CITY OF LYNNWOOD
RESOLUTION NO. 2011-14

A RESOLUTION SUPPORTING THE INTERSTATE 5 LIGHT RAIL
ALTERNATIVE ALIGNMENT FOR THE SOUND TRANSIT ST2
NORTH CORRIDOR TRANSIT PROJECT APPROVED BY VOTERS
AND IDENTIFIED IN THE SOUND TRANSIT NORTH CORRIDOR
TRANSIT PROJECT ALTERNATIVES ANALYSIS REPORT

WHEREAS, the City of Lynnwood recognizes the importance of high capacity
transit to serve the existing and projected population and workforce within the Sound
Transit service boundary and specifically the ST2 North Corridor; and

WHEREAS, in 1995 the City Council of the City of Lynnwood adopted the
Lynnwood Comprehensive Plan designating Lynnwood’s Sub-Regional Center as the
key activity center to accommodate much of Lynnwood’s future population and
employment growth consistent with the Washington State Growth Management Act and
Vision 2020; and

WHEREAS, Lynnwood is designated a Regional Growth Center by the Puget
Sound Regional Council and is planned to accommodate major population and
employment growth to become the primary center between Seattle and Everett; and

WHEREAS, regional policies state that it is essential to support Regional Growth
Centers by providing priority access to transportation and transit funding and
improvements; and

WHEREAS, on November 22, 2004 the City Council of the City of Lynnwood
adopted the Lynnwood Economic Development Action Plan which recognizes the
importance of access and transportation choices for business retention and attraction; and

WHEREAS, on July 11, 2005 the City Council of the City of Lynnwood adopted
Resolution 2005-10 supporting the update of Sound Transit’s Long Range Plan and the
extension of light rail transit service in the I-5 corridor between Seattle and Everett; and

WHEREAS, on March 14, 2005 the City Council of the City of Lynnwood
adopted the City Center Sub-Area Plan consistent with the Washington State Growth
Management Act, the regional growth strategies of Vision 2020 (now Vision 2040) and
Transportation 2020 (now Transportation 2040), and the Sub-Regional Center designated
in the Lynnwood Comprehensive Plan; and

WHEREAS, high capacity transit, specifically light rail, is a catalyst for City
Center Sub-Area Plan implementation and sustainability; and

WHEREAS, on November 4, 2008 Snohomish County voters supported Sound
Transit’s ST2 Light Rail extension to the Lynnwood Transit Center along the Interstate 5
corridor with a 54 percent “Yes” vote; and
WHEREAS, on May 20, 2010 the Puget Sound Regional Council adopted Transportation 2040 which shows the importance of quick, reliable, regional transit service to the success of the center-based Regional Growth Strategy of Vision 2040; and

WHEREAS, in September 2011, Sound Transit and its consultant team determined through the Alternatives Analysis process that light rail is the most efficient means of high capacity transit to serve the North Corridor; and

WHEREAS, although voters approved Light Rail along the Interstate 5 alignment, in order for Sound Transit to pursue funding through the competitive Federal Transit Administration grant “New Starts” program, Sound Transit must review all high capacity transit and alignment options for the ST2 North Corridor project through an Alternatives Analysis; and

WHEREAS, Sound Transit and its consultant team have found that of the mode options analyzed only the light rail option has the ability to meet project goals for ridership, travel time and avoidance of impact to other modes, and

WHEREAS, Sound Transit and its consultant team have narrowed the alignment options for light rail to the Interstate 5 corridor or a route that starts along I-5, deviates to Hwy 99 and returns to I-5 both of which terminate at the Lynnwood Transit Center; and

WHEREAS, on September 20, 2011, Sound Transit issued the Alternatives Analysis Report and SEPA Addendum (AA) showing that the Interstate 5 light rail alignment has significantly higher ridership, significantly lower costs and significantly less travel time when compared to the Highway 99 alignment; and

WHEREAS, the AA Chapter 8 page 2 states: “Given the $1,540 million (mid-2010 dollars) currently budgeted for the North Corridor Transit Project capital costs in Sound Transit’s current financial plan, the SR 99 light rail alternatives (L2 and L3) would both be well outside of Sound Transit’s existing financial capacity to fund. The L1: I-5 Light Rail Alternative, however, is affordable within that capacity at the low end of its capital cost range.” The Highway 99 alternatives place funding future transit improvements in jeopardy due to their cost differential when compared to L1: I-5 Light Rail Alternative; and

WHEREAS, the AA Summary page S-45 also states “In general, the L1: I-5 Light Rail Alternative is the best performing in terms of the transportation criteria. Among the light rail alternatives, it is the least costly and has the least potential for impacts on the surrounding environment.”; and

WHEREAS, the only area of analysis where Hwy 99 shows a theoretical advantage over I-5 is in its ability to promote additional Transit-Oriented Development (TOD), and

WHEREAS, the City of Lynnwood believes the potential for TOD along Hwy 99 is grossly overstated and in any event is unlikely to approach the level of urban
development planned for the Lynnwood’s City Center or larger Regional Growth Center; and

WHEREAS, investments in bus rapid transit (BRT) have been made along Highway 99, serving that corridor with high capacity transit service that already serves to catalyze TOD development; and

WHEREAS, the Hwy 99 alignment for LRT would likely mean supplanting BRT service, sacrificing millions of dollars in public investment that has already been made, and

WHEREAS, the option for the Highway 99 light rail alignment may not be as competitive for project funding, putting improved high capacity transit to Lynnwood at risk; and

WHEREAS, increased ride time because of the Hwy 99 alignment would not only jeopardize the potential for service and ridership to Lynnwood but would also seriously compromise the ability to one day extend LRT service to Everett.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LYNNWOOD DOES HEREBY RESOLVE AS FOLLOWS:

1. The City Council of the City of Lynnwood supports the L1: I-5 Light Rail Alternative along the Interstate 5 alignment as shown in Exhibit A.

EFFECTIVE DATE. This resolution shall be effective immediately upon passage thereof.

ADOPTED by the City Council of the City of Lynnwood, Washington, at its regular meeting held the 10 of Oct, 2011.

[Signature]

Don Gough, Mayor

Attested to by:

[Signature]

Lorenzo Hines
Finance Director

Approved As To Form:

[Signature]

Rosemary Larson
City Attorney
EXHIBIT A:
ST2 NORTH CORRIDOR LIGHT RAIL I-5 ALIGNMENT
(Image from September 2011 Alternatives Analysis Report)