



## **PROPOSED DEAL POINTS IN THE DRAFT AMENDED MOU**

The following deal points are part of the proposed MOU. All deal points must still be approved by the Bellevue City Council and the Sound Transit Board.

- Sound Transit and the City of Bellevue are amending two related agreements originally executed in 2011: a Umbrella Memorandum of Understanding (MOU) and a Transitway Agreement.
- The proposed MOU amendment addresses project certainty, coordination of City capital projects with East Link, terms around a potential Operations & Maintenance Satellite Facility (OMSF) in the Bel-Red transit node in Bellevue, and financial terms.
- The MOU amendment confirms the components of the City of Bellevue “up-front” contribution towards construction of the downtown Bellevue tunnel, valued in the 2011 MOU at \$100 million. The contribution consists of property, utility relocations, and cash payments.
- Through a cost savings effort and work to provide additional certainty for the project through construction, the City’s “contingency contribution” of up to \$60 million, which would have been due at the end of tunnel construction, was able to be eliminated.
- Other financial terms include a payment by Sound Transit of \$25 million for East Link permitting and acquisition of property interests not included in the City’s “up-front” contribution.
- The agencies will also exchange some properties. The City will obtain an interest in Sound Transit’s property around the 130<sup>th</sup> station and Sound Transit will have additional use of City Hall property.
- Subject to further environmental review, the City will develop the 130<sup>th</sup> station property with transit oriented uses, likely to include mixed-rate housing units, and provide to Sound Transit 300 parking stalls for permanent public park-and-ride use.
- The proposed amendments also include increased certainty for both parties heading into construction and commitments with regard to the construction impacts of the project, including maintenance of traffic (MOT), the South Bellevue parking-and-ride closure, and noise mitigation.
- The agreements would also address coordination of capital projects planned by the City with Sound Transit’s East Link project. The parties have identified approximately \$35 million of projects where the agency best suited to deliver certain project elements will take the lead in construction so as to reduce the total costs to the public.
- The amended agreements address the potential for an OMSF to be sited in the City’s Bel-Red area. If the OMSF, now in environmental review, is sited in Bellevue, Sound Transit will design the facility to accommodate transit-oriented development (TOD) and will include design features to allow the facility to be more compatible with anticipated development. If the OMSF is sited in Bel-Red these commitments include a trail within approximately a one-mile stretch of the Eastside Rail Corridor, and pedestrian/bicycle connections from that trail to 120<sup>th</sup> Avenue NE, allowing for access from the trail to the East Link light rail station at 120<sup>th</sup>.

- After further environmental review, the agencies anticipate entering into a Development Agreement providing detail around the infrastructure and other features of adjacent TOD. In addition, the City will process a code amendment to create an administrative permitting process for the facility.
- The proposed Transitway Agreement amendment addresses Sound Transit maintenance of the East Link project within City right-of-way to ensure on-going compliance with permit requirements related to light rail train noise.
- The City's Light Rail Overlay requirements adopted in 2013 remain in place and 'design and mitigation' permits that Sound Transit has applied for will continue to be reviewed the by a Citizen's Advisory Committee and City staff.