

Meeting Agenda & Summary

Meeting Subject: Community Advisory Group Meeting #1
 Meeting Date: December 7, 2021
 Meeting Time: 6:00 – 8:00 p.m.
 Meeting Location: Zoom webinar

Meeting Purpose:

- Kick off the Community Advisory Group’s involvement in the Everett Link Extension project
- Discuss the operating guidelines
- Introduce the agency and EVLE project
- Build trust among CAG members

Attendance:

| | | | |
|---|--|---|---|
| <p><u>Project Team:</u></p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Angie Thomson <input checked="" type="checkbox"/> Beth Bartz <input checked="" type="checkbox"/> Candice Plendl <input checked="" type="checkbox"/> Erik Ashlie-Vinke <input checked="" type="checkbox"/> Jaclyn Gault <input checked="" type="checkbox"/> Kyle Jensen <input checked="" type="checkbox"/> Kyle Keahey <input checked="" type="checkbox"/> Martha Russell <input checked="" type="checkbox"/> Miranda Redinger <input checked="" type="checkbox"/> Paul Danielson <input checked="" type="checkbox"/> Sandra Fann | <p><u>CAG Members</u></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;"> <ul style="list-style-type: none"> <input type="checkbox"/> Allan Giffen <input type="checkbox"/> Cathryn Cole <input checked="" type="checkbox"/> Charles Adkins <input checked="" type="checkbox"/> Christine Stansfield <input checked="" type="checkbox"/> Colton Davis <input checked="" type="checkbox"/> Eldon Luo <input checked="" type="checkbox"/> Emmanuel Garcia <input checked="" type="checkbox"/> Erik Nielsen <input checked="" type="checkbox"/> Gauhar Serikbayeva <input checked="" type="checkbox"/> Jane Westling <input checked="" type="checkbox"/> Janet Pope </td> <td style="width: 50%; border: none;"> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Jena Pantano <input type="checkbox"/> Jennifer Gordon <input checked="" type="checkbox"/> John Edgar <input checked="" type="checkbox"/> Jose Mariscal-Cruz <input type="checkbox"/> Kent McDaniel <input checked="" type="checkbox"/> Laura Akers <input type="checkbox"/> Luis Burbano <input checked="" type="checkbox"/> Misha Lujan <input checked="" type="checkbox"/> Nick Coelho <input checked="" type="checkbox"/> Sione K. Phillips </td> </tr> </table> | <ul style="list-style-type: none"> <input type="checkbox"/> Allan Giffen <input type="checkbox"/> Cathryn Cole <input checked="" type="checkbox"/> Charles Adkins <input checked="" type="checkbox"/> Christine Stansfield <input checked="" type="checkbox"/> Colton Davis <input checked="" type="checkbox"/> Eldon Luo <input checked="" type="checkbox"/> Emmanuel Garcia <input checked="" type="checkbox"/> Erik Nielsen <input checked="" type="checkbox"/> Gauhar Serikbayeva <input checked="" type="checkbox"/> Jane Westling <input checked="" type="checkbox"/> Janet Pope | <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Jena Pantano <input type="checkbox"/> Jennifer Gordon <input checked="" type="checkbox"/> John Edgar <input checked="" type="checkbox"/> Jose Mariscal-Cruz <input type="checkbox"/> Kent McDaniel <input checked="" type="checkbox"/> Laura Akers <input type="checkbox"/> Luis Burbano <input checked="" type="checkbox"/> Misha Lujan <input checked="" type="checkbox"/> Nick Coelho <input checked="" type="checkbox"/> Sione K. Phillips |
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Materials:

- Everett Link Extension PPT presentation
- CAG Operating Guidelines

Action Items:

| Action | Assignment |
|---|-------------|
| Review CAG Operating Guidelines and respond to survey | CAG members |

Agenda:

| Time | Topic | Lead |
|---------|---|---|
| 6:00 pm | Welcome and Introductions <ul style="list-style-type: none"> • Agenda overview • Meeting expectations • Project team introductions • CAG member introduction <ul style="list-style-type: none"> ○ What is your vision for transit in your community? | Angie Thomson |
| 6:40 pm | System expansion and project overview <ul style="list-style-type: none"> • Sound Transit system expansion • Everett Link Extension overview • Operations and Maintenance Facility North • Project schedule | Sandra Fann |
| 6:50 pm | Community Advisory Group process and guidelines <ul style="list-style-type: none"> • Project partners and advisory groups • CAG process and role • Membership expectations • Operating guidelines • Discussion | Erik Ashlie-Vinke |
| 7:00 pm | Developing potential alternatives <ul style="list-style-type: none"> • Alternatives development process • Representative project and potential alternatives • OMF North site alternatives • Discussion | Sandra Fann, Miranda Redinger, Lauryn Douglas |
| 7:45 pm | Community Engagement <ul style="list-style-type: none"> • Work to date • Early scoping | Erik Ashlie-Vinke |
| 7:55 pm | Next Steps <ul style="list-style-type: none"> • Upcoming meetings • Next topic: Review technical analysis of station, alignment and OMF options | Erik Ashlie-Vinke |
| 8:00 pm | Adjourn | Angie Thomson |

Meeting Summary
Introductions and attendance

The first Community Advisory Group (CAG) meeting kicked off with the ST project team sharing meeting etiquette that CAG members can expect moving forward – such as starting and ending meetings on time, every CAG member having space to be heard and facilitator-guided meetings. The CAG members present for the meeting then introduced themselves to the group, stated where they live/work and their hopes for the Everett Link Extension (EVLE) project. Following CAG member introductions, the EVLE project team introduced themselves.

System expansion and project overview

Sound Transit provided an overview of the agency, including Sound Transit’s service area, governance, tax authority and other Sound Transit expansion projects in the region. The project team then provided an overview of

the EVLE project — representative alignment, station areas, Operations and Maintenance Facility North (OMF North), and target and affordable dates for service opening, including parking facilities.

Community Advisory Group process and guidelines

The project team introduced project partners and advisory groups: the public, Tribes, other interested parties, Interagency Group (IAG), Community Advisory Group (CAG), Elected Leadership Group (ELG) and the ST Board. Following this high-level overview, the project team provided more details on IAG member jurisdictions and the ELG and CAG's role in the project and how the advisory groups interact with one another during the alternatives development process.

CAG members were then briefed on CAG member expectations and operational guidelines for the group. Discussions about the CAG's role in the process followed, including:

- Building understanding and common ground around key project decisions.
- Highlighting specific issues and trade-offs as ST works to deliver a project within scope and schedule.
- Sharing recommendations on alternatives with the ELG.

Developing potential alternatives

Sound Transit reviewed the alternatives development process, describing how the project will progress and how CAG recommendations will support the alternatives development process. The project team described how station, route and OMF North alternatives are refined and how CAG recommendations will be considered.

ST then went over the detailed alternatives development schedule and the timing of CAG meetings, ELG meetings and the ST Board decision regarding the preferred alternative and other alternatives to be considered during environmental review. Sound Transit also reviewed evaluation criteria to show how options are screened through this project phase and shared additional background on how the project team got to where we are today.

After this alternatives development background, ST went over the representative project and route and station alternatives within each proposed station area, as well as a brief overview of OMF North alternatives. CAG member questions and the project team's responses are included below.

Community Engagement

Erik (ST) provided a snapshot of the community engagement the project team has done up to this point, including communications with the public and the early scoping process. Erik discussed community conversations, briefings, interactive websites, webinars, newsletters and listserv messages sent.

Erik mentioned the early scoping phase closes on December 10, 2021 and provided statistics (as of 12/7/21) on the number of visits to the interactive site, number of views of the ST presentation video and the number of attendees at the two early scoping webinars.

Next Steps

The project team reviewed future meetings as well as the process to come. CAG members were then given Erik and Jaclyn's (jaclyn.gault@soundtransit.org) contact information in case anyone had additional thoughts or questions before the next CAG meeting. The next meeting is planned for February 2022 and the project team will reach out to the CAG in January 2022 to schedule.

Meeting Questions and Followup Responses

CAG members asked the following questions during the meeting. Answers provided by the project team at the meeting are included below. Clarification and/or additional information not covered in the meeting is also included here in **bold**.

| Question/Comment from CAG Member | Response/Followup |
|---|---|
| <p>Will federal infrastructure dollars affect project schedule?</p> <p>When friends ask why it takes 18-20 years to get to Everett, is it more of a function of time it takes to get funds, or is it more about needing 5-10 years to design & plan?</p> <p>Light rail to Everett is so overdue and timeline is a priority. If there is any way to reduce the timeline, this would be the top driver.</p> | <p>There is currently a project affordability gap that means we can afford to open service to Everett Station in 2041. Additional funding would help close this gap and we may be able to achieve a 2037 opening date all the way to Everett Station. We don't anticipate accelerating the project faster than 2037, since it takes 15 years on average to complete planning, design, and construction of a major light rail extension.</p> |
| <p>Is there a reason why Tacoma gets transit before Everett?</p> | <p>Some of it is the sequence it takes to build it (Northgate, Lynnwood, etc.), and vehicles and facilities needed to serve the system.</p> |
| <p>Is it in the scope of the CAG to make recommendations to optimize timeline and identify alternatives to the representative project? Do we (the CAG) have authority to change this?</p> | <p>The main goal of the CAG is to review the alternatives presented and make recommendations on what alternatives should advance for further study.</p> <p>We want you to share your opinions, ideas, and recommendations on all aspects of the project – but we want to be transparent around the decision-making process and what is more or less likely to change. Our focus is on the voter approved plan, which includes the general alignment and stations as presented here. Changing the overall scope of the project could require something larger than Board approval, such as another public vote.</p> <p>The CAG serves as an advisory group and does not have decision making authority. Recommendations and feedback from the CAG will be provided to the Elected Leadership Group and Sound Transit Board for consideration.</p> |
| <p>What engagement has there been with Tulalip Tribes?</p> | <p>Sound Transit's Director of Tribal Relations, Dezeray Hayes, is managing our engagement with all potentially interested and/or potentially affected Tribes along the corridor. We're in the process of scheduling initial meetings now.</p> |
| <p>Will you have content translated into other languages for CAG meetings?</p> | <p>It may not always be possible due to time constraints, but we can talk more about what materials are likely to be transcreated and connect on additional needs. Project materials (such as the interactive site) are transcreated into Spanish, Russian and Korean, the three major languages identified along the corridor.</p> |

| Question/Comment from CAG Member | Response/Followup |
|---|---|
| Is the representative project the baseline, or is it the alignment that seems most realistic? | <p>The representative project establishes cost assumptions, but all alternatives are being evaluated equally.</p> <p>The representative alignment was developed after years of community engagement and included in the ST3 Plan to serve as a starting point for alternatives development. In alternatives evaluation Levels 1 & 2, all alternatives, including the representative project, are compared to each other.</p> |
| Are all criteria equally weighted when evaluating alternatives? | The criteria are not weighted. Part of the CAG's role is to consider the criteria and discuss trade-offs of potential alternatives to inform your recommendation. |
| <p>For the next meeting, can we have bus route connections/park and rides for reference?</p> <p>For future meeting, would it be possible to have an overlay of existing structures/features associated with each station and alternative?</p> <p>I'd be interested in seeing data about communities and businesses around each alternative.</p> | <p>We don't have details to share at this meeting, just high-level information.</p> <p>We are working on a packet containing information requested by the CAG and plan to provide it by the next CAG meeting.</p> |
| West Alderwood | |
| Remember that Lynnwood is planning the Lynnwood City Center redevelopment project, which covers 13 acres. | Noted. |
| For Alderwood, will this be surface level or elevated tracks and station? | We will provide the current assumptions on the alignment profiles (where rail is elevated, at-grade, etc.) by the next meeting. |
| Ash Way | |
| Will there be an overhead bridge built similar to the Northgate bike/ped bridge? On the east side of I-5 there are recreational activities but a station on the west side would better serve residents. | This is something to be considered in partnership with the local city or county. These types of improvements are explored more in later stages of the project. |
| That overpass is so congested, is there a plan to reroute traffic, build a second overpass or add some sort of traffic mitigation? | Snohomish County has been considering this issue and potential solutions. We will continue to work with them to identify opportunities to deal with congestion at the 164th Street intersection. |
| SR 526/Evergreen | |
| No specific questions on this station area. | |
| Mariner | |
| I'm heavily involved with the plan to provide services and accessibility in this station area. | Transit partners plan to provide increased transit service connecting the Mariner area because this station will have service from two Link lines and because of its location along the alignment. |

| Question/Comment from CAG Member | Response/Followup |
|--|---|
| You also have a high percentage of people with disabilities in that area. | |
| Is MAR-D on top of Safeway? | We've heard Safeway is an important amenity to the neighborhood. It will be important for the group to discuss trade-offs with different station locations and how neighborhoods may change over time. Many factors will play into this, including local land use and market forces. |
| Could that study area incorporate another grocery store? | That would certainly be something to look at with the County. |
| The station options are not utilizing existing park and ride stations (at both Mariner & Ash Way). Locating a station on 128th, or even west of Mariner, would displace many businesses. To the east of the park and ride, it's an empty parking lot. | There is an engineering concern about locating a station near the park and ride, due to the curve of the tracks at that location. We studied an option in screening to the south of the P&R that could support a potential station (located on straight track not a curve). The station location performed poorly because it had much lower access for historically underserved populations and 2040 forecast population and jobs, had lower quality non-motorized connections and was heavily constrained by barriers (directly against I-5). |
| SR 99/Airport Rd | |
| No specific questions on this station area. | |
| SW Industrial Center | |
| Is it set that light rail would go to Boeing, or is there still an opening where it could be removed to bring light rail to Everett sooner? | There are many considerations, including what voters approved in 2016 and public and partner input that led up to the ST3 ballot measure. Many jobs, destinations and communities would be served by extending service to the west. |
| This is an industrial area with many stakeholders such as the airport, Boeing and labor unions. Is there data on where those workers live? I've lived in this area and it's hard to imagine workers going west towards that station. Not many use carpool lanes or Swift systems. Is there actually volume to justify going west here? There's a lot of industrial land north of the freeway, and it doesn't feel like they've been involved in this representative project. Boeing has off-shore jobs and keeps shipping jobs elsewhere. If they leave, how will that affect the need for a station at the location? Is there data about how many people use transit to get to the airport? Would going west be needed? | There is a tradeoff with taking Everett Link west and to the SW Industrial Center between (a) providing an option for Boeing employees (and for other employers in the area) who currently drive to switch to light rail and (b) focusing on the existing commuters and public transit riders and getting them faster to their destinations. Different groups (workers, travelers, bus-transfers from Seaway and Casino Road residents) would be serviced by this station and microtransit/shuttles/ride-share services, etc. may be considered when planning station design. Additionally, the Puget Sound Regional Council (PSRC) is studying options to accommodate the increased projected demand for commercial air travel, including a potential second regional airport, as well as potentially expanding Paine Field Airport. Anticipating future employment dynamics is challenging. We will have further conversations about how these affect potential ridership in future meetings. |

| Question/Comment from CAG Member | Response/Followup |
|--|--|
| It would be appropriate to look at alternatives, potentially delay Paine Field for later years. | |
| Everett Station | |
| Will the light rail going through Everett be all above ground or will some have tunnels? | <p>There are not currently any major tunnels under consideration in this extension; however, there may be locations where short cut and cover sections may be needed</p> <p>We will provide information on alignment profiles (where rail is elevated, at-grade, etc.) by the next meeting.</p> |
| OMF North | |
| Once the OMF is operational with 450 jobs, is the busiest working time during the night at existing OMFs, or is it spread through the day? | OMFs are staffed 24 hours a day but the most active time is overnight, when trains are cleaned and serviced. |

Tentative Future Meeting Schedule

All meetings proposed

| | Date | Time | Topics |
|------------|------------|------|--|
| Meeting #2 | Feb 2022 | TBD | Early scoping feedback; discussion of alignment alternatives, station options and OMF North locations for Level 1 analysis |
| Meeting #3 | March 2022 | TBD | Level 1 results and recommendations for ELG on alternatives to advance for further study in Level 2 |
| Meeting #4 | June 2022 | TBD | Station area design and planning |
| Meeting #5 | Sept 2022 | TBD | Level 2 analysis of alternatives and preview of scoping materials |
| Meeting #6 | Nov 2022 | TBD | Review scoping feedback and recommendations to ELG on preferred alternatives |

Meeting Agenda & Summary

Meeting Subject: Community Advisory Group Meeting #1 **Makeup Session**
 Meeting Date: January 11, 2022
 Meeting Time: 5:00pm - 7:00pm
 Meeting Location: Zoom webinar

Meeting Purpose:

- Kick off the Community Advisory Group’s involvement in the Everett Link Extension project
- Discuss the operating guidelines
- Introduce the agency and EVLE project
- Build trust among CAG members

Attendance:

| <u>Project Team:</u> | <u>CAG Members</u> | |
|---|--|---|
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| <input type="checkbox"/> Beth Bartz | <input type="checkbox"/> Cathryn Cole | <input checked="" type="checkbox"/> Jennifer Gordon |
| <input type="checkbox"/> Candice Plendl | <input type="checkbox"/> Charles Adkins | <input type="checkbox"/> John Edgar |
| <input checked="" type="checkbox"/> Erik Ashlie-Vinke | <input type="checkbox"/> Christine Stansfield | <input type="checkbox"/> Jose Mariscal-Cruz |
| <input checked="" type="checkbox"/> Jaclyn Gault | <input type="checkbox"/> Colton Davis | <input checked="" type="checkbox"/> Kent McDaniel |
| <input type="checkbox"/> Kyle Jensen | <input type="checkbox"/> Eldon Luo | <input type="checkbox"/> Laura Akers |
| <input type="checkbox"/> Kyle Keahey | <input type="checkbox"/> Emmanuel Garcia | <input checked="" type="checkbox"/> Luis Burbano |
| <input checked="" type="checkbox"/> Martha Russell | <input type="checkbox"/> Erik Nielsen | <input type="checkbox"/> Misha Lujan |
| <input checked="" type="checkbox"/> Miranda Redinger | <input type="checkbox"/> Gauhar Serikbayeva | <input type="checkbox"/> Nick Coehlho |
| <input type="checkbox"/> Paul Danielson | <input type="checkbox"/> Jane Westling | <input type="checkbox"/> Sione K. Phillips |
| <input type="checkbox"/> Sandra Fann | <input type="checkbox"/> Janet Pope | |

Materials:

- Everett Link Extension PPT presentation
- CAG Operating Guidelines
- Community Advisory Group Meeting #1 Summary

Action Items:

| Action | Assignment |
|---|-------------------|
| Review CAG Operating Guidelines and respond to survey | CAG members |

Meeting Summary and Agenda

Please refer to the meeting summary of Community Advisory Group Meeting #1. The content covered at this meeting was identical to the first meeting. Questions unique to this meeting are included below.

Meeting Questions and Followup Responses

CAG members asked the following questions during the meeting. Answers provided by the project team at the meeting are included below. Clarification and/or additional information not covered in the meeting is also included here in **bold**.

| Question/Comment from CAG Member | Response/Followup |
|--|--|
| Does the City of Lynnwood have a preferred location? | The City Council passed a resolution, and our maps now show ALD D as the locally preferred option. |
| Request if we have a different way to label the options, by cross streets, so that people can more easily reference and find on a different map. | We are working on a packet containing information requested by the CAG and plan to provide it by the next CAG meeting. |
| Are there ridership numbers from Northgate? | CT is working on this information, we do not have it in front of us right now. |
| West Alderwood | |
| Comments about interaction of bike and stations. Important to look at how bike commuters can get to the station. As an interurban trail user, teal might be easier to connect. | We certainly look at non-motorized access and how potential and current infrastructure and facilities would work with the station alternatives. |
| Ash Way | |
| Who owns park and rides? | It depends, CT owns some, WSDOT owns some, cities may own some. It is important to note how existing parking facilities work with stations since parking is currently delayed until 2046. |
| Mariner | |
| How far from the Airport Road station is Mariner? | Just under or over a mile depending on where you put the specific stations. The half mile station areas could overlap each other. |
| This section would be elevated, right? | Yes, it would be elevated and avoid at-grade conflicts. |
| SR 99/Airport Rd | |
| Comment on the very explicit need and benefit for a station on SR99. Why is this station the provisional station? There are a lot of people in this area who would benefit. Airport road has a lot of traffic; it's a really unsafe, scary place and really needs upgrades for walking and biking. With this station, development and needed improvements will come. | There were a lot of years of work that went into forming these stations and which moved forward to the voters. Can't speak to exactly what happened with this station at the time, but it often is the result of needing to balance the price tag with need and interest. We'll be working as staff and with our partners to identify potential additional funding to construct the station with the rest of the line. |
| SW Industrial Center | |
| Have they decided yet if any would be street level or elevated? | We'll share a map that shows more in detail where it elevates or at grade. |

| Question/Comment from CAG Member | Response/Followup |
|--|---|
| Some concerns over elevated stations due to accessibility and elevator/escalator issues. | Elevator and escalator issues are known issues and lessons have been learned on how to do better moving forward. Accessibility is a major priority for Sound Transit. |
| Comment in support of a paved connection through Kasch or Walter Hall Park. Support for SWI-B and comment in support of considering access to Mukilteo through biking. | This is especially a great thing to think about and input as the city starts doing more planning around the station, since that's something they'd ultimately control. |
| SR 526/Evergreen | |
| Challenge near a highway is maximizing potential for TOD. EGN-D looks like a good option since it's set back from the highway and would allow for the potential. | TOD potential is one of the criteria we are analyzing. |
| There's a lot of lower income renters. Hear concerns about gentrification. Need to keep thinking about how to also maximize development while also preventing displacement and allowing for people to still stay there. | There is a delicate balance and no single solution or answer to gentrification and displacement concerns. We are working with local jurisdictions on different ways to combat displacement and encourage affordable housing. |
| Everett Station | |
| Likely to have a lot of people coming from the north. Be cautious that this area doesn't become a massive parking facility. Make sure the main mode of access is public transit. | Parking and transit access are both criteria we are evaluating. There are tradeoffs between locating a station closer to downtown vs. closer to the existing train station. |
| Station is close to a hospital, people who work in hospitals have a really hard time using mass transit. Working a 12 hour shift and using transit is a big challenge. Most nurses are women and have different and additional safety concerns. Ask that we consider these unique needs as work continues. | This is an important consideration for location as well as safety features for station area planning. Connections to other transit service, such as timed transfers and nearby stops, will be considered and discussed with other transit agencies. If you have any additional feedback around how transit could be better utilized by members of your community, please share them with us. |
| OMF North | |
| Is this OMF tied to the rest of the system? | Yes, it helps for redundancy and is required for operating other lines on the system as well as this one. The 2034 date for OMF North is tied to the West Seattle Ballard Link Extension Opening. |
| Concerns with locating an OMF close to a station, it would limit TOD potential. | There are some OMF's that include TOD but yes, TOD will be a consideration in choosing the OMF location. |

Everett Link Extension



*Community Advisory Group
Meeting
December 7, 2021*

Agenda

| Topic | Time |
|---|--------|
| Welcome and introductions | 40 min |
| System expansion and project overview | 10 min |
| Project advisory groups, CAG process and guidelines | 10 min |
| Developing potential alternatives | 45 min |
| Community engagement | 10 min |
| Next steps | 5 min |

Meeting expectations



WE'RE COMMITTED TO STARTING ON TIME AND ENDING ON TIME



MEETING FACILITATOR WILL GUIDE DISCUSSION



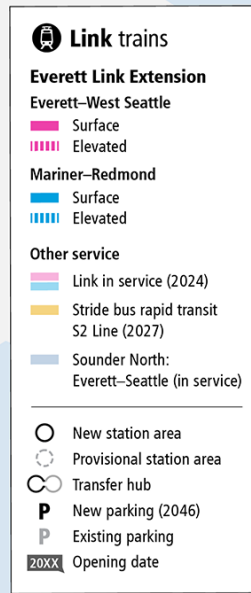
WE'RE CREATING SPACES FOR ALL VOICES TO BE HEARD



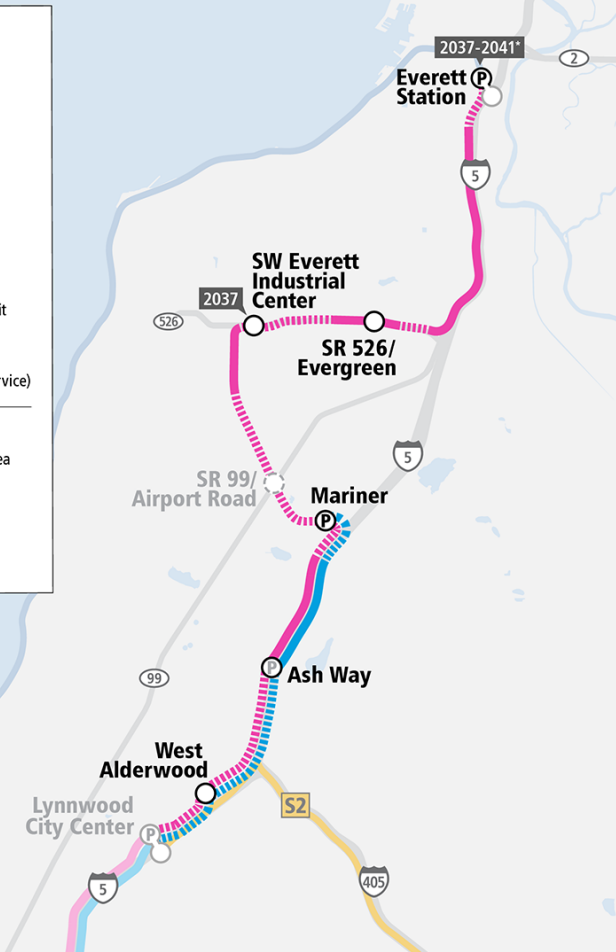
TAKE ADVANTAGE OF THE "RAISE HAND" FEATURE



PLACE MICROPHONES ON MUTE WHEN NOT TALKING



Puget Sound

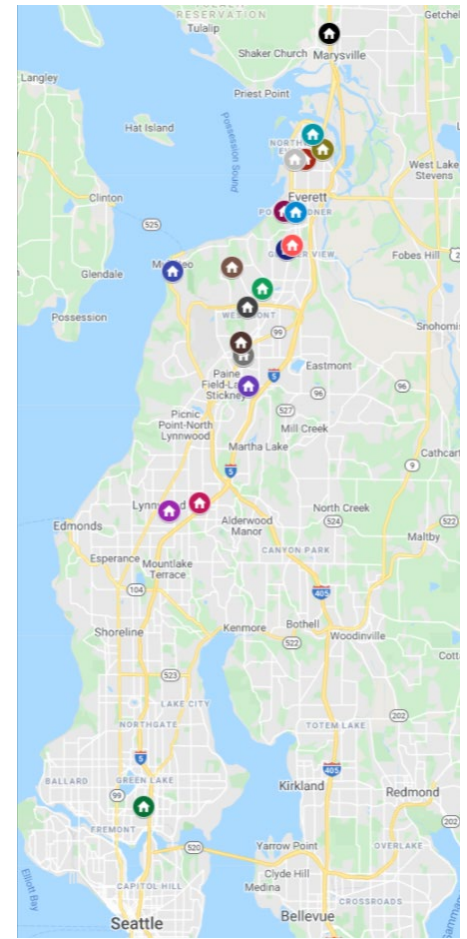


*Dates reflect an affordable schedule based on current financial projections and cost estimates, and a target schedule. See project timeline and milestones for more details.

Introductions

CAG members

- *Name*
- *Pronouns (he/his/him)*
- *What neighborhood do you live or work in?*
- *What is your vision for transit in your community?*



***Sound Transit System
Expansion***

Sound Transit District

Subarea boundaries



Sound Transit District

Serving a region of over 3 million



Approved by voters ✓

1996

Sound Move

- 21 Link stations
- 82 miles of Sounder commuter rail
- 18 ST Express bus routes

2008

ST2

- 25 new Link stations
- More Sounder trips
- Sounder south stations parking and access
- Express bus expansion

2016

ST3

- 37 new Link stations
- Three bus rapid transit routes
- Sounder north stations parking and access improvements
- Sounder south track, signal and platform improvements for more service, longer trains
- Two new Sounder stations



System expansion

Link Light Rail

- 116-mile regional system with 50 stations.
- Connecting Everett, Lynnwood, Bellevue, Redmond, Kirkland, Issaquah, Tacoma, Ballard and West Seattle.

Sounder commuter rail

- 91 miles of commuter rail.
- Expansion of service, 40% capacity increase.
- Parking and access improvements.
- Platform extensions.

Bus

- Stride Bus Rapid Transit serving 12 cities.
- Bus-on-Shoulder opportunities.

Currently under construction

Link light rail extensions

- Hilltop Tacoma Link (6 stations, 2022)
- East Link (10 stations, 2023)
- Lynnwood (4 stations, 2024)
- Federal Way (3 stations, 2024)
- Downtown Redmond (2 stations, 2024)

Sounder

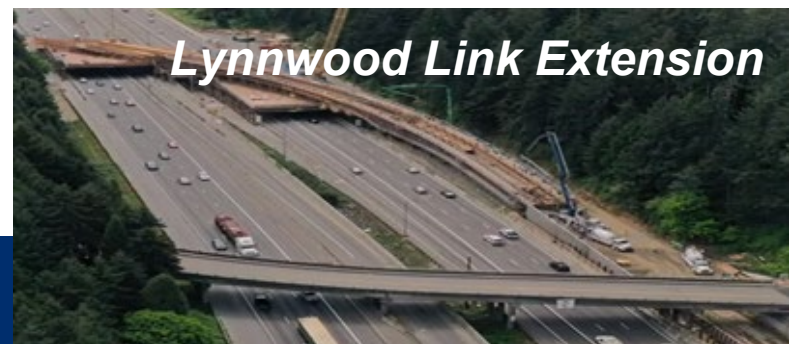
- Puyallup Station garage (2022)



East Link Extension



Federal Way Link Extension



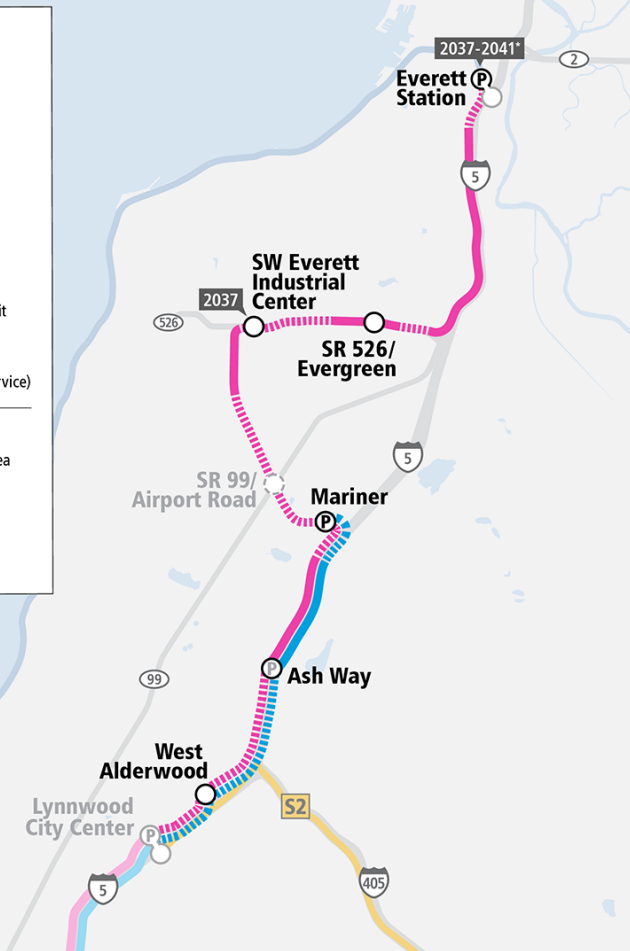
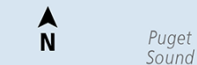
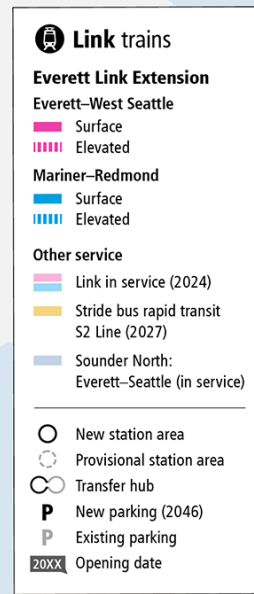
Lynnwood Link Extension

Everett Link Extension Overview

Everett Link Extension

ST3 Representative Project

- **Length:** 16 miles
- **Stations:** six plus one provisional (unfunded) station
- **Opening service:** 2037 – 2041*
- **Operations & Maintenance Facility North** opens 2034
- **New parking** at Everett Station and Mariner opens 2046



*Dates reflect an affordable schedule based on current financial projections and cost estimates, and a target schedule. See project timeline and milestones for more details.

Operations and Maintenance Facility North

Facility supports Everett Link and system-wide expansion needs

- Critical facility to store, maintain and repair the trains
- Seeking potential locations within Snohomish County and the City of Everett
- Supports 450+ high-skilled, living wage jobs at the facility
- **Capacity:** 150+ light rail vehicles
- **Opening:** 2034



Project schedule



**Dates reflect an affordable schedule based on current financial projections and cost estimates, and a target schedule.*

Project Advisory Groups

Project partners & advisory groups



Members of the public



Tribes



Interested parties



Interagency Group



Community Advisory Group



Elected Leadership Group



Sound Transit Board



Interagency Group (IAG)



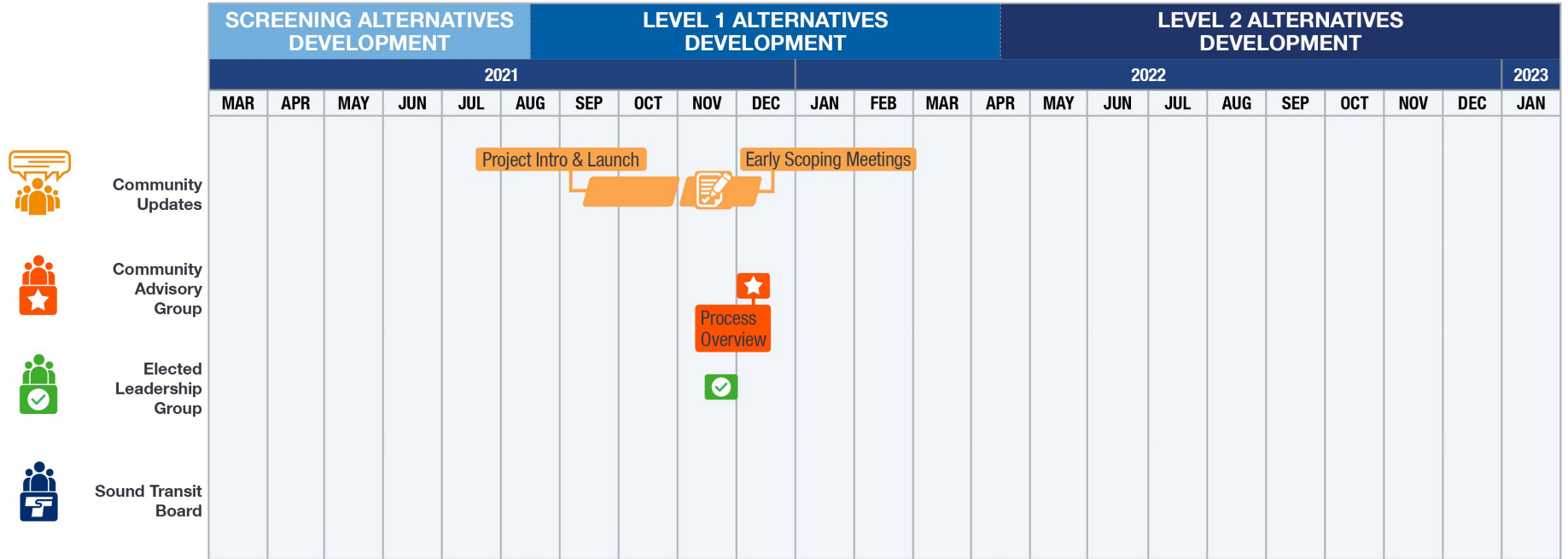


Elected Leadership Group (ELG)

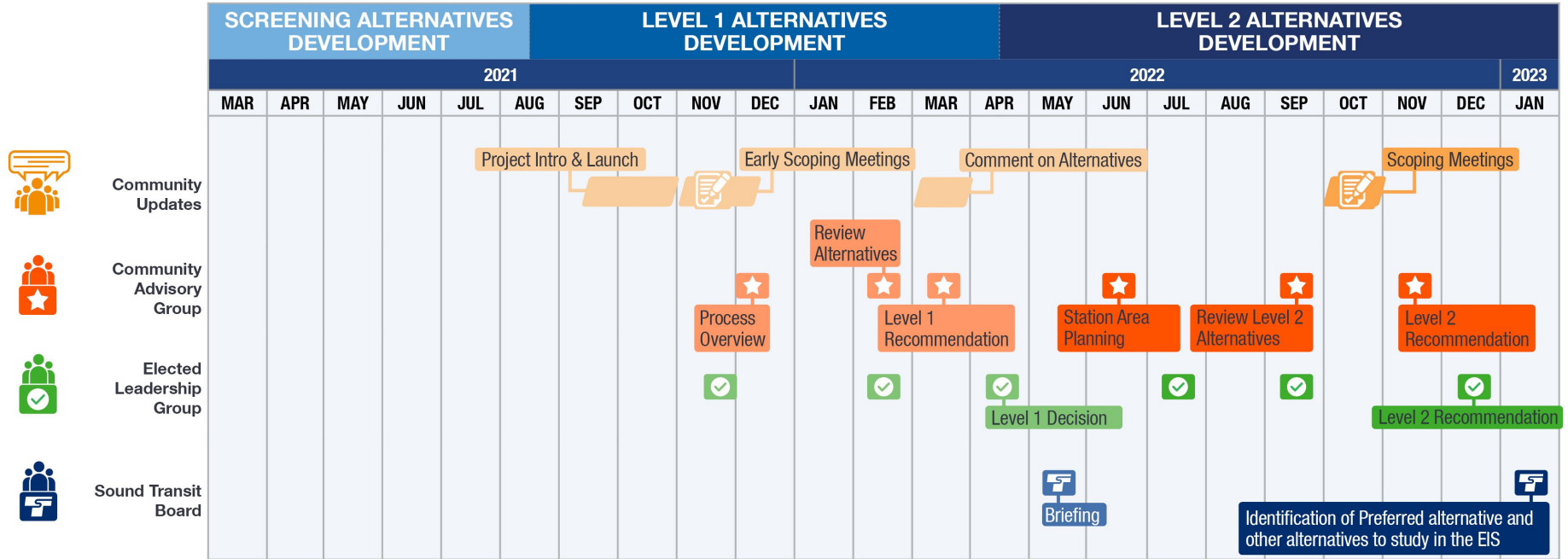
The Elected Leadership Group will consider the following and present their recommendations to the Sound Transit Board of Directors:

- Recommend a preferred alternative and other alternatives to study during environmental review

Community engagement and collaboration



Community engagement and collaboration



***Community Advisory Group
Process and Role***



CAG role

Build understanding and common ground around key project decisions.

Highlight specific issues and trade-offs as Sound Transit works to deliver a project on the target schedule and within scope.

Share feedback with the Elected Leadership Group and Sound Transit Board before deciding on alternatives to continue studying.





CAG structure

20 members from throughout the corridor

Members receive stipends for participation

Meetings will continue to be virtual for the near future

Consider recording or broadcasting meetings to the public



Membership expectations

Act as a community ambassador, willing to share information with community members and bring forth community values, concerns, and ideas.

Consider the community as a whole and go beyond personal interests.

Participate collaboratively with group members whose views may be different from their own.

Attend and participate in approximately six meetings from December 2021 through November 2022.



Operating guidelines

Try to attend all meetings.

Commit to support a process that is open, iterative and transparent, and builds toward common ground.

Be respectful and keep an open mind regarding others' opinions, ideas and viewpoints.

Openly share observations and views.



Operating guidelines

Meetings will be led by a facilitator; follow their instructions.

Everyone gets their say.

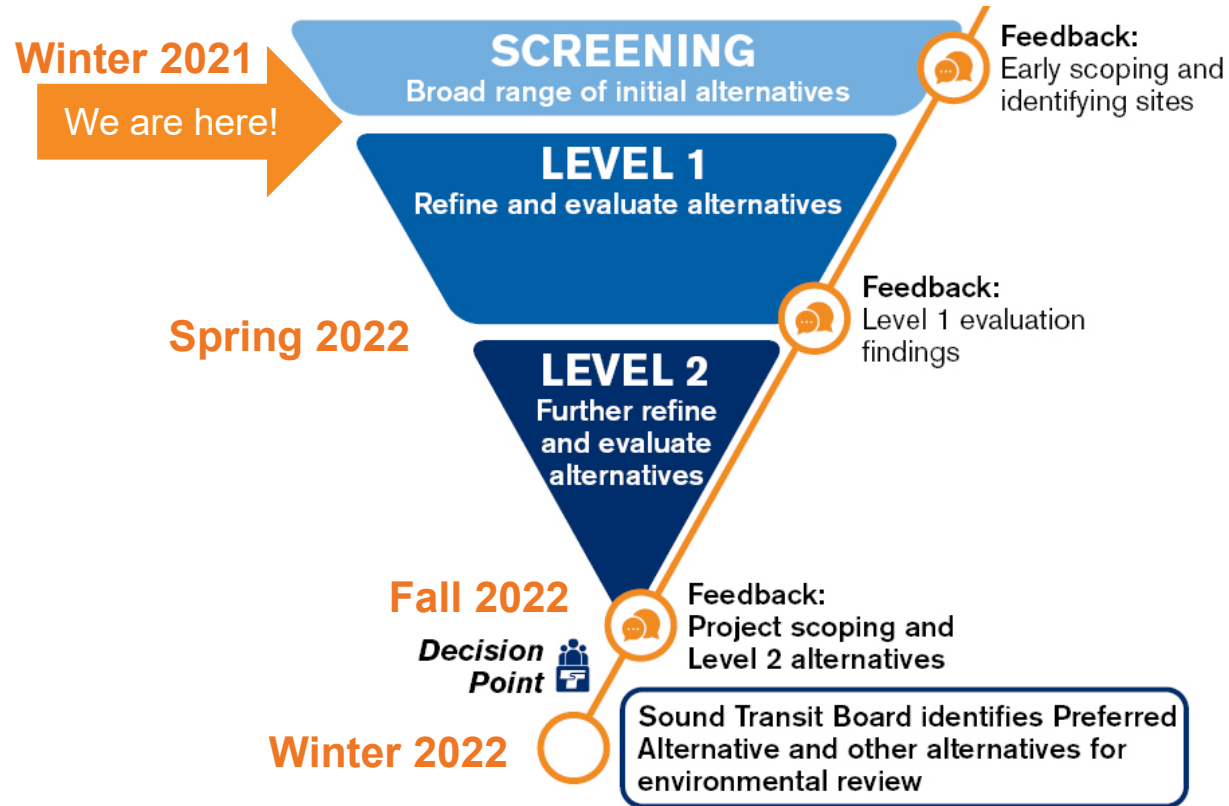
Disclose any conflicts of interest with the meeting facilitator.

If approached by the media, please represent your perspective, not the perspective of the CAG.

And direct media inquiries to **John Gallagher**: john.gallagher@soundtransit.org

***Developing potential
alternatives***

Phase 1: Alternatives Development process



Phase 1: Alternatives Development process

Winter 2021

We are here!

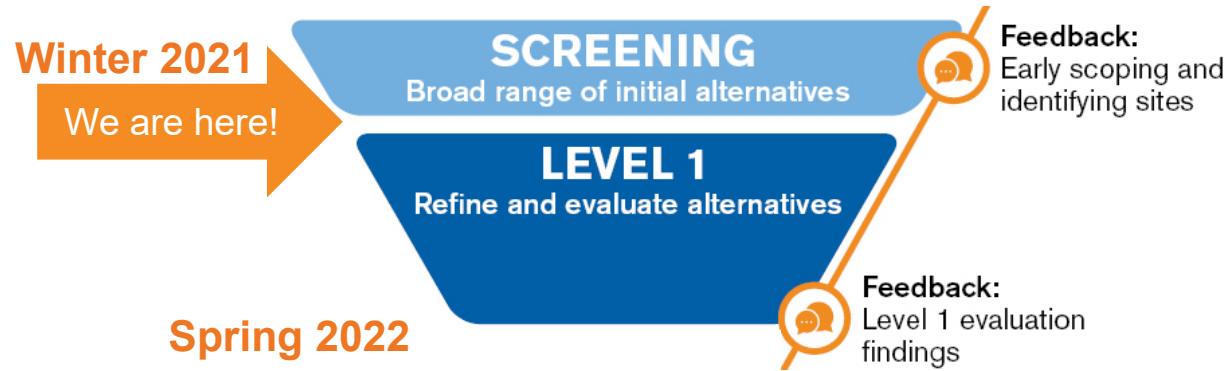
SCREENING

Broad range of initial alternatives

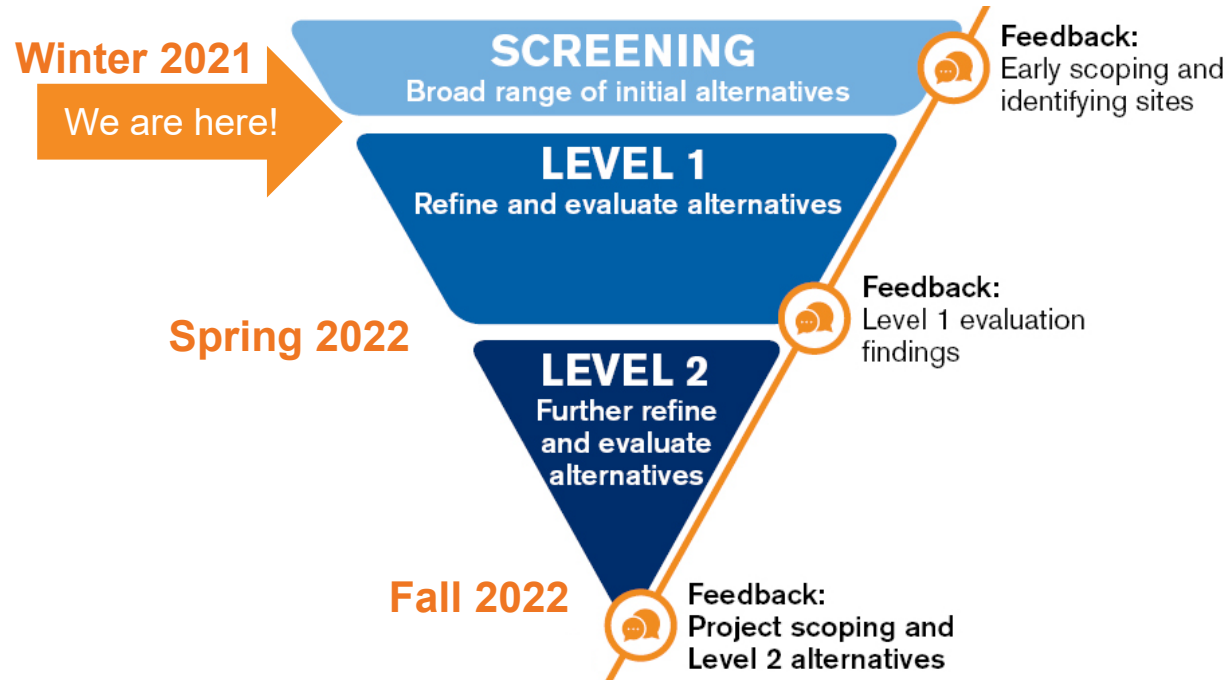


Feedback:
Early scoping and
identifying sites

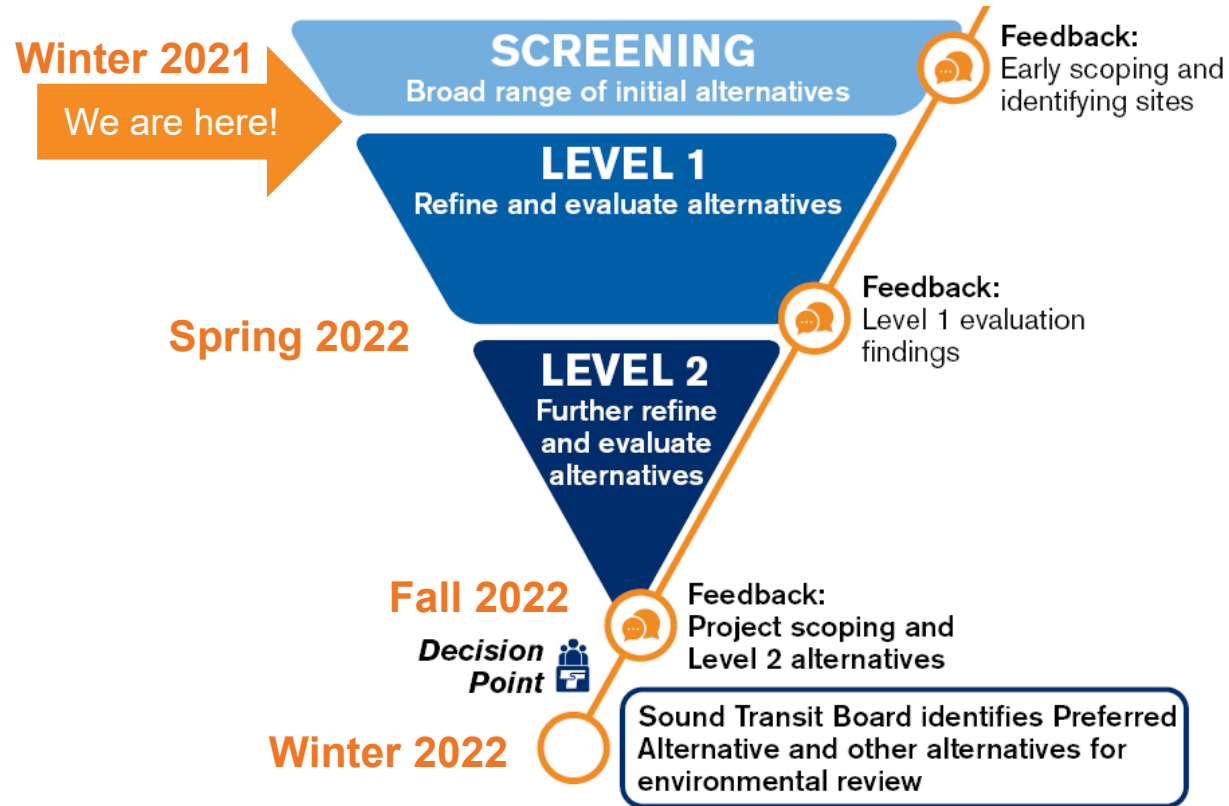
Phase 1: Alternatives Development process



Phase 1: Alternatives Development process











Phase 1: Alternatives Development process



Evaluation criteria

Stations and Alignment

| | | | |
|---|--|--|---|
| <p>Service Performance and Reliability</p>  | <p>Connect regional centers</p>  | <p>Equitable Mobility</p>  | <p>Equitable Non-Motorized Station Access</p>  |
| <p>Increase Transit Connectivity and Capacity</p>  | <p>Technical and Financial Feasibility</p>  | <p>Support Transit-Oriented Development at Station Areas</p>  | <p>Healthy Natural, Built and Social Environment</p>  |

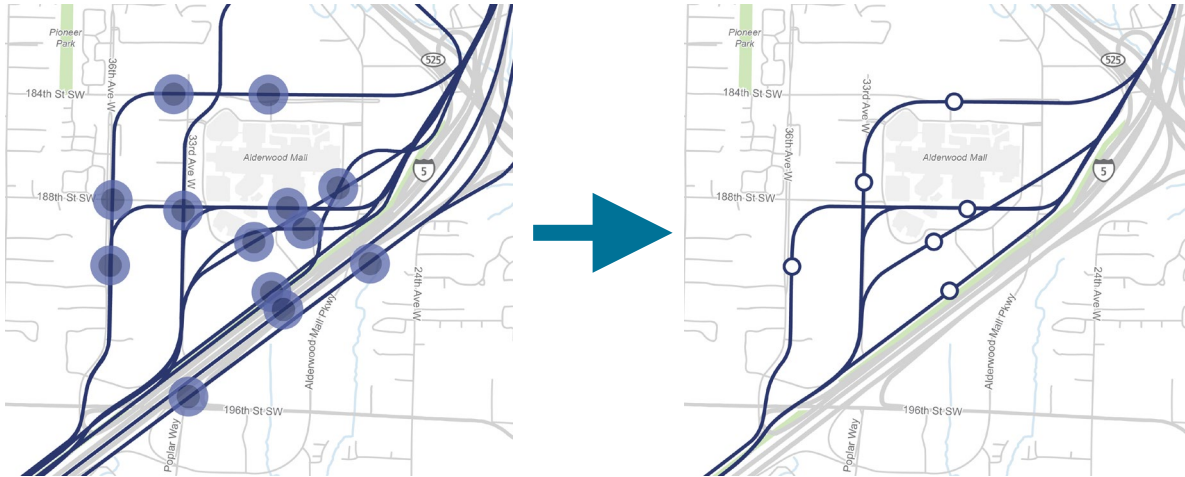
OMF North

| | |
|--|--|
| <p>Technical and Financial Feasibility</p>  | <p>OMF Capacity for LRT System</p>  |
| <p>Healthy Natural, Built and Social Environment</p>  | <p>OMF Operations Considerations</p>  |

How did we get here?

Developing alternatives

- Initially considered a wide range of ideas
- Used evaluation criteria to screen options

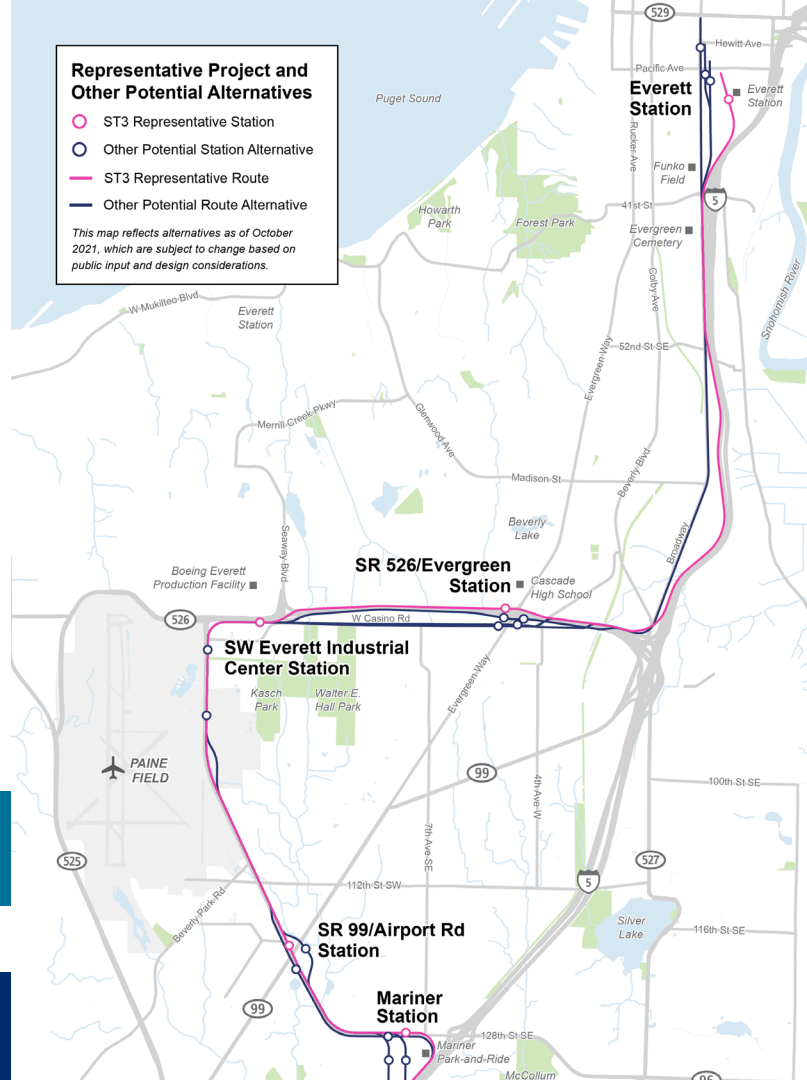


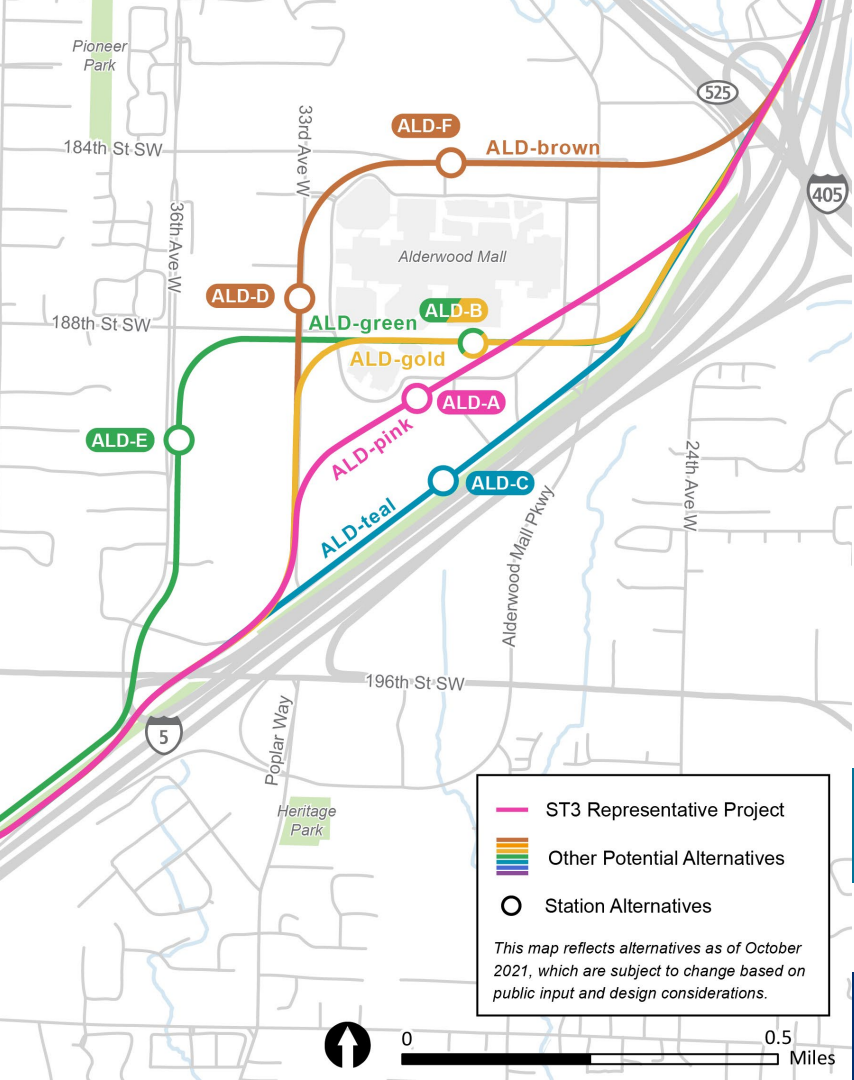
Representative project and potential alternatives

Maps include potential alternatives for locations of:

- Routes
- Stations
- Operations & Maintenance Facility North

Maps can be viewed on our website:
everettlink.participate.online



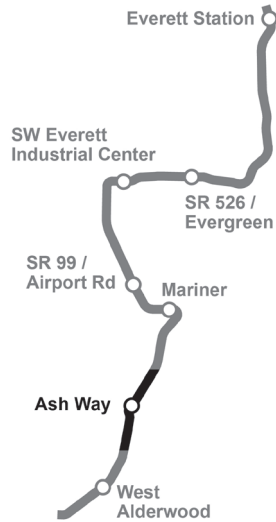


West Alderwood

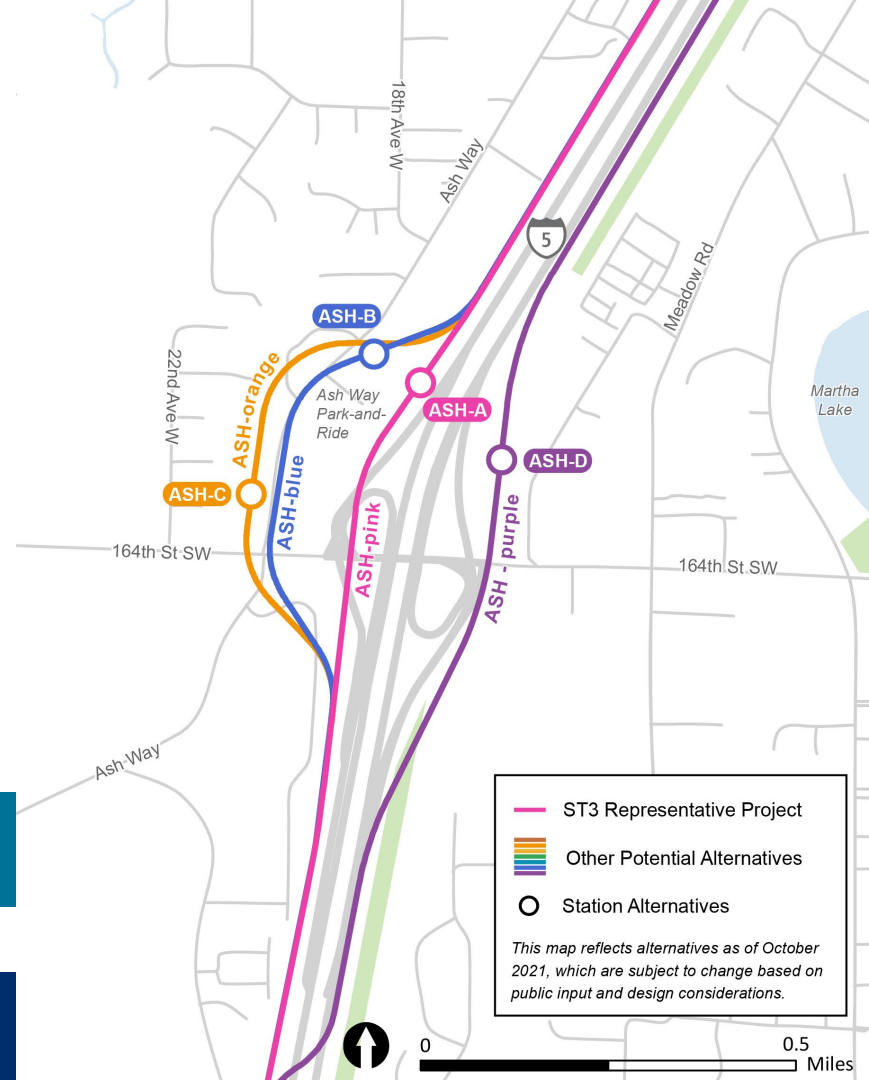


Maps can be viewed on our website:
everettlink.participate.online

Ash Way






Maps can be viewed on our website:
everettlink.participate.online



Mariner



-  ST3 Representative Project
-  Other Potential Alternatives
-  Station Alternatives

This map reflects alternatives as of October 2021, which are subject to change based on public input and design considerations.

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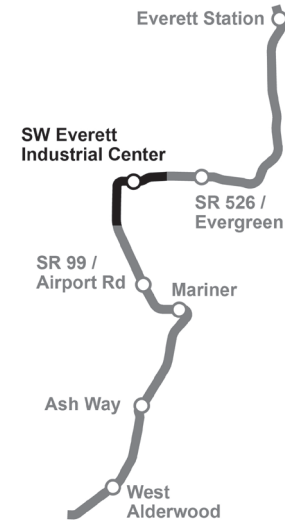
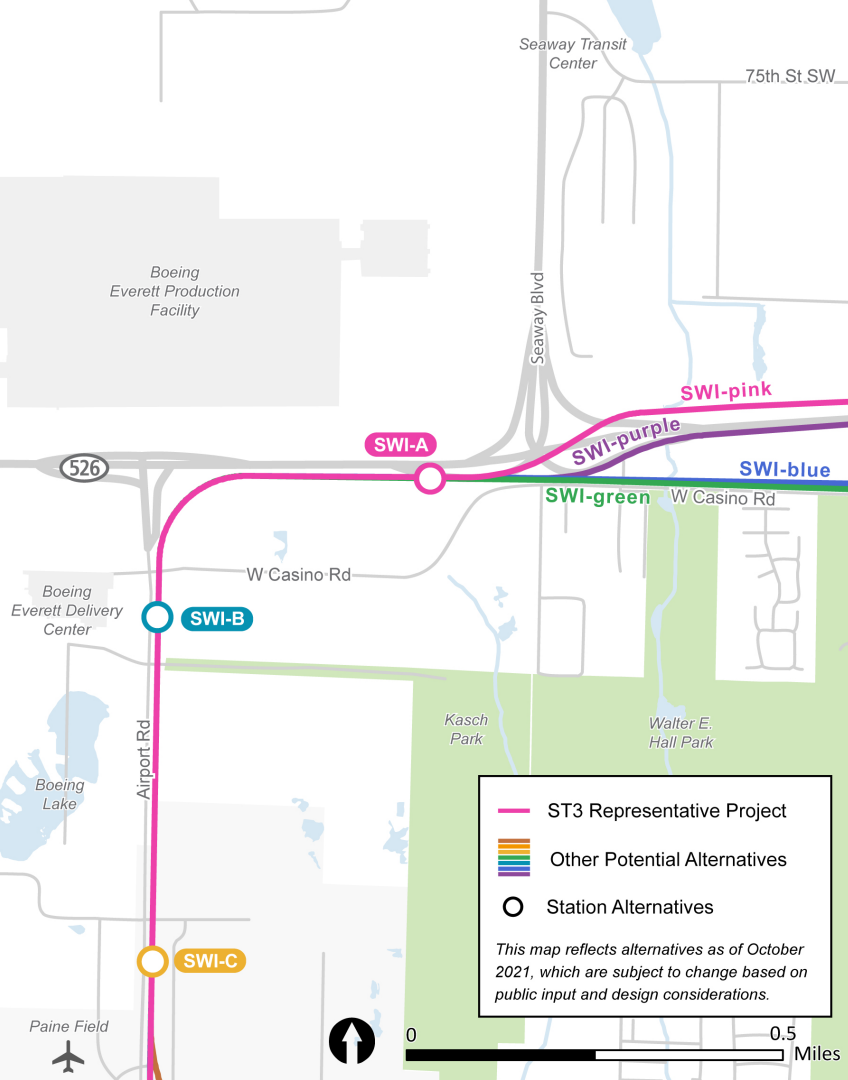
SR 99/Airport Road



Maps can be viewed on our website:
everettlink.participate.online



SW Everett Industrial Center



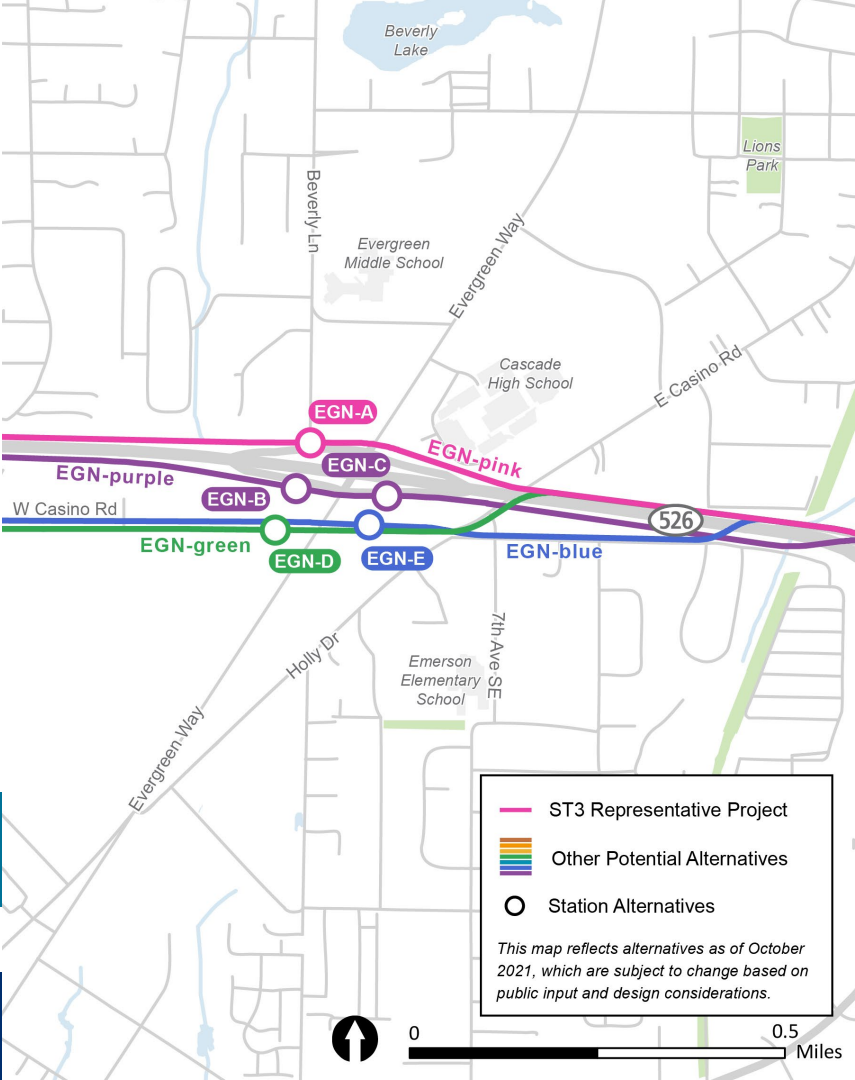
Maps can be viewed on our website:

everettlink.participate.online

SR 526/Evergreen



Maps can be viewed on our website:
everettlink.participate.online



Everett Station

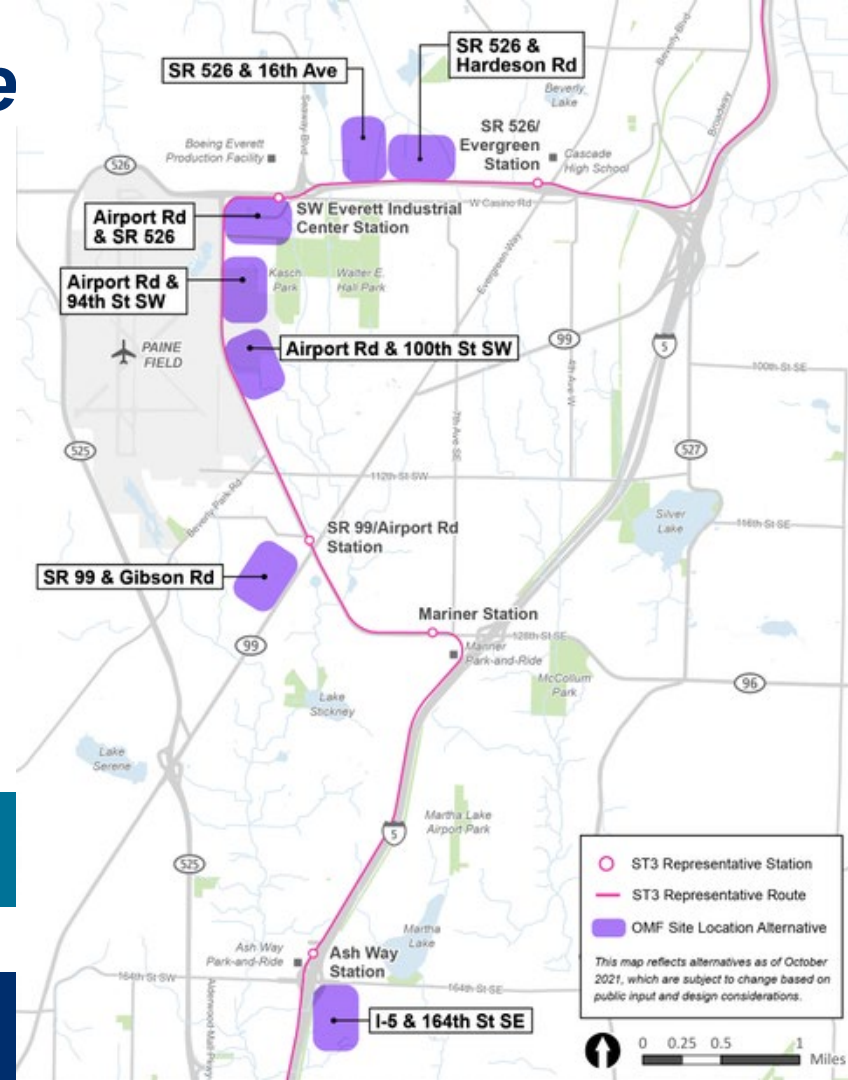


Maps can be viewed on our website:
everettlink.participate.online

Operations & Maintenance Facility (OMF) North

- Sound Transit has identified **seven potential OMF North site locations** in unincorporated Snohomish County and the City of Everett for further study.
- The site would need 60-70 acres close to the light rail line for the facility to receive, store and repair trains.

Maps can be viewed on our website:
everettlink.participate.online



Community engagement

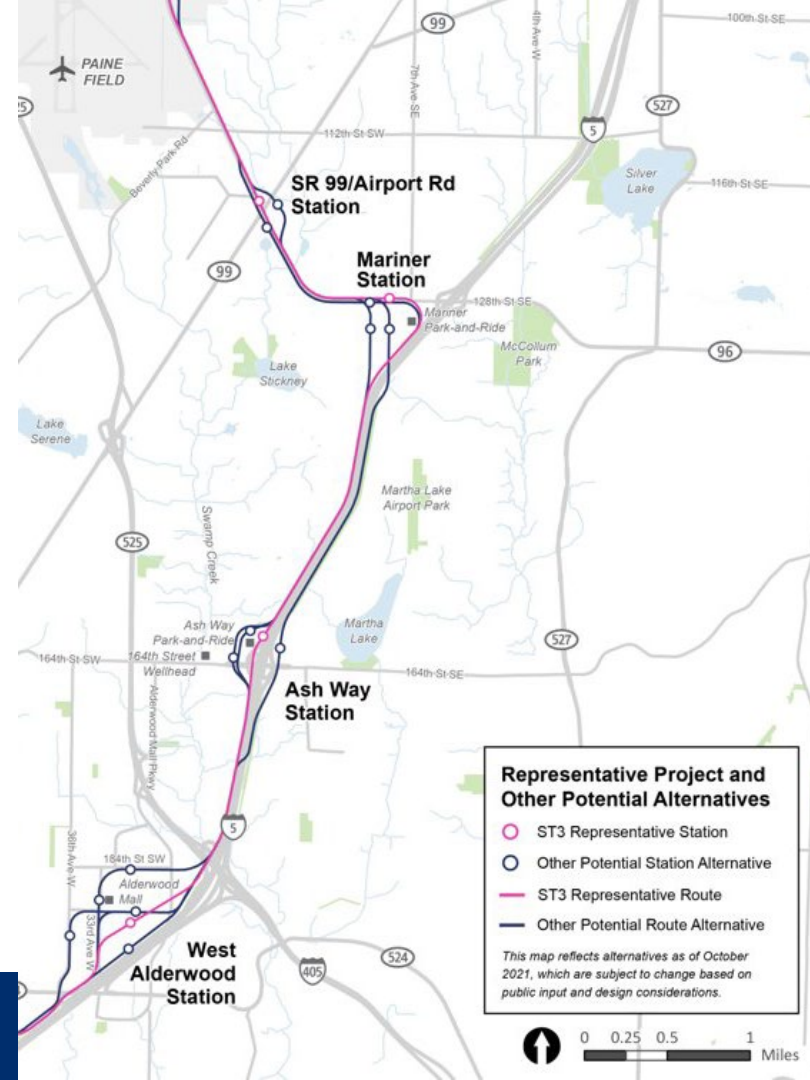
Community engagement

- Participated in 13 Community Conversations and three community briefings
- Hosted two interactive websites
- Held two virtual public meetings/webinars
- Mailed project newsletter to more than 32,000 homes
- Sent four listserv updates; over 3,000 current subscribers



Early Scoping

- Opportunity to provide input on potential alternatives for station, route and OMF North locations
- Comments received by December 10
- Comments and suggestions will be evaluated against the criteria
- Feedback shared with CAG at future meetings



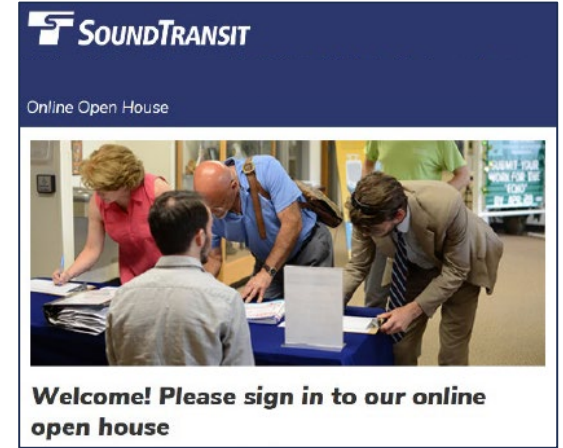
Early Scoping statistics

Everettlink.participate.online

- 6,447 visits by 5,668 visitors
- 929 views of the presentation video
- 81 total attendees at two public webinars

Comments received to date

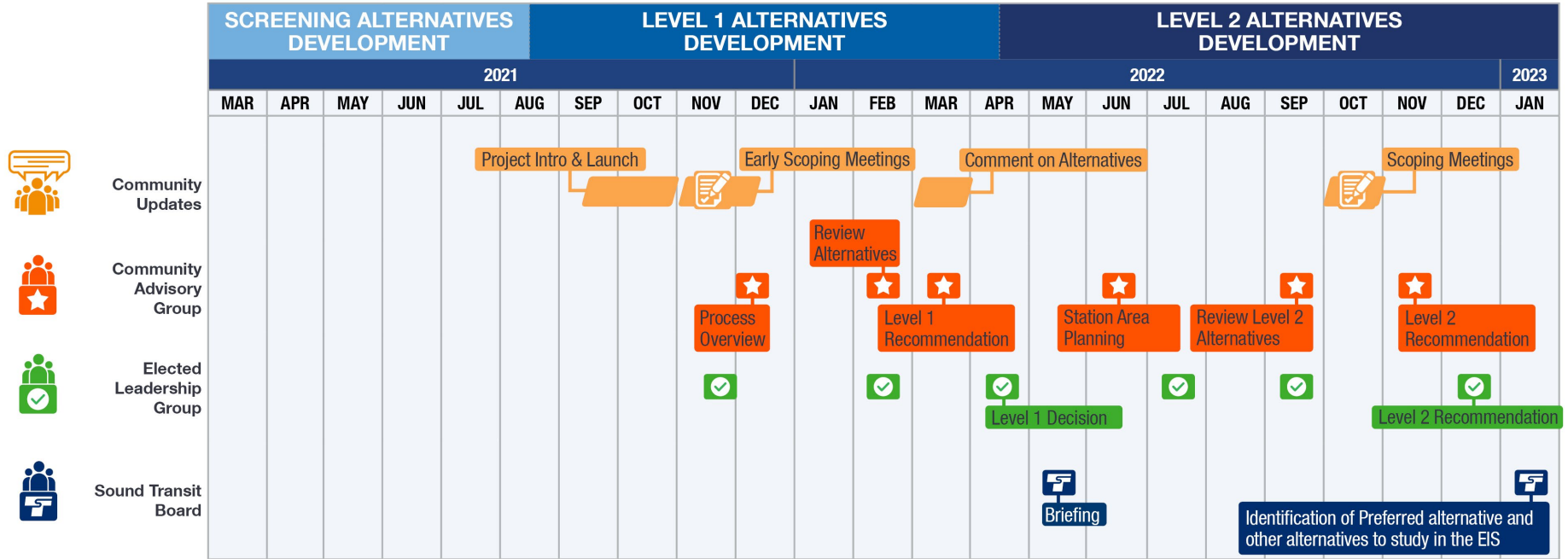
- 245 comments received through interactive website, email and voicemail
- Comments due by **December 10**



*Data as of December 6

Next steps

CAG meeting schedule



Upcoming CAG meetings - 2022

| Date | Topic |
|--------------|--|
| Jan/Feb 2022 | Early Scoping feedback; discussion of alignment alternatives, station options and OMF North locations for Level 1 analysis |
| Mar 2022 | Level 1 results and recommendations for ELG on alternatives to advance for further study in Level 2 |
| Jun 2022 | Station area planning and design |
| Sep 2022 | Level 2 analysis of alternatives and preview of scoping materials |
| Nov 2022 | Review scoping feedback and recommendations to ELG on preferred alternative |

Project contacts

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Thank you.



 [soundtransit.org](https://www.soundtransit.org)

