

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Discussion of Resolution No. 272 Expressing Concern Regarding Sound Transit's Revised Phase II Preliminary Corridor Service Concepts Proposal
DEPARTMENT:	Public Works
PRESENTED BY:	Kirk McKinley, Aurora Corridor Project Manager Alicia McIntire, Aurora Corridor Planner Scott MacColl, Intergovernmental Programs Manager, City Manager's Office

PROBLEM/ISSUE STATEMENT

On January 31, 2008, the Sound Transit Board held a workshop to begin discussions for an updated Sound Transit 2 (ST2) plan. Proposition 1 (the Roads and Transit Ballot Initiative) included a package of Sound Transit projects for the region; however, this initiative was defeated in November 2007. This package included expansion of the light rail system along I-5 from the University of Washington to Ash Way in Snohomish County, with stations at North 145th Street and North 185th Street as improvements directly serving residents of Shoreline.

With the defeat of Proposition 1, the Sound Transit Board has begun discussions for an updated ST2 plan. At the workshop on January 31, 2008, Sound Transit staff presented preliminary corridor service concepts to the Sound Transit Board. This preliminary service concept includes expansion of light rail service from UW to Northgate, with Bus Rapid Transit (BRT) service on I-5. This service concept does not include any BRT stops between Northgate and Mountlake Terrace. Sound Transit staff indicated that this was not an oversight, as construction of BRT stations in this area would require significant modifications to I-5. Furthermore, this concept does not show any connections between Metro or Community Transit's proposed BRT service and Sound Transit's BRT service at any point along the corridor except the Everett Transit Center and downtown Seattle. No improvements to Sounder Commuter Rail, such as a new station, are proposed for the City of Shoreline.

This service concept represents no additional future investment in Sound Transit service for the City of Shoreline. Currently, the only Sound Transit Service available to City of Shoreline residents is Express Bus service at the freeway stop at North 145th Street and a small segment of Bothell Way NE within the City limits. Additionally, this proposal would phase out existing Express Bus service, replacing it with BRT service on I-5. While Council did not take a position on Proposition 1, and there has been some expression of concern by councilmembers about what represents the best investment of Sound Transit dollars, this preliminary service concept would provide residents with no

additional service and actually results in the reduction of already minimal service to Shoreline to essentially nothing.

The preliminary corridor service concepts presented to the Sound Transit Board show proposed service concepts for the East and South subareas. Compared to the ST2 plan included with Proposition 1, these concepts represent reductions in light rail expansion and replacement with BRT service and some improvements to Sounder Commuter Rail service. Several Sound Transit Board members expressed concern about this significantly reduced level of service for the entire Sound Transit service area. The Board will continue to discuss an updated service package, as well as timing for a future ballot measure. It is uncertain if a revised Sound Transit package will be presented to voters in the 2008 election or a future election.

Sound Transit staff presented the preliminary corridor service concepts to Council at the February 25, 2008 dinner meeting. At this meeting, Council expressed concerns about the lack of Sound Transit service to the City of Shoreline and the very aggressive schedule associated with placement of a revised plan on the 2008 ballot. Council and staff described the type of service that should be included in the plan. These include:

- a) Continuation of the light rail system to North 205th Street (King/Snohomish County line), with stations at North 145th Street, North 185th Street and North 205th Street.
- b) If the light rail system cannot be extended north of Northgate, include BRT stations at North 145th Street and North 185th Street that can be converted into light rail stations in the future.
- c) In conjunction with either alternative outlined above, include a financial contribution toward the completion of the BAT lanes in the Aurora Corridor Improvement Project.

At the February 25, 2008 business meeting, staff presented draft Resolution 272 to Council, which expressed concerns about the draft preliminary corridor service concepts. Council directed staff to amend the draft resolution and include language that identifies the more specific requests of the City. The attached proposed Resolution 272 (Attachment A) addresses the concerns of Council regarding proposed Sound Transit service in the north corridor, identifies the specific requests for service to Shoreline and emphasizes that the City cannot support the existing draft service concept.

Sound Transit staff will be presenting alternative scenarios based upon this service concept to the Sound Transit Board on February 28, 2008 and March 6, 2008. It is unknown if the Board will take action to adopt a draft plan at this meeting. If it appears the Board will take action, it is staff's recommendation that a representative of the City be present to provide comment to the Board and explain the content of the attached resolution. The Board has not decided whether they will pursue placing a new service package before the voters on the 2008 or 2010 ballot. If they decide to go before the voters in 2008, the draft plan must be adopted by the end of March 2008. A schedule has not been developed for a 2010 ballot measure.

Due to the uncertainty of the timing of the adoption of the plan by the Sound Transit Board, there is an urgency to seek Council direction. Likewise, staff believes the most

effective strategy is to try to amend the "draft" plan before Board adoption. Once the plan is adopted by the Board is very unlikely that the City will be successful in amending it.

RECOMMENDATION

Staff recommends that the City Council adopt Resolution No. 272, A Resolution of The City of Shoreline, Washington, Expressing Concern Regarding Sound Transit's Revised Phase II Draft Plan.

Approved By: City Manager  City Attorney _____

ATTACHMENTS

A- Proposed Resolution.No. 272

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 ten-year plan (ST2) candidate projects included four projects in Shoreline, including an HOV/Access Ramps and Flyer Stop on I-5 at NE 185th 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 185th Street and the new Sounder station near Point Wells, and

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 145th NE and 185th NE in Shoreline, and funding to

complete BAT lanes on SR-99 in Shoreline, and

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

WHEREAS, the Sound Transit Board expects to adopt a revised 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 be forced to drive to Northgate to access 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 plan 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 205th Street, which is the King County-Snohomish County boundary, (or into Snohomish County), with stations at North 145th Street, North 185th Street and the line terminus;
- b) If it is absolutely not feasible to continue light rail through Shoreline then include BRT stations at North 145th Street and North 185th Street that can be converted into light rail 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 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 strongly oppose this plan and encourage our citizens to do the same.

ADOPTED BY THE CITY COUNCIL ON March 3, 2008.

Mayor Cindy Ryu

ATTEST:

Scott Passey, CMC
City Clerk