

## 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.

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### 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 142<sup>nd</sup> 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.