of vehicles where the primary basis of such zone is safety or spillover parking concerns.

C. WAC 308-330-265(15) of the Model Traffic Ordinance is modified to read as follows:

   The City Manager or their designee is authorized to establish, modify, or remove transit layover zones, private shuttle zones, bus stops, taxicab stands, and stands for other for-hire vehicles on such highways in such places and in such number as they shall determine to be of the greatest benefit and convenience to the public. Every such zone, stop, or stand shall be designated by appropriate signs or by curb markings supplemented with the appropriate words stenciled on the curb;

D. In addition to the powers and duties authorized pursuant to Chapter 308-330 WAC, the City Manager or their designee may:
   1. Establish, modify, or remove no parking zones, time-limited parking zones, and curb pricing within the Curb Pricing Zone along public right-of-way. In such areas, the city shall place and maintain appropriate

signs or curb markings supplemented with the appropriate words stenciled on the curb; and

2. Determine the location of and install or remove payment collection systems or devices and micromobility parking corrals within public right of way.

Section 8. Section 11.23.020 of the Bellevue City Code is amended to read as follows:

11.23.020 Parking over 24 hours prohibited.

Unless otherwise posted by official signs, no person may park or re-park a vehicle on either side of a public street within the same block for a period exceeding 24 consecutive hours. A vehicle shall be deemed to be parked in violation of this section unless the vehicle is moved to a different block every 24 hours. For purposes of this chapter, a block is defined as the stretch of roadway between the two closest public street intersections on either end of the stretch. For cases where a roadway ends, a block is defined as the stretch of roadway between the end of the roadway and the closest public street intersection.

Section 9. Section 11.23.022 of the Bellevue City Code is amended to read as follows:

11.23.022 Time limit zone violations.

No person having control over a vehicle may park or stand such vehicle beyond the time limit permitted by official signs.

Where a time limit is established by official signs, but no payment is required, no person having control over a vehicle may repark that vehicle on either side of the same street in order to extend the vehicle's parking time beyond the time limits established. For purposes of this section, a vehicle shall be deemed to be reparked and in violation of this section despite any movement of the vehicle unless the vehicle is moved to a street with a different street name than the street the vehicle was originally parked upon.

Section 10. A new Section 11.23.023 of the Bellevue City Code is created to read as follows:

11.23.023 Curb Pricing Zone violations.

A. Where official signs establish curb pricing, no person having control over a vehicle shall park, stand, or load a vehicle:
    1. Without proper payment. Proper payment includes, remitting the appropriate amount, correctly inputting any required information, and providing any required evidence of payment, as directed by the payment collection system.

2. After the period for which payment was made has expired, unless additional payment is properly made; provided, however, that no person shall park, stand, or load a vehicle for longer than allowed by posted time restrictions.
3. On a block, or portion thereof, for a consecutive time period longer than the limited time period for which parking is lawfully permitted on the block as indicated on the payment collection system, regardless of the amount paid.

B. Parking, standing, or loading a vehicle beyond a time restriction or failing to make proper payment when required, is a violation under this section and subject to the penalties set forth in Section 11.23.040.

C. The prohibitions in subsection A of this section shall not apply to:
1. The act of parking,
2. The act of paying for parking through a payment collection system, or
3. The act of expeditious loading or unloading of persons.

Section 11. Section 11.23.026 of the Bellevue City Code is amended to read as follows:

11.23.026 For hire vehicle stopping, standing, parking.
The operator of a for hire vehicle shall not stop, stand, or park such vehicle upon any street at any place other than in a designated taxicab stand or loading zone. This provision shall not prevent the operator of a for hire vehicle from temporarily stopping in accordance with other stopping, standing, and parking regulations at any place for the purpose of and while actually engaged in the expeditious loading and unloading of passengers. This provision does not apply to vehicles or companies that have leases or other such agreements with the city for use of its rights-of-way.

Section 12. Section 11.49.080 of the Bellevue City Code is amended to read as follows:

11.23.040 Penalties.
Failure to comply with any parking restriction adopted pursuant to BCC 11.23.007, 11.23.010, 11.23.015, 11.23.020, 11.23.022, 11.23.023, 11.23.025, 11.23.026, 11.23.027, 11.23.028, 11.23.029, 11.23.035 or any other provision of this chapter is a parking infraction and shall be cited under the applicable section of this chapter.

A. Violators are required to respond within 30 days of the date of the issuance of the notice of infraction, or if the notice is mailed, within 33 days, by:
1. Paying a penalty in the amount set forth in subsection C of this section for each infraction cited on the infraction notice; or
2. Requesting a hearing in the manner described in the notice of infraction.

B. Failure to respond to an infraction notice within 30 days of the date of the infraction, or 33 days if the notice was mailed, may result in:
    1. An additional monetary penalty of $25.00 imposed as a default penalty for each parking infraction cited on the notice; and
    2. The loss of the right to a hearing on the parking infraction and the determination shall be final; and
    3. Consistent with applicable state law, the Department of Licensing may place a hold on the renewal of the vehicle registration for the vehicle involved in the violation, and
    4. Referral of the case to a collection agency.

C. The amount of the penalty for all parking infractions shall be kept in a table available to the public by the director of the transportation department, or their designee. The penalties in this table shall be updated per subsection D of this section.

D. The penalties established in subsection C of this section shall be established on May 1, 2016. Penalties in subsection C of this section shall next be adjusted on January 1, 2018, by multiplying the penalty amount then in effect times one plus the Consumer Price Index for all urban customers (Seattle-Everett area) for 2016, then taking the resultant amount (not rounded) and multiplying it by one plus the Consumer Price Index for all urban customers (Seattle-Everett area) for 2017 and rounding the result to the nearest dollar.

    Penalties in subsection C of this section shall next be adjusted on January 1, 2020, and on each succeeding January 1st of even-numbered years thereafter by multiplying the penalty amount then in effect times one plus the Consumer Price Index for all urban customers (Seattle-Everett area) for the even number year two years proceeding, then taking the resultant amount (not rounded) and multiplying it by one plus the Consumer Price Index for all urban customers (Seattle-Everett area) for the odd-numbered year proceeding, and rounding the result to the nearest dollar; provided, that the maximum penalty amount shall not exceed the penalty limit set forth in any applicable state law or court rules.

E. The inflation adjustment outlined in subsection D of this section may be suspended by the city manager based on their discretion for special circumstances such as poor economic conditions or other unforeseen events.

F. The penalty for illegal sale or production of RPZ permit per BCC 11.23.029 shall be $250.00 and shall not be adjusted per subsection D of this section.

Section 13. A new Section 11.23.050 of the Bellevue City Code is created to read as follows:

11.23.050 Severability.

If any one or more sections, subsections or sentences of this chapter are held to be unconstitutional or invalid, such decision shall not affect the validity of the remaining portion of this chapter and the same shall remain in full force and effect.

Section 14. Section 11.80.020 of the Bellevue City Code is amended to read as follows:

11.80.020 Sections deleted.

The following sections or portions of sections of the Model Traffic Ordinance are not adopted by reference and are expressly deleted:
WAC 308-330-142
WAC 308-330-145
WAC 308-330-148
WAC 308-330-172
WAC 308-330-225
WAC 308-330-250
WAC 308-330-255
WAC 308-330-270(5)
WAC 308-330-400
WAC 308-330-469
WAC 308-330-472
WAC 308-330-500
WAC 308-330-505
WAC 308-330-510
WAC 308-330-515
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WAC 308-330-540
WAC 308-330-555
WAC 308-330-560
WAC 308-330-600
WAC 308-330-610
WAC 308-330-620
WAC 308-330-630
WAC 308-330-640
WAC 308-330-650
WAC 308-330-660
WAC 308-330-710

Section 15. The following ordinances regulating parking within the City of Bellevue, to the extent the ordinances remain in effect, are hereby repealed:

Ordinance No. 3479, adopted 1985, relating to the parking of vehicles and the restricting of parking thereof on both sides of SE 37th Street from 150th Avenue SE to 156th Avenue SE.

Ordinance No. 4676, adopted 1994, relating to the parking of vehicles, providing for "Two Hour Parking" on the east side of 101 st Avenue SE from SE 3rd Street to Meydenbauer Way.

Ordinance No. 4958, adopted 1996, providing for parking restrictions on both sides of 139th Avenue SE between SE Eastgate Way and Kamber Road.

Ordinance No. 5008, adopted 1997, relating to the parking of vehicles, providing for "Two Hour Parking 7 am - 6 pm Except Sundays and Holidays" on the west side of 101 st Avenue SE from SE 3rd Street to Meydenbauer Way.

Ordinance No. 5039, adopted 1997, providing for “No Parking Anytime” on the west side of 106th Avenue NE between Main Street and NE 2nd Street, Adding two hour parking on west and east side of 106th between Main and NE 2nd.

Ordinance No. 5105, adopted 1998, providing for “Two Hour Parking From 7 a.m. To 6 p.m. Except Sundays And Holidays” on both sides of 109th Avenue NE between NE 9th Street and NE 10th Street Two hour parking on both sides of 109th between NE 9th and NE 10th.

Ordinance No. 5252, adopted 2000, relating to the parking of vehicles, restricting parking on the north side of SE 37th Street from 156th Avenue SE eastward 400 feet to the end of City right-of-way to “No Parking 11 p.m. to 6 a.m.” and further restricting parking on the south side of SE 37th Street from 156th Avenue SE eastward 400 feet to the end of City right-of-way to “No Parking Anytime.”

Ordinance No. 5272, adopted 2001, establishing parking restrictions in the Downtown area of the City and certain other areas of the City.

Ordinance No. 5314, adopted 2001, providing for interim on-street vehicle parking along both sides of 110th Avenue N.E. in the Downtown Area of the City, until December 31, 2005.

Ordinance No. 5840, adopted 2008, establishing parking restrictions in the Downtown area and certain other areas of the City by restricting parking on the east side of 108th Avenue NE between NE 10th Street and NE 12th Street, and limiting parking to only the west side of 108th Avenue NE between NE 10th Street and NE 12th Street.

Ordinance No. 6164, adopted 2014, restricting parking to two hours during the hours of 7:00 a.m. to 6:00 p.m., except Sundays and holidays on the eastside of 100th Ave NE from Main Street to NE 4th Street, in an area where parking was previously allowed only on weekends.

Ordinance No. 6324, adopted 2016, establishing parking restrictions in the Spring District area of the City.

Ordinance No. 6374, adopted 2017, amending Ordinance No. 5272, which established parking restrictions in the downtown area and certain other areas of the City, to establish time restricted parking on the east side of 111th Avenue NE between NE 4th Street and NE 2nd Street.

Ordinance No. 6652, adopted 2022, amending Ordinance No. 5272, which established parking restrictions in the downtown area in addition to other areas of the City, to establish time restricted parking on the east side of 105th Avenue SE adjacent to parcel 10505 Main Street.

Section 16. The following ordinance regulating parking within the City of Bellevue is hereby repealed in part:

Sections 1, 2, 3, 4, 5, and 6 of Ordinance No. 4927, adopted 1996 and establishing parking restrictions in the Downtown area of the City and in certain other areas of the City, are repealed. Section 7 of Ordinance 4927 remains in effect.

Section 17. It is the intent of this Ordinance to repeal all ordinances that implemented time-limited, time of day, or no parking restrictions in order to remove potential conflicts with the implementation and administration of this Ordinance. Any such ordinance that was not explicitly repealed is hereby repealed to the extent such ordinance conflicts with this Ordinance; provided however, no codified ordinance shall be repealed by this section.

Section 18. The City Manager or their designee is authorized to establish time limited, time of day, or no parking restrictions as provided for in section 7(D)(1) of this Ordinance to address traffic conditions, spillover parking, safety issues, or to manage demand at the curb. The City Manager or their designee is authorized to interpret the provisions of this Ordinance and may issue rules, policies, and procedures for its administration consistent with this enactment.

Section 19. The Curb Pricing Zone map, marked as Attachment B for Study Session Item 26-306 in the April 28, 2026, Bellevue City Council Agenda materials is hereby adopted by reference into this Ordinance and shall be substantially in the form given Clerk's Receiving No. _____ .

Section 20. If any one or more sections, subsections or sentences of this Ordinance are held to be unconstitutional or invalid, such decision shall not affect the validity of

the remaining portion of this Ordinance and the same shall remain in full force and effect.

Section 21. 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 _____, 2026 and signed in authentication of its passage this ____ day of _____, 2026.

(SEAL)

_____
Mo Malakoutian, Mayor

Approved as to form:
Trisna Tanus, City Attorney

_____
Heather Jones, Assistant City Attorney

Attest:

_____
Charmaine Arredondo, City Clerk
Published_____

CITY COUNCIL AGENDA TOPIC

Public Hearing and action on Resolution authorizing the execution of documents necessary to release an existing sidewalk and utility easement which has been declared surplus to the city's needs and is no longer required for providing continued public service.

Jamie Robinson, Assistant Director
Loren Matlick, Real Property Manager
Elizabeth Parsons, Real Property Agent
Finance & Asset Management Department

Dwight Smith, Utilities Development Review Manager
Utilities Department

Tyler Moore, Development Review Manager
Transportation Department

EXECUTIVE SUMMARY

ACTION	Public Hearing to solicit input on the proposed release of an existing sidewalk and utility easement located at 16035 Northup Way. If approved, the resolution would authorize execution of the release document.

RECOMMENDATION

Hold the public hearing and move to adopt Resolution No. 10634

BACKGROUND/ANALYSIS

On April 14, the City Council approved Resolution No.10608 declaring an existing sidewalk and utility easement located at 16035 Northup Way as surplus. The next step in this process is for the council to hold a public hearing. This hearing is an opportunity for the public to comment on the proposed release. Following the hearing, staff requests council action on the proposed resolution authorizing the release of the subject easement.

The easement was granted to the City of Bellevue by the Corporation of the Presiding Bishop of the Church of Jesus Christ of Latter-Day Saints under recording number 8909280449, in King County, Washington; on September 28, 1989.

Utilities Department staff and Transportation Department staff have both reviewed the release request and confirmed that the easement is no longer needed. Franchise utilities including Comcast, CenturyLink, PSE and Verizon have all confirmed that they have no facilities located within the easement reservation on this property and have no future need for the existing sidewalk and utility easement located at 16035 Northup Way.

This release will be executed and recorded upon the following conditions being met: 1) The new trail construction has concluded, and 2) Right-of-Way Dedication along Northup Way is recorded in the new plat. If both conditions are not met within five years, the resolution authorizing the release shall be

deemed null and void and any future request to release these easements will require council approval.

This public hearing was advertised in the newspaper of record and notices were sent to property owners within a 500-foot radius of the property with the subject easement.

POLICY & FISCAL IMPACTS

Policy Impact

Bellevue City Code

Under Bellevue City Code 4.32.070 and RCW 35.94.040, the city can dispose of Utilities-owned real property interests, including the release of permanent utility easements, upon a determination by resolution that the property in question is surplus to the city's needs and is not required for providing continued public utility service. Under the same provisions, at a separate city council meeting, the council can approve the release following a public hearing.

City Procedure

The city has a procedure in place for releasing or modifying easements. An easement may be released, upon approval by the council, if the easement is no longer needed, there is no foreseeable future need for the easement and, if applicable, the city has obtained any needed replacement easements.

Fiscal Impact

Declaring this easement surplus has no fiscal impact on the city because this easement was provided to the city at no cost. Per the guidance laid out in the city's Easement Release Procedure, no compensation is required for the release of an easement that was obtained at no cost.

OPTIONS

1. Hold the Public Hearing and adopt the Resolution authorizing the execution of documents necessary to release an existing sidewalk and utility easement which has been declared surplus to the city's needs and is no longer required for providing continued public service.
2. Hold the Public Hearing, do not adopt the Resolution and provide alternative direction to staff.

ATTACHMENTS

A. Easement Exhibit Map
B. Vicinity Map
Proposed Resolution No. 10634

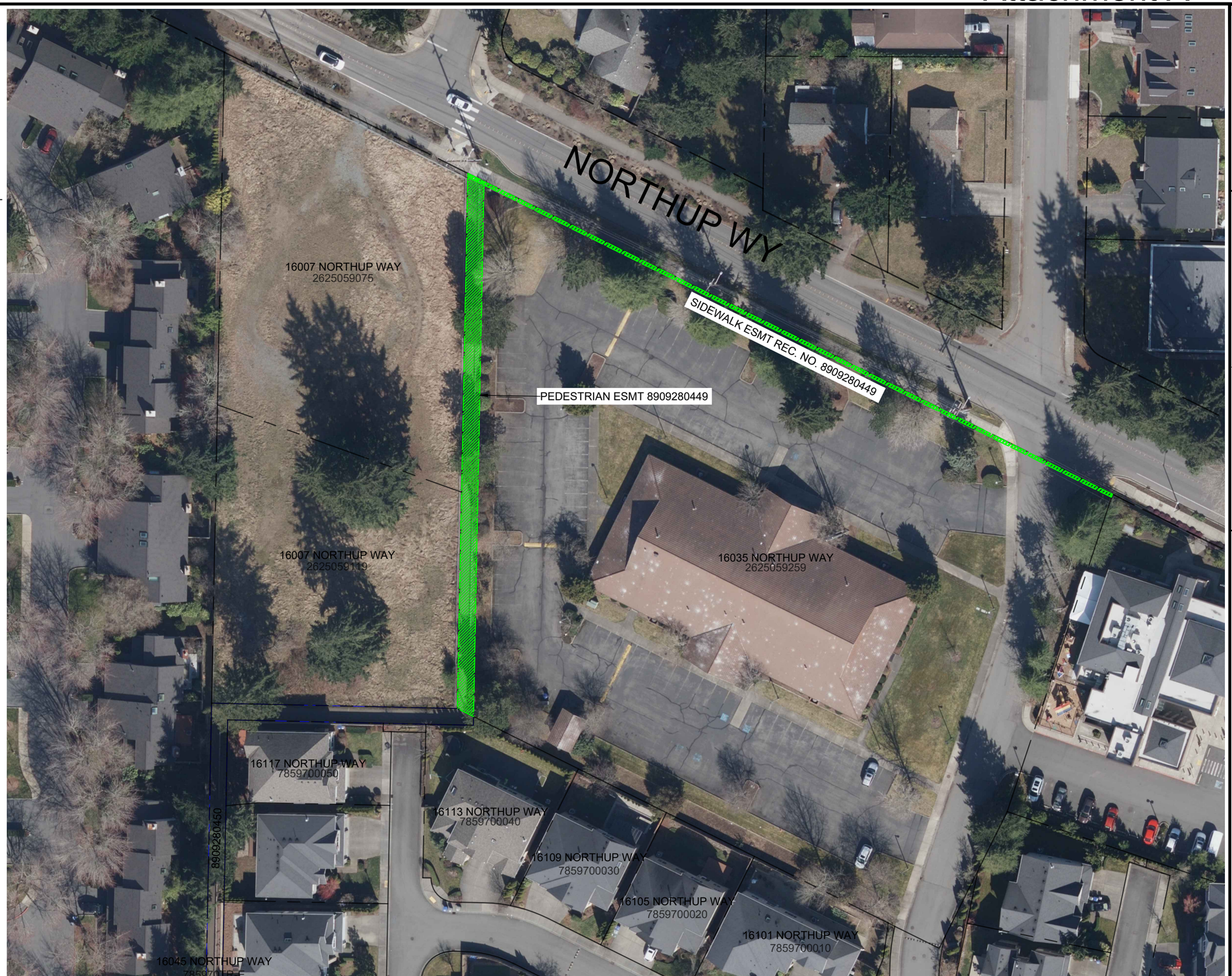
AVAILABLE IN COUNCIL LIBRARY

Copy of proposed partial release of easement

GRID NORTH

0 30 60

SCALE: 1 INCH = 60 FEET



CITY OF BELLEVUE WASHINGTON

Land Survey Division
Finance & Asset Management

EASEMENT DEPICTION

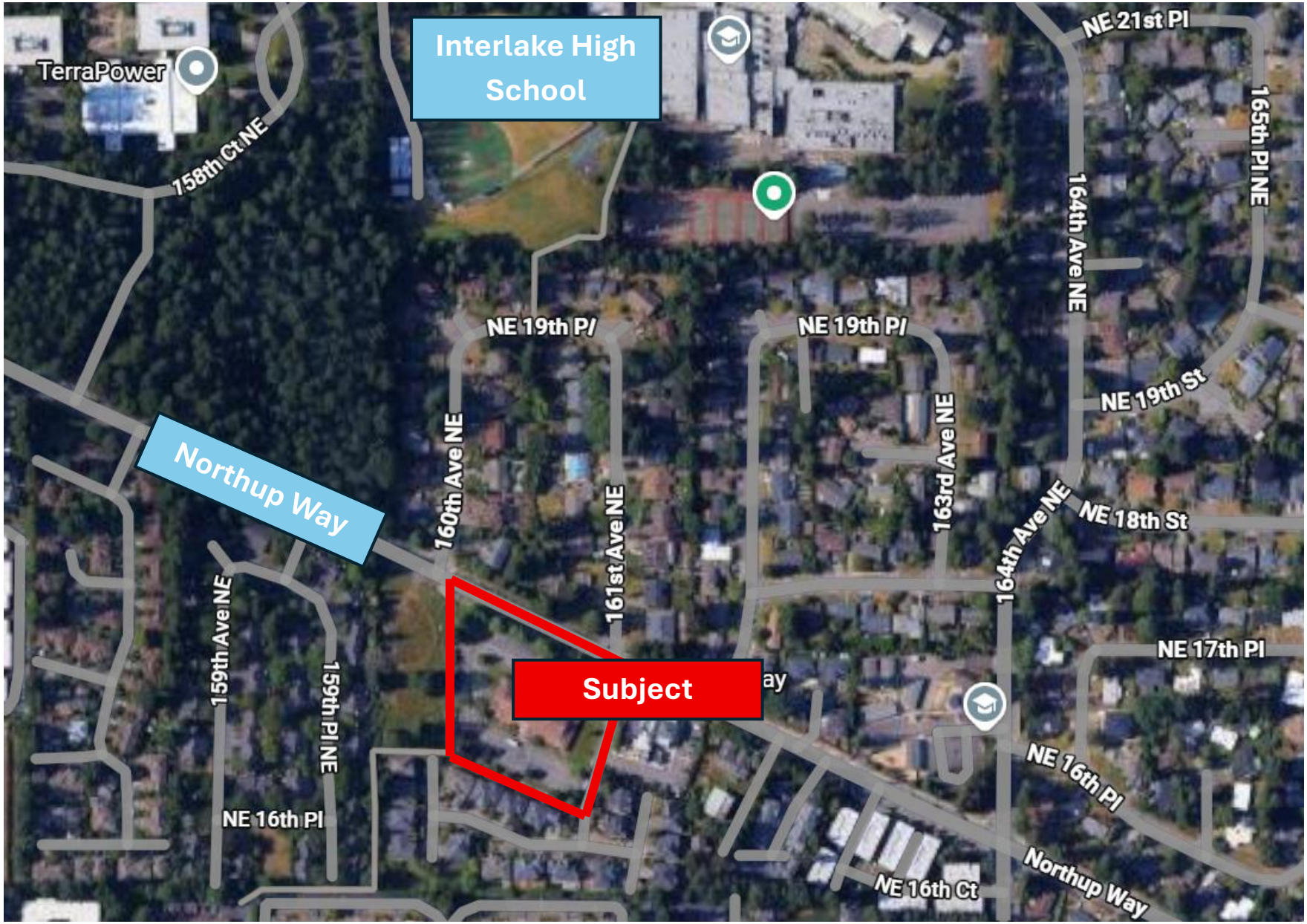
16035 NORTHUP WAY

SE 1/4, NE 1/4, S26-T25N-R05E, W.M.

DATE: 3/11/26 DRAWN BY: SBARTLETT PROJECT: 26007

DRAWING FILE: I:\~Active Projects\2026\26007 - Travara PUD\CAD\Finals\26007-CALC-MAPCHK-1.dwg

Vicinity Map



CITY OF BELLEVUE, WASHINGTON

RESOLUTION NO. 10634

A RESOLUTION authorizing the execution of documents necessary to release an existing sidewalk and utility easement which has been declared surplus to the city's needs and is no longer required for providing continued public service.

WHEREAS, RCW 35.94.040 and Bellevue City Code (BCC) 4.32.070 provide that whenever a city determines by resolution of its legislative authority, that any lands, property, or equipment originally acquired for public utility purposes is surplus to the city's needs and is not required for providing continued public utility service, then such legislative authority by resolution and after a public hearing may cause such lands, property, or equipment to be leased, sold, or conveyed; and

WHEREAS, pursuant to BCC 4.32.070, such resolution shall state the fair market value and such other terms and conditions for such disposition as the Council deems to be in the best public interest; and

WHEREAS, the fair market value of said easement is estimated to be $118,627; and

WHEREAS, the easement was conveyed to the City at no cost and as a result no compensation is required for relinquishment; and

WHEREAS, on March 14, 2026, by Resolution No. 10608, Council declared an existing sidewalk and utility easement located at 16035 Northup Way (as depicted on Attachment A) as surplus to the City's needs and no longer required for providing continued public utility service; and

WHEREAS, Council held a public hearing on May 19, 2026, as the required prerequisite to authorizing relinquishment of the easement as depicted on Attachment A; and

WHEREAS, Council finds that the relinquishment of an existing sidewalk and utility easement located at 16035 Northup Way in Bellevue, Washington, bearing King County Recording Number 8909280449, as depicted on Attachment A, is in the best interest of the public; now, therefore,

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

Section 1. The City Manager or designee is hereby authorized to execute documents necessary to release an existing sidewalk and utility easement located at 16035 Northup Way in Bellevue, Washington, bearing King County Recording No. 8909280449 as depicted on Attachment A.

Passed by the City Council this ____ day of _____, 2026 and signed in authentication of its passage this ____ day of _____, 2026.

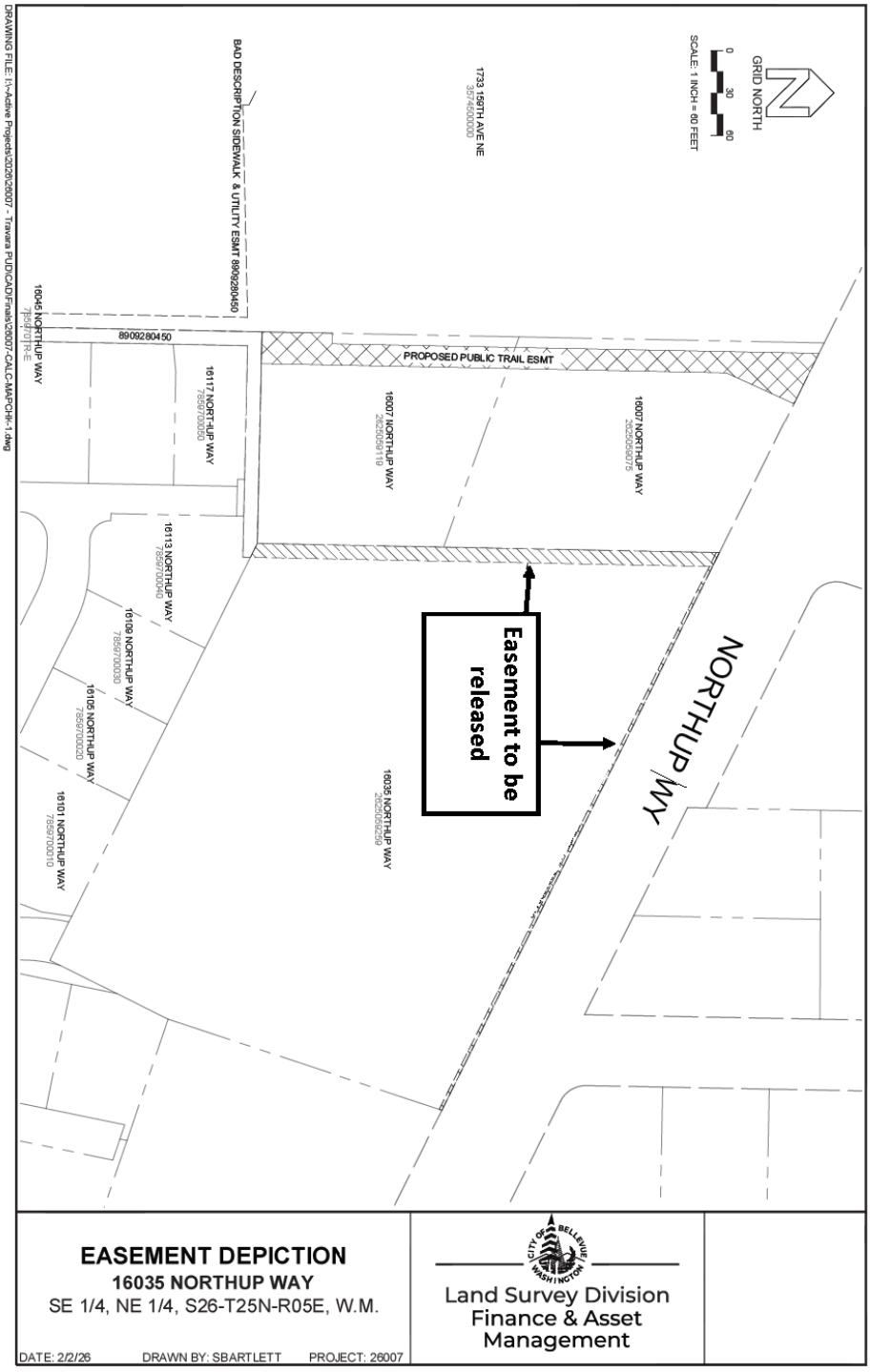
(SEAL)

_____
Mo Malakoutian, Mayor

Attest:

_____
Charmaine Arredondo, City Clerk

Attachment A


GRID NORTH
SCALE: 1 INCH = 60 FEET
0
30
60
BAD DESCRIPTION SIDEWALK & UTILITY ESMT 8909280450
1733 156TH AVE NE
3574600000
8909280450
PROPOSED PUBLIC TRAIL ESMT
16045 NORTHUP WAY
16117 NORTHUP WAY
16007 NORTHUP WAY
16007 NORTHUP WAY
16113 NORTHUP WAY
16039 NORTHUP WAY
16105 NORTHUP WAY
16101 NORTHUP WAY
16035 NORTHUP WAY
Easement to be released
NORTHUP WY
EASEMENT DEPICTION
16035 NORTHUP WAY
SE 1/4, NE 1/4, S26-T25N-R05E, W.M.
DATE: 2/2/26
DRAWN BY: SBARTLETT
PROJECT: 26007
CITY OF BELLEVUE WASHINGTON
Land Survey Division
Finance & Asset Management
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CITY COUNCIL AGENDA TOPIC

Sound Transit Enterprise Initiative

Lacey Jane Wolfe, Intergovernmental Policy Advisor
City Manager's Office

Andrew Singelakis, Transportation Director
Transportation Department

Emil King, Community Development Director
Community Development Department

EXECUTIVE SUMMARY

DIRECTION

The City Council will receive a briefing on the Enterprise Initiative, Sound Transit's response to an estimated $35 billion revenue gap. Since City Council was last briefed on the Enterprise Initiative, Sound Transit Board Chair and Snohomish County Executive Dave Sommers made a proposal that would meet the agency's requirements for long-term affordability.

RECOMMENDATION

Consider directing staff to prepare a letter to Sound Transit Board members based on Bellevue Guiding Principles for the Enterprise Initiative (Attachment A).

BACKGROUND/ANALYSIS

Enterprise Initiative

Sound Transit is facing an estimated $35 billion funding gap driven by lower-than-expected revenues, rising construction costs, and continued uncertainty related to tariffs and federal funding commitments. In response, the Enterprise Initiative is a process to update the Sound Transit 3 (ST3) plan and the agency's long-range financial plan. By May 28, Sound Transit anticipates making decisions on potential cost-containment strategies, including project delays, scope reductions, and other adjustments. Sound Transit's Stride bus rapid transit (BRT) program is not impacted by the Enterprise Initiative because it was baselined prior to 2025.

South Kirkland to Issaquah Link Project (4 Line)

The South Kirkland to Issaquah Link project—also known as the future 4 Line—is vulnerable to delays and scope reductions under the Enterprise Initiative. As described in the ST3 plan, the project would construct light rail service from the South Kirkland Park-and-Ride to Central Issaquah (see Figure 1). Within Bellevue, the project includes two funded stations: one near I-90 at Richards Road and another at the Eastgate Park-and-Ride. The ST3 Plan also identifies a provisional station at I-90 and Lakemont Boulevard. Provisional stations are not funded in the ST3 Plan; funding must be secured in a future revenue package.

Under the planned operations, 4 Line trains traveling from Issaquah would serve East Main Station before interlining—or sharing track—with the 2 Line until Wilburton Station. At Wilburton, the 4 Line guideway would diverge to serve the South Kirkland Park-and-Ride.

Figure 1. South Kirkland to Issaquah Link Project Map

Bellevue Input on the Enterprise Initiative

On March 17, 2026, Bellevue City Council directed staff to prepare a letter to Sound Transit Board members based on Bellevue's Guiding Principles for the Enterprise Initiative (Attachment A). The Guiding Principles were compiled from existing council-adopted plans and policies, as well as the letters that council sent to the Sound Transit Board during development of the ST3 plan.

On March 25, Mayor Mo Malakoutian submitted a letter to the Sound Transit Board of Directors (Attachment B) on behalf of Bellevue City Council making the following points:

- Maintaining subarea equity is Bellevue's highest and overarching priority for the Enterprise Initiative.
- High-capacity transit is critical to supporting fast-growing Eastside cities and the Factoria and Eastgate neighborhoods. Project delay should be minimized and deferment avoided.
- Sound Transit bus service and other transit access are necessary to connect people to the high-capacity transit system.

May 7 Sound Transit Proposal

At the May 7 Sound Transit Executive Committee meeting, Sound Transit staff presented a proposal from Board Chair and Snohomish County Executive Dave Somers that would meet the agency's requirements for long-term affordability. Under the Chair's proposal, the 4 Line project delivery would be extended from 2044 to 2050 and the project cost would be capped at $8.4 billion. In other words, cost savings must be found to reduce the estimated project cost from $9.8 billion to a maximum of $8.4 billion.

Bellevue staff compared the Chair's proposal to Bellevue's Guiding Principles for Sound Transit's Enterprise Initiative (Attachment A).

Subarea equity: Sound Transit's subarea equity policy mandates that local tax revenues are spent in

proportion to where they are generated. In other words, each of the five subareas (Pierce, South King, North King, East King, Snohomish) should receive transportation benefits roughly equal to the revenue they contribute considering capital projects, service operations, and debt obligations. Maintaining subarea equity is Bellevue's highest and overarching priority for the Enterprise Initiative. The Chair's proposal would make a change related to how debt interest is shared across subareas. Historically, each subarea has paid the debt interest associated with that subarea's projects. Under the proposed change, Sound Transit would regionalize costs associated with debt interest in 2027 using the systemwide allocation, which is based on the share of local tax revenues generated by each of the Sound Transit district's five subareas. Since the East King subarea generates the second-highest revenue out of the five subareas, East King would contribute the second-highest debt interest.

High-Capacity Transit Connecting Eastside Cities: the Chair's proposal retains the 4 Line light rail project as part of the ST3 plan.

4 Line Project Timeline: the Chair's proposal would delay delivery of the complete 4 Line project to 2050.

Stations: the Chair's proposal maintains the Richards Roads and Eastgate stations, as well as the provisional Lakemont station, in the project.

Access to Transit: the Chair's proposal retains the new parking garages planned for Kirkland and Issaquah.

Regional Bus Service: the Chair's proposal would analyze and assess changes to ST Express for potential cost savings and greater cost certainty.

POLICY & FISCAL IMPACTS

Policy Impact
On March 17 Bellevue City Council directed staff to prepare a letter to Sound Transit Board members based on Bellevue's Guiding Principles for the Enterprise Initiative (Attachment A). The Guiding Principles were compiled from existing council-adopted plans and policies, as well as the letters that council sent to the Sound Transit Board during development of the ST3 plan.

Fiscal Impact
There is no fiscal impact associated with directing staff to prepare a letter to Sound Transit Board members.

OPTIONS

1. Direct staff to prepare a letter to Sound Transit Board members based on Bellevue's Guiding Principles for the Enterprise Initiative.
2. Provide alternative direction to staff.

ATTACHMENTS

A. Bellevue's Guiding Principles for the Enterprise Initiative
B. March 25, 2026 Bellevue Comment Letter to Sound Transit Board
C. May 2, 2016 Bellevue Comment Letter to Sound Transit Board

D. April 28, 2016 I-405 Cities Coalition ST3 Letter
E. January 21, 2016 Joint Eastside Cities ST3 Letter
F. January 21, 2016 Bellevue Comment Letter to Sound Transit Board
G. July 14, 2015 Bellevue Comment Letter to Sound Transit Board

AVAILABLE IN COUNCIL LIBRARY

N/A

Bellevue Guiding Principles for Sound Transit's Enterprise Initiative

Bellevue's *2024-2044 Comprehensive Plan* strategically centers growth in the city's mixed-use centers and calls for the city to "support planned growth and development with a bold transit vision that provides efficient, useful, attractive service for most people, to most destinations, most of the time, serving maximum ridership." Bellevue's *Transit Master Plan*, adopted by City Council in 2014, states that "transit needs to maximize the return on investment on existing and anticipated public transportation projects by providing transit service where high ridership is anticipated, typically where there is some mix of higher residential or commercial density and at major activity centers."

Subarea Equity. Maintaining subarea equity is an overarching priority for Bellevue. The City of Bellevue urges Sound Transit to uphold its subarea equity commitment, which requires that local tax revenues for projects and services in each subarea generally in proportion to the level of revenues each subarea generates. This policy ensures that Eastside communities receive a fair return on their contributions, strengthens accountability and public trust, and supports reliable, high-quality transit aligned with local growth priorities.

The guiding principles below are informed by the *Comprehensive Plan*, *Transit Master Plan*, and Bellevue's correspondence during development of the Sound Transit 3 (ST3) plan.

High-Capacity Transit Connecting Eastside Cities. Bellevue requests that Sound Transit evaluate the costs and benefits of light rail, bus rapid transit, or a combination of modes that can cost-effectively connect Kirkland, Bellevue and Issaquah; a future service known as the 4 Line. This service builds on the city's Eastgate/I-90 Land Use and Transportation Project and ongoing neighborhood area planning work in Eastgate and Factoria, which envision a transit-oriented corridor with mixed-use development, multimodal connections, and enhanced accessibility. Integrating high-capacity transit into this corridor supports Bellevue's goals for economic vitality, improved mobility, and high-ridership transit service.

4 Line Project Timeline. Bellevue urges Sound Transit to minimize delays to the 4 Line project. As the last project in the ST3 Plan, the 4 Line is not scheduled to begin operations until 2044. Further delays would likely increase costs rather than achieve savings. Keeping the project on schedule also supports the region's long-term sustainability goals by providing a reliable, high-capacity alternative to vehicle travel along heavily traveled corridors.

Stations:

- **Eastgate Station.** This station has strong transit-oriented development (TOD) potential around the Eastgate Park & Ride. Eastgate Station will also connect to Bellevue College, serving students, faculty, and staff. This connection will support the I-90 corridor's economic vitality and improve access to Bellevue College, advancing its educational and workforce development goals. Eastgate is also designated a draft countywide center, which is a focus area for future transportation investments that provide a mix of jobs, housing and services, and supported by multimodal transportation. Completion of the 142nd Place SE overpass is critical to seamlessly link bus and high-capacity transit service.
- **Richards Road Station.** Factoria is a locally rooted, globally connected neighborhood and major employment center that attracts people from around the world to live, work, shop, and learn. Strong transit access will further support Factoria as a well-connected community. Factoria is also designated a draft countywide center, which is a focus area for future transportation investments that will provide a mix of jobs, housing and services, and supported by multimodal transportation.
- **Lakemont Station.** We understand that this is a provisional station.

Access to Transit. Adequate, strategically located park-and-ride lots at the outer edges of the region are essential to intercept trips "upstream" along heavily traveled corridors and support the overall efficiency of the high-capacity transit system.

Regional Bus Service. Regional express bus service is integral to the success of ST3. Regional express service is necessary to supplement the high-capacity transit component of the system and to provide interconnectivity among Eastside cities and the region.

City of Bellevue

March 25, 2026

Sound Transit Board of Directors
Sound Transit
401 S. Jackson Street
Seattle, WA 98104

RE: City of Bellevue Guiding Principles for the Enterprise Initiative

Dear Chair Somers and Members of the Board:

Thank you for the opportunity to provide comments on the Sound Transit Board's Enterprise Initiative. We write this letter just days away from the Crosslake Connection event celebrating full implementation of the 2 Line, and we wish to acknowledge and thank you for this important investment in our community.

The City of Bellevue appreciates the Board's proactive approach to the agency's future revenue gap, estimated at nearly $35 billion. The Board is facing difficult choices in balancing the capital program and making updates to the Sound Transit 3 (ST3) System Plan by May. Bellevue was engaged throughout the development of the ST3 plan, and the city will participate as an active partner and stakeholder during the Enterprise Initiative. The attached "Guiding Principles" reflect the city's interests at the outset of the Enterprise Initiative conversation.

Maintaining subarea equity is the city's highest and overarching priority for the Enterprise Initiative. Sound Transit's subarea equity policy requires the agency to utilize local tax revenue for transportation programs and services that benefit the residents and businesses of a subarea in proportion to the level of revenues contributed by that subarea. Maintaining the policy is critical to retaining voter trust in Sound Transit. Communities on the Eastside have invested in the vision of expanding high-capacity transit to connect growing communities on the east side of Lake Washington. Beginning near the current South Kirkland Park and Ride, the ST3 route will serve three East Link Stations – Wilburton, Bellevue Downtown, and East Main – before heading further east through Factoria and Eastgate to downtown Issaquah. Subarea equity is more than just Bellevue's overarching priority – it is a shared interest among Eastside cities. We know that transit access looks different in BelRed versus Newport, and by the same token, we know what Renton needs and what Redmond needs may look different, too. Subarea equity is the key to preserving as much flexibility as possible for different communities to see the benefit of Sound

Transit's transformative possibilities. Bellevue opposes revisiting the subarea equity policy and subareas' financial contributions to projects in other subareas. As a next step, the Sound Transit Board should direct its staff to develop affordable options that demonstrate alignment with the subarea equity policy.

High-Capacity Transit Connecting Eastside Cities. A major reason for Bellevue's support of ST3 was the commitment to provide high-capacity transit to south Bellevue. In addition to ongoing study of the South Kirkland to Issaquah light rail line, Bellevue requests that Sound Transit analyze the costs and benefits of implementing the 4 Line project as bus rapid transit (BRT). Each mode has its merits; light rail is a stronger catalyst for transit-oriented development (TOD) and may offer faster transit travel times. BRT is less expensive and faster to build. Additional benefits may be possible with BRT, such as connecting the 4 Line to the 2 Line at South Bellevue Station and potentially adding stops, such as on Bellevue Way. A cost-benefit analysis should also consider how transit could connect more communities on the Eastside.

Stations. The 4 Line will connect vital Eastside centers to the high-capacity transit system. Bellevue has a proven track record of investing in TOD to support thriving, vibrant neighborhoods. Case in point: the city constructed 10 lane miles of new roadway in the BelRed street network, at a cost of $300 million. High-capacity transit is critical to realizing the full potential of the Factoria and Eastgate neighborhoods, both of which are designated as draft countywide centers and play a significant role in the city's overall growth strategy. The 142nd Place SE overpass component will seamlessly link bus and high-capacity transit service. The Enterprise Initiative must consider future growth in the region.

4 Line Project Timeline. Bellevue urges Sound Transit to minimize delay and avoid deferment of high-capacity transit on the Eastside, which would likely increase costs. As several Board members have pointed out, project savings are identified when projects are developed to 30% design and beyond. Projects that have reached that milestone should not be prioritized above projects in earlier stages of design or projects that have not yet entered design.

Connecting People to the High-Capacity Transit System. Bellevue supports maintaining Sound Transit Express (STX) and as drafted in the ST3 System Plan**.** STX is necessary to complement high-capacity transit and King County Metro's local service and RapidRide program. STX provides critical interconnectivity among Eastside cities and throughout the region. Freed service hours should be locally reinvested to improve connections. Bellevue supports strategically-located park and ride lots that intercept trips "upstream," enabling the high-capacity transit system to serve more people.

Thank you for considering the City of Bellevue's comments. Bellevue has already seen how high-capacity transit transforms neighborhoods and is helping us realize the City's vision. We look forward to continued partnership with Sound Transit.

Sincerely,

Mo Malakoutian, Mayor

Cc: Bellevue City Council
Diane Carlson, City Manager
Dow Constantine, CEO, Sound Transit
Andrew Singelakis, Transportation Department Director, City of Bellevue
Emil King, Community Development Director, City of Bellevue

Attachment: Bellevue Guiding Principles for Sound Transit's Enterprise Initiative

Bellevue Guiding Principles for Sound Transit's Enterprise Initiative

Bellevue's *2024-2044 Comprehensive Plan* strategically centers growth in the city's mixed-use centers and calls for the city to "support planned growth and development with a bold transit vision that provides efficient, useful, attractive service for most people, to most destinations, most of the time, serving maximum ridership." Bellevue's *Transit Master Plan*, adopted by City Council in 2014, states that "transit needs to maximize the return on investment on existing and anticipated public transportation projects by providing transit service where high ridership is anticipated, typically where there is some mix of higher residential or commercial density and at major activity centers."

Subarea Equity. Maintaining subarea equity is an overarching priority for Bellevue. The City of Bellevue urges Sound Transit to uphold its subarea equity commitment, which requires that local tax revenues for projects and services in each subarea generally in proportion to the level of revenues each subarea generates. This policy ensures that Eastside communities receive a fair return on their contributions, strengthens accountability and public trust, and supports reliable, high-quality transit aligned with local growth priorities.

The guiding principles below are informed by the *Comprehensive Plan*, *Transit Master Plan*, and Bellevue's correspondence during development of the Sound Transit 3 (ST3) plan.

High-Capacity Transit Connecting Eastside Cities. Bellevue requests that Sound Transit evaluate the costs and benefits of light rail, bus rapid transit, or a combination of modes that can cost-effectively connect Kirkland, Bellevue and Issaquah; a future service known as the 4 Line. This service builds on the city's Eastgate/I-90 Land Use and Transportation Project and ongoing neighborhood area planning work in Eastgate and Factoria, which envision a transit-oriented corridor with mixed-use development, multimodal connections, and enhanced accessibility. Integrating high-capacity transit into this corridor supports Bellevue's goals for economic vitality, improved mobility, and high-ridership transit service.

4 Line Project Timeline. Bellevue urges Sound Transit to minimize delays to the 4 Line project. As the last project in the ST3 Plan, the 4 Line is not scheduled to begin operations until 2044. Further delays would likely increase costs rather than achieve savings. Keeping the project on schedule also supports the region's long-term sustainability goals by providing a reliable, high-capacity alternative to vehicle travel along heavily traveled corridors.

Stations:

- **Eastgate Station.** This station has strong transit-oriented development (TOD) potential around the Eastgate Park & Ride. Eastgate Station will also connect to Bellevue College, serving students, faculty, and staff. This connection will support the I-90 corridor's economic vitality and improve access to Bellevue College, advancing its educational and workforce development goals. Eastgate is also designated a draft countywide center, which is a focus area for future transportation investments that provide a mix of jobs, housing and services, and supported by multimodal transportation. Completion of the 142nd Place SE overpass is critical to seamlessly link bus and high-capacity transit service.
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- **Lakemont Station.** We understand that this is a provisional station.

Access to Transit. Adequate, strategically located park-and-ride lots at the outer edges of the region are essential to intercept trips "upstream" along heavily traveled corridors and support the overall efficiency of the high-capacity transit system.

Regional Bus Service. Regional express bus service is integral to the success of ST3. Regional express service is necessary to supplement the high-capacity transit component of the system and to provide interconnectivity among Eastside cities and the region.

City of Bellevue

Office of the Mayor • Phone 425-452-7810 • Fax 425-452-7919
Post Office Box 90012 • Bellevue, Washington • 98009 9012

May 2, 2016

Sound Transit Board
c/o Board Administrator
Sound Transit
401 S. Jackson Street
Seattle, WA 98104

RE: City of Bellevue comments on Draft Sound Transit Phase 3 Plan

Dear Chair Constantine and Members of the Board:

We appreciate the opportunity to comment on the draft Sound Transit Phase 3 (ST3) System Plan. We write this letter just days after the groundbreaking ceremony for East Link, and wish to acknowledge and thank you for this important ST2 investment in our community. As communicated in our July 14, 2015 and January 21, 2016 comment letters, the City of Bellevue has a vital interest in ensuring that future regional transportation projects maximize the investments of ST2 and meet the growing needs of the Eastside, and the greater region, in a potential ST3 ballot measure.

Bellevue's priorities acknowledge and emphasize the many interests and goals shared among Eastside cities, which are interconnected both geographically and economically. Eastside cities are projected to reach nearly 700,000 residents and more than 550,000 jobs by 2040. ST3 represents an opportunity to build upon the transportation network already in place and advance a transit system that effectively and efficiently addresses the growing transportation needs of our region. As noted in Bellevue's Transit Master Plan vision, transit service should be designed to help more people reach more destinations in less time.

Our specific comments on the ST3 plan include the following:

Light Rail to Redmond
A key priority for Bellevue has been and remains finishing the East Link light rail spine to Redmond. Finishing East Link now is critical because ST2 did not complete light rail to Redmond. This must be the highest priority. We are pleased to see this included in the ST3 plan.

Bus Rapid Transit Must Operate in Center Lanes on I-405
As indicated in the attached I-405 corridor cities joint ST3 comment letter, for the I-405 Bus Rapid Transit (BRT) project to meet the needs of the growing Eastside, buses must be in the center lanes of the interstate and serve in-line stops, as envisioned in the I-405 Master Plan. Unfortunately, the proposed system appears to be only slightly better than current Regional Express bus service and cannot be considered high capacity transit (HCT). This is not acceptable.

As proposed, BRT service north of Kirkland will operate in the general purpose lanes and serve existing outside transit stops. Because of this, we are concerned BRT will be subject to I-405 corridor congestion and result in system-wide service delays and unreliable trip times, even with the proposed "shoulder running pilot program," on short segments in the southbound direction of the interstate. The same concerns exist for the segment from South Renton to the Tukwila International Boulevard Link Station where service is again described as operating in the general purpose lanes.

Although we are pleased that the proposed system will operate in the Express Toll Lanes between Kirkland and South Renton, we are concerned that the absence of stops between Bellevue and Renton leaves a significant portion of the I-405 corridor without access to this much needed HCT service.

We request that the Board amend the ST3 plan to include a center running BRT system the length of the I-405 corridor that serves, at a minimum, in-line stops at the following locations:

- Canyon Park (Bothell);
- Northeast 85th Street (Kirkland);
- 112th Avenue Southeast (Bellevue/Newcastle);
- Northeast 44th Street (Renton); and,
- North 8th Street (Renton).

The final element of successful BRT on I-405 is providing sufficient parking to allow commuters from the lower density areas of the Eastside to access the system by car. Expanding existing park-and-rides and adding new ones is critical to the success of the project. We request that Sound Transit work with its partner agencies and neighboring cities to plan for these parking facilities and include them in the final plan.

We understand the Board must make project decisions based on the available finances in each subarea, and we applaud cost conscious planning to maximize the public's investment. To achieve this goal, while still delivering a BRT system that meets the needs of the growing Eastside, Sound Transit must work with the Washington State Department of Transportation (WSDOT) to coordinate the build-out of the in-line system and capitalize on the investments the state is already planning to make in the I-405 corridor in the coming decade. Near term examples include the expansion of I-405 between Renton and Bellevue, and improvements to the corridor north of Kirkland.

The Record of Decision for I-405 calls for BRT. It is Sound Transit's duty to implement BRT on I-405. This means working in tandem—and working transparently—with WSDOT to innovate ways to partner to plan and build a BRT system that functions like light rail on rubber tires. The City of Bellevue stands by to help facilitate this partnership in any way either agency finds helpful.

Connecting Bellevue to Issaquah

There has been little, if any, local discussion about an HCT connection between Bellevue and Issaquah, and the public is being asked to weigh in on projects many years before they are designed and built. It is critical that Sound Transit allow maximum flexibility that will address changes over time to ensure the best options are considered for implementation. Any future HCT connections between Bellevue and Issaquah must be thoroughly vetted to ensure the most effective service between these regional growth centers is provided.

We request that the Board complete an in-depth analysis of the proposed light rail system. The analysis should examine this corridor and determine the most effective way to serve it. This could include light rail, trolleys, BRT, or other emerging technologies. If light rail is the option, our Council prefers that it run on the east side of I-405 and connect at the Wilburton Station. If a BRT system option is chosen, it should consider options for connections at South Bellevue, East Main, Downtown or Wilburton. In addition, developing an interim BRT system to Issaquah before a long range plan is initiated for light rail should be considered.

Transparency in Subarea Equity

Subarea equity remains an important element of Sound Transit planning. The transportation and mobility needs of the Eastside are of equal importance to those of other subareas, and there is a fundamental principle to apportioning projects by subarea. It is critical that the Board maintain the principles of subarea equity as defined in ST2 (i.e., utilizing local tax revenues for transportation programs and

services that benefit the residents and businesses of a subarea generally in proportion to the level of revenues contributed by that subarea).

Before a measure is placed on the ballot, we look forward to a thorough cost breakdown of how the ST3 projects will be paid for by each subarea and the amount of funding each project will receive from Sound Transit-collected funds versus funding from other sources, such as grants.

Moving Forward and Early Wins

Traffic congestion and overcrowding on transit are a reality today. Given the length of the package, to 2041, the Board should take measures to expedite project delivery wherever possible. Sound Transit should work with other agencies to capitalize on early opportunities to collaborate and deliver early wins that provide near term transit service improvements as they present themselves, particularly in the I-405 and I-90 corridors. Sound Transit should prioritize working closely with King County Metro Transit to integrate its long term transit plan services with the services provided by Sound Transit.

The Bellevue City Council recognizes there are no easy decisions for the Board. We are committed to working with the Sound Transit Board to implement light rail, true bus rapid transit, and regional express transit services.

Thank you for considering the City of Bellevue's comments. Please contact David Berg, P.E., Transportation Department Director (dberg@bellevuewa.gov, 425-452-6468) if you have any questions or want to discuss our comments in greater detail.

Sincerely,

John Stokes, Mayor

cc: Bellevue City Council
Brad Miyake, City Manager
Peter Rogoff, CEO, Sound Transit
Dave Berg, Transportation Department Director, City of Bellevue
Ric Ilgenfritz, Deputy Director, Sound Transit

Attachments:

- City of Bellevue January 21, 2016 ST3 Candidate Project Scopes Comment Letter
- City of Bellevue Interest Statement Concerning Sound Transit's Phase 3 (ST3) System Plan
- City of Bellevue July 14, 2015 ST3 Comment Letter
- I-405 Cities Coalition ST3 Comment Letter

April 28, 2016

Sound Transit Board
c/o Board Administrator
Sound Transit
401 S. Jackson Street
Seattle, WA 98104

Re: I-405 corridor cities joint ST3 comment letter

Dear Chair Constantine and Members of the Board:

The cities of Bellevue, Renton, Bothell, Newcastle, and Clyde Hill and the Town of Beaux Arts Village appreciate the opportunity to provide feedback on the Draft Sound Transit 3 (ST3) System Plan. In the past nine months, through individual city comment letters, as well as through joint city communications, we have stated to the Board our urgent need for high quality transit projects in the I-405 corridor. The following shared comments are in addition to those from our individual jurisdictions.

The Eastside is a vital and growing area, and an integral component of the regional economic engine. Eastside cities are projected to reach nearly 700,000 residents and more than 550,000 jobs by 2040. We are interconnected both geographically and economically, and have many common interests and goals.

Our cities are united in our desire for quality High Capacity Transit (HCT) the length of the I-405 corridor, the transportation spine of `the Eastside. This corridor connects the east to the north and to the south. It carries nearly a million trips of people to job and housing centers throughout the region every day, and the need for additional transit capacity is only growing.

The I-405 corridor needs a HCT investment consistent with that of light rail. Although we appreciate the inclusion of bus service on I-405 in the draft plan, what is described as "I-405 Bus Rapid Transit (BRT)" does not qualify as HCT, but rather regional express service with improved headways. Full BRT, as we have requested of the Board in our previous communications, and as envisioned in the I-405 Master Planning effort that was sponsored by Sound Transit and WSDOT, is the equivalent of light rail on rubber tires.

Full BRT will include center-running operations the length of the system and serve in-line stops throughout the I-405 corridor. As described in the draft plan, there are no in-line stops planned north of Kirkland, and perhaps even more concerning, no stops at all between downtown

Bellevue and south Renton. Full BRT will also include branded vehicles with multiple doors for entry/exit, designed to "dock" with stations to eliminate a step-up onto the bus, and off-board fare collection. We have seen little evidence of these characteristics of full BRT in the draft plan.

We again ask the Board to work with Sound Transit staff to deliver full BRT in the I-405 corridor, as described in the WSDOT/Sound Transit I-405 Master Plan. We understand that building a BRT system the equivalent of light rail on rubber tires is costly. To offset these costs and to maximize taxpayer transportation investments, it is essential that Sound Transit work in close coordination with WSDOT during the continuous build-out of I-405 to capitalize on one-another's efforts. The Board should consider dedicating funds for further study of additional I-405 system BRT stations to help plan for this coordination and to prepare for ST4. Our jurisdictions are ready to work with Sound Transit and WSDOT staff to identify the most expedient locations for stops in every segment of the corridor as planning continues to move forward.

Lastly, for BRT to be successful, there must be a robust bus feeder system in place. Sound Transit should preserve the 600,000 regional bus service hours outlined in the draft plan throughout the duration of the ST3 package to ensure a high quality bus network continues to feed riders to the system. These investments should include adding service to overcrowded and high ridership routes.

ST3 has the potential to create transit connections within the Eastside, and provide connections between the Eastside and the rest of the region. It is critical that our cities, Sound Transit and WSDOT work in unison to address the important ties between land use and transportation in the early planning phases of ST3 to realize the maximum potential of this regional investment.

Thank you for considering our comments as we plan for our region's future mobility.

Sincerely,

John Stokes
Mayor, City of Bellevue

Dennis Law
Mayor, City of Renton

Rich Crispo
Mayor, City of Newcastle

Andy Rheaume
Mayor, City of Bothell

Richard Leider
Mayor, The Town of Beaux Arts Village

George Martin
Mayor, City of Clyde Hill

January 21, 2016

Sound Transit Board
c/o Board Administrator
Sound Transit
401 S. Jackson Street
Seattle, WA 98104

Re: Eastside cities' joint ST3 candidate projects comment letter

Dear Chair Constantine and Members of the Board,

The cities of Bellevue, Issaquah, Kirkland, Redmond, Renton and Bothell appreciate the opportunity to provide feedback on the candidate projects under consideration for inclusion in the Sound Transit 3 (ST3) System Plan. The following shared comments reflect the interests stated in the "ST3 System Plan Joint Interest Statement" submitted to the Board on July 14, 2015, and are in addition to the city-specific comment letters that may be provided to Sound Transit by January 21, 2016.

The Eastside is a vital and growing area, and an integral component of the regional economic engine. Eastside cities are projected to reach nearly 700,000 regional residents and more than 550,000 jobs by 2040. Our cities are interconnected both geographically and economically, and have many common interests and goals. We are boldly reshaping our regional growth centers and downtowns into dense, mixed-use, urban centers that need frequent and reliable transit service to sustain economic growth and viability.

ST3 has the potential to create transit connections within the Eastside, and provide connections between the Eastside and the rest of the region. For ST3 to be successful on the Eastside, the Board must invest in projects that effectively meet the travel demands of both our current communities and those of the future.

It is imperative that the ST3 System Plan address the Eastside transit network in a comprehensive fashion to serve the substantial expected growth, and to maintain the principles of subarea equity as defined in ST2. Should ST3 be approved by the voters, the Eastside will be making a significant tax investment into the package, and we look forward to seeing specific details about the Eastside projects in step with these funds. We request the Board fully fund the following projects, and related project adjustments early in the ST3 System Plan:

- **E-01:** Complete the East Link spine to Downtown Redmond.

- **E-02:** Fully implement Bus Rapid Transit (BRT) on I-405, from Lynnwood to SeaTac. Adjust the scope of the proposed low intensive capital project to provide sufficient access for the line to operate as an efficient BRT facility; the project components necessary to function as BRT and maximize service and ridership include:
    - Access improvements including, but not limited to, additional inline stations at NE 85th Street, relocation of the North 8th Street HOV direct access ramp in Renton as discussed under project E-04, direct access to the Tukwila Sounder Station, and at least one additional location south of I-90;
    - Expanded park-and-ride facilities;
    - Dedicated transitway with inline flyer stops;
    - Vehicles with multiple doors for entry/exit, designed to "dock" with stations to eliminate a step-up onto the bus;
    - Off-board fare collection;
    - Frequent, all day service, with intuitive maps and simple schedules;
    - Transit signal priority where applicable for faster, more efficient service; and
    - Sophisticated communication systems to track vehicle locations and provide arrival information directly to passenger cell phones or other kiosk displays.
- **E-03:** Light rail from Totem Lake to Issaquah via Bellevue to connect these three regional growth centers with fast, frequent and reliable transit service. The scope for this project must provide flexibility and be scalable to meet ridership demand and the needs of the communities served.
- **E-04:** In lieu of the proposed North 8th Street HOV direct access ramps in Renton, provide a new transit center and parking garage at Rainier Avenue South and South Grady Way.
- **N-09 and N-10:** Build BRT on 145th Street and SR 522 to connect with North Link, in accordance with the plans of the local jurisdictions through which it passes, to provide HCT between the Eastside, including the University of Washington Bothell/Cascadia College Campus, and the greater Seattle area via the north end of Lake Washington.

In addition to the above projects, we urge Sound Transit to provide detailed information about investment plans for enhanced and expanded Regional Express Service (REX) between Eastside cities and the region. These investments should include adding service to overcrowded and high ridership routes, and implement capital investments that improve the quality of these services and the rider experience.

We also look forward to an in depth discussion about ST3 plans for non-motorized station access improvements, such as pedestrian and bicycle facilities, and leveraging transit oriented development opportunities.

The regional infrastructure investment represented in a potential ST3 package presents an extraordinary opportunity to synchronize plans from multiple agencies to achieve important regional growth, transportation and environmental policy goals. It is critical that we work in unison to address the important ties between land use and transportation in the early planning phases of the ST3 System Plan to realize the maximum potential of this regional investment. An effective transit system will also seamlessly integrate REX, BRT, light rail and local bus service. We look forward to seeing work products that demonstrate integration between Sound Transit and King County Metro planning efforts.

Thank you for considering our comments as we plan for our region's future mobility. The projects in the final package presented to voters should be in step with local and regional plans. We welcome close coordination with Sound Transit as the ST3 System Plan continues to develop.

Sincerely,

John Stokes
Mayor, City of Bellevue

Hank Margeson
Council President, City of Redmond

Fred Butler
Mayor, City of Issaquah

Denis Law
Mayor, City of Renton

Amy Walen
Mayor, City of Kirkland

Andy Rheaume
Mayor, City of Bothell

City of Bellevue

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January 21, 2016

Sound Transit Board
c/o Board Administrator
Sound Transit
401 S. Jackson Street
Seattle, WA 98104

RE: City of Bellevue comments on Sound Transit Phase 3 Candidate Project Scopes

Dear Chair Constantine and Members of the Board:

We appreciate the opportunity to comment on the candidate project scopes under consideration for inclusion in the Sound Transit Phase 3 (ST3) System Plan. Thank you for building on lessons learned from ST2, and engaging local jurisdiction on the project scopes early in the planning process. ST3 will be most successful if its projects mirror local land use and transportation plans, and blend with community character by incorporating elements like grade-separated crossings, for example.

As communicated in our July 14, 2015 comment letter and "Interest Statement," the City of Bellevue has a vital interest in ensuring that future regional transportation projects maximize the investments of ST2 and meet the growing needs of the Eastside and the region in a potential ST3 ballot measure. As the candidate project scopes are solidified and the draft plan is formulated in the coming months, we expect ST3 to maintain subarea equity, enhance intra-eastside connections, and demonstrate multi-agency coordination.

Maintain Subarea Equity
It is imperative that the ST3 System Plan address the needs of the Eastside in a comprehensive fashion to serve the substantial expected population and employment growth in the East King subarea, and to maintain the principles of subarea equity as defined in ST2 (i.e. Utilizing local tax revenues for transportation programs and services that benefit the residents and businesses of a subarea generally in proportion to the level of revenues contributed by that subarea).

Should ST3 be approved by the voters, the Eastside will be making a significant tax investment into the package. A responsible plan will carefully balance planned projects with available funds from each subarea, rather than borrow across subarea lines. This balance should be transparent to the voters so that the public can clearly understand the full cost of ST3, and be confident their investments will deliver a system that gets them where they want to go. We have invited Sound Transit staff to our February 8 Council meeting to explain how the plan will address these important considerations.

Enhance Intra-Eastside Connections
Bellevue's priorities acknowledge and emphasize the many interests and goals shared among Eastside cities. The ST3 System Plan must recognize that High Capacity Transit (HCT)

connections between Eastside cities are as critical to the overall regional network as cross-lake connections. As noted in Bellevue's Transit Master Plan vision, transit service should be designed to help more people reach more destinations in less time.

Bellevue strongly urges the Sound Transit Board to move the following HCT projects forward into the draft ST3 System Plan, including the altered project scope elements described below:

1. **Project E0-2: Fully implement I-405 Bus Rapid Transit (BRT) from SeaTac to Lynnwood, consistent with the I-405 Master Plan early in the ST3 funding cycle.** As currently described, the lower capital I-405 corridor BRT option is only slightly better than current Regional Express (REX) bus service. For example, the proposed low capital BRT from the Lynnwood Transit Center to the Bellevue Transit Center is essentially the current 535 REX route. This service will be subject to I-405 congestion and delays as buses weave from the Express Toll Lanes (ETL) to the general purpose lanes and back to serve outside transit stops. This is not BRT, and is not acceptable because it will not adequately serve the growing Eastside or maximize the taxpayer's investments.

   ST3 implementation must be full BRT, which includes dedicated transitway with inline flyer stops, or at the very least remain in the ETL lanes serving only inline stops; vehicles with multiple doors for entry/exit, designed to "dock" with stations to eliminate a step-up onto the bus; frequent, all day service, intuitive maps and simple schedules; off-board fare collection; transit signal priority for faster, more efficient service; and sophisticated communication systems to track vehicle locations and provide real-time arrival information directly to passenger cell phones or kiosk displays.

   For the I-405 BRT project to meet the needs of the growing Eastside travelling public, the scope must include:
   - In-line BRT station at Canyon Park with a connection to the pedestrian overcrossing of I-405;
   - Expanded parking garage at Canyon Park;
   - In-line station in Kirkland at NE 85th Street;
   - Extending NE 6th Street to 120th Avenue NE in Bellevue;
   - In-line station at 112th Avenue SE with a pedestrian bridge connection to the park-and-ride;
   - Expansion of the 112th Avenue SE Park-and-Ride;
   - In-line station at North 8th Street in Renton;
   - Direct access to the Tukwila Sounder Station;
   - At least one additional in-line station south of I-90;
   - Non-motorized access improvements and other service improvements paired with related capital improvements (signals, signage, lighting);
   - Consideration of alternative routing for northbound BRT that exits at I-90 to Bellevue Way SE to serve the South Bellevue Station, East Main Station, and Bellevue Downtown Station along arterial streets before returning to I-405 via the NE 6th Street direct access ramp; and

- Expanded vehicle fleet to meet service/headway goals (project number R-02).

2. **Project E-03: Build light rail from Totem Lake to Issaquah via Bellevue to connect these three regional growth centers with fast, frequent and reliable transit service.** Move forward with the project as described in the E-03 project analysis, including the Bellevue College Connector project, with the following scope modifications:
   - Allow for the project to be built and opened for service in phases;
   - Provide flexibility to allow for alternative High Capacity Transit considerations on certain segments of the route;
   - Include an elevated non-motorized crossing of NE 8th Street at the Eastside Rail Corridor to provide access between Wilburton Station, located on the north side of NE 8th Street, and the redeveloping Wilburton area on the south side of NE 8th Street. Additionally, the crossing will serve people walking and bicycling along the planned Eastside Rail Corridor multi-use trail as well as provide access from the street level of NE 8th Street; and
   - Ensure the Eastside Rail Corridor multi-use trail be preserved for recreational use in addition to transit use.

3. **Project E-04: HOV Direct Access at Renton/N 8th Street.** In lieu of the proposed North 8th Street HOV direct access ramps in Renton, provide a new transit center and parking garage at Rainier Avenue South and South Grady Way.

As supportive elements of greater connectivity on the Eastside, Bellevue supports inclusion of the following projects (as described in the project analysis sheets released on December 4) for inclusion in the draft ST3 System Plan:

- Project E0-1: Complete ST2 East Link LRT to Downtown Redmond (per the Record of Decision) as the first project completed under ST3.
- Project E-05: Build the North Sammamish Park-and-Ride.
- Projects N-09 and N-10: Implement BRT on 145th Street and State Route 522 to create a HCT connection between the Eastside and the greater Seattle area via the north end of Lake Washington.

Lastly, although it is not under consideration within the candidate projects proposed for inclusion within the ST3 System Plan, the Board should begin planning for HCT considerations—including the potential for light rail—on the SR 520 Bridge to complete the HCT loop across Lake Washington and increase mobility between the two largest job centers of the region.

Demonstrate Multi-Agency Coordination

While we appreciate the time constraints that Sound Transit is under to meet the June deadline for potential inclusion in a November 2016 ballot, we are concerned that there is not sufficient time or information available to understand the complete transportation network for which the ST3 candidate projects are integral to creating.

We continue to work with Sound Transit staff to understand specific elements from the December 4 project sheets, however as presented these analyses are missing several critical components including detailed information pertaining to the:

- System Access Improvements (project number R-05);
- Regional Express Bus Service (project number R-01);
- Transit Oriented Development Program (project number R-07); and
- Coordination with King County Metro, both current service and Long Range Plan integration.

Furthermore, Bellevue staff has met with Sound Transit staff to better understand the ridership forecasting modeling used throughout the candidate project sheet analyses. There are serious concerns that the ridership assumptions do not fully capture local land use plans, localized trips, and regional transit integration, which affect ridership estimates for all the Eastside candidate projects. City staff will submit a technical memo to address these concerns.

This information is critical to understanding how the candidate projects will integrate into a complete regional transportation network—no matter the operator—and maximize the public's investment in ST3. It is important to note that connecting people to places they want and need to get to with frequent, reliable and affordable transit is a social equity issue. ST3 provides a real opportunity to close current service gaps, but must be closely integrated with other transit agencies and local jurisdiction plans for this opportunity to be fully realized. The public deserves a thorough update on how this coordination is coming together, and we invite you to provide this at an upcoming Council meeting.

Bellevue will continue to be engaged in the development of the ST3 System Plan in collaboration with other Eastside cities and Sound Transit. Ongoing coordination between our staffs will be vital as we work to carefully align city planning efforts—such as our Grand Connection, which will provide a non-motorized crossing of I-405 between the east and west sides of Bellevue—with the work underway in ST3.

Thank you for considering the City of Bellevue's comments. Please contact David Berg, P.E., Transportation Department Director (dberg@bellevuewa.gov, 425-452-6468) if you have any questions or want to discuss in greater detail.

Sincerely,

John Stokes, Mayor

Attachments:
- City of Bellevue Interest Statement Concerning Sound Transit's Phase 3 (ST3) System Plan
- City of Bellevue July 14, 2015 ST3 Comment Letter

cc: Bellevue City Council
Brad Miyake, City Manager
Peter Rogoff, CEO, Sound Transit
Dave Berg, Transportation Department Director, City of Bellevue
Ric Ilgenfritz, Deputy Director, Sound Transit

City of Bellevue

Post Office Box 90012 ▪ Bellevue, Washington ▪ 98009 9012

City of Bellevue Interest Statement Concerning Sound Transit's Phase 3 (ST3) System Plan

July 13, 2015

The City of Bellevue has long embraced and advocated for a multimodal approach to addressing local and regional transportation challenges. The network of highways, high-occupancy vehicle facilities, express and local bus service, regional trails and future light rail serving our region and the Eastside must work as a highly integrated system to serve the needs of the growing population and to sustain a healthy economy.

Looking at the expansion of the regional system beyond ST2 is timely now that East Link is progressing and will be operational by 2023. The planning and implementation of the ST3 System Plan will extend beyond the next 25 years. ST3 must be integrated with and support local and regional plans that have identified areas for significant growth over that time period. The City of Bellevue urges the Sound Transit Board to build on the implementation of ST2, especially East Link light rail, to make the most of those investments in keeping with the principles of subarea equity (i.e. Utilizing local tax revenues for transportation programs and services that benefit the residents and businesses of a subarea generally in proportion to the level of revenues contributed by that subarea). The following projects, in order of priority, are critical to developing a more extensive and efficient transportation system that better serves the current and future needs of Bellevue, the Eastside and the region:

1. ***Complete ST2 Light Rail to Downtown Redmond.*** Bellevue strongly re-affirms its support for completing East Link light rail to Downtown Redmond as envisioned in ST2. This should be the first project designed and constructed in any ST3 funding package.

2. ***Fully Implement Bus Rapid Transit from SeaTac to Lynnwood Consistent with the I-405 Master Plan***. I-405 bus rapid transit has been partially implemented since the I-405 Master Plan was adopted in 2002. Fully implementing bus rapid transit along the entire I-405 corridor from SeaTac to Lynnwood, is an essential component for the Eastside and the region. High-quality bus rapid transit on I-405 is the north/south spine needed to connect Eastside cities with frequent, reliable transit and complement the east/west spine provided by East Link light rail.

3. ***Strategically Implement System Access Improvements.*** In order to maximize the benefits of the system, it is critical that ST3 projects include an array of access improvements such as: expanded regional park-and-ride capacity; safe and accessible bike and pedestrian connections; and opportunities for transit-oriented development, including affordable housing, within walking distance of high capacity transit stations consistent with local plans. Sound Transit should coordinate with other transit providers and WSDOT to ensure the entire high capacity transit system has adequate and strategically placed park and ride lots at the outer edges of the region to intercept trips "upstream" in highly traveled corridors.

Sound Transit should evaluate new technologies that emerge over the life of the ST3 System Plan and implement those that can improve access and increase use of the system.

4. ***Provide a High Level of Transit Connecting Eastside Cities.*** Cross-lake traffic represents only one portion of regional travel patterns. A growing proportion of trips are destined for or occurring among Eastside cities due to the growth in population and increased employment on the Eastside. One of the most important corridors to serve current and future growth is a high-capacity connection from Kirkland to Issaquah via Bellevue. Along with East Link and I-405 bus rapid transit, connecting the three regional growth centers along this corridor would add an important third high capacity transit spine to the Eastside network. Sound Transit should evaluate the cost-effectiveness of light rail, bus rapid transit, or a combination of modes that can cost-effectively connect Kirkland, Bellevue and Issaquah. The Eastside Rail Corridor offers an opportunity for serving that portion of the connection between Kirkland and Bellevue. The Bellevue College Connector should be a component of the Bellevue to Issaquah segment. Increased regional express bus service is integral to the success of ST3. Regional express service is necessary to supplement the high capacity transit component of the system and to provide interconnectivity among Eastside cities and the region.

5. ***Implement a Highly Integrated System.*** One of the core priorities of the ST3 System Plan is system integration among transit providers. Bellevue's *Transit Master Plan*, Proposed Frequent Transit Network, is a critical component to improving future mobility for the Eastside. ST3 projects must be based on close coordination among local jurisdictions and transit providers to ensure a fully integrated, multi-modal approach to optimize the effectiveness of the regional network.

6. ***Consider High Capacity Transit along the Eastside Rail Corridor.*** The Eastside Rail Corridor is a valuable regional and local asset that provides exciting opportunities for a combination of high capacity transit and regional trail facility in the same corridor connecting Kirkland and Bellevue, at a minimum, and potentially extending south to Renton and north to Woodinville. Bellevue strongly supports consideration of the corridor for high-capacity transit (i.e. light rail as well as bus rapid transit). It is important that planning for the corridor is consistent with Bellevue's 2013 Eastside Rail Corridor Interest Statement, particularly as it relates to long term implementation activities*: "Ensure affected local intersections and state highway interchanges along the corridor are carefully analyzed, planned and phased, especially where there are overlapping or competing interests for uses of the ERC right-of-way in highly constrained locations."*

7. ***Include the Bellevue College [Regional] Connector in the Next Plan.*** Bellevue appreciates the Sound Transit Board's inclusion of the 142nd Place SE transit corridor serving Bellevue College's increasing student population in the *Long Range Plan Update*. Eighty percent of the trips coming to the college originate outside of Bellevue and improving this corridor will provide significant operational reliability and travel time savings for transit. The City urges that this project be a priority in the ST3 System Plan.

8. ***Support Transit-oriented Development (TOD) Consistent with Local Plans.*** Sound Transit should partner with cities to implement TOD around light rail stations, when consistent with local plans, through strategic use of remnant property and capital investments that facilitate TOD and ridership. TOD should include affordable housing consistent with the goals of the Growing Transit Communities Partnership.

Adopted July 13, 2015
Bellevue City Council

City of Bellevue

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July 14, 2015

Sound Transit Board
c/o Board Administrator
Sound Transit
401 S. Jackson Street
Seattle, WA 98104

RE: City of Bellevue Interest Statement on Sound Transit's Priority Project List for the Phase 3 (ST3) System Plan

Dear Chair Constantine and Members of the Board:

We appreciate the opportunity to comment on the draft Sound Transit Phase 3 (ST3) Priority Project List (List). The City of Bellevue has a significant interest in ensuring that future regional transportation projects maximize the investments of ST2 and meet the growing needs of the Eastside and the region. Bellevue has been engaged throughout the Long Range Plan Update process and now the ST3 System Plan development. The attached "Interest Statement" and the specific projects listed in this letter reflect the City Council's highest priorities, in order. We strongly urge the Sound Transit Board to include these priorities in the ST3 System Plan.

Bellevue's priorities acknowledge and emphasize the many interests and goals shared among Eastside cities. It is imperative that the ST3 System Plan address the needs of the Eastside in a comprehensive fashion to serve the substantial population and employment growth that is expected and to maintain the principles of subarea equity (i.e. Utilizing local tax revenues for transportation programs and services that benefit the residents and businesses of a subarea generally in proportion to the level of revenues contributed by that subarea). The ST3 System Plan must recognize that high capacity transit (HCT) connections among and between Eastside cities are as vital to the overall regional network as cross-lake connections. It is also important that future expansion of the system recognize local land use and transportation plans and conscientiously balance those with regional priorities. Finally, it is also important to note that Bellevue's priorities and interests align with all eight *core priorities* identified by the Sound Transit Board for development of the ST3 System Plan.

Following is a list of the City's priority projects to accompany the priorities in the attached interest statement. These projects are essential to maximize the investments of ST2 and to serve the future growth of the Eastside and the region. The Bellevue City Council strongly urges the Sound Transit Board to include these projects in the priority project list for further analysis and evaluation and for inclusion in the ST3 System Plan.

1. **Complete ST2 East Link LRT to Downtown Redmond (per the Record of Decision)**

2. **Fully Implement I-405 BRT from SeaTac to Lynnwood Consistent with the I-405 Master Plan**

- Alternative routing for northbound I-405 BRT that exits at I-90 to Bellevue Way SE to serve South Bellevue Station, East Main Station, and Bellevue Downtown along arterial streets before returning to I-405 via the NE 6th St direct access ramp;
- Service improvements paired with I-405 BRT related capital projects;
- Freeway-to-Freeway HOV ramps between I-405 and SR-520—south leg to east leg—in East King;
- NE 6th Street Extension in Bellevue;
- Freeway-to-Freeway HOV ramps between I-405 and I-90 to and from Issaquah in East King;
- In-line BRT station at 112th Street SE and expansion of Newport Hills Park-and-Ride in Bellevue.

3. **Strategically Implement System Access Improvements**
   - Include an elevated crossing of NE 8th Street at the Eastside Rail Corridor to provide access between Wilburton Station, located on the north side of NE 8th Street, and the Wilburton area on the south side of NE 8th Street. The crossing will serve people walking and bicycling along the planned Eastside Rail Corridor multi-use trail as well as provide access from the street level of NE 8th Street;
   - Add park-and-ride capacity to the system, including new facilities for north Sammamish and Issaquah. Increase system connectivity for light rail, bus, and automobiles through consideration of additional parking in collaboration with Bellevue and the private sector in the area between the Wilburton Station and Downtown Bellevue, including the possibility of joint layover space for Metro and Sound Transit;
   - Coordinate with Bellevue and King County to implement the three-party agreement for realignment of 120th Avenue NE to increase TOD potential at the OMSF site;
   - Evaluate and implement emerging technologies that can be applied to improve access and increase use of the system.

4. **Provide a High Level of Transit Connecting Eastside Cities**
   - Evaluate and implement cost-effective high capacity transit (e.g. light rail, bus rapid transit) connecting Kirkland to Bellevue to Issaquah;
     - Eastside Rail Corridor offers an opportunity for serving that segment from Kirkland to Bellevue;
     - Wilburton Station and the Bellevue College Connector to the I-90 corridor should be components of the Bellevue to Issaquah segment;
     - New stations constructed at Totem Lake, Kirkland Downtown, South Kirkland, Eastgate, and Issaquah.
   - Increase Regional Express Bus Service, including all-day frequent service:
     - Between Redmond and Crossroads in Bellevue with stops at Redmond Transit Center, Redmond Technology Center, Overlake Park-and-Ride, Crossroads Shopping Center, and Bellevue Transit Center. Service improvement paired with NE 6th Street extension over I-405 to connect to Bellevue Downtown Transit Center;

- Between Kirkland and Factoria in Bellevue with stops at Kirkland Transit Center, Houghton Park-and-Ride, Redmond Technology Center, Eastgate Park-and-Ride, and Factoria Boulevard. Service paired with Bellevue College Connector;
- Between Eastgate and UW Station with stops at Bellevue College, Bellevue Transit Center, Yarrow Point Freeway Station, Evergreen Point Freeway Station, Montlake Interchange, and UW Station. Service improvement paired with Bellevue College Connector and NE 6th Street extension over I-405 to connect to Bellevue Transit Center;
- Between Issaquah and Mercer Island with stops at Issaquah Highlands Park-and-Ride, Issaquah Transit Center, Eastgate Freeway Station – and including an alternative routing with stops at South Bellevue Station, East Main Station, and Bellevue Transit Center. This service is paired with the new park-and-ride in Issaquah.

5. **Implement a Highly Integrated System**
   - Develop integrated service plans with King County Metro consistent with Bellevue's *Transit Master Plan*;
   - Improve system access through improved connections to stations (see priority 3 above).

6. **Consider High Capacity Transit along the Eastside Rail Corridor**
   - Segment connecting Kirkland and Bellevue;
   - Light rail or bus rapid transit;
   - Preserve regional trail throughout the corridor.

7. **Include the Bellevue College [Regional] Connector Project**
   - Between the intersection of 142nd Place SE and SE 36th Street on the south end and SE 24th Street and Kelsey Creek Road on the north end. The corridor spans the length of the 142nd Pl SE Bridge over I-90 from SE 36th St to SE 32nd Street, continues north along Snoqualmie River Road to its intersection with Kelsey Creek Road, and proceeds north to SE 24th Street;
   - Snoqualmie River Road roadway surface reconstruction to support increases to frequent bus service, construct sidewalks and provide accessible bus stops and modify the 142nd Pl SE/SE 32nd St Intersection;
   - Separated off-street path connecting 145th Pl SE bikes lanes to the Mountains to Sound Greenway Trail;
   - Weather protection on 142nd Pl SE for people who use transit, walk, and bicycle;
   - College Transit Center along the corridor;
   - All-day frequent service with the increase in regional express bus service described above.

8. **Support Transit-oriented Development (TOD) Consistent with Local Plans**
   - Make remnant properties available for TOD;

- Fund capital improvements to facilitate development and ridership;
- Support affordable housing as part of TOD consistent with the goals of the Growing Transit Communities Partnership.

Bellevue will continue to be engaged in the development of the ST3 System Plan in collaboration with other Eastside cities and Sound Transit. We would welcome the opportunity to provide information during the next phase of analyzing the priority projects and developing the draft ST3 System Plan. Thank you for considering the City of Bellevue's comments. Please contact David Berg, P.E., Transportation Department Director (dberg@bellevuewa.gov, 425-452-6468) if you have any questions or want to discuss in greater detail.

Sincerely,

Claudia Balducci
Mayor

cc: Bellevue City Council
Brad Miyake, City Manager
Mike Harbour, Acting CEO, Sound Transit
Ric Ilgenfritz, Deputy Director, Sound Transit

Attachment:
- City of Bellevue Interest Statement Concerning Sound Transit's Phase 3 (ST3) System Plan

City of Bellevue

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July 14, 2015

Sound Transit Board
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401 S. Jackson Street
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RE: City of Bellevue Interest Statement on Sound Transit's Priority Project List for the Phase 3 (ST3) System Plan

Dear Chair Constantine and Members of the Board:

We appreciate the opportunity to comment on the draft Sound Transit Phase 3 (ST3) Priority Project List (List). The City of Bellevue has a significant interest in ensuring that future regional transportation projects maximize the investments of ST2 and meet the growing needs of the Eastside and the region. Bellevue has been engaged throughout the Long Range Plan Update process and now the ST3 System Plan development. The attached "Interest Statement" and the specific projects listed in this letter reflect the City Council's highest priorities, in order. We strongly urge the Sound Transit Board to include these priorities in the ST3 System Plan.

Bellevue's priorities acknowledge and emphasize the many interests and goals shared among Eastside cities. It is imperative that the ST3 System Plan address the needs of the Eastside in a comprehensive fashion to serve the substantial population and employment growth that is expected and to maintain the principles of subarea equity (i.e. Utilizing local tax revenues for transportation programs and services that benefit the residents and businesses of a subarea generally in proportion to the level of revenues contributed by that subarea). The ST3 System Plan must recognize that high capacity transit (HCT) connections among and between Eastside cities are as vital to the overall regional network as cross-lake connections. It is also important that future expansion of the system recognize local land use and transportation plans and conscientiously balance those with regional priorities. Finally, it is also important to note that Bellevue's priorities and interests align with all eight *core priorities* identified by the Sound Transit Board for development of the ST3 System Plan.

Following is a list of the City's priority projects to accompany the priorities in the attached interest statement. These projects are essential to maximize the investments of ST2 and to serve the future growth of the Eastside and the region. The Bellevue City Council strongly urges the Sound Transit Board to include these projects in the priority project list for further analysis and evaluation and for inclusion in the ST3 System Plan.

1. **Complete ST2 East Link LRT to Downtown Redmond (per the Record of Decision)**

2. **Fully Implement I-405 BRT from SeaTac to Lynnwood Consistent with the I-405 Master Plan**

- Alternative routing for northbound I-405 BRT that exits at I-90 to Bellevue Way SE to serve South Bellevue Station, East Main Station, and Bellevue Downtown along arterial streets before returning to I-405 via the NE 6th St direct access ramp;
- Service improvements paired with I-405 BRT related capital projects;
- Freeway-to-Freeway HOV ramps between I-405 and SR-520—south leg to east leg—in East King;
- NE 6th Street Extension in Bellevue;
- Freeway-to-Freeway HOV ramps between I-405 and I-90 to and from Issaquah in East King;
- In-line BRT station at 112th Street SE and expansion of Newport Hills Park-and-Ride in Bellevue.

3. Strategically Implement System Access Improvements

- Include an elevated crossing of NE 8th Street at the Eastside Rail Corridor to provide access between Wilburton Station, located on the north side of NE 8th Street, and the Wilburton area on the south side of NE 8th Street. The crossing will serve people walking and bicycling along the planned Eastside Rail Corridor multi-use trail as well as provide access from the street level of NE 8th Street;
- Add park-and-ride capacity to the system, including new facilities for north Sammamish and Issaquah. Increase system connectivity for light rail, bus, and automobiles through consideration of additional parking in collaboration with Bellevue and the private sector in the area between the Wilburton Station and Downtown Bellevue, including the possibility of joint layover space for Metro and Sound Transit;
- Coordinate with Bellevue and King County to implement the three-party agreement for realignment of 120th Avenue NE to increase TOD potential at the OMSF site;
- Evaluate and implement emerging technologies that can be applied to improve access and increase use of the system.

4. Provide a High Level of Transit Connecting Eastside Cities

- Evaluate and implement cost-effective high capacity transit (e.g. light rail, bus rapid transit) connecting Kirkland to Bellevue to Issaquah;
    - Eastside Rail Corridor offers an opportunity for serving that segment from Kirkland to Bellevue;
    - Wilburton Station and the Bellevue College Connector to the I-90 corridor should be components of the Bellevue to Issaquah segment;
    - New stations constructed at Totem Lake, Kirkland Downtown, South Kirkland, Eastgate, and Issaquah.
- Increase Regional Express Bus Service, including all-day frequent service:
    - Between Redmond and Crossroads in Bellevue with stops at Redmond Transit Center, Redmond Technology Center, Overlake Park-and-Ride, Crossroads Shopping Center, and Bellevue Transit Center. Service improvement paired with NE 6th Street extension over I-405 to connect to Bellevue Downtown Transit Center;

- Between Kirkland and Factoria in Bellevue with stops at Kirkland Transit Center, Houghton Park-and-Ride, Redmond Technology Center, Eastgate Park-and-Ride, and Factoria Boulevard. Service paired with Bellevue College Connector;
- Between Eastgate and UW Station with stops at Bellevue College, Bellevue Transit Center, Yarrow Point Freeway Station, Evergreen Point Freeway Station, Montlake Interchange, and UW Station. Service improvement paired with Bellevue College Connector and NE 6th Street extension over I-405 to connect to Bellevue Transit Center;
- Between Issaquah and Mercer Island with stops at Issaquah Highlands Park-and-Ride, Issaquah Transit Center, Eastgate Freeway Station – and including an alternative routing with stops at South Bellevue Station, East Main Station, and Bellevue Transit Center. This service is paired with the new park-and-ride in Issaquah.

5. **Implement a Highly Integrated System**
   - Develop integrated service plans with King County Metro consistent with Bellevue's *Transit Master Plan*;
   - Improve system access through improved connections to stations (see priority 3 above).

6. **Consider High Capacity Transit along the Eastside Rail Corridor**
   - Segment connecting Kirkland and Bellevue;
   - Light rail or bus rapid transit;
   - Preserve regional trail throughout the corridor.

7. **Include the Bellevue College [Regional] Connector Project**
   - Between the intersection of 142nd Place SE and SE 36th Street on the south end and SE 24th Street and Kelsey Creek Road on the north end. The corridor spans the length of the 142nd Pl SE Bridge over I-90 from SE 36th St to SE 32nd Street, continues north along Snoqualmie River Road to its intersection with Kelsey Creek Road, and proceeds north to SE 24th Street;
   - Snoqualmie River Road roadway surface reconstruction to support increases to frequent bus service, construct sidewalks and provide accessible bus stops and modify the 142nd Pl SE/SE 32nd St Intersection;
   - Separated off-street path connecting 145th Pl SE bikes lanes to the Mountains to Sound Greenway Trail;
   - Weather protection on 142nd Pl SE for people who use transit, walk, and bicycle;
   - College Transit Center along the corridor;
   - All-day frequent service with the increase in regional express bus service described above.

8. **Support Transit-oriented Development (TOD) Consistent with Local Plans**
   - Make remnant properties available for TOD;

- Fund capital improvements to facilitate development and ridership;
- Support affordable housing as part of TOD consistent with the goals of the Growing Transit Communities Partnership.

Bellevue will continue to be engaged in the development of the ST3 System Plan in collaboration with other Eastside cities and Sound Transit. We would welcome the opportunity to provide information during the next phase of analyzing the priority projects and developing the draft ST3 System Plan. Thank you for considering the City of Bellevue's comments. Please contact David Berg, P.E., Transportation Department Director (dberg@bellevuewa.gov, 425-452-6468) if you have any questions or want to discuss in greater detail.

Sincerely,

Claudia Balducci
Mayor

cc: Bellevue City Council
Brad Miyake, City Manager
Mike Harbour, Acting CEO, Sound Transit
Ric Ilgenfritz, Deputy Director, Sound Transit

Attachment:
- City of Bellevue Interest Statement Concerning Sound Transit's Phase 3 (ST3) System Plan

CITY COUNCIL AGENDA TOPIC

Proposed Japanese American Legacy Project and partnership with Isan Bellevue

Camron Parker, Assistant Director
Betsy Anderson, Senior Planner
Susan Ulep, Parks Capital Project Coordinator
Parks & Community Services Department

EXECUTIVE SUMMARY

INFORMATION ONLY

Staff will present the city's partnership with the organization Isan Bellevue to develop a commemoration project in the new park at Main Street and 112th Avenue SE. Isan Bellevue will raise funding for design and construction of the project, which will honor Bellevue's Japanese American heritage.

RECOMMENDATION

N/A

BACKGROUND/ANALYSIS

Isan Bellevue is a community-based organization whose mission is to commemorate Japanese American heritage in Bellevue. Isan Bellevue has worked with staff to identify sites for a Legacy Project that honors the contributions of Japanese Americans in Bellevue and builds understanding of the impact of World War II incarceration on the city's Japanese American community.

The organization formed a Site Committee in 2018 to identify potential commemoration sites in Bellevue, with the goal of identifying a primary site and satellite sites. The city's Arts Program and Parks & Community Services Department participated in the committee's work. After applying selection criteria to sites across Bellevue, the committee identified five potential locations for the primary project in 2019. One of the locations was the park constructed by Sound Transit at Main Street and 112th Avenue SE (Attachment A).

The city's 2023–24 mid-biennium budget update allocated $250,000 to Parks & Community Services (CIP Plan No. P-AD-115) to support planning and conceptual design, confirm site feasibility, and develop a proposal that Isan Bellevue could use for private fundraising. In 2024, Sound Transit transferred the completed park at 112th and Main Street to the city. That same year, the first stage of planning and conceptual design confirmed the new park as a feasible location for the primary project.

Concept Plan

A final concept design was identified in December 2025 by Isan Bellevue in collaboration with city staff (Attachment B). The concept includes a plaza designed as a large-scale inlay map of Bellevue's historical Japanese American farms, as well as opportunities for a heritage display that may feature artwork and a unique site-specific shelter structure. The project is designed to inspire education and reflection, while preserving the pathways, open space, and gathering areas that currently exist in the park.

A planning-level cost estimate for the project was developed in conjunction with the conceptual design, to inform project planning and fundraising goals. Design costs are estimated at $350,000, and construction costs are estimated to be approximately $3.5M in 2026 dollars.

Fundraising Partnership
Isan Bellevue's goal is to raise all funding for design and construction of the Legacy Project. Staff have prepared a Memorandum of Understanding (MOU) to define the implementation process for the project and the roles and responsibilities of each entity.

The MOU outlines the key points of the partnership, notably:

1. The city would contribute land, project management, and ongoing maintenance of the project;
2. Isan Bellevue commits to raising $350,000 for design costs and $3.5M for construction costs;
3. Fundraising goals are established in three phases, with the understanding that design and construction would not begin until funding is secured.

The project timeline depends largely on the success of the fundraising campaign, which may take up to five years. If the MOU is approved, Isan Bellevue will launch the fundraising campaign. The city will complete design phases and conduct public engagement for the project as fundraising milestones are achieved.

This proposed MOU is similar to the successful partnership between the city and the Bellevue Rotary Club that created Inspiration Playground in Downtown Park in 2017.

Park Naming Process
Concurrent with work on the Legacy Project, Parks & Community Services initiated public outreach to identify a name for the new park. A Council study session presentation on March 4, 2025, provided an overview of the park naming process and indicated that staff were collaborating with a local community group to explore a possible Japanese American commemoration at the park. Council directed staff to proceed with the public naming process and expressed support for honoring Japanese American heritage at the park.

Staff have completed the first round of public engagement to identify a park name, which has resulted in a short list of potential names suggested by community members. The list of names will be reviewed by the Parks & Community Services Board, who will recommend a name to Council later this year.

POLICY & FISCAL IMPACTS

Policy Impact
Comprehensive Plan: Parks, Recreation & Open Space and Urban Design & the Arts Elements

- PA-10. Develop partnerships with other public agencies, non-profits and the private sector to provide and fund parks, open space, and cultural and recreation facilities in the city.
- PA-24. Use parks to celebrate, acknowledge and preserve the full local history, including that of native populations through park design, signage, programming and cultural landscape conservation.
- UD-6. Encourage the creation and preservation of iconic visual reference points and gateway elements in the community through innovative site and building designs.

- UD-61. Recognize and affirm diverse heritages within the community through interpretative materials, artistic expression and placemaking.

The Japanese American Legacy Project addresses key strategic target areas of Council's adopted vision, including a high-quality built and natural environment and thriving people and communities.

Fiscal Impact

There are no fiscal impacts associated with finalizing an MOU to support the city's partnership with Isan Bellevue. Funding from the 2023–2024 biennial budget was used to determine site feasibility and develop a concept design, and Isan Bellevue has committed to raising all funds for design and construction of the project.

OPTIONS

N/A

ATTACHMENTS

A. Vicinity Map
B. Recommended Concept Plan

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Draft Memorandum of Understanding

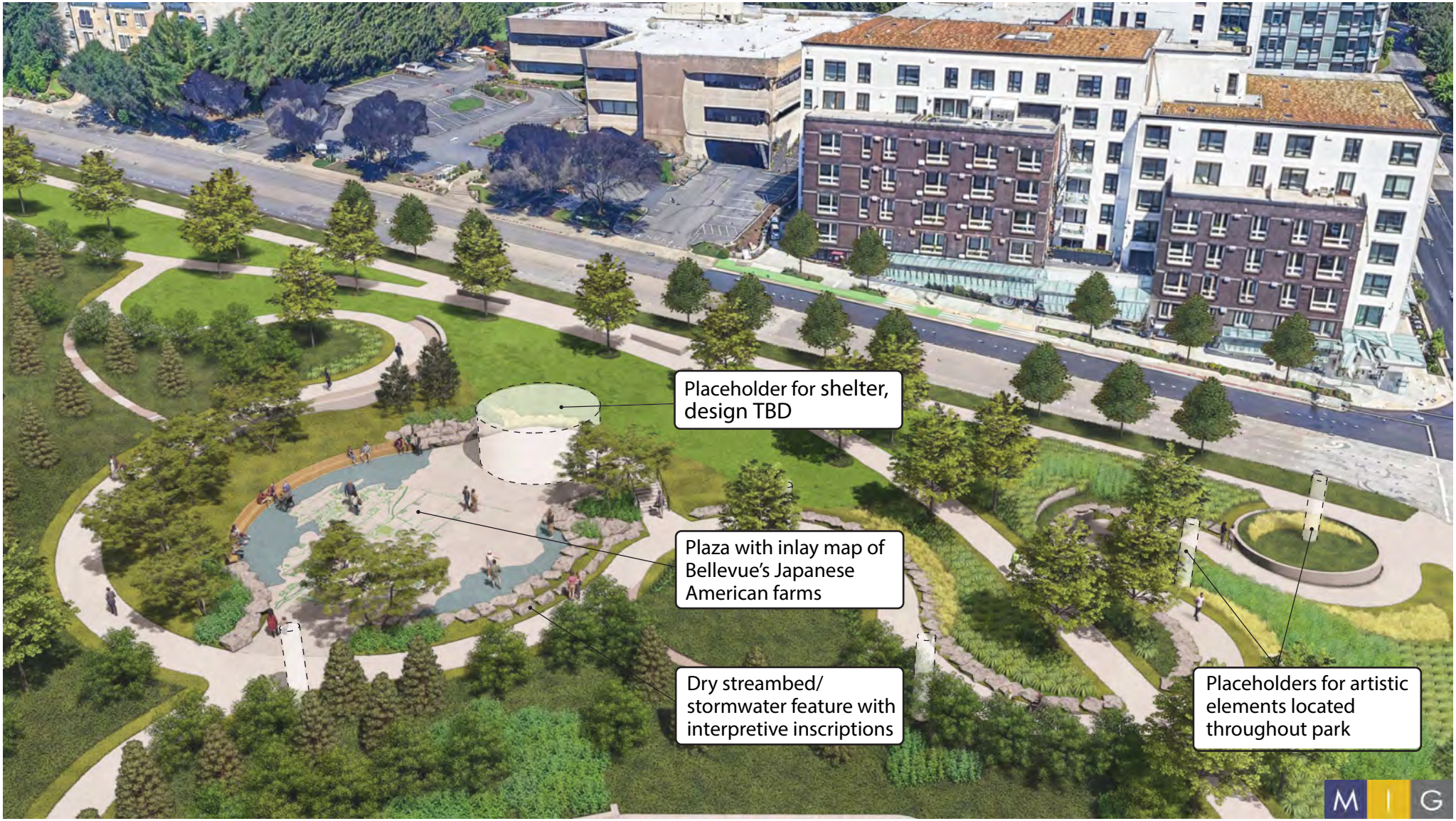
New Park at Main Street - Attachment A

Locator Map

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.

Map Generated on: 02/20/2025

Attachment B: Concept Plan, Proposed Bellevue Japanese American Legacy Project at Park on Main and 112th



* Note: The transparent volumes in the drawing indicate future opportunities for interpretation or art. The larger cylinder will be a pavilion with embedded heritage elements.

CITY COUNCIL AGENDA TOPIC

Multifamily Tax Exemption Catalyst Program for Housing Opportunities in Mixed-Use Areas

Bianca Siegl, Director, Office of Housing
Linda Abe, Affordable Housing Planning Manager
Hannah Bahnmiller, Senior Affordable Housing Planner
City Manager's Office

EXECUTIVE SUMMARY

DIRECTION

Staff will present analysis and recommendations regarding temporary adjustments to the city's Multifamily Tax Exemption (MFTE) program requirements in certain locations. These adjustments are designed to support the recent adoption of the Housing Opportunities in Mixed-Use Areas (HOMA) Land Use Code Amendment (LUCA).

Following discussion, staff is seeking City Council direction to prepare the Ordinance for consideration at a future meeting.

RECOMMENDATION

Consider directing staff to finalize amendments to the Multifamily Tax Exemption program consistent with staff recommendations and prepare legislation for consideration at a future meeting.

BACKGROUND/ANALYSIS

Purpose of this Program Update

Bellevue's MFTE program, consistent with allowances in state law, provides incentives in the form of significant property tax exemptions for new multifamily residential developments that provide a certain amount of on-site affordable housing. On February 3, 2026, the council adopted several amendments to the MFTE program meant to increase utilization of the program and promote the construction of new housing. As part of this update, council also directed staff to evaluate updates to MFTE alongside any future LUCAs that propose mandatory affordable housing requirements.

On February 24, 2026, staff presented analysis regarding potential changes to the MFTE program alongside the HOMA LUCA. Staff determined that changes to MFTE are not needed to offset the costs of mandatory requirements under HOMA and did not recommend any amendments. However, some stakeholders have expressed interest in a catalyst MFTE "Supercharger" program to be paired with HOMA, which would allow developers to double-count mandatory affordable units towards the MFTE requirements without the typical 15% required reduction in Area Median Income (AMI) level served. AMI levels are established by the U.S. Department of Housing and Urban Development (HUD) as a metric to guide housing affordability. The Bellevue Chamber specifically recommended a 6-year time-limited catalyst program whereby any project that enrolls in the MFTE program within that time would benefit from the revised MFTE rules. Other stakeholders have suggested no or a more limited "Supercharger" program based on the analysis that it shifts from equal benefits across renters and developers towards developers' benefit.

A temporary loosening in MFTE program rules, although not strictly needed to offset costs, can be helpful in promoting residential development amidst difficult market conditions. As such, council provided direction to explore potential catalyst options and their fiscal impacts.

Staff Analysis and Findings

Staff evaluated the existing 12-year MFTE program baseline against a 6-year catalyst scenario, forecasting several key metrics between 2026-2044 under both scenarios:

1. Quantity and income level of affordable units produced
2. Fiscal impacts to the City (shifted and foregone taxes)
3. Distribution of benefits between MFTE renters and developers

The forecast relies on several high-level assumptions, including unit production, MFTE participation rates, rent growth, and tax rates. Assumptions remain consistent with previous MFTE analysis and are based on comprehensive plan targets, historical trends, and existing MFTE properties. Findings are summarized below, with detailed analysis in Attachment A.

	Existing Program (Baseline)	6-year Catalyst Net Change
80% AMI MFTE Units Created	0[1]	+ 255
65% AMI MFTE Units Created	615	- 179
Total MFTE Units Created	**615**	**+ 76**
Cumulative Shifted Taxes	$64.1M	+ $10.9M
Cumulative Foregone Taxes	$6.5M	+ $1.2M
Cumulative Total Fiscal Impact	**$70.5M**	**+ $12.0M**
Avg. Monthly Renter Savings per unit	$1,671	- $368
Avg. Monthly Developer Savings per unit	$1,601	+ $368

Affordable Housing Production

Under the existing MFTE program baseline, any additional affordable units created as a result of MFTE (i.e., excluding the 80% AMI units that would otherwise be created under the mandatory requirement) would be at the 65% AMI level. With a 6-year catalyst program, any additional units from MFTE would be at the 80% AMI level during the catalyst period, and at the 65% AMI level thereafter.

The 6-year catalyst program is expected to create a greater overall number of MFTE units between 2026-2044 due to a greater rate of participation during the catalyst period. However, the number of units at the 65% AMI level decrease in favor of additional units at the 80% AMI level.

Fiscal Impacts

Under the existing MFTE program baseline, staff projects that the city and Bellevue property owners could experience a cumulative fiscal impact of $70.5 million between 2026-2044, consisting of both shifted and foregone taxes. This excludes any fiscal impact that would apply outside of the City of Bellevue. Under a 6-year catalyst, the fiscal impact would increase by 17% or $12 million.

[1] For the purposes of this analysis, the 615 units at 80% AMI that would otherwise be created under the mandatory requirement are excluded as they remain constant across the scenarios.

In the baseline scenario, the median homeowner is projected to experience an average annual increase in their taxes of $53.50, compared to $60.90 under the 6-year catalyst scenario.

Distribution of Benefits

The benefits of the MFTE tax exemption are split between MFTE renters, who receive lower rents, and the property developer, who benefits from savings on property taxes less the revenue lost as a result of leasing units at affordable rents. Under the existing MFTE program baseline, the benefits of the MFTE tax exemption are allocated fairly evenly between MFTE renters and the developer, with a slightly greater benefit to the renter.

Under the 6-year catalyst program, developers will see a greater share of the MFTE benefits in the near-term. Over time, as units created under the catalyst program drop off and as more units are created under the MFTE program baseline rules, the distribution returns to a more even allocation. Notably, throughout the catalyst period, the benefit provided to MFTE renters is projected to be lower than the fiscal cost to the City of Bellevue, consistent with previous analysis findings.

Catalyst Program Considerations

The above forecast estimates a fiscal impact of $12 million from a 6-year catalyst program. However, any time-limited catalyst program presents a challenge from a financial planning perspective, as the fiscal impact will vary significantly depending on the number of units that are ultimately created under the catalyst program. Additional foregone taxes impact the city's budget and ability to provide services. At the same time, additional shifted taxes create a larger burden for other property owners, including homeowners, and may reduce the feasibility of introducing new revenue tools to support the deepest affordability needs as identified in the Affordable Housing Strategy.

Assuming the MFTE catalyst helps unlock new development, those new projects would likely begin applying for MFTE in 3 years, following entitlements and prior to building permit issuance. Consistent with the city's historical pace of 1 to 2 MFTE applications per year, a 6-year catalyst program would likely accommodate between 4 and 8 projects.

Staff Recommendation

Following discussions with key stakeholders, including the Bellevue Chamber and the Housing Development Consortium, staff recommends adopting an MFTE catalyst program bounded by both a 6-year time limit and a 1,500-unit limit, with the program expiring at the earlier of the two milestones. The unit limit would apply to the total number of units within a project.

This recommendation addresses several considerations as follows:

1. Known and Bounded Fiscal Impact: While a time-limited catalyst introduces additional uncertainty around fiscal impacts, adding a corresponding unit cap reduces that uncertainty by establishing a predictable ceiling that the city's Finance and Asset Management Division can plan for.
2. Housing Production: A 1,500-unit limit would accommodate six 250-unit projects, in line with the expectation for MFTE participation over a six-year period.
3. Market Conditions: At the same time, a unit limit incentivizes near-term development and benefits first-movers amidst a challenging market cycle. Whereas a six-year time-limited catalyst provides a longer runway to begin development, the unit-limit would encourage developers to

use MFTE as a tool to advance projects today.

4. Affordable Housing Outcomes: Based on projections, a 1,500 unit limit is expected to result in the creation of 468 MFTE units at the 65% AMI level and 210 MFTE units at the 80% AMI level, providing a more balanced mix of affordability levels compared to the 6-year catalyst alone.

	Existing Program (Baseline)	6-year Catalyst Net Change	1,500 units / 6-year Catalyst Net Change
80% AMI MFTE Units Created	0	+ 255	+210
65% AMI MFTE Units Created	615	- 179	-147
Total MFTE Units Created	**615**	**+ 76**	**+63**
Cumulative Shifted Taxes	$64.1M	+ $10.9M	+ $8.8M
Cumulative Foregone Taxes	$6.5M	+ $1.2M	+ 0.9M
Cumulative Total Fiscal Impact	**$70.5M**	**+ $12.0M**	**+ $9.8M**
Avg. Monthly Renter Savings per unit	$1,671	- $368	- $325
Avg. Monthly Developer Savings per unit	$1,601	+ $368	+ $325

Next Steps

Following city council direction, staff seeks to return with strikethrough draft code language for review and consideration.

POLICY & FISCAL IMPACTS

Policy Impact

The purpose of the MFTE Supercharger catalyst program is to encourage dense residential development following the recent upzoning of the city's mixed-use areas, with the goal of unlocking development feasibility in an otherwise prohibitive market environment. The update aligns with HO-13 in the Comprehensive Plan's Housing Element to "provide incentives to encourage residential development for a wide range of household types and income levels in mixed use areas throughout the city."

Fiscal Impact

The adoption of a catalyst MFTE "Supercharger" is expected to increase the fiscal cost of the program in the form of taxes shifted and foregone within the City of Bellevue. The direct impact to the City will vary by project, but the recommended catalyst program rules are projected to result in an additional 14% or $9.8 million of shifted and foregone taxes between 2026 and 2044. The addition of a unit limit to the proposed catalyst program will help moderate this effect.

OPTIONS

1. Direct staff to finalize amendments to the Multifamily Tax Exemption program consistent with staff recommendations and prepare legislation for consideration at a future meeting.
2. Provide alternate direction to staff.

ATTACHMENTS

A. Fiscal Analysis

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N/A

Attachment A

Financial Analysis: MFTE and HOMA Catalyst Program

Background: Shifted and Foregone Taxes

The tax exemption provided by the MFTE program results in two direct costs – shifted taxes and foregone taxes. Shifted taxes are taxes that would have been paid by the property but are instead "shifted" and paid by other property taxpayers during the length of the tax exemption. Foregone taxes are taxes that would have been collected by taxing districts if not for the exemption.

Shifted Taxes: New projects are taxed annually on the value of their improvements, even before the project is fully complete and the MFTE exemption takes effect. By the time a project does receive its tax exemption, the county has therefore already assessed a portion of its value and added it to the base levy. Once added to the base levy, taxing districts can continue to collect taxes based on that value going forward– even if the property owner receives a tax exemption. Therefore, that burden is "shifted" to other taxpayers. This includes not only City of Bellevue residents, but property owners across the state.

Foregone Taxes: Once the MFTE tax exemption does take effect, any additional assessed value is not added to the tax rolls until the exemption expires. This is "foregone" tax revenue that taxing jurisdictions do not collect for the length of the exemption. This affects collections for the City of Bellevue as well as King County, Washington State, Sound Transit, and other taxing authorities. Once the exemption ends, taxes are no longer shifted or foregone, and the property assumes its full share of taxes.

The ratio between shifted and foregone taxes varies from project to project depending on the timing of construction, making it difficult to forecast. In Bellevue, historically around 70% of the property's value is assessed prior to the MFTE exemption and therefore shifted rather than foregone. Additionally, as mentioned above, shifted and foregone tax impacts are not only felt within the jurisdiction the MFTE property is located, but by residents and taxing districts all across the state. As a result, the City of Bellevue is further impacted indirectly by other MFTE programs across the state.

MFTE + HOMA Catalyst Program Analysis Approach

As new properties enroll into the MFTE program and receive property tax exemptions, the fiscal impact increases. A catalyst program is expected to increase participation in the MFTE program, therefore increasing the value of shifted and foregone taxes compared to the existing program.

The fiscal impact from a given MFTE project is the same, regardless of the specific affordability rules required to receive the incentive. In other words, the cost of the program is relatively constant, while the benefits provided under the program, in terms of MFTE renter savings, can vary significantly.

These two attributes form the basis for the evaluation of the catalyst program. Staff evaluated the existing 12-year MFTE program baseline against a 6-year catalyst scenario, as recommended by the Bellevue Chamber. Three key metrics between 2026-2044 were

measured under both scenarios:

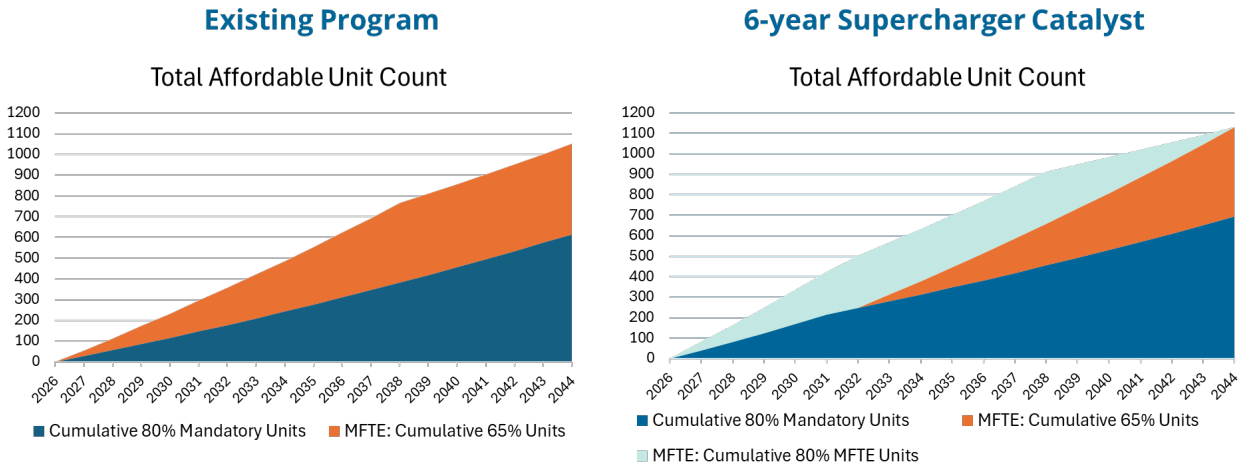
1. Quantity and income level of affordable units produced
2. Fiscal impacts to the City (shifted and foregone taxes)
3. Distribution of benefits between MFTE renters and developers

To best approximate the expected impact of these scenarios, staff made several key assumptions based on historical information, as follows:

Input	Assumption
MFTE Participation Rate during catalyst	100%
MFTE Participation Rate after catalyst	70%
Appraised Imps. Value per unit	$400,000
Units Built	Varies – based on historical production and expected share built in HOMA areas based on comp plan housing targets
% of Value Assessed prior to MFTE Exemption Certificate	70.0%
Bellevue Tax Burden per $1 taxed	$0.43
Bellevue Tax Foregone per $1 taxed	$0.12
Annual Tax Rate Growth	0%
Annual Multifamily Value Growth	3%
Annual Home Value Growth	3%
Annual Bellevue Total AV Growth	3%

MFTE + HOMA Catalyst Program Analysis Findings

Quantity and income-level of affordable units produced

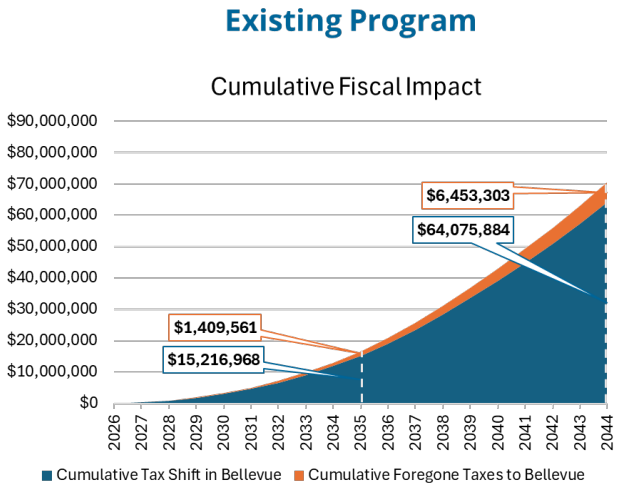


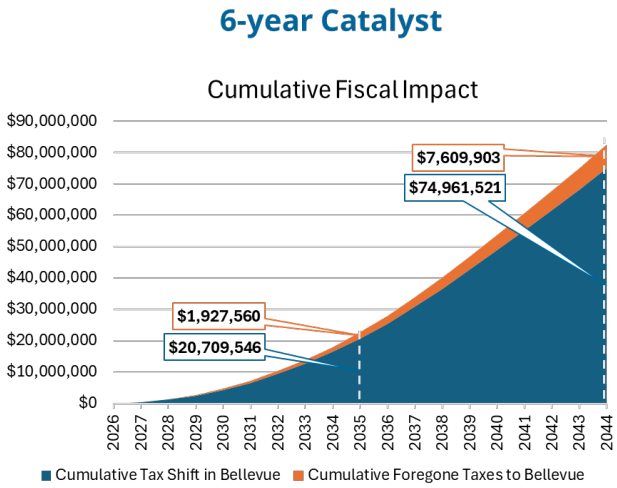
Under the existing MFTE program baseline, any additional affordable units created as a result of MFTE (i.e., excluding the 80% AMI units that would otherwise be created under the mandatory requirement) would be at the 65% AMI level. With a 6-year catalyst program, any additional

units from MFTE would be at the 80% AMI level during the catalyst period, and at the 65% AMI level thereafter.

The 6-year catalyst program is expected to create a greater overall number of MFTE units between 2026-2044 due to a greater rate of participation during the catalyst period. However, the number of units at the 65% AMI level decreases in favor of additional units at the 80% AMI level.

Fiscal impacts to the City (shifted and foregone taxes)

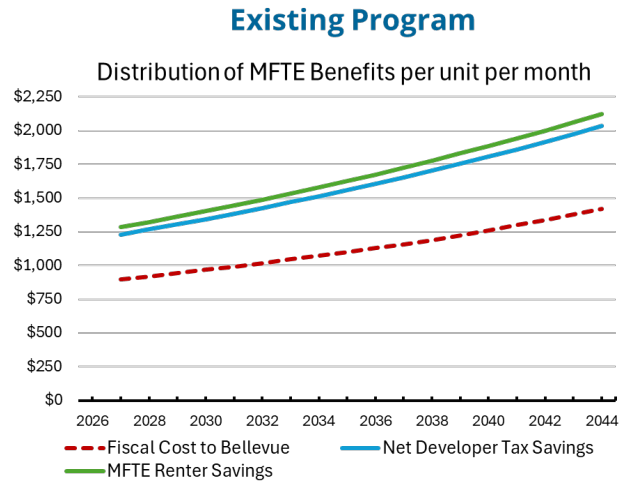


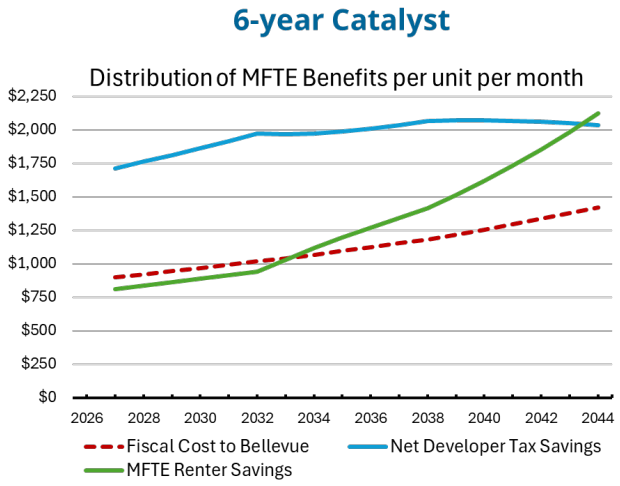


Under the existing MFTE program baseline, staff projects that the City of Bellevue would experience a cumulative fiscal impact of $70.5 million between 2026-2044, consisting of both shifted and foregone taxes. This excludes any fiscal impact that would apply outside of the City of Bellevue. Under a 6-year catalyst, the fiscal impact would increase by 17% or $12 million.

In the baseline scenario, the median homeowner is projected to experience an average annual increase in their taxes of $53.50, compared to $60.90 under the 6-year catalyst scenario.

Distribution of benefits between MFTE renters and developers





The benefits of the MFTE tax exemption are split between MFTE renters, who receive lower rents, and the property developer, who benefits from savings on property taxes less the revenue lost as a result of leasing units at affordable rents. Under the existing MFTE program baseline, the benefits of the MFTE tax exemption are allocated fairly evenly between MFTE renters and the developer, with a slightly greater benefit to the renter.

Under the 6-year catalyst program, developers will see a greater share of the MFTE benefits in the near-term. Over time, as units created under the catalyst program drop off and as more units are created under the MFTE program baseline rules, the distribution returns to a more even allocation. Notably, throughout the 6-year catalyst period, the benefit provided to MFTE renters is projected to be lower than the fiscal cost to the City of Bellevue, consistent with previous analysis findings.

Overall Findings

The implementation of a 6-year catalyst program primarily represents a trade-off between the number of affordable units and the impact of those affordable units for MFTE renters. A catalyst program would be a strong development incentive and add more MFTE units overall, although at higher AMI levels. Meanwhile, the existing program may not see as much participation, producing less MFTE units overall, but all at the 65% AMI level. Ultimately, if the goal is to increase participation and improve development feasibility, a catalyst program would accomplish those objectives. If the goal is to balance the distribution of benefits between MFTE renters and developers, and exercise fiscal discipline, the existing program is more favorable.

	Existing Program	6-year Catalyst
Cumulative Shifted Taxes	$64.1M	+ $10.9M
Cumulative Foregone Taxes	$6.5M	+ $1.2M
Cumulative Total Fiscal Impact	**$70.5M**	**+ $12.0M**
80% AMI MFTE Units Created	0	+ 255
65% AMI MFTE Units Created	615	- 179
Total MFTE Units Created	**615**	**+ 76**
Avg. Monthly Renter Savings per unit	$1,671	- $368
Avg. Monthly Developer Savings per unit	$1,601	+ $368