

1 ADOPTED: 09/27/17  
2 EFFECTIVE:10/14/17  
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6 SNOHOMISH COUNTY COUNCIL  
7 SNOHOMISH COUNTY, WASHINGTON  
8

9 ORDINANCE NO. 17-048  
10

11 RELATING TO THE GROWTH MANAGEMENT ACT, AMENDING THE TRANSPORTATION  
12 ELEMENT OF THE GENERAL POLICY PLAN OF THE SNOHOMISH COUNTY GROWTH  
13 MANAGEMENT ACT COMPREHENSIVE PLAN  
14 (GPP3 - TRANSPORTATION ELEMENT)  
15

16 WHEREAS, RCW 36.70A.130 directs counties planning under the Growth Management  
17 Act (GMA), chapter 36.70A RCW, to consider amendments and revisions to the GMA  
18 Comprehensive Plan (GMACP) or development regulations on a regular basis; and  
19

20 WHEREAS, the 2015 Transportation Element (TE) included a High Capacity Transit  
21 Map showing multiple options for a light rail transit alignment from Lynnwood to Everett; and  
22

23 WHEREAS, in 2016, voters approved an initiative for the third phase of the Sound  
24 Transit expansion plan (ST3) that determined a general alignment for light rail expansion from  
25 the Lynnwood Transit Station to the City of Everett; and  
26

27 WHEREAS, in 2016, Community Transit (CT) approved a Transit Development Plan that  
28 updated information contained in TE Figure 8: High Capacity Transit and related TE text; and  
29

30 WHEREAS, the Snohomish County Department of Public Works (DPW) has determined  
31 that because of the updated ST3 and CT information the Supportive Public Transportation  
32 Improvements section and Figure 8: High Capacity Transit in chapter IV of the TE should be  
33 updated; and  
34

35 WHEREAS, on August 24, 2016, the Snohomish County Council (county council)  
36 approved, by Motion No. 16-316, a list of proposed county-initiated GMACP amendments for  
37 consideration and final action in 2017, and authorized the Snohomish County Executive,  
38 through the Department of Planning and Development Services (PDS) with participation from  
39 DPW, to process the proposals consistent with chapter 30.73 Snohomish County Code (SCC);  
40 and  
41

42 WHEREAS, included in Motion No. 16-316 was a proposed amendment, known as  
43 GPP3 – Transportation Element, a placeholder proposal by DWP to revise TE text and Figure 8:  
44 High Capacity Transit to describe the additional transit facilities approved through ST3; and  
45

ORDINANCE NO. 17-048  
RELATING TO THE GROWTH MANAGEMENT ACT,  
AMENDING THE TRANSPORTATION ELEMENT  
OF THE SNOHOMISH COUNTY GROWTH MANAGEMENT ACT  
COMPREHENSIVE PLAN  
(GPP3 – TRANSPORTATION ELEMENT)

1 WHEREAS, pursuant to chapter 30.73 SCC, DPW completed a final review and  
2 evaluation of the GPP3 – Transportation Element proposal and forwarded recommendations to  
3 the Snohomish County Planning Commission (planning commission); and  
4

5 WHEREAS, on April 25, 2017, DPW briefed the planning commission on the GPP3 –  
6 Transportation Element; and  
7

8 WHEREAS, the planning commission held a public hearing on May 23, 2017, to receive  
9 public testimony on the GPP3 – Transportation Element, and recommended adoption of the  
10 amendments contained in this ordinance, as shown in its recommendation letter of June 7,  
11 2017; and  
12

13 WHEREAS, on September, 27 2017, the county council held a public hearing, after  
14 proper notice, and considered public comment and the entire record related to the proposed  
15 amendments contained in this ordinance; and  
16

17 WHEREAS, following the public hearing, the county council deliberated on the proposed  
18 amendments contained in this ordinance;  
19

20 NOW, THEREFORE, BE IT ORDAINED:  
21

22 Section 1. The county council adopts the following findings in support of this ordinance:  
23

- 24 A. The foregoing recitals are adopted as findings as if set forth fully herein.  
25
- 26 B. The GPP3 proposal amends the Supportive Public Transportation Improvements section  
27 and revises Figure 8: High Capacity Transit in chapter IV of the TE to be consistent with  
28 changes to CT's *2016-2021 Transit Development Plan* and ST's *Sound Transit 3:*  
29 *Regional Transit System Plan*, by showing the finalized ST light rail alignment from  
30 Lynnwood to Everett, adding ST's BRT service on I-405, and adding the finalized station  
31 locations on the CT's *SWIFT* green line.  
32
- 33 C. The GPP3 proposal amends text in the Supportive Public Transportation Improvements  
34 section in chapter IV of the TE to reflect changes made to Figure 8: High Capacity  
35 Transit.  
36
- 37 D. The GPP3 proposal amends the Supportive Public Transportation Improvements section  
38 in chapter IV of the TE to reflect the current list of near-term high capacity transit projects  
39 as found in *Sound Transit 2: A Mass Transit Guide*, *Sound Transit 3: The Regional*  
40 *Transit System Plan*, and *Community Transit's 2016-2017 Transit Development Plan*.  
41
- 42 E. The GPP3 proposal amends Table 16: High Capacity Transit Improvements for  
43 Snohomish County in chapter IV of the TE to reflect updated information from revised  
44 transit plans.  
45

1 F. The GPP3 proposal is consistent with Goal 3 of the GMA, RCW 36.70A.020(3):  
2 “Transportation. Encourage efficient multimodal transportation systems that are based  
3 on regional priorities and coordinated with county and city comprehensive plans.”  
4

5 G. The GPP3 proposal is consistent with the following Multicounty Planning Policies  
6 (MPPs) contained in the Puget Sound Regional Council’s (PSRC) Vision 2040:  
7

8 MPP-T-9, “Coordinate state, regional, and local planning efforts for transportation  
9 through the Puget Sound Regional Council to develop and operate a highly efficient,  
10 multimodal system that supports the regional growth strategy.”  
11

12 MPP-T-14, “Design, construct, and operate transportation facilities to serve all users  
13 safely and conveniently, including motorists, pedestrians, bicyclists, and transit  
14 users, while accommodating the movement of freight and goods, as suitable to each  
15 facility’s function and context as determined by the appropriate jurisdictions.”  
16

17 MPP-T-23, “Emphasize transportation investments that provide and encourage  
18 alternatives to single-occupancy vehicle travel and increase travel options, especially  
19 to and within centers and along corridors connecting centers.”  
20

21 MPP-T-29, “Promote the preservation of existing rights-of-way for future high-  
22 capacity transit.”  
23

24 H. The GPP3 proposal is consistent with the following Countywide Planning Policies for  
25 Snohomish County (CPP):

26 TR-12, “Each local jurisdiction served by transit should, in cooperation with transit  
27 agencies, map the general locations of planned major transit facilities in their  
28 comprehensive plans and shall enact appropriate transit-oriented policies and  
29 development standards for such locations. Where appropriate, transit-oriented  
30 development should encompass the following common elements:

- 31 a. Be located to support the development of designated growth centers and  
32 existing or planned transit emphasis corridors;
- 33 b. Include pedestrian-scale neighborhoods and activity centers to stimulate use of  
34 transit and ridesharing;
- 35 c. Plan for appropriate intensity and mix of development – including both  
36 employment and housing options – that support transit service;
- 37 d. Provide safe, pleasant, and convenient access for pedestrians and bicyclists;
- 38 e. Provide safe and convenient access and transfer between all forms of transit  
39 and other modes of travel; and
- 40 f. Promote pricing or regulatory mechanisms<sup>20</sup> to encourage transit use and

1 reduce reliance on the automobile.”

2 TR-13, “The County, cities, and transit agencies in the Southwest Urban Growth  
3 Area (UGA) should collaborate with Sound Transit to ensure planning and right-of  
4 way preservation for a future phase of light-rail corridor development that will  
5 extend to the Everett Regional Growth Center as soon as possible. Planning for  
6 light-rail transit should:

7 a. Be compatible with Sound Transit 2 plans for Snohomish County, which include  
8 commitments for stations in Lynnwood and Mountlake Terrace;

9 b. Recognize and be compatible with local land use planning and urban design  
10 objectives in the Southwest UGA; and

11 c. Include consideration and evaluation of additional transit services to major  
12 employment centers in the Southwest UGA that encourages the county to  
13 collaborate with cities, transit agencies, and Sound Transit to ensure planning for a  
14 future light-rail corridor that will extend to Everett.”

- 15 I. The proposed GPP3 is consistent with the following policies and objectives of the General  
16 Policy Plan of the Snohomish County GMA Comprehensive Plan (GPP):

17  
18 Policy TR 1.B.5, “Future roadways and improvements of existing roads shall be  
19 planned to enhance multimodal traffic flow and the connectivity of countywide  
20 arterial roadways.”

21  
22 Objective TR 2.C, “In cooperation with transit operating agencies, cities, and  
23 WSDOT, identify transit emphasis corridors that are served, or planned to be  
24 served, by public transportation and will pursue effective and integrated land use  
25 and transportation planning.”

26  
27 Objective TR 2.D, “The county, cities, and transit agencies, within the Southwest  
28 Urban Growth Areas (UGA), will collaborate with Sound Transit to ensure planning  
29 and right-of-way preservation for a future phase of light-rail corridor development  
30 that will extend to the Everett Regional Growth Center as funding allows.”

31  
32 Objective TR 2.E, “In cooperation with transit agencies and cities, the county will  
33 identify the general locations of major planned transit facilities in the  
34 Transportation Element and enact transit-oriented policies and development  
35 standards for locations.”

36  
37 Objective TR 5.D, “Participate with the cities, transit agencies, Sound Transit and  
38 WSDOT in a cooperative planning process for public transportation and high-  
39 capacity transit.”

1  
2 Policy TR 7A.7, "The land use element, the planned transportation improvements,  
3 and the finance plan shall be coordinated and consistent."  
4

5 Objective TR 8.B, "Achieve consistency between the long-range transportation  
6 plans and transportation improvement programs of the county and the region's  
7 growth management goals and policies."  
8

9 J. Procedural requirements.

- 10  
11 1. The proposal is a Type 3 legislative action pursuant to SCC 30.73.010.  
12  
13 2. The environmental impacts of this proposal are within the range of impacts analyzed  
14 by the draft environmental impact statement (DEIS) and final environmental impact  
15 statement (FEIS) during the Update to the GMACP in 2015. No new probable  
16 significant adverse environmental impacts from this proposal have been identified.  
17 Therefore, State Environmental Policy Act (SEPA) requirements with respect to this  
18 non-project action have been met through issuance on May 9, 2017, of Addendum  
19 No. 10 to the FEIS for the 2015 Update to the GMACP.  
20  
21 3. Pursuant to RCW 36.70A.106(1), a notice of intent to adopt this ordinance was  
22 transmitted to the Washington State Department of Commerce for distribution to  
23 state agencies on April 26, 2017.  
24  
25 4. The public participation process used in the adoption of this ordinance complies with  
26 all applicable requirements of the GMA and the SCC.  
27  
28 5. The Washington State Attorney General last issued an advisory memorandum, as  
29 required by RCW 36.70A.370, in December of 2015 entitled "Advisory Memorandum:  
30 Avoiding Unconstitutional Takings of Private Property" to help local governments  
31 avoid the unconstitutional taking of private property. The process outlined in the  
32 State Attorney General's 2015 advisory memorandum was used by Snohomish  
33 County in objectively evaluating the regulatory changes proposed by this ordinance.  
34  
35 K. This ordinance is consistent with the record as set forth in DPW staff reports relating to  
36 this proposal dated April 10, 2017, and May 10, 2017.  
37

38 Section 2. The county council makes the following conclusions:

- 39 A. The proposed amendments to the TE are consistent with and comply with the procedural  
40 and substantive requirements of the GMA.  
41  
42 B. The proposed amendments to the TE are consistent with the requirement of RCW  
36.70A.070(6) which directs counties planning under the GMA to include within their

1 comprehensive plans a transportation element that implements and supports the  
2 adopted land use element of its comprehensive plan.

3 C. The proposed amendments to the TE are consistent with and comply with the MPPs,  
4 CPPs, and the goals, objectives, and policies of the GPP.

5 D. All SEPA requirements with respect to this non-project action have been satisfied.

6 E. This proposal does not result in an unconstitutional taking of private property for a public  
7 purpose and does not violate substantive due process guarantees.  
8

9 Section 3. The county council bases its findings and conclusions on the entire record of the  
10 planning commission and the county council, including all testimony and exhibits. Any finding  
11 which should be deemed a conclusion, and any conclusion which should be deemed a finding,  
12 is hereby adopted as such.  
13


14 Section 4. Based on the foregoing findings and conclusions, chapter IV and the references  
15 section of the TE of the GMACP, last amended by Amended Ordinance No. 14-137, is amended  
16 as indicated in Exhibit A to this ordinance, which is attached hereto and incorporated by  
17 reference into this ordinance.  
18

19 Section 5. The County Council directs the Code Reviser to update SCC 30.10.060 pursuant to  
20 SCC 1.02.020(3).  
21

22 Section 6. Severability and Savings. If any section, sentence, clause or phrase of this ordinance  
23 shall be held to be invalid by the Growth Management Hearings Board (Board), or  
24 unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall  
25 not affect the validity or constitutionality of any other section, sentence, clause or phrase of this  
26 ordinance. Provided, however, that if any section, sentence, clause or phrase of this ordinance  
27 is held to be invalid by the Board or court of competent jurisdiction, then the section, sentence,  
28 clause or phrase in effect prior to the effective date of this ordinance shall be in full force and  
29 effect for that individual section, sentence, clause or phrase as if this ordinance had never been  
30 adopted.  
31

32 PASSED this 27<sup>th</sup> day of September, 2017.  
33

34 SNOHOMISH COUNTY COUNCIL  
35 Snohomish County, Washington  
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39 \_\_\_\_\_  
40 Council Vice Chair  
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ATTEST:

  
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Clerk of the Council

- APPROVED
- EMERGENCY
- VETOED

DATE: 10/4, 2017

  
\_\_\_\_\_  
Snohomish County Executive

ATTEST:

  
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Approved as to form only:

\_\_\_\_\_  
Deputy Prosecuting Attorney

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**Exhibit A**  
**Ordinance No. 17-048**  
**GPP3 – Amendments to the Transportation Element of the GPP**

Exhibit A: Text changes to the Transportation Element

**E. Supportive Public Transportation Improvements**

Public transportation services and facilities provide support to the county's plans for land use by offering the public additional choices for travel. Use of public transportation tends to reduce the demand for travel by automobile, thereby mitigating traffic congestion in some of the county's major corridors. Transit facilities and services are expected to change significantly with the arrival of Sound Transit's (ST) *Link* light rail and the expansion of Community Transit's (CT) *Swift* BRT.

**1. Operating Agencies and Services**

The primary providers of public transportation services in the County are CT, Everett Transit (ET), ST, and Washington State Ferries (WSF). King County Metro, Skagit Transit, and Island Transit also provide limited service within the County. Tulalip Transit provides rural public transportation within the Tulalip Tribes Reservation. Along with providing transit services, these public transit agencies provide transit planning and construction of transit facilities within the county in cooperation with Snohomish County, PSRC, WSDOT, local cities, and, to a limited extent, the port authorities. Transit agencies are required to annually adopt a six-year Transit Development Plan (TDP) that include capital improvements, significant changes in service and operations, and funding for program needs. A map of the transit services in Snohomish County is provided in the Inventory of Transportation Facilities and Services.

The County participates on an ongoing basis in coordinated planning with the transit agencies in a variety of ways, including guidance in route planning, advice on transit service compatibility with land use, and providing input to transit capital planning. Importantly, the County seeks input on proposed roadway improvements and seeks CT's review of medium to large-scale land use development proposals where impacts to transit are determined.

Snohomish County also participates in major planning activities with the transit agencies including: development of CT's transit development plan and Long Range Transit Plan; review of the other transit agencies' transit development plans and planning documents; continued implementation of *Swift* BRT on SR 99; planning for future BRT service; and ongoing participation in ST's planning and feasibility studies including the planning of *Link*



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light rail into Snohomish County. From this work, future transit service improvements that support the County's preferred 2035 land use and transportation strategies are derived.

a. Community Transit

CT provides fixed-route bus, paratransit (Dart), vanpool, and transportation demand management (TDM) services to most of Snohomish County. The ~~((current 2014-2019))~~ 2016-2021 Transit Development Plan (TDP) forecasts a ~~((20))~~ 40 percent increase in bus service hours through ~~((2019))~~ 2021. The TDP ~~((anticipates the planning and))~~ includes the development of a second *Swift* BRT line along a possible alignment running from Paine Field to Canyon Park via Airport Rd, 128<sup>th</sup> St, SR 96, and SR 527 to begin operation in 2019. In addition, the TDP anticipates a third *Swift* BRT route operating in the 164<sup>th</sup> St/196<sup>th</sup> St corridors. This tentative third *Swift* route would begin operation in 2023 in time to serve the new Sound Transit light rail station in Lynnwood. The TDP ~~((also))~~ discusses additional integration of CT bus service with ST's Link light rail when it begins operation in Mountlake Terrace and Lynnwood in 2023. Some CT express routes currently serving downtown Seattle will be duplicated by the new light rail service. The transit service hours from these redundant routes will be reallocated to meet the increased demand on local routes serving the new Link stations. (ref. 27)

CT has also adopted a Long Range Transit Plan (LRTP) that articulates the agency's 20 year vision built around a corridor-based system. (ref. 14) In developing the plan, Community Transit worked with Snohomish County and the cities to identify transit emphasis corridors. Transit emphasis corridors provide a linkage between transit-supportive land use, transit service, and transportation infrastructure by serving as a framework for planning. Transit emphasis corridors are discussed in more detail in Chapter III. Implementation Measures. In addition, the LRTP identifies five corridors as possibilities for future BRT level of service. The location of these corridors is shown on the HCT map in Figure 8.

b. Everett Transit

ET, which is part of the City of Everett government, operates local bus routes and provides paratransit service within Everett. ET provides some limited service outside of the city boundaries, including a connection to the ferry terminal in the City of Mukilteo, and transit service on key arterials in unincorporated areas adjacent to the city. ET also operates Everett Station, a multimodal transit center located near downtown Everett providing

**Exhibit A**  
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**GPP3 – Amendments to the Transportation Element of the GPP**

connections between *Sounder* commuter rail, *Swift* BRT, regional express bus service, local transit routes, intercity bus lines, and AMTRAK trains. No major system improvements are identified in ET's most recent 2014-2019 transit development plan beyond minor route adjustments. (ref. 28)

c. Sound Transit

ST provides High Capacity Transit (HCT) services and facilities within the central Puget Sound region. ST operates *Sounder* commuter rail connecting Seattle, Edmonds, Mukilteo and Everett and *Link* light rail currently only operating in Seattle and south King County. ST also operates six regional express bus routes serving Snohomish County, providing service between Everett, Lynnwood, Bothell, and the downtown areas of Seattle and Bellevue.

The 1993 long-range vision and the 2005 and 2015 long-range regional transit plan updates identified broadly defined corridors for commuter rail, light rail, BRT and regional express bus service, thus creating a vision for transit in the central Puget Sound Region. (ref. 29) Sound Move in 1996, ~~((and))~~ Sound Transit 2 (ST2) in 2008, and Sound Transit 3 (ST3) in 2016 created service plans, and more refined ~~((blueprint))~~ blueprints for specific projects and services, for which voters approved funding. (ref. 30, 31) Sound Transit has been in the process of building these projects in a phased manner.

For Snohomish County, the ST2 plan includes an extension of *Link* light rail service along I-5 to Mountlake Terrace and the Lynnwood Transit Center with scheduled completion in 2023. With the recent passage of Sound Transit 3 (ST3), ~~((An))~~ an extension of light rail from Lynnwood to Everett is ~~((also in ST's Long Range Transit Plan))~~ planned to be built by 2036. ~~((as well as in PSRC's Vision 2040.))~~ The Lynnwood to Everett ~~((alignment for this segment has not yet been determined))~~ segment proceeds along I-5 corridor with stations at Alderwood Mall, 164<sup>th</sup> St SW, and 128<sup>th</sup> St SW. The route leaves the I-5 corridor at 128<sup>th</sup> St SW with a potential station at Airport Road/SR 99, a station at the SW Everett Industrial Center near Airport Road/SR 526, and a station at SR 526/SR 99. The route continues to Everett Station along the I-5 corridor. ~~((A 2014 ST high-capacity transit corridor study contains possible light rail corridors which include I-5, 128<sup>th</sup> St SW/Airport Rd, SR 526, and SR 99. The potential light rail corridors are shown on the HCT map in Figure 8. (ref. 31)))~~ These light rail extensions together with CT's BRT corridors provide a HCT framework that will allow future employment and population growth in southwest Snohomish County. The HCT system is shown in Figure 8.

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**GPP3 – Amendments to the Transportation Element of the GPP**

~~((Many changes have occurred since the adoption for the 2005 plan and ST is currently working to update the long range plan vision. The regional bus, light rail, passenger rail, and other transit improvements are being reexamined in light of changes to land use, transportation strategies and environmental regulations in the region. The resulting analysis could lead to introducing a phase three package of additional transit and HOV improvements to voters.))~~

d. Washington State Ferries

Two WSF routes serve Snohomish County, providing cross-sound travel. The Edmonds-Kingston ferry operates between Edmonds and Kingston in Kitsap County. The Mukilteo-Clinton ferry operates between Mukilteo and Clinton on Whidbey Island. State-owned ferry terminals are located in both Edmonds and Mukilteo. Community Transit buses and *Souder* commuter rail provide connections to both terminals. The Mukilteo terminal is also served by Everett Transit. The 2009 Washington State Ferries (WSF) Long-Range Plan presents a vision for the future that maintains current levels of service with limited improvements. (ref. 32)

**2. Capital Facilities**

The extension of light rail to Everett and the expansion of BRT represent a significant capital investment in the county's transit infrastructure. Other important transit capital facility improvements will improve parking access to transit and create better transfers between existing *Souder* rail, regional bus, local bus, and WSF services.

a. Near-Term Projects

Some of the major transit capital projects included in the ST2 service plan and the transit agencies' TDPs to be completed in the next ten years include:

- a *Link* light rail extension from Northgate to Lynnwood Transit Center with a station at Mountlake Terrace that will provide an ~~((a much-needed))~~ HCT connection to Seattle and the region;
- a Mukilteo Multimodal Ferry Terminal project providing improved connection between Whidbey Island and Snohomish County with safer access for pedestrians, vehicles, and bicycles. The new facility also ensures reliable connections to other transportation modes such as *Souder* rail service and transit; ~~((and))~~

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- a *Swift* II Bus Rapid Transit route along Airport Rd/128<sup>th</sup> St/SR 96/ SR 527 connecting Boeing/Paine Field with Canyon Park in Bothell. The *Swift* II project includes new BRT buses, 31 BRT stations at 16 intersections, and a station at Canyon Park Park & Ride;
- a Seaway Transit Center providing a northern terminus for the *Swift* II BRT line and connecting Boeing/Paine Field with transit service from CT, ET, King County Metro, and private employer shuttles;
- a *Swift* III Bus Rapid Transit route along 196<sup>th</sup> St SW connecting Alderwood Mall, Lynnwood Light Rail Station, and Edmonds Community College. The *Swift* III project will include new BRT stations and BRT buses;
- a *Swift* III Bus Rapid Transit route along 164<sup>th</sup> St SW connecting SR 527 and SR 99. The *Swift* III project will include new BRT stations and BRT buses;
- a new park-and-ride lot near SR-525/Harbour Pointe, ((a transit center near Smokey Point,)) additional parking at the Mukilteo Multimodal terminal, and improvement projects at the Swamp Creek and Ash Way park and rides that will ease parking shortages and create additional transit system access points((-)) ; and
- an I-5 approach eastbound widening on 128<sup>th</sup> St SW for *Swift* II BRT to maintain speed and reliability for the new *Swift* II service. Modifications include a transit queue jump and a new right turn lane.

b. Transportation 2040 Projects

The PSRC's *Transportation 2040* provides a long range multi-modal transportation plan projected to be completed by the year 2040. Projects that are in the "constrained" portion of the plan are those the region reasonably expects to be able to fund by 2040. Table 16 provides a list of those major transit capital projects included in the *Transportation 2040* constrained plan. (ref. 6)

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GPP3 – Amendments to the Transportation Element of the GPP

**Table 16**

**High Capacity Transit ((Capital)) Improvements for Snohomish County ((in the Constrained Portion of PSRC's Transportation 2040 Plan))**

<b>Project</b>	<b>Agency</b>	<b>Description</b>	<b>Expected Completion</b>
<i>Link</i> Light Rail extension to Lynnwood	ST	Link Light Rail extension from the Northgate station to the Lynnwood Transit Center with stations at Jackson Park and Shoreline in King County, and Montlake Terrace and Lynnwood in Snohomish County.	2023
<i>Link</i> Light Rail extension from Lynnwood to Everett	ST	Link Light Rail extension from the Lynnwood Transit Center to Everett.	<del>((2040))</del> 2036
<u>Sound Transit Bus Rapid Transit on I-405</u>	<u>ST</u>	<u>BRT service on I-405 from Lynnwood Transit Center to Canyon Park P&amp;R and extending south with multiple stops in King County down to Burien.</u>	<u>2024</u>
<i>Swift</i> Bus Rapid Transit on Smokey Point Corridor	CT and unidentified agency	BRT and transit priority infrastructure from Everett Station to Smokey Point via Broadway, SR 529, State Ave, and Smokey Point Blvd.	2030
<i>Swift</i> Bus Rapid Transit <del>((on))</del> along Airport <del>((Way))</del> Rd/128 <sup>th</sup> St/SR 96/SR 527 <del>((Corridor))</del>	CT <del>((and unidentified agency))</del>	BRT and transit priority infrastructure from Paine Field to SR 9 via Airport Rd, 128 <sup>th</sup> St SW, SR 96, and <del>((Cathcart Way))</del> SR 527.	<del>((2030))</del> 2019
<del>((Swift Bus Rapid Transit on the SR 524 Corridor))</del>	<del>((CT and unidentified agency))</del>	<del>((BRT and transit priority infrastructure on SR 524 (196<sup>th</sup> SW and Filbert Rd) from the Edmonds Ferry Terminal to SR 527.))</del>	<del>((2030))</del>

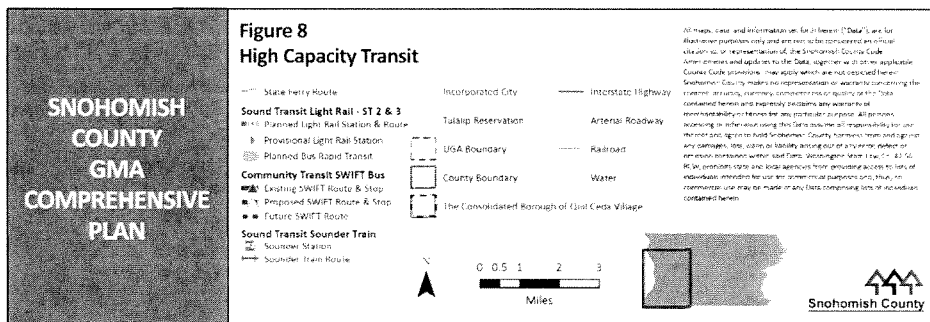
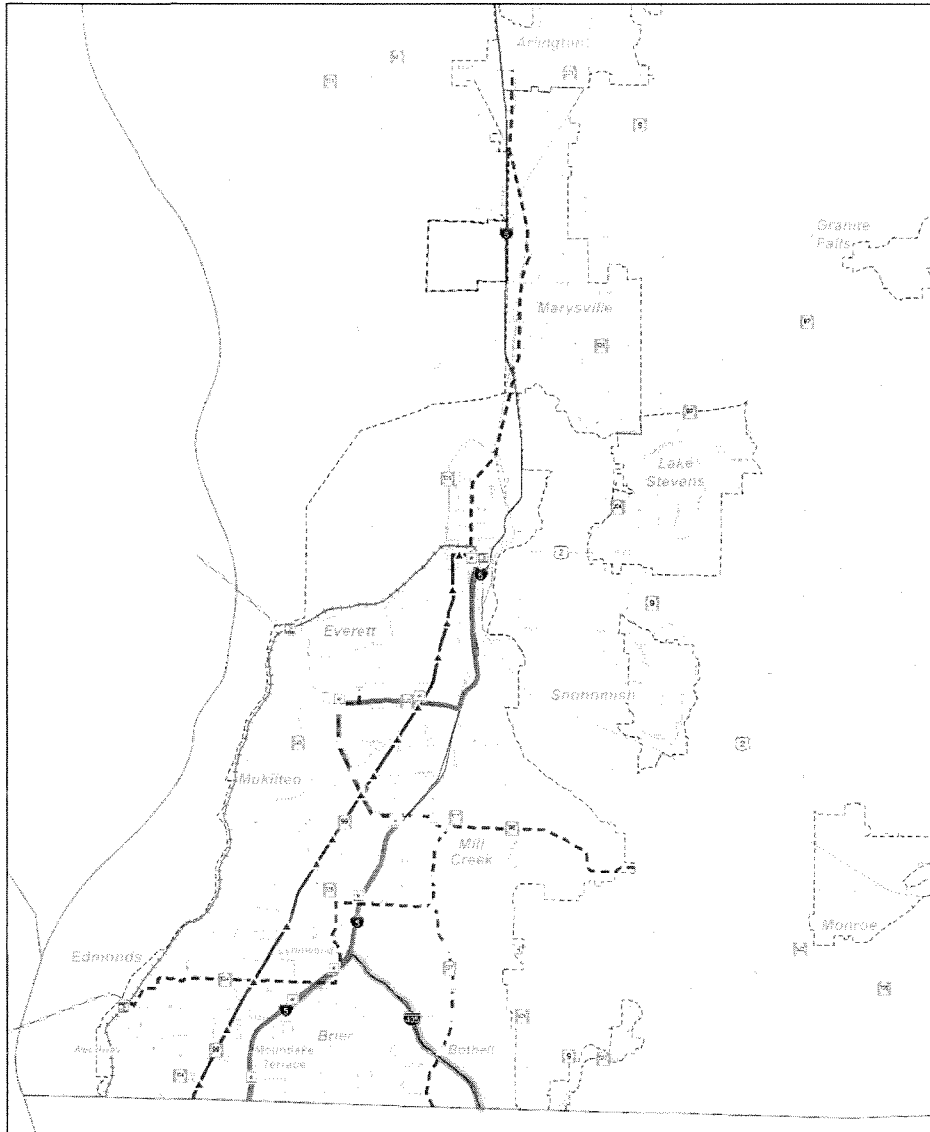
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<u>Swift Bus Rapid Transit on 196th St SW</u>	<u>CT and unidentified agency</u>	<u>BRT and transit priority infrastructure tentatively serving the Edmonds Community College, the Lynnwood light rail station, and Alderwood Mall.</u>	<u>2023</u>
<u>Swift Bus Rapid Transit on 164<sup>th</sup> St SW/SE</u>	<u>CT and ((unidentified agency)) local agencies</u>	<u>BRT and transit priority infrastructure on 164<sup>th</sup> St SW/SE from SR 99 to SR 527.</u>	<u>((2030))2023</u>
<u>((Swift Bus Rapid Transit on SR 527))</u>	<u>((CT and unidentified agency))</u>	<u>((BRT and transit priority infrastructure on SR 527 from downtown Bothell to I-5))</u>	<u>((2030))</u>
<u>Parking Garage at Lynnwood Transit Center</u>	<u>ST</u>	<u>Construct parking structure with 500 parking stalls.</u>	<u>2023</u>
<u>Parking Garage at Mukilteo Sounder Station</u>	<u>ST</u>	<u>Development of 130 additional structured parking spaces for the use of Sounder riders in a joint-use parking garage developed as part of the Mukilteo Multimodal Terminal with WSDOT.</u>	<u>2023</u>
<u>Mukilteo Multimodal Terminal</u>	<u>WSDOT</u>	<u>Develop new multimodal terminal for ferry, rail, bus, pedestrian, and bicycle. Expand/relocate the current terminal.</u>	<u>2017</u>

Sources ((Source)): PSRC ((2012)) *Transportation 2040*; Community Transit *Transit Development Plan 2016 – 2021*; Sound Transit 2; Sound Transit 3

**Exhibit A**  
**Ordinance No. 17-048**  
**GPP3 – Amendments to the Transportation Element of the GPP**



ORDINANCE NO. 17-048  
 RELATING TO THE GROWTH MANAGEMENT ACT,  
 AMENDING THE TRANSPORTATION ELEMENT  
 OF THE SNOHOMISH COUNTY GROWTH MANAGEMENT ACT  
 COMPREHENSIVE PLAN  
 (GPP3 – TRANSPORTATION ELEMENT)

**Exhibit A**  
**Ordinance No. 17-048**  
**GPP3 – Amendments to the Transportation Element of the GPP**

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**Exhibit A**  
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