

# ORIGINAL

## RESOLUTION NO. 272

### **A RESOLUTION OF THE CITY OF SHORELINE, WASHINGTON, EXPRESSING CONCERN REGARDING SOUND TRANSIT'S REVISED PHASE II PRELIMINARY CORRIDOR SERVICE CONCEPTS**

WHEREAS, the City Council strongly supports investments in regional transportation including new transit options for Shoreline residents and adopted Resolution 109 on October 14, 1996, expressing support for the Sound Transit Phase I plan (Sound Move) and requesting that Sound Transit's staff work with City staff and citizens for future service, and

WHEREAS, the City of Shoreline's Comprehensive Plan supports expanded transit service, especially along the SR-99 corridor, including the provision of cross-county transit service on SR-99, and

WHEREAS, The City's Aurora Corridor Project is supported by the Puget Sound Regional Council, King County Metro, and the Washington State Department of Transportation, and

WHEREAS, the City supports transit-oriented development in concert with planned high capacity transit routes through the comprehensive plan and land use policies, and

WHEREAS, the original Sound Move plan included two projects within Shoreline, including a Sounder Commuter Rail Station at Richmond Beach (unfunded project), and Express Bus Service on State Route 99 (SR-99), however both projects were subsequently eliminated, and

WHEREAS, Shoreline residents contribute approximately \$3 - \$4 million per year into Sound Move and have received no direct benefit, and

WHEREAS, the initial Sound Transit second 20-year plan (ST2) candidate projects included four projects in Shoreline, including an HOV/Access Ramps and Flyer Stop on I-5 at NE 185<sup>th</sup> Street, a new Sounder station near Point Wells, \$40 million in funding to assist Shoreline in completing Business Access Transit (BAT) lanes on SR-99, and Link Light Rail on I-5, and

WHEREAS, in January 2006 the Sound Transit Board approved motion M2006-03 which removed two Shoreline candidate projects from consideration, the HOV/Access Ramps and Flyer Stop on I-5 at NE 185<sup>th</sup> Street and the new Sounder station near Point Wells, and

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WHEREAS, by May 2006 the only remaining project with a direct service benefit to Shoreline residents was funding for construction of BAT lanes on SR-99 prior to the planned Link Light Rail scheduled for construction between 2022 and 2026, and

WHEREAS, the final ST2 plan did not include funding for construction of BAT lanes on SR-99, and

WHEREAS, the City has completed the first mile of BAT lanes on SR-99, and is beginning construction on the second mile of BAT lanes to ensure a seamless route between the urban centers of Lynwood and Seattle, and

WHEREAS, the failed Regional Transit Investment District/Sound Transit vote included Link Light Rail to Snohomish County with stops at 145<sup>th</sup> NE and 185<sup>th</sup> NE in Shoreline, and funding to complete BAT lanes on SR-99 in Shoreline, and

WHEREAS, Sound Transit staff presented service concepts for an ST2 Update to the Sound Transit Board on January 31, 2008, in which Link Light Rail is not included north of Northgate, and is replaced with Bus Rapid Transit down I-5, but does not include any stops in Shoreline, and

WHEREAS, the Sound Transit Board may adopt a revised draft Phase II plan at the end of March 2008 if the plan will be included as a Fall 2008 ballot measure, and

WHEREAS, Shoreline has over 54,000 residents, of which over 85% of workers commute to the south (65%), north (11%), and east (11%), and are not currently served by peak hour Sound Transit service, and

WHEREAS, the North Corridor preliminary service concept includes expansion of Light Rail to Northgate, with BRT service on I-5 to Everett. This service concept has no BRT stops between Northgate and Mountlake Terrace due to significant required modifications to I-5 for potential stops. Furthermore, this concept does not show any connection between Metro/Community Transit's proposed BRT service along SR-99 and Sound Transit's BRT service at any point along the corridor except the Everett Transit Center and downtown Seattle, and does not include any improvements to Sounder Commuter Rail service in Shoreline, and

WHEREAS, Sound Transit staff stated at the June 22, 2006 Board Meeting that the demand for transit in the north corridor (including Shoreline) is equal to that of the south and east corridors combined, making it clear that excluding Sound Transit service in Shoreline would be a mistake, and

WHEREAS, The City is committed through its Comprehensive Plan and land use policies to concentrating development around access to planned transit facilities, yet the lack of transit access along I-5 excludes high capacity transit options for residents of the City, and

WHEREAS, due to a lack of high capacity transit service along I-5, Shoreline citizens will have difficult and frustration accessing Light Rail, thus defeating the goal of leaving their vehicles at home and using transit, and

WHEREAS, in order for the BRT system to function successfully, modifications to the use of the HOV lanes and Express lanes on I-5 are required, and Sound Transit does not anticipate having confirmation of any modification from WSDOT prior to approval of a draft plan in March 2008, and

WHEREAS, inclusion of a BRT system in the draft plan without approval from WSDOT for the modified use of the HOV lanes would not provide voters with full and adequate information to make an informed decision and may result in a system that does not improve transit service for the region,

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON AS FOLLOWS:**

**Section 1.** The City Council understands the mission of Sound Transit is to provide a regional transit system and supports the efforts to create a High Capacity Transit system in the region, and that the completed system may take decades to accomplish. However, the City Council hereby expresses serious reservations over the staff proposed ST2 concepts as Shoreline residents will receive no direct benefits for up to 20 years or more of financial contributions to Sound Transit.

The Council urges that the following actions be taken to address the following omissions in the ST2 transportation plans and ballot measures:

- a) Continuation of the light rail system to North 205<sup>th</sup> Street, which is the King County-Snohomish County boundary (or into Snohomish County), with stations at North 145<sup>th</sup> Street, North 185<sup>th</sup> Street and the line terminus;
- b) If it is absolutely not feasible to continue light rail through Shoreline then include BRT stations at North 145<sup>th</sup> Street and North 185<sup>th</sup> Street that can be converted into light rails stations in the future; and
- c) Include a \$40 million financial contribution toward the completion of the BAT lanes in the Aurora Corridor Improvement Project in conjunction with either alternative outlined above.

**Section 2.** The City Council encourages Sound Transit to work with City staff to develop alternatives that directly service the residents of Shoreline prior to presenting a final recommendation to the Sound Transit Board.


**Section 3.** The City Council encourages the Sound Transit Board to delay placing a revised transit plan before voters prior to 2010 to ensure a more thorough public review process, allow time for examination of financial scenarios associated with proposed

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projects, and to ensure that WSDOT policies are altered to exclusive use by high capacity vehicles only on the HOV lanes and Express Lanes on Interstate-5.

**Section 4.** The City Council hereby declares that absent revisions to the revised draft ST2 plan that include direct service for Shoreline residents, we will have no choice but to oppose this plan and encourage our citizens to do the same.

**ADOPTED BY THE CITY COUNCIL ON MARCH 3, 2008.**

  
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Mayor Cindy Ryu

**ATTEST:**

  
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Scott Passey  
City Clerk