



Everett Link Extension

Draft Environmental Impact Statement

ECONOMICS TECHNICAL REPORT

Appendix G.4

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Acronyms

AIR	SR 99/Airport Road
ALD	West Alderwood
ASH	Ash Way
BI	Broadway/I-5
EGN	SR 526/Evergreen
EIS	Environmental Impact Statement
EVLE	Everett Link Extension
EVT	Everett Station
FAZ	Forecast Analysis Zone
MAR	Mariner
NEPA	National Environmental Policy Act
OMF	operation and maintenance facility
SR	State Route
SWI	SW Everett Industrial Center
PSRC	Puget Sound Regional Council
USC	United States Code
TCRP	Transit Cooperative Research Program
WSDOT	Washington State Department of Transportation

1 INTRODUCTION

1.1 Overview

The Central Puget Sound Regional Transit Authority (Sound Transit) is proposing to expand Link light rail transit service northward from the Lynnwood City Center Station to the Everett Station area in Snohomish County, Washington (Figure 1-1). The Everett Link Extension (EVLE) Project would provide fast, reliable light rail service to regional residential and job centers in Snohomish County's growing urban areas. The proposed project is part of the Sound Transit 3 (ST3) Plan of regional transit system investments, funding for which was approved by voters in the region in 2016.

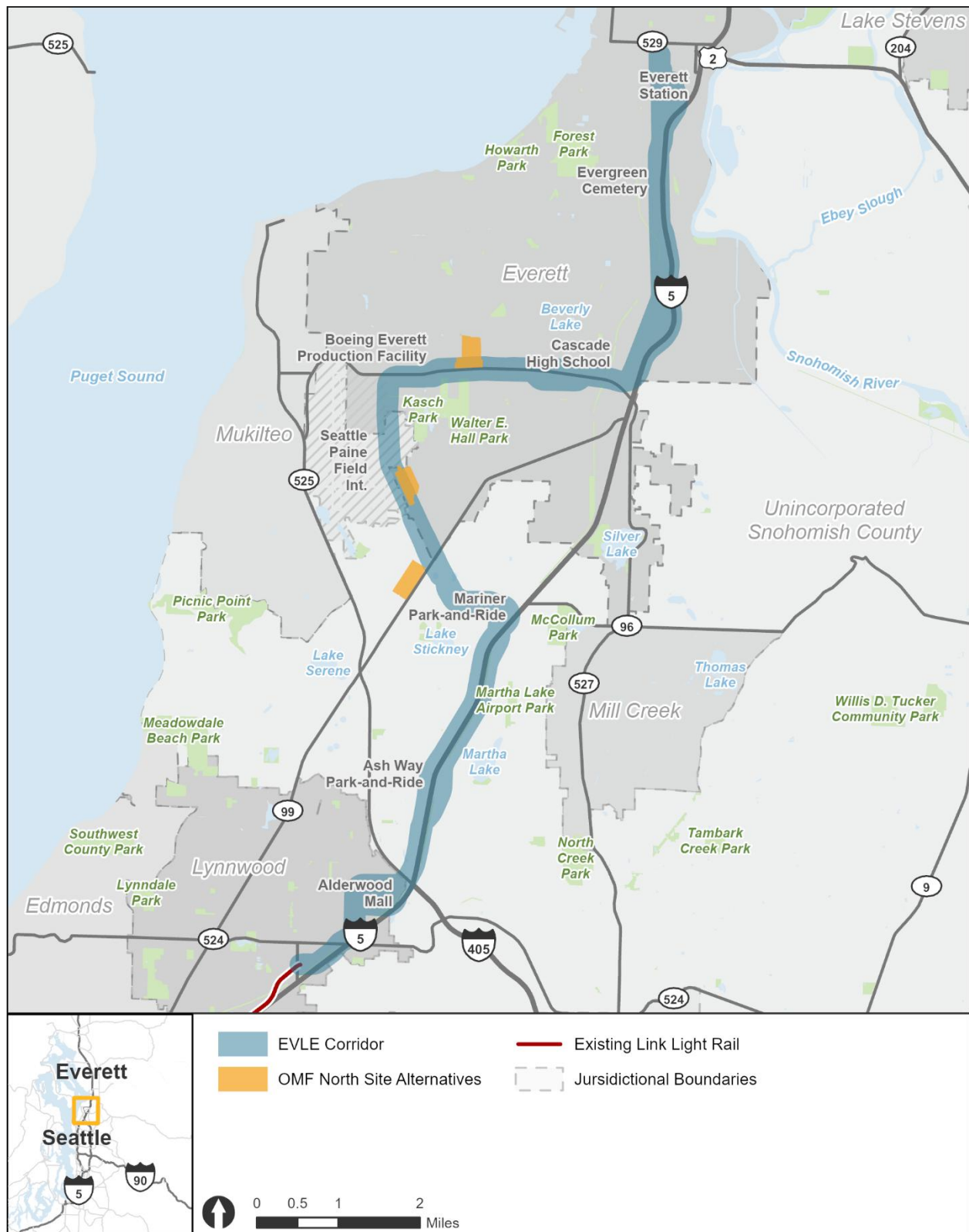
For this analysis, the EVLE Project consists of approximately 16 miles of light rail guideway, seven light rail stations, two parking facilities, and an operations and maintenance facility (OMF North). Sound Transit proposes to begin construction of the project in 2030. The current schedule for opening light rail service from the Lynnwood City Center Station to Everett Station is 2041. A shorter route connecting Lynnwood City Center to the SW Everett Industrial Center Station would open first in 2037 as the initial phase. OMF North would open by 2034, prior to opening of the light rail extension, as the facility is necessary for storing rail cars and supporting service for not only the extension to Everett, but also other parts of the regional system.¹ Parking facilities at the Mariner and Everett Stations would open by 2046.

One station, State Route (SR) 99/Airport Road Station, is currently considered provisional since planning, preliminary engineering, and environmental review are funded, but final design and construction are not. However, for purposes of this evaluation, all seven stations are assumed to be funded and open according to the schedule described above to capture all locations where impacts could occur. The station would be fully constructed and open for service when additional funding is identified.

The initial phase is not discussed in this analysis because it would not have additional potential impacts when compared with the fully built alternatives (i.e., the impacts would be the same in the West Alderwood, Ash Way, Mariner, SR 99/Airport Road, and SW Everett Industrial Center Segments, and for the OMF sites, but the impacts in the SR 526/Evergreen, Broadway/I-5, and Everett Station Segments would not occur until construction on those segments begins). All potential impacts are described in Section 4.

¹ Construction of light rail projects is typically divided into sections, and construction would occur across different parts of the corridor between 2030 and 2046. For more information on the construction approach, see Draft EIS Appendix B.

Figure 1-1 EVLE Project Corridor



For planning and engineering purposes, the project is organized into eight geographic segments, discussed in this document from south to north. Within those segments, a total of 17 alignment alternatives and 18 station location alternatives are under consideration. These alignment and station alternatives are combined into Build Alternatives for analysis as shown in Table 1-1 and Figure 1-2.

Table 1-1 describes the alignment and station alternatives as follows:

- **Segments:** The eight alignment segments and corresponding abbreviations are:
 - West Alderwood (ALD).
 - Ash Way (ASH).
 - Mariner (MAR).
 - SR 99/Airport Road (AIR).
 - SW Everett Industrial Center (SWI).
 - SR 526/Evergreen (EGN).
 - Broadway/I-5 (BI).
 - Everett Station (EVT).
- **Alignment alternatives:** Alignment alternatives in each segment are identified with numbers (e.g., ALD-1).
- **Station alternatives:** Station alternatives in each segment are identified with letters (e.g., ALD-B).²
- **Build Alternatives:** Alignments and stations are combined to create the Build Alternative name (e.g., Station ALD-B is located on Alignment ALD-1, so this pairing is referred to as Alternative ALD-1B). If a preferred Build Alternative has been identified by the Sound Transit Board of Directors, it is indicated with an asterisk.
- **Design options:** A design option is an alternate design for a portion of a Build Alternative. It could be a different route or profile along a portion of an alignment, a different station configuration, or a different parking location. For example, in the West Alderwood Segment, the Alderwood Mall Boulevard Design Option is being considered for all three Build Alternatives.

² Letters identifying station alternatives are non-sequential in some segments; missing letters denote alternatives that did not perform as well as alternatives considered in the Draft EIS. For more information on the Alternatives Development process, see Draft EIS Chapter 2.

Table 1-1 Alignment and Station Build Alternatives by Segment

Segment	Alignment Alternatives	Station Alternatives	Build Alternatives (Combined Alignment and Station)	Build Alternative Design Options Also Considered
West Alderwood	ALD-1	ALD-B	ALD-1B	Alderwood Mall Boulevard
	ALD-2	ALD-D	ALD-2D*	Alderwood Mall Boulevard
		ALD-F	ALD-2F	Alderwood Mall Boulevard
Ash Way	ASH-1	ASH-A	ASH-1A	None
	ASH-2	ASH-D	ASH-2D	None
Mariner	MAR-1	MAR-B	MAR-1B	Surface Parking
	MAR-2	MAR-D	MAR-2D	Surface Parking
SR 99/ Airport Road	AIR-1	AIR-A	AIR-1A	None
	AIR-2	AIR-B	AIR-2B	None
SW Everett Industrial Center	SWI-1	SWI-A	SWI-1A*	Lower
		SWI-B	SWI-1B	None
		SWI-C	SWI-1C	None
SR 526/ Evergreen	EGN-1	EGN-A	EGN-1A	None
	EGN-2	EGN-B	EGN-2B	North Side of SR 526
	EGN-3	EGN-E	EGN-3E	North Side of SR 526
Broadway/I-5	BI-1	None	BI-1*	None
	BI-2	None	BI-2	None
Everett Station	EVT-1	EVT-A	EVT-1A	None
	EVT-2	EVT-C	EVT-2C*	None
	EVT-3	EVT-D	EVT-3D*	None

* Denotes preferred alternative

There are also three OMF North site alternatives under consideration as shown in Table 1-2 and Figure 1-2.

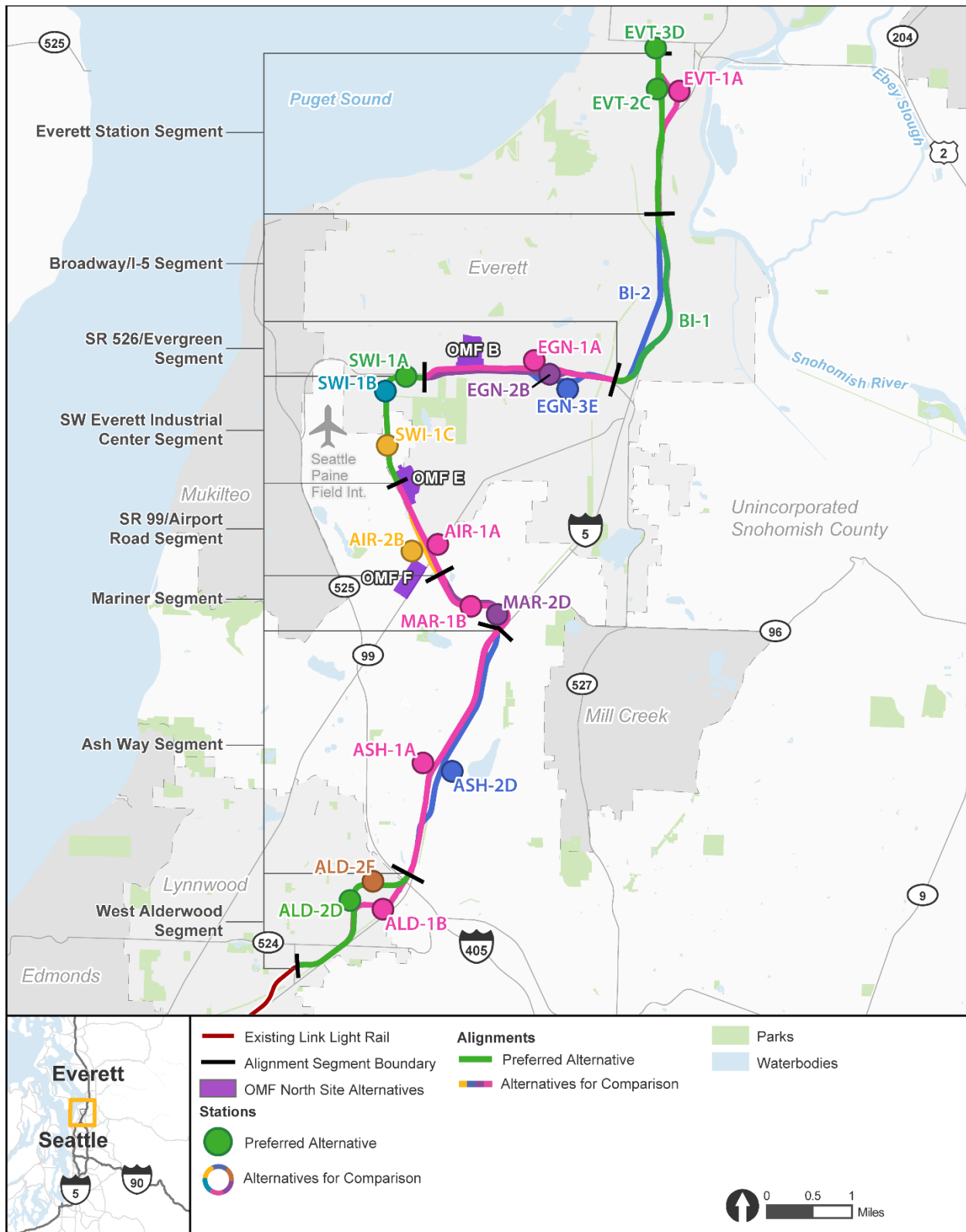
Table 1-2 OMF North Site Alternatives

Build Alternative	Build Alternative Design Options Also Considered
OMF Site F	Lead Tracks to West Side of Airport Road
OMF Site E	None
OMF Site B	Lead Tracks to South Side of SR 526

Analysis of the Build Alternatives was based on the conceptual design drawings included in Draft Environmental Impact Statement (EIS) Appendix F.

The No Build Alternative describes the environment, including the transportation system, as it would exist in 2046 without the proposed project. The No Build Alternative uses 2046 as the year of analysis to align with the target date for completion of all EVLE Project components and the full buildout of the light rail capital projects included in the ST3 Plan.

Figure 1-2 EVLE Project Alternatives



1.2 Potential Design Refinements

In addition to the alternatives described above, the Draft EIS provides a qualitative evaluation of potential design refinements that could reduce overall project cost if applied to the alignment and station alternatives (for more information, see Draft EIS Chapter 2). The potential design refinements identified to date that could be considered in each segment, along with potential changes in impacts, are described in Draft EIS Chapter 4. Potential changes in impacts to economic conditions are also described in Section 4.1.1.4. If Sound Transit decides to include these refinements as part of the project prior to the Final EIS, they would be reflected in the conceptual design plans and evaluated in the Final EIS.

1.3 Purpose of Report

This report describes the potential impacts of the EVLE Project alternatives on economic conditions. The Economics Technical Report addresses the effects of the project on the region, including potential changes to government revenue, changes to business and employment activity because of property acquisition, and potential impacts to business and overall economic activity from construction spending and activities. This report also presents options to avoid, minimize, or mitigate potential impacts.

2 REGULATORY CONTEXT AND METHODOLOGY

2.1 Applicable Laws, Regulations, and Guidelines

In addition to the federal and state regulations, policies, and related resources that guide a major transit project EIS, the following were considered in the assessment of economic effects:

- Title 42 United States Code (USC) Section 4601, Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.
- Transit Cooperative Research Program (TCRP) Synthesis 128, *Practices for Evaluating the Economic Impacts and Benefits of Transit* (Transportation Research Board 2017).
- Economic Impact Case Study Tool for Transit (Transportation Research Board 2016).

2.2 Data Sources

The following data was used to support the analysis of economic conditions:

- General descriptions of the economies of the affected cities and counties, and of the Puget Sound region, collected from a variety of federal, state, and local sources, including the following:
 - U.S. Census Bureau.
 - U.S. Energy Information Administration.
 - Washington State Office of Financial Management.
 - Washington State Department of Revenue.

- Washington State Department of Transportation.
- Puget Sound Regional Council (PSRC).
- Existing and forecasted population, housing, and employment data from the PSRC, the cities of Lynnwood and Everett, and Snohomish County. Information was obtained for established PSRC Forecast Analysis Zones (FAZs).
- Assessed valuations and tax rates for properties that may be acquired because of the project from the Snohomish County Department of Property Taxes and Assessments.
- Taxable retail sales data from the Washington State Department of Revenue.
- Tax data from the City of Everett, City of Lynnwood, and Snohomish County.
- Currently adopted comprehensive plans and subarea plans for Snohomish County, City of Lynnwood, and City of Everett.
- Information about potential transportation effects of the project, including changes in parking, access, travel time, congestion, circulation, and freight movement from the Transportation Technical Report in Draft EIS Appendix G.1.
- Current land use, zoning, and development proposals from the land use analysis; findings on acquisitions, displacements, and relocations from the acquisitions analysis; and information about changes in air quality, visual, and noise and vibration from the respective analyses.
- Information about regional and local jurisdictions' land use and community development plans considering areas within a 0.5-mile radius of stations.
- Available information and publications from Sound Transit, the TCRP, the American Public Transportation Association, and others regarding the economic aspects of transit projects in North America, including transit-oriented development.
- The 2012 Washington Input-Output Model Report (January 2021) from the Washington State Office of Financial Management.

2.3 Methodology

This economic analysis considered regional and local economic conditions and evaluated the potential reasonably foreseeable impacts of the No Build Alternative and the Build Alternatives within the vicinity of the project and in the broader area. National Environmental Policy Act (NEPA) regulations require that an EIS disclose impacts (i.e., effects) of a proposed action on the environment. NEPA requires an EIS to evaluate and disclose the “reasonably foreseeable environmental effects of the proposed agency action” (42 USC Section 4332). Reasonably foreseeable environmental effects are those that are sufficiently likely to occur during operation (long-term) or construction (short-term). Reasonably foreseeable environmental effects do not include effects that are speculative in nature or remote in time or place, or that are the result of a lengthy causal chain. For this analysis, reasonably foreseeable effects include all effects that are considered likely to result from the project over its operational lifetime within the study area of each resource.

The regional study area encompasses the four-county Puget Sound region (King, Kitsap, Pierce, and Snohomish Counties), and the local study area consists of the area within 0.5 miles

of the project limits for the Build Alternatives. The project limits include permanent project improvements and areas needed for project construction.

3 AFFECTED ENVIRONMENT

The affected environment is the existing and projected economic setting within the study area. The analysis identified major trends, covered in Washington State's long-term economic forecast to 2050, as well as PSRC's current estimates and 20-year projections of population, housing, household size, income, and employment projections for identified FAZs. Major employment and designated regional planning centers (including manufacturing and industrial centers) that would be served by the EVLE Project were identified. Issues that affect economic opportunities in the study area were summarized from existing neighborhood plans or other reports. To the extent that current market data is available in existing neighborhood plans, it was incorporated in the analysis.

3.1 Regional Demographics and Economic Trends

Population, household, and employment forecasts for the Puget Sound region and associated counties in the region are provided in Table 3-1. The forecast population data for the region shows growth between 2020 and 2050 (the forecast period) of over 1.5 million people, which would result in a population of approximately 6 million people in the region by 2050. This represents a 1.23% increase in population per year. PSRC data from 2023 shows that Snohomish County's population will grow at a slightly faster pace of 1.55% per year over the same period (PSRC 2023).

The Puget Sound region is predicted to grow by approximately 749,000 households over the 2020 to 2050 period—or by 1.5% a year—which is greater than the regional population growth rate (1.23%). PSRC data shows that Snohomish County is predicted to grow at a slightly faster pace of 1.9% per year over the same period, which is also greater than the county's population growth rate at 1.55% (PSRC 2020). This indicates an expected decrease in average household size over the forecast period. Travel demand typically tracks more closely to growth in the number of households than to population; consequently, the forecasted household growth suggests a potentially faster increase in demand for highway and transit services.

During the same period, jobs are expected to increase from nearly 2.4 million to 3.4 million – or by 1.5% a year – in the Puget Sound region. Snohomish County is expected to see a slightly higher growth rate of 2.17% – or an overall increase from approximately 327,000 to 539,000 jobs.

The PSRC estimated that the 2019 median household income in the Puget Sound region was \$92,900 (PSRC n.d.). According to the American Community Survey 5-Year Estimates, the median household income for Snohomish County, Lynnwood, and Everett in 2023 was \$107,982, \$76,439, and \$81,502, respectively (U.S. Census Bureau 2023).

These trends of economic growth are forecasted to continue for the next few decades.

Table 3-1 Population, Household, and Employment by Region and County

	2020 Actual	2050 Forecast	Average Annual Growth Rate, 2020 to 2050
Puget Sound			
Population	4,295,603	5,885,499	1.23%
Household	1,670,236	2,419,603	1.50%
Jobs	2,357,862	3,417,783	1.50%
Snohomish County			
Population	829,860	1,215,311	1.55%
Household	306,856	481,850	1.90%
Jobs	326,854	539,461	2.17%

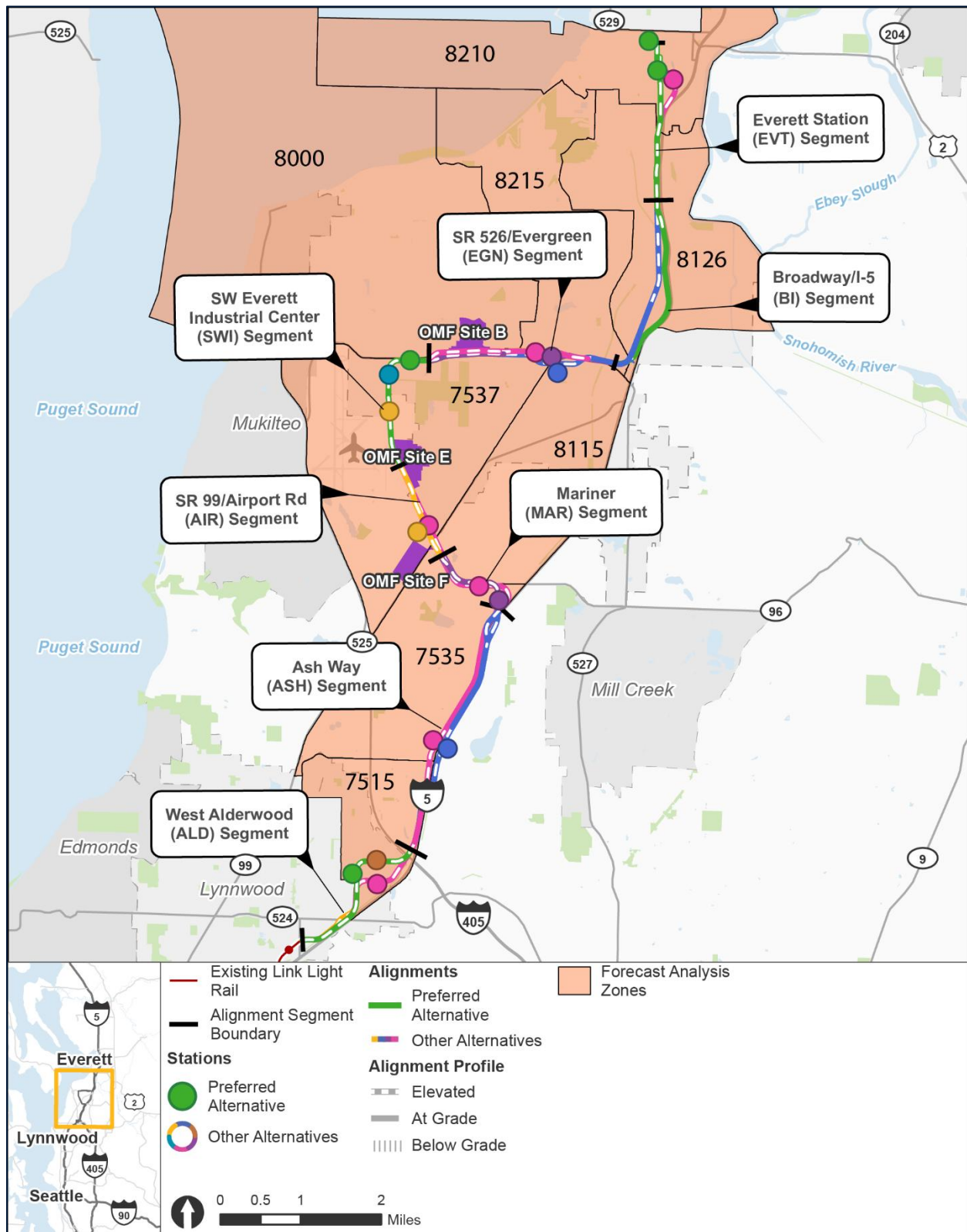
SOURCE: PSRC (2023).

3.2 Segment Demographic and Economic Trends

The following data shows the growth of population, households, and jobs from 2020 to 2050 based on the FAZs that represent each Build Alternative. FAZs are geographic units used by PSRC to model and report its population, households, and employment forecasts. PSRC anticipates population and employment in the study area will continue to grow over the next 30 years but acknowledges that the COVID-19 pandemic may have had effects on the economy that could alter long-range forecasts. For purposes of this Draft EIS, the PSRC forecasts, which were updated in 2023, were used for the analysis.

Figure 3-1 displays the FAZs used for this analysis. One FAZ was selected to represent each alignment segment and each OMF North site alternative, with the exception of the SR 526/Evergreen Segment. FAZs for the alignment segments were determined based on the location of the station alternatives. The SR 526/Evergreen station alternatives are located on the edge of three FAZs (FAZ 7537, FAZ 8115, and FAZ 8125), and, therefore, that segment is represented by all three. Stations in the Ash Way and Mariner Segments are in the same FAZ and therefore share FAZ 7535 as a representation of those segments. Stations in the SR 99/Airport Road and SW Everett Industrial Center Segments are also in the same FAZ (FAZ 8115).

Figure 3-1 EVLE Forecast Analysis Zones



SOURCE: PSRC (2023).

3.2.1 West Alderwood Segment

The alternatives in the West Alderwood Segment are represented by FAZ 7515, Alderwood Mall, which borders I-5 to the east and is bisected by I-405. Between 2020 and 2050, population in this FAZ is expected to grow at an average rate of 6.13% annually, increasing from 7,024 to 19,942 people over the next 30 years. Households and jobs will continue to increase as well, by 7.25% and 2.9% each year, respectively.

Table 3-2 Population, Household, and Employment Forecast for the West Alderwood Segment

	2020 Actual	2050 Forecast	Average Annual Growth Rate, 2020 to 2050
FAZ 7515			
Population	7,024	19,942	6.13%
Households	2,649	8,411	7.25%
Jobs	8,084	15,126	2.90%

SOURCE: PSRC (2023).

3.2.2 Ash Way and Mariner Segments

The alternatives in the Ash Way and Mariner Segments are represented by FAZ 7535, Swamp Creek, which is located on the west side of I-5 between 164th Street SW and 128th Street SW. Between 2020 and 2050, population in this FAZ is expected to grow at an average rate of 2.61% annually, increasing from 28,759 to 51,261. Households and jobs will continue to increase as well, by 3.01% and 2.4% each year, respectively.

Table 3-3 Population, Household, and Employment Forecast for Ash Way and Mariner Segments

	2020 Actual	2050 Forecast	Average Annual Growth Rate, 2020 to 2050
FAZ 7535			
Population	28,759	51,261	2.61%
Households	10,917	20,783	3.01%
Jobs	5,306	9,011	2.40%

SOURCE: PSRC (2023).

3.2.3 SR 99/Airport Road and SW Everett Industrial Center Segments

The alternatives in the SR 99/Airport Road and SW Everett Industrial Center Segments are represented by FAZ 7537, Paine Field, which is bordered by Evergreen Way, SR 525, and SR 526. Between 2020 and 2050, population in this FAZ is expected to grow at an average rate of 1.97% annually, increasing from 25,400 to 40,414. Households and jobs will see slightly higher rates of growth, increasing by 2.26% and 2.4% each year, respectively.

Table 3-4 Population, Household, and Employment Forecast for the SR 99/Airport Road and the SW Everett Industrial Center Segments

	2020 Actual	2050 Forecast	Average Annual Growth Rate, 2020 to 2050
FAZ 7537			
Population	25,400	40,414	1.97%
Households	9,838	16,503	2.26%
Jobs	16,753	28,806	2.40%

SOURCE: PSRC (2023).

3.2.4 SR 526/Evergreen Segment

The alternatives in the SR 526/Evergreen Segment are represented by three separate FAZs: FAZ 8125, Forest Park/Beverly Park; FAZ 7537, Paine Field; and FAZ 8115, Everett Mall, respectively. All three FAZs converge at the intersection of SR 526 and Evergreen Way. FAZ 7537 was previously analyzed in Section 3.2.3.

Between 2020 and 2050, population in FAZ 8115 is expected to grow at an average rate of 1.35% annually, increasing from 29,746 to 41,768. Households and jobs are expected to grow by slightly higher rates, by 1.53% and 1.73% each year, respectively. During the same period, the population of FAZ 8125 is expected to grow by an average rate of 1.70% annually, increasing from 17,179 to 25,939. Household and jobs are expected to grow by 1.91% and 3.21% each year, respectively. FAZ 7357, FAZ 8115, and FAZ 8125 combined have a projected annual growth rate of 1.65% for population, 1.87% for households, and 2.18% for jobs.

Table 3-5 Population, Household, and Employment Forecast for the SR 526/Evergreen Segment

	2020 Actual	2050 Forecast	Average Annual Growth Rate, 2020 to 2050
FAZ 7357			
Population	25,400	40,414	1.97%
Households	9,838	16,503	2.26%
Jobs	16,753	28,806	2.40%
FAZ 8115			
Population	29,746	41,768	1.35%
Households	11,751	17,154	1.53%
Jobs	11,966	18,173	1.73%
FAZ 8125			
Population	17,179	25,939	1.70%
Households	6,747	10,616	1.91%
Jobs	5,489	10,769	3.21%

	2020 Actual	2050 Forecast	Average Annual Growth Rate, 2020 to 2050
FAZ 7357 + FAZ 8115 + FAZ 8125			
Population	72,325	108,121	1.65%
Households	28,336	44,273	1.87%
Jobs	34,208	56,576	2.18%

SOURCE: PSRC (2023).

3.2.5 Broadway/I-5 Segment

The alternatives in the Broadway/I-5 Segment are represented by FAZ 8126, Pinehurst/Lowell, which is north of SR 526. Between 2020 and 2050, population in this FAZ is expected to grow at an average rate of 1.44% annually, increasing from 12,796 to 18,323. Households are expected to grow at a similar rate of 1.51% annually, but jobs are anticipated to grow at a much faster rate of 5.09%, more than doubling the 2020 job estimates.

Table 3-6 Population, Household, and Employment Forecast for the Broadway/I-5 Segment

	2020 Actual	2050 Forecast	Average Annual Growth Rate, 2020 to 2050
FAZ 8126			
Population	12,796	18,323	1.44%
Households	5,022	7,297	1.51%
Jobs	5,185	13,096	5.09%

SOURCE: PSRC (2023).

3.2.6 Everett Station Segment

The alternatives in the Everett Station Segment are represented by FAZ 8210, Everett Central Business District, which includes downtown Everett. This FAZ is the fastest growing within the study area. Between 2020 and 2050, the population in this FAZ is expected to grow at an average rate of 13.17% annually, increasing from 11,418 to 56,545. Households are expected to grow at a similar rate of 15.37% annually and jobs at a slightly slower rate of 9.5% annually. The estimated number of jobs in 2050 is expected to be nearly four times the 2020 estimate.

Table 3-7 Population, Household, and Employment Forecast for the Everett Station Segment

	2020 Actual	2050 Forecast	Average Annual Growth Rate, 2020 to 2050
FAZ 8210			
Population	11,418	56,545	13.17%
Households	4,696	26,348	15.37%
Jobs	17,338	66,771	9.50%

SOURCE: PSRC (2023).

3.2.7 OMF North Site Alternatives

OMF Site B is represented by FAZ 8000, Mukilteo Area/Southwest Everett, which extends north from SR 526 to the Puget Sound. Between 2020 and 2050, both population and households in this FAZ are expected to stay relatively consistent, increasing by less than 1%. Jobs are expected to decrease by 0.06% during the same period. OMF Sites E and F are represented by FAZ 7537, which was discussed in Section 3.2.3.

Table 3-8 Population, Household, and Employment Forecast for the OMF North Site Alternatives

	2020 Actual	2050 Forecast	Average Annual Growth Rate, 2020 to 2050
FAZ 8000 (OMF Site B)			
Population	13,312	15,759	0.61%
Households	5,213	6,418	0.77%
Jobs	35,452	34,793	-0.06%
FAZ 7537 (OMF Sites E and F)			
Population	25,400	40,414	1.97%
Households	9,838	16,503	2.26%
Jobs	16,753	28,806	2.40%

SOURCE: PSRC (2023).

3.3 Local Revenue Sources (or Tax Revenue Sources)

The Snohomish County 2023 *Annual Comprehensive Financial Report* reported a total General Fund revenue of \$304,612,783 (Snohomish County 2023). Taxes contributed to 63% of the total revenue. Property tax was the largest contributing tax with a total of \$99,381,191 or 33%, which is slightly more than the total sales/use tax that provides 30% of the total revenue. Business and other taxes contribute to the remaining 1% of the total taxes, or \$2,766,521.

Table 3-9 Percent of Total General Fund Revenues for Snohomish County (2023)

Revenues	General Fund Total	General Fund Percent
Property Taxes	\$99,381,191	33%
Sales/Use Taxes	\$90,446,578	30%
Business and Other Taxes	\$2,766,521	1%
Total Taxes	\$192,594,290	63%
Other Non-Tax Revenues	\$112,018,493	37%
Total Revenues	\$304,612,783	100%

SOURCE: Snohomish County (2023).

The City of Lynnwood 2022 *Annual Comprehensive Financial Report* reported a total General Fund revenue of \$57,971,902 (City of Lynnwood 2022). Taxes contributed to 71% of the total revenue. Sales tax was the largest contributing tax with a total of \$29,477,046 or 51%. Property tax and business tax provide a total of 8% and 12%, respectively. All other taxes contribute to

the remaining 0.01% or \$6,560. The remaining \$17,098,128 in total revenue is represented by non-tax sources.

Table 3-10 Percent of Total General Fund Revenues for the City of Lynnwood (2022)

Revenues	General Fund Total	General Fund Percent
Property Tax	\$4,474,288	8%
Sales Tax	\$29,477,046	51%
Business Taxes	\$6,915,880	12%
Other Taxes	\$6,560	0.01%
Total Taxes	\$40,873,774	71%
Other Non-Tax Revenues	\$17,098,128	29%
Total Revenues	\$57,971,902	100%

SOURCE: City of Lynnwood (2022).

The City of Everett *2023 Annual Comprehensive Financial Report* reported a total General Fund revenue of over \$146 million (City of Everett 2023). Taxes contributed to 79% of the total revenue. The City of Everett does not break out individual tax types by dollar value but reported that property tax and sales tax were the top performing (City of Everett 2023).

Table 3-11 Percent of Total General Fund Revenues for the City of Everett (2023)

Revenues	General Fund Total	General Fund Percent
Total Taxes	\$115,147,255	79%
Licenses and Permits	\$4,957,054	3%
Intergovernmental Revenues	\$7,940,709	5%
Charges for Services	\$10,692,390	7%
Fines and Forfeits	\$1,033,656	1%
Rent and Lease Revenue	\$1,509,814	1%
Other Revenues	\$5,322,750	4%
Total Revenues	\$146,630,628	100%

SOURCE: City of Everett (2023).

3.4 Regional Transportation of Goods and Services

Washington's economy is heavily reliant on efficient freight corridors. Snohomish County's employment opportunities depend in large measure on the continued efficient movement of freight. Freight and goods mobility is critical to local jobs and businesses. Both consumers and businesses in the Puget Sound region depend on the efficient and safe movement of goods by truck, rail, and water modes. The primary truck freight corridors in the county for regional and interstate commerce include I-5 and I-405 (WSDOT 2022). SR 99 and SR 526 are also important truck freight economic corridors (WSDOT 2021). All these routes can be heavily congested during peak travel times, leading to longer travel times, increased operating costs, and decreased pick-up and delivery reliability. One method to combat congestion is to shift delivery to non-peak hours or choose to use alternate routes (WSDOT 2022). Heavy congestion can also constrain access to labor as workers seek to minimize commute times. As a result,

businesses may respond by expanding to other areas in the metropolitan region or by relocating outside of the region. Specific impacts to freight are discussed in the Transportation Technical Report in Draft EIS Appendix G.1.

3.5 Comprehensive Plans and Regional Growth Centers

3.5.1 Snohomish County Comprehensive Plan

The Economic Development element in the *Snohomish County 2024 Comprehensive Plan* (2025), includes a vision for economic development, services, facilities, urban design, and other features that promote living wage jobs and make Snohomish County a place where people want to live and work. The Economic Development element focuses on removing barriers to business production, implementing improvements to the physical infrastructure, improving government services through taxes and fee structure, and the education and training of human service providers. The element further encourages economic and environmental resilience, natural disasters, public health disasters, and other shocks to the economy, and emphasizes creative placemaking to improve both neighborhood vibrancy and entrepreneurialism.

3.5.2 City of Lynnwood Comprehensive Plan

The *City of Lynnwood Comprehensive Plan's* Economic Development element articulates goals and implementation strategies to promote economic development in the city (City of Lynnwood 2025). The comprehensive plan identifies the need for accommodating and attracting growth as Lynnwood is expected to accommodate approximately 35% of regional job growth and 28% of regional housing growth through 2050. PSRC reported Lynnwood to have around 27,000 jobs in 2020, and the comprehensive plan identifies a target of having over 50,000 by 2044. As of 2023, the City of Lynnwood reported having almost 17,500 housing units. An existing market analysis identified that over 2,200 housing units are currently in the pipeline throughout Lynnwood with a majority of development occurring within the Municipal Urban Growth Area. The City of Lynnwood has also identified opportunities to grow mixed-use centers for employment. For example, the City Center has capacity to accommodate more development, giving Lynnwood a chance to bring new employers to the city and entice new workers to live near their place of employment.

3.5.3 City of Lynnwood City Center + Alderwood Subarea Plan

PSRC designated Lynnwood's regional growth center in 1995, and the City of Lynnwood began to develop concepts of what an urban center would mean for Lynnwood in the 1995 comprehensive plan. The *Lynnwood City Center + Alderwood Subarea Plan* (City of Lynnwood 2025) aligns with PSRC's regional growth framework for accommodating growth and preparing for the light rail extension. The plan aims to support state, regional, and countywide policies, promote affordable housing, generate local employment, and encourage mixed-use development that enhances quality of life. The subarea includes two major areas, the City Center and Alderwood, each served by its own light rail station. The City Center is envisioned as a vibrant, transit-oriented downtown, while Alderwood is planned as a retail and entertainment hub. Strengthening the connection between these areas through multimodal transportation investments is a key priority to improve mobility and regional accessibility. The economic development goals of this plan include supporting and growing new and existing businesses, achieving a balanced job to housing ratio, partnering with other jurisdictions and

organizations to stimulate economic growth within the subarea, and encouraging multimodal transit investments to promote mixed-use development.

3.5.4 City of Everett Comprehensive Plan

The *Everett 2044 Comprehensive Plan* outlines a robust vision for economic development centered on building a thriving and connected economy that supports residents and businesses alike (City of Everett 2025). The Economic Development element emphasizes a strategic focus on growing Everett's employment base, projected to exceed 167,000 jobs by 2044, through a combination of business retention, expansion, and targeted attraction of emerging industries. While Everett's economy remains anchored by aerospace, advanced manufacturing, and public sector employment, including major employers such as Boeing, Naval Station Everett, and Providence Regional Medical Center, the city is actively expanding into sectors like health sciences, innovation, energy, and professional and technical services. Everett's strategy identifies two key employment centers, including Metro Everett and the Southwest Everett Manufacturing Industrial Center, as the primary locations for job growth, with targets of 25,000 and 39,000 jobs, respectively. Other major employment hubs, such as Evergreen & Everett Mall Way and the Port of Everett, will also continue to play important roles in having varied industries such as retail, government services, and logistics. The economic development policies in Everett's comprehensive plan are aligned with PSRC's regional vision that classifies Everett as one of five designated Metropolitan Cities.

3.5.5 City of Everett Metro Everett Subarea Plan

In 2015, the City of Everett committed to completing a subarea plan for the regionally designated Metropolitan Center, or Metro Everett, to address population and economic growth (City of Everett 2020). The plan includes strategies to address land use, transportation, housing, and other needs of the growing Metro Everett area. Specifically, the plan identifies ideal locations for a light rail station within the Metro Everett area as well as land use and transportation strategies to best support future light rail in the area.

4 ENVIRONMENTAL IMPACTS

4.1 Build Alternatives

4.1.1 Operational Impacts

The EVLE Project has the potential to advance local and regional plans by enhancing the transportation network to include additional light rail travel options, promoting vibrant and dense community development supportive of less reliance on automobiles, and increasing economic development. Operational impacts of the Build Alternatives are described in this section from two perspectives. First, impacts that are common to all Build Alternatives related to potential benefits, business displacements, property acquisitions, and changes in property tax revenue and overall tax base are described qualitatively in Section 4.1.1.1. Second, business displacements for commercial/industrial properties and the associated number of displaced employees are provided quantitatively in Section 4.1.1.2 for alignment and station alternatives and in Section 4.1.1.3 for OMF North site alternatives.

At this level of design, potential partial and full permanent property acquisitions for the Draft EIS alternatives are identified as affected parcels (see the Acquisitions, Displacements, and Relocations Technical Report in Draft EIS Appendix G.2 for more information). Displacements are property acquisitions that would require removing an existing use.

For stations and alignments, the number of business displacements were estimated using parcel data and ownership information from Snohomish County, conceptual design drawings, and field reconnaissance. Estimates for employee displacements were derived using an accepted formula used by the U.S. Energy Information Administration (2018). The estimate for each alternative is based off the predominant building use included in the parcel data and involved translating the size of the business building area into jobs using a job density factor. These estimates should be used for comparative purposes only. Due to the specialized, industrial nature of the OMF North site alternatives, the estimates for business and employee displacements were instead provided by PSRC. PSRC derived the business and employee counts from the Quarterly Census of Employment and wages to provide a more accurate estimate. These estimates do not include self-employed individuals, sole proprietors, and others exempt from unemployment insurance (PSRC 2023).

As the project converts properties for transportation purposes, some commercially zoned property would be removed from the developable land base, reducing that jurisdiction's overall commercial development capacity, including sales tax, unless additional property is zoned for commercial uses or zoning regulations are amended to allow for more intense development.

4.1.1.1 Impacts Common to All Build Alternatives

Potential Benefits

The potential benefits of the project come from two sources. Light rail construction would stimulate job growth in the construction sector from the one-time construction-related spending. This is discussed in Section 4.1.2.1. There would also be ongoing benefits from the efficacy of mobility gains that occur in and around light rail stations.

A benefit of the OMF North facility is that approximately 585 new staff would be employed to support the operation of the facility, making it one of the larger employers in the area. This estimate is based on past experiences at other Sound Transit OMFs and Sound Transit projections for needed staff.

Potential Business (and Employee) Displacement

The EVLE Project would require acquisition of commercial, industrial, and institutional properties that might result in the disruption or displacement of businesses along the project corridor. Substantial displacement of local businesses can affect residents and businesses by altering the scale and mix of land uses and economic activity. For this analysis, affected properties include any property that would have an acquisition of land for the purposes of public transit infrastructure, while business displacements include parcel acquisitions that would acquire an amount of the parcel that would not be viable for the continuation of business on-site.

Often the direct impacts for displaced businesses are financial, but this does not capture the broader dynamics associated with displacement. Businesses are affected differently based on their characteristics, such as size, community importance, employment impact, and ability to relocate. For example, businesses that rely on a localized customer base might have more difficulty finding a suitable new location to serve the same population. Businesses that use

machinery or hazardous substances might require large parcels or have perceived adverse costs to the public (such as waste and pollution) that make relocation difficult. Moving to a new location farther away from population centers could also restrict their labor pool.

Potentially displaced businesses generate local tax revenues, provide employment opportunities, and contribute to the local economy. Section 4.1.1.2 and 4.1.1.3 demonstrate the number of business and employee displacements that may result from each Build Alternative within each alignment segment and for each OMF North site alternative. The alternatives with the least amount of such displacements and acquisitions would generally be expected to have a smaller adverse effect on the local economy.

Some businesses might relocate to other areas or permanently close when their property is purchased, thereby causing a loss of associated jobs. However, it is anticipated that most displaced businesses and jobs would not be lost permanently because Sound Transit would provide relocation assistance as described further in the Acquisitions, Displacements, and Relocations Technical Report in Draft EIS Appendix G.2. Potential displacements of businesses classified as community facilities (e.g., grocery stores) are further evaluated in the Social Resources, Community Facilities, and Neighborhoods Technical Report in Draft EIS Appendix G.5.

Industrial Properties Acquired

Industrial and manufacturing land that would be converted to a transportation use is described in the Acquisitions, Displacements, and Relocations Technical Report in Draft EIS Appendix G.2 and the Land Use Technical Report in Draft EIS Appendix G.3. The Acquisitions, Displacements, and Relocations Technical Report also cites an industrial vacancy rate of 4.3% in Snohomish County, which indicates some available building capacity for relocations. However, industrial business replacements can be challenging when unique features, such as access to rail or truck routes or specific building features or ceiling heights, are required for business operation.

Impact of Acquisitions and Displacements on Tax Base

All of the Build Alternatives would require acquisition of parcels that have existing commercial or industrial activity; businesses located within these parcels pay sales and/or Business and Occupation tax, and their acquisition could result in the initial reduction of these taxes. Determining the potential reduction for such taxes is not possible because it is not known if businesses would relocate within the same jurisdiction. If displaced businesses were to relocate within the same jurisdiction, they would resume paying sales and Business and Occupation taxes, and there would be minimal effect on the city or county tax base.

Like sales tax and Business and Occupation tax, specific property tax impacts are not possible to accurately calculate because of the structure of property taxes in Washington State. Potential acquisitions would not initially reduce property taxes due to the budget-based system that limits the growth of property tax revenues (Initiative 747 and subsequent legislative action to cap city property tax revenue increases at 1% per year, plus some add-on value from new construction) (Washington State Department of Revenue 2022). This means the overall amount of tax collected is determined by statute and not directly determined by changes in assessed valuation. The amount of tax is then distributed across taxable property on the basis of assessed valuation. If the amount of taxable property is reduced via acquisition and made exempt, the same tax amount is redistributed to the remaining taxable properties within the

jurisdiction. However, the conversion of property from taxable to tax exempt would shift the property tax burden to other non-exempt property taxpayers.

The overall impact to each jurisdiction's taxbase is expected to be minimal given the reduction in taxable assessed valuation of acquired properties in relation to each jurisdiction's overall tax base. For Lynnwood and Everett, the taxable assessed value of real property for EVLE Project acquisitions would account for less than 5% of each city's overall assessed valuation in 2023; for unincorporated Snohomish County, project acquisitions would account for less than 1% of the overall assessed valuation of property in the unincorporated parts of the county.

Some of the initial tax revenue displacement would be offset by future construction elsewhere in the corridor. Not all the land required for the project would be needed permanently, and the unused land could be redeveloped after project completion. The long-term implications of the project fiscal impacts depend on business location decisions. Some displaced businesses might choose to relocate to another site in the local area. Retaining those displaced businesses could reduce the effect on local sales taxes. In addition, if the project were to promote future development and investment in the vicinity, property tax assessments could increase. However, the project could also result in shifting demand across the region, so that while assessments near the stations increase, property tax assessments in other areas of the city or county might be reduced. Overall, long-term property tax impacts are expected to be low, and it is difficult to determine if the result on property tax assessments would have a net beneficial or adverse effect on the region.

4.1.1.2 Alignment and Station Alternatives

The sections below discuss the affected commercial and industrial parcels and the associated business and employee displacements by alignment segment.

West Alderwood Segment

Affected properties in the West Alderwood Segment are primarily commercial/industrial and public/institutional. The affected commercial/industrial parcels in this segment are shown in Figure 4-1. The associated business and employee displacements are summarized in Table 4-1.

Businesses displaced as a result of the alternatives in the West Alderwood Segment are primarily retail, medical office, or administrative/professional office. Alternatives ALD-2D and ALD-2D with Alderwood Mall Boulevard Design Option would result in the largest number of both business and employee displacements. Located adjacent to the Alderwood Mall, all alternatives in this segment would affect existing mall property. Alternatives ALD-1B and ALD-1B with Alderwood Mall Boulevard Design Option would result in the displacement of the existing JC Penny department store, AMC Theatre, and the former Claim Jumper restaurant space on mall property. Alternatives ALD-2D, ALD-2D with Alderwood Mall Boulevard Design Option, ALD-2F, and ALD-2F with Alderwood Mall Boulevard Design would primarily displace strip-center retail and office along 33rd Avenue W adjacent to Alderwood Mall along with the Kohl's department store located on 184th Street SW.

Table 4-1 Business and Employee Displacements – West Alderwood Segment

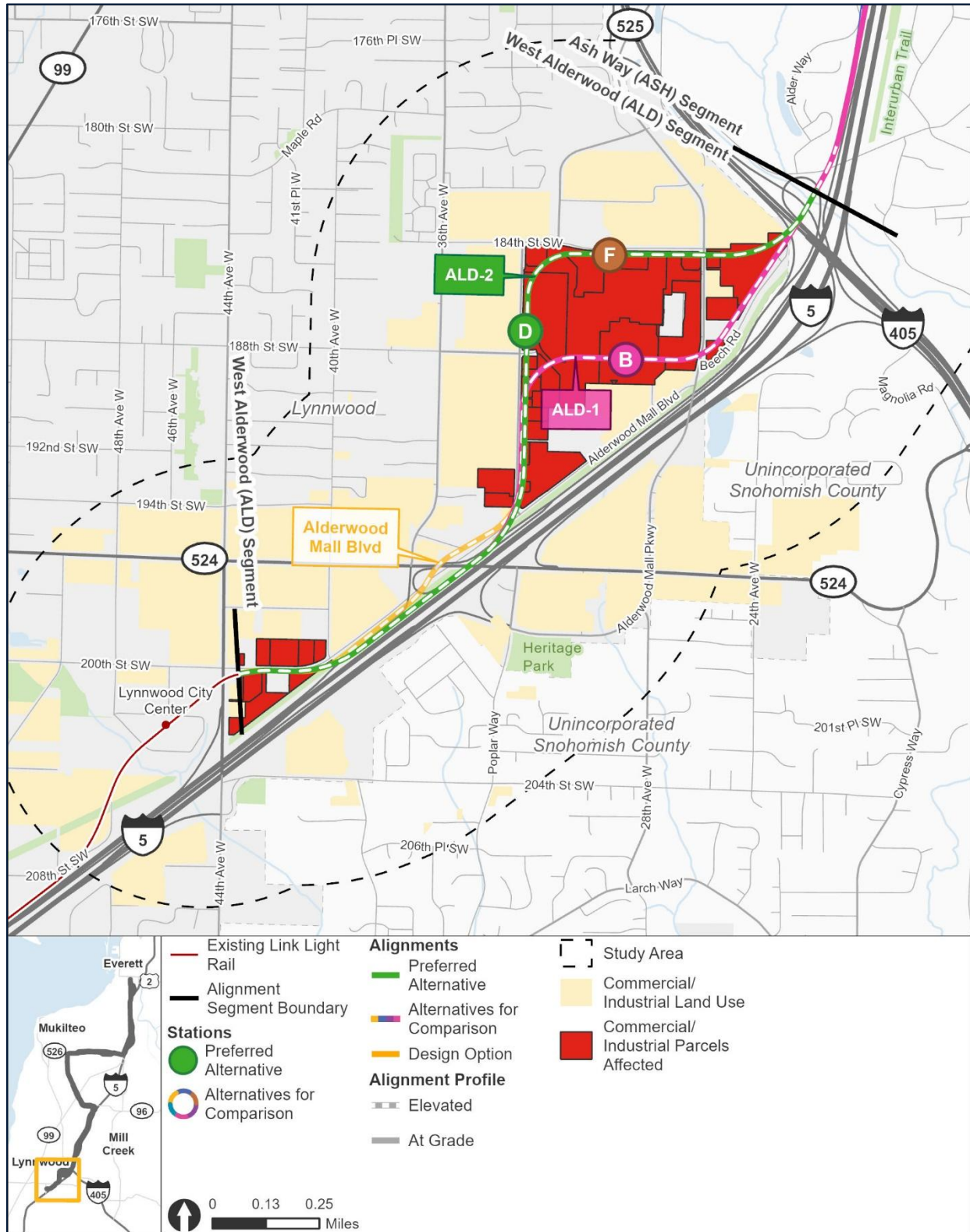
Build Alternative	Business Displacements	Employee Displacements ^a
ALD-1B	14	220
ALD-1B with Alderwood Mall Boulevard Design Option	14	220
ALD-2D	37	250
ALD-2D with Alderwood Mall Boulevard Design Option	36	250
ALD-2F	29	160
ALD-2F with Alderwood Mall Boulevard Design Option	28	160

SOURCE: Snohomish County Assessor (n.d.); U.S. Energy Information Administration (2018).

NOTE:

- a) The employee numbers are estimates and rounded to the nearest 10 digit. These employee numbers were derived using an accepted formula used by the U.S. Energy Information Administration (2018). The estimate for each alternative is based on translating the size of the business building area into jobs using a job density factor. The estimate is based off the predominant building use included in the parcel data.

Figure 4-1 Commercial/Industrial Parcels Affected – West Alderwood Segment



SOURCE: Snohomish County Assessor (n.d.).

Ash Way Segment

Commercial/industrial parcels affected by the alternatives in the Ash Way Segment are shown in Figure 4-2 and Figure 4-3. The associated business and employee displacements are summarized in Table 4-2.

Business displacements associated with Alternative ASH-1A depend on which alternative is chosen in the Mariner Segment. If Alternative MAR-1B is selected to be built, then no business displacement would occur as a result of Alternative ASH-1A. However, if Alternative MAR-2D is chosen to be built, there would be one displaced warehouse. Alternative ASH-2D would result in the displacement of one gas station which would displace fewer than 10 employees.

Table 4-2 Business and Employee Displacements – Ash Way Segment

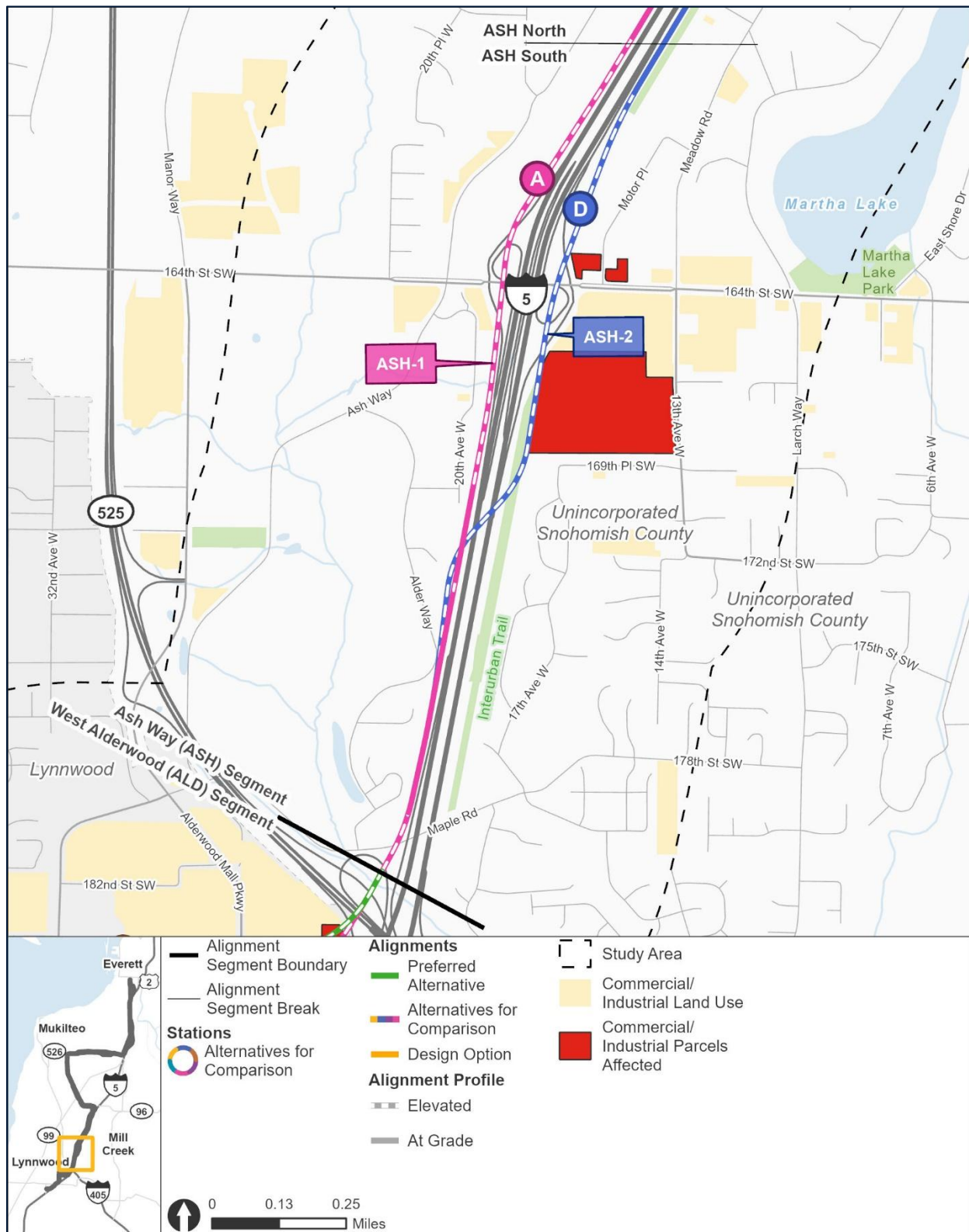
Build Alternative	Business Displacements	Employee Displacements ^a
ASH-1A	0-1 ^b	0-fewer than 10 ^b
ASH-2D	1	Fewer than 10

SOURCE: Snohomish County Assessor (n.d.); U.S. Energy Information Administration (2018).

NOTE:

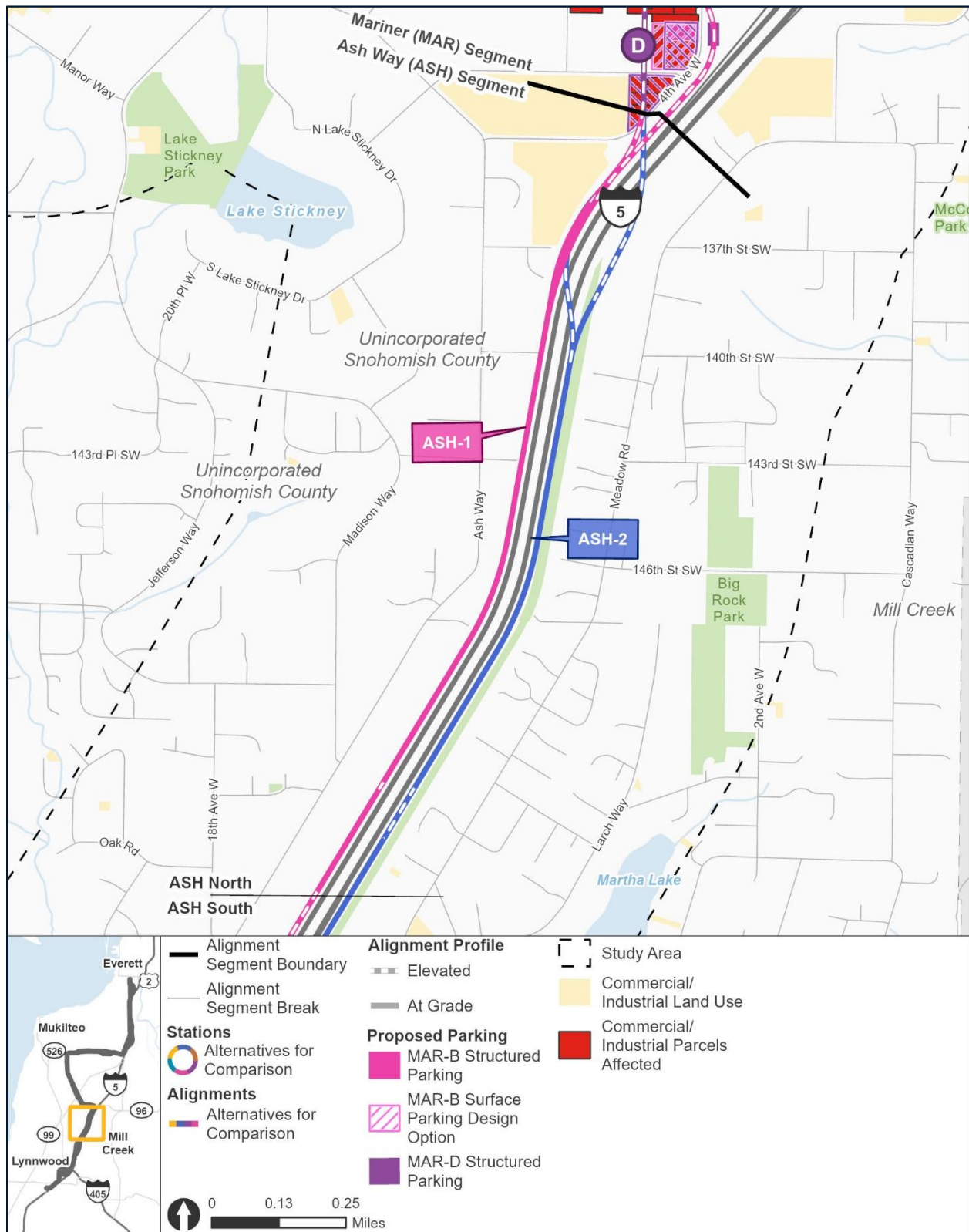
- a) The employee numbers are estimates and rounded to the nearest 10 digit. These employee numbers were derived using an accepted formula used by the U.S. Energy Information Administration (2018). The estimate for each alternative is based on translating the size of the business building area into jobs using a job density factor. The estimate is based off the predominant building use included in the parcel data.
- b) Ranges reflect differences from connecting to different alternatives in adjacent segments. The total impacts are based on individual alternatives and connection options and not the high and low numbers of each impact type shown in the table.

Figure 4-2 Commercial/Industrial Parcels Affected – Ash Way Segment (South)



SOURCE: Snohomish County Assessor (n.d.).

Figure 4-3 Commercial/Industrial Parcels Affected – Ash Way Segment (North)



SOURCE: Snohomish County Assessor (n.d.).

Mariner Segment

Commercial/industrial parcels affected by the alternatives in the Mariner Segment are shown in Figure 4-4. The associated business and employee displacements are summarized in Table 4-3.

Alternatives MAR-1B and MAR-1B with Surface Parking Design Option would result in a higher number of business and employee displacements. The affected businesses are primarily within the Puget Park Center along 128th Street SW, including the Safeway grocery store. Alternatives MAR-2D and MAR-2D with Surface Parking Design Option would also result in the displacement of many of the businesses within Puget Park Center as well as adjacent medical and professional office space along 128th Street SW and manufacturing and storage businesses located south of the Puget Park Center.

Table 4-3 Business and Employee Displacements – Mariner Segment

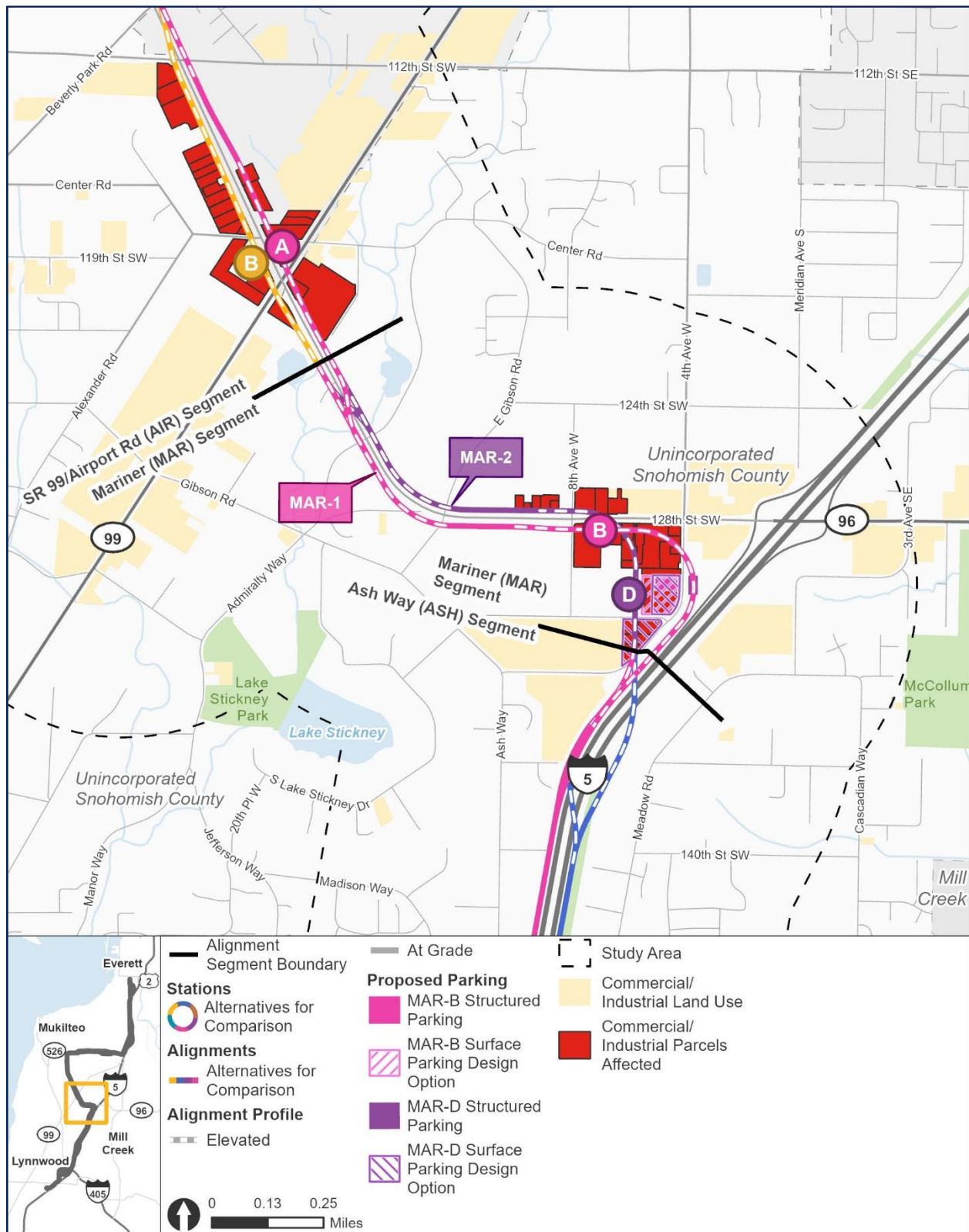
Build Alternative	Business Displacements	Employee Displacements ^a
MAR-1B	68	210
MAR-1B with Surface Parking Design Option	68	210
MAR-2D	45-46 ^b	160-170 ^b
MAR-2D with Surface Parking Design Option	45-46 ^b	160-170 ^b

SOURCE: Snohomish County Assessor (n.d.); U.S. Energy Information Administration (2018).

NOTE:

- a) The employee numbers are estimates and rounded to the nearest 10 digit. These employee numbers were derived using an accepted formula used by the U.S. Energy Information Administration (2018). The estimate for each alternative is based on translating the size of the business building area into jobs using a job density factor. The estimate is based off the predominant building use included in the parcel data.
- b) Ranges reflect differences from connecting to different alternatives in adjacent segments. The total impacts are based on individual alternatives and connection options and not the high and low numbers of each impact type shown in the table.

Figure 4-4 Commercial/Industrial Parcels Affected – Mariner Segment



SOURCE: Snohomish County Assessor (n.d.).

SR 99/Airport Road Segment

Commercial/industrial parcels affected by the alternatives in the SR 99/Airport Road Segment are shown in Figure 4-5. The associated business and employee displacements are summarized in Table 4-4.

Businesses that would be displaced as a result of the alternatives in the SR 99/Airport Road Segment are primarily retail, restaurants or office. Alternative AIR-1A would result in more business displacements and more employee displacements than Alternative AIR-2B. Retail that would be displaced as a result of Alternative AIR-1A includes a fast-food restaurant, gas station, and strip-center retail including restaurants, a dental office, insurance office and telecommunication store. Businesses displaced as a result of Alternative AIR-2B include a storage facility, shooting range, drug store, and gas station.

Table 4-4 Business and Employee Displacements – SR 99/Airport Road Segment

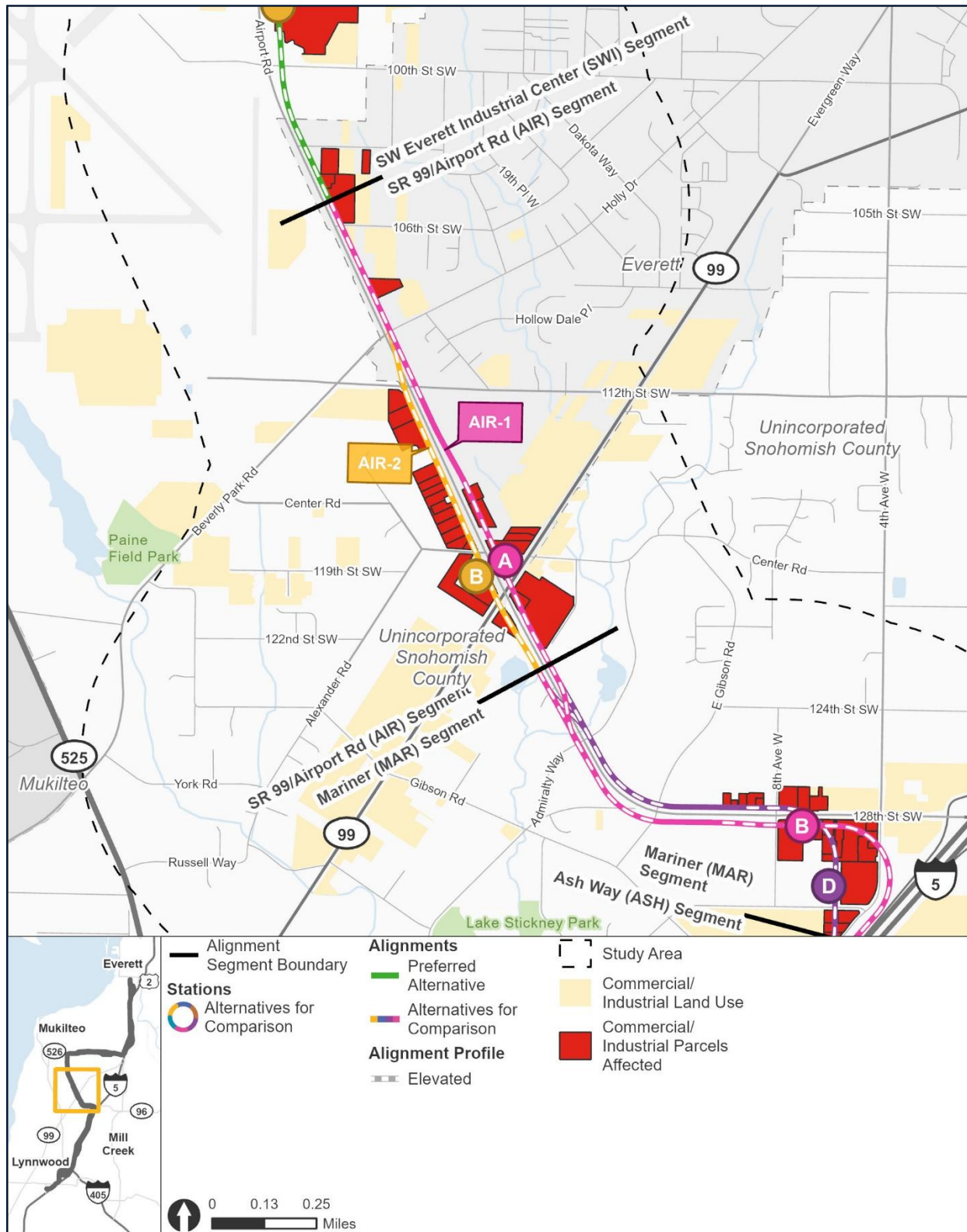
Build Alternative	Business Displacements	Employee Displacements ^a
AIR-1A	27	140
AIR-2B	23	50

SOURCE: Snohomish County Assessor (n.d.); U.S. Energy Information Administration (2018).

NOTE:

- a) The employee numbers are estimates and rounded to the nearest 10 digit. These employee numbers were derived using an accepted formula used by the U.S. Energy Information Administration (2018). The estimate for each alternative is based on translating the size of the business building area into jobs using a job density factor. The estimate is based off the predominant building use included in the parcel data.

Figure 4-5 Commercial/Industrial Parcels Affected – SR 99/Airport Road Segment



SOURCE: Snohomish County Assessor (n.d.).

SW Everett Industrial Center Segment

Commercial/industrial parcels affected by the alternatives in the SW Everett Industrial Center Segment are shown in Figure 4-6. The associated business and employee displacements are summarized in Table 4-5. The parcels affected are primarily commercial, industrial, or institutional with some vacant parcels.

Alternative SWI-1A with Lower Design Option would result in the largest number of business displacements, with Alternative SWI-1A resulting in two fewer. All alternatives in the SW Everett Industrial Center Segment would displace Paine Field Business Park, which includes businesses related to home goods, manufacturing, fulfillment, and technology, as well as a fitness center and restaurant. Many tenants of the business park provide services to both Paine Field and Boeing's Everett Production Facility, and these businesses may be difficult to relocate within close proximity to their current location. Alternative SWI-1A and Alternative SWI-1A with Lower Design Option would also displace the Northwest Regional Data Center campus and Access Laser.

Table 4-5 Business and Employee Displacements – SW Everett Industrial Center Segment

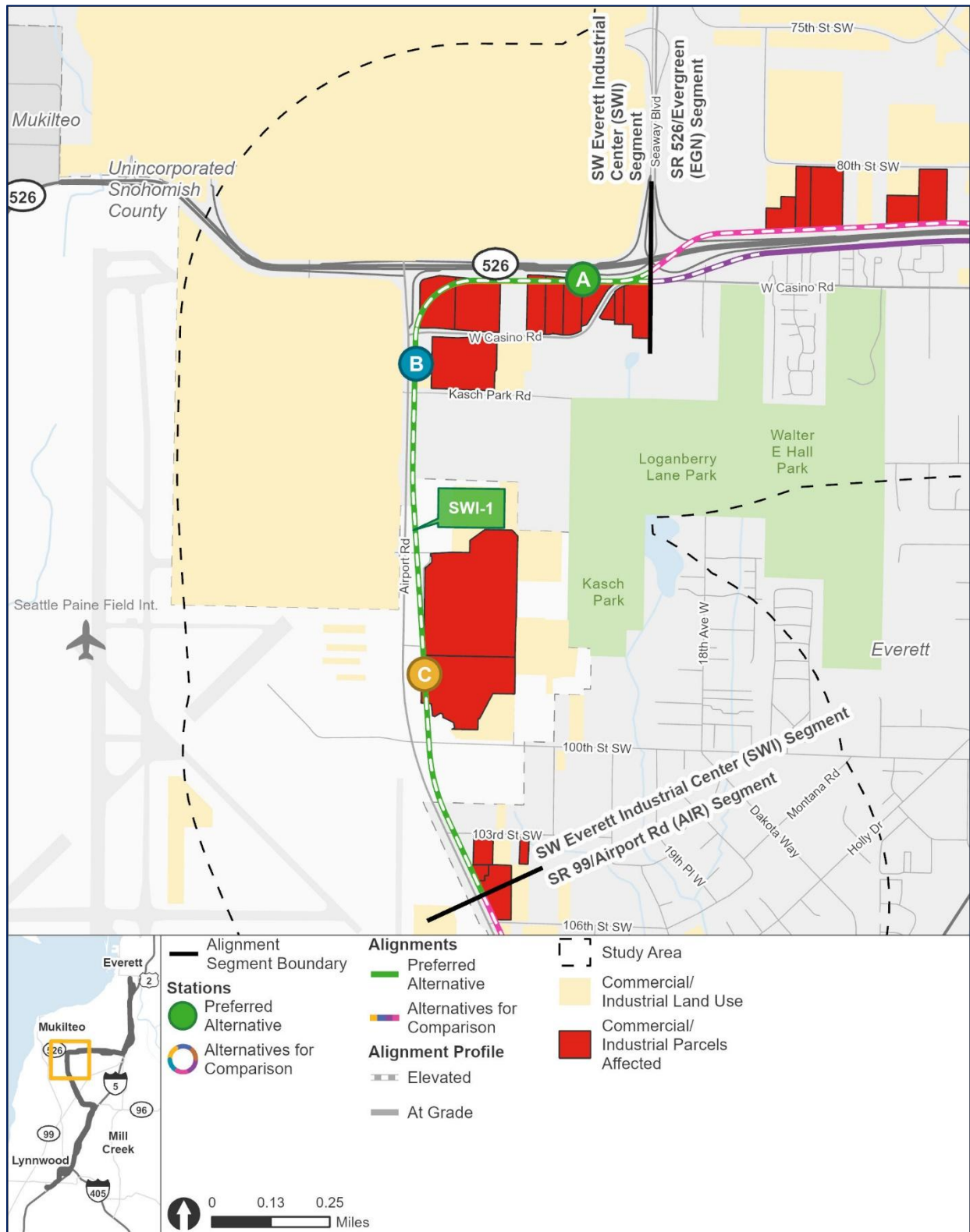
Build Alternative	Business Displacements	Employee Displacements ^a
SWI-1A	35	180
SWI-1A with Lower Design Option	37	200
SWI-1B	29	120
SWI-1C	30	650

SOURCE: Snohomish County Assessor (n.d.); U.S. Energy Information Administration (2018).

NOTE:

- a) The employee numbers are estimates and rounded to the nearest 10 digit. These employee numbers were derived using an accepted formula used by the U.S. Energy Information Administration (2018). The estimate for each alternative is based on translating the size of the business building area into jobs using a job density factor. The estimate is based off the predominant building use included in the parcel data.

Figure 4-6 Commercial/Industrial Parcels Affected – SW Everett Industrial Center Segment



SOURCE: Snohomish County Assessor (n.d.).

SR 526/Evergreen Segment

The businesses that would be affected in the SR 526/Evergreen Segment vary substantially depending on the alternative. Commercial/industrial parcels affected in this segment are shown in Figure 4-7 and Figure 4-8. The associated business and employee displacements are summarized in Table 4-6.

Alternatives EGN-2B and EGN-2B with North Side of SR 526 Design Option would result in the most business and employee displacements. Both alternatives would displace the retail strip center (Casino Square) at the intersection of SR 99 and E Casino Road. Alternative EGN-2B with North Side of SR 526 Design Option would also affect two manufacturing and distribution sites north of SR 526. Alternatives EGN-1A and EGN-3E would result in the fewest business displacements. Alternative EGN-1A would impact a portion of Casino Square but Alternative EGN-3E would avoid it.

Table 4-6 Business and Employee Displacements – SR 526/Evergreen Segment

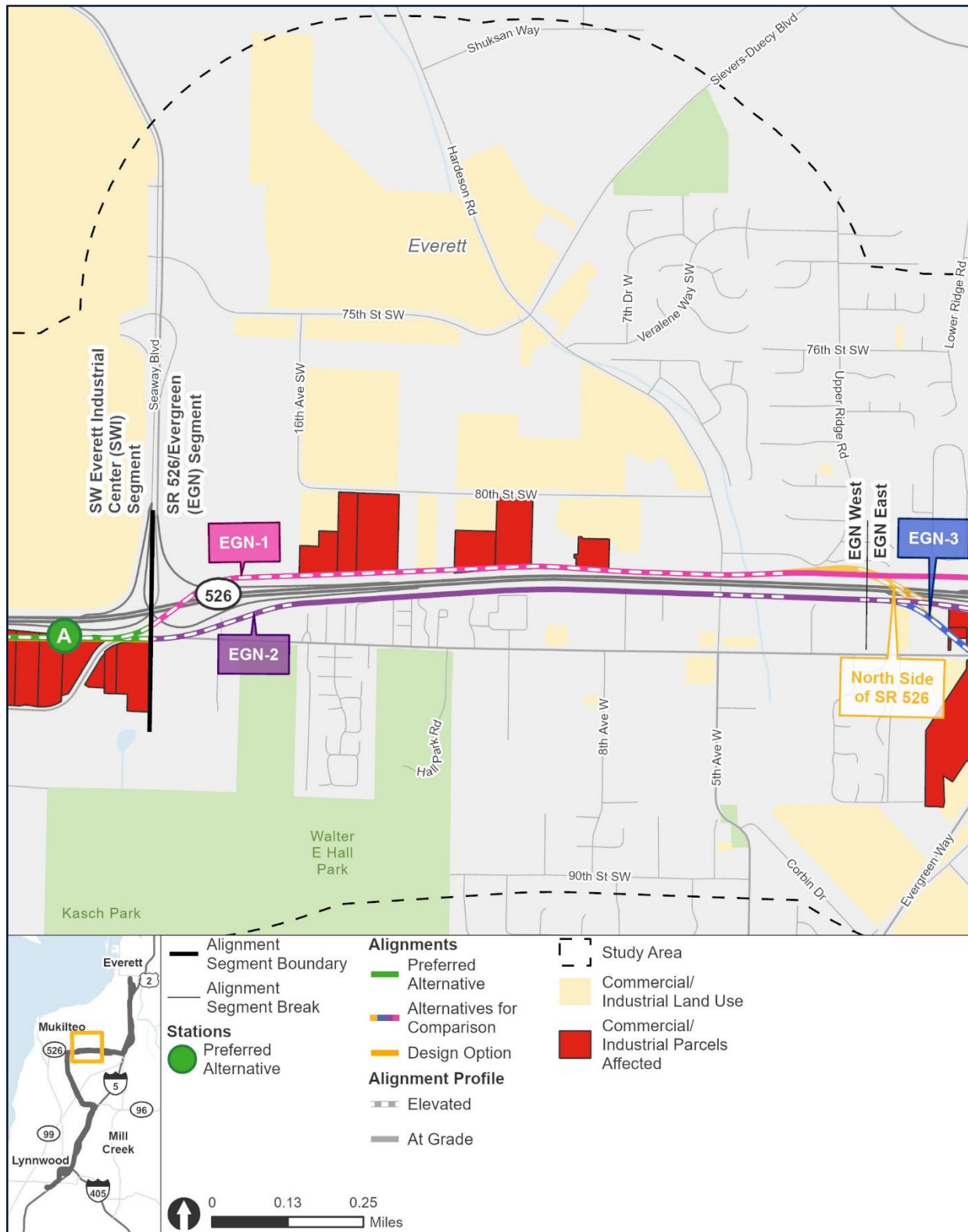
Build Alternative	Business Displacements	Employee Displacements ^a
EGN-1A	5	40
EGN-2B	23	80
EGN-2B with North Side of SR 526 Design Option	24	100
EGN-3E	11	30
EGN-3E with North Side of SR 526 Design Option	12	50

SOURCE: Snohomish County Assessor (n.d.); U.S. Energy Information Administration (2018).

NOTE:

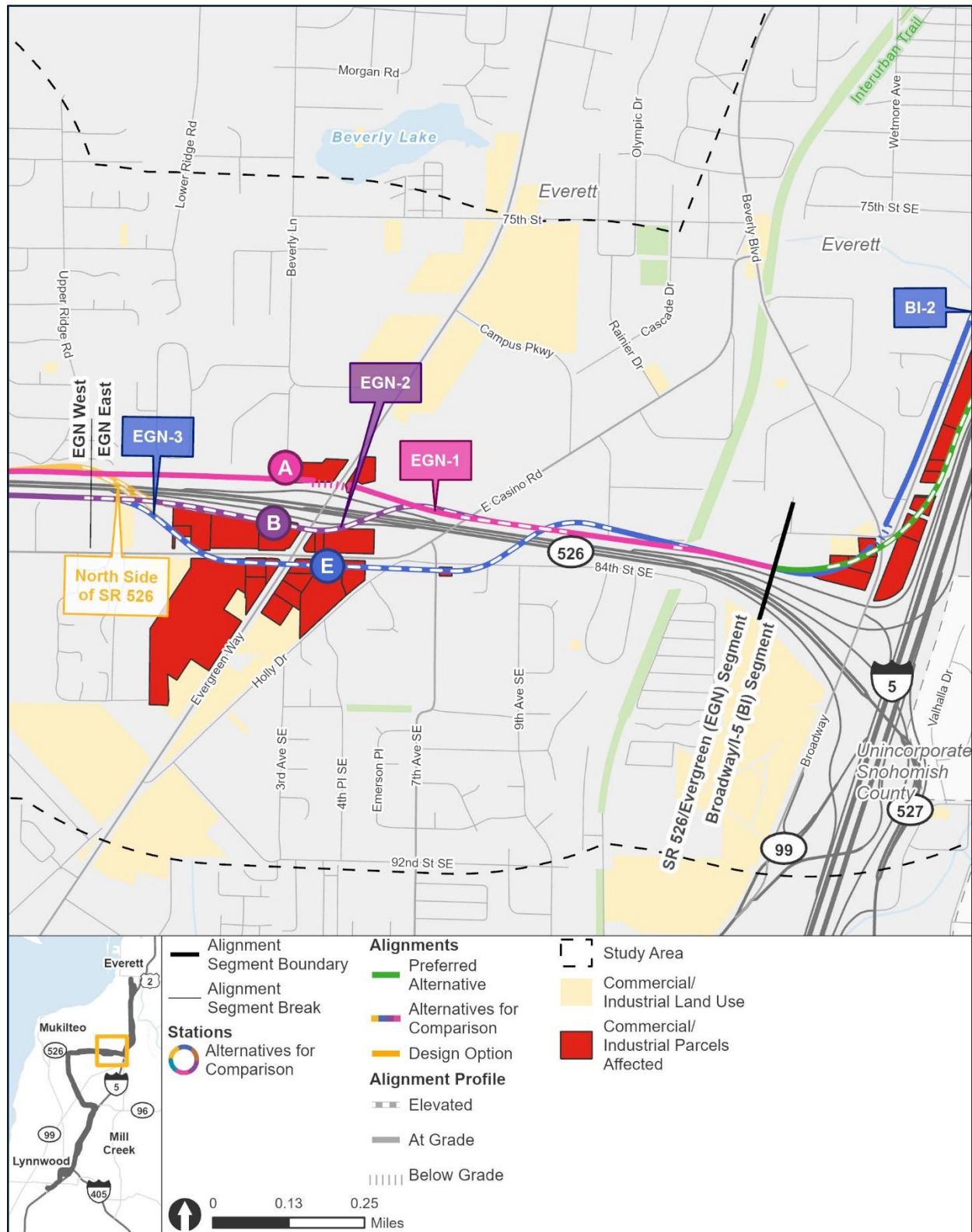
- a) The employee numbers are estimates and rounded to the nearest 10 digit. These employee numbers were derived using an accepted formula used by the U.S. Energy Information Administration (2018). The estimate for each alternative is based on translating the size of the business building area into jobs using a job density factor. The estimate is based off the predominant building use included in the parcel data.

Figure 4-7 Commercial/Industrial Parcels Affected – SR 526/Evergreen Segment (West)



SOURCE: Snohomish County Assessor (n.d.).

Figure 4-8 Commercial/Industrial Parcels Affected – SR 526/Evergreen Segment (East)



SOURCE: Snohomish County Assessor (n.d.).

Broadway/I-5 Segment

The businesses that would be affected as a result of the alternatives in the Broadway/I-5 Segment include retail, automotive, storage, construction services, beauty salon, and a fueling station. Figure 4-9 and Figure 4-10 show the commercial/industrial parcels affected in this segment. The associated business and employee displacements are summarized in Table 4-7.

Alternative BI-1 would result in two more business displacements than Alternative BI-2. Most notably, Alternative BI-1 would displace the Northwest Ambulance Critical Care Transport headquarters and dispatch center, which would need to be relocated to a feasible location. Both alternatives would also displace the Extended Stay America at 8410 Broadway, self-storage units, a gas station, and other retail offices.

Table 4-7 Business and Employee Displacements – Broadway/I-5 Segment

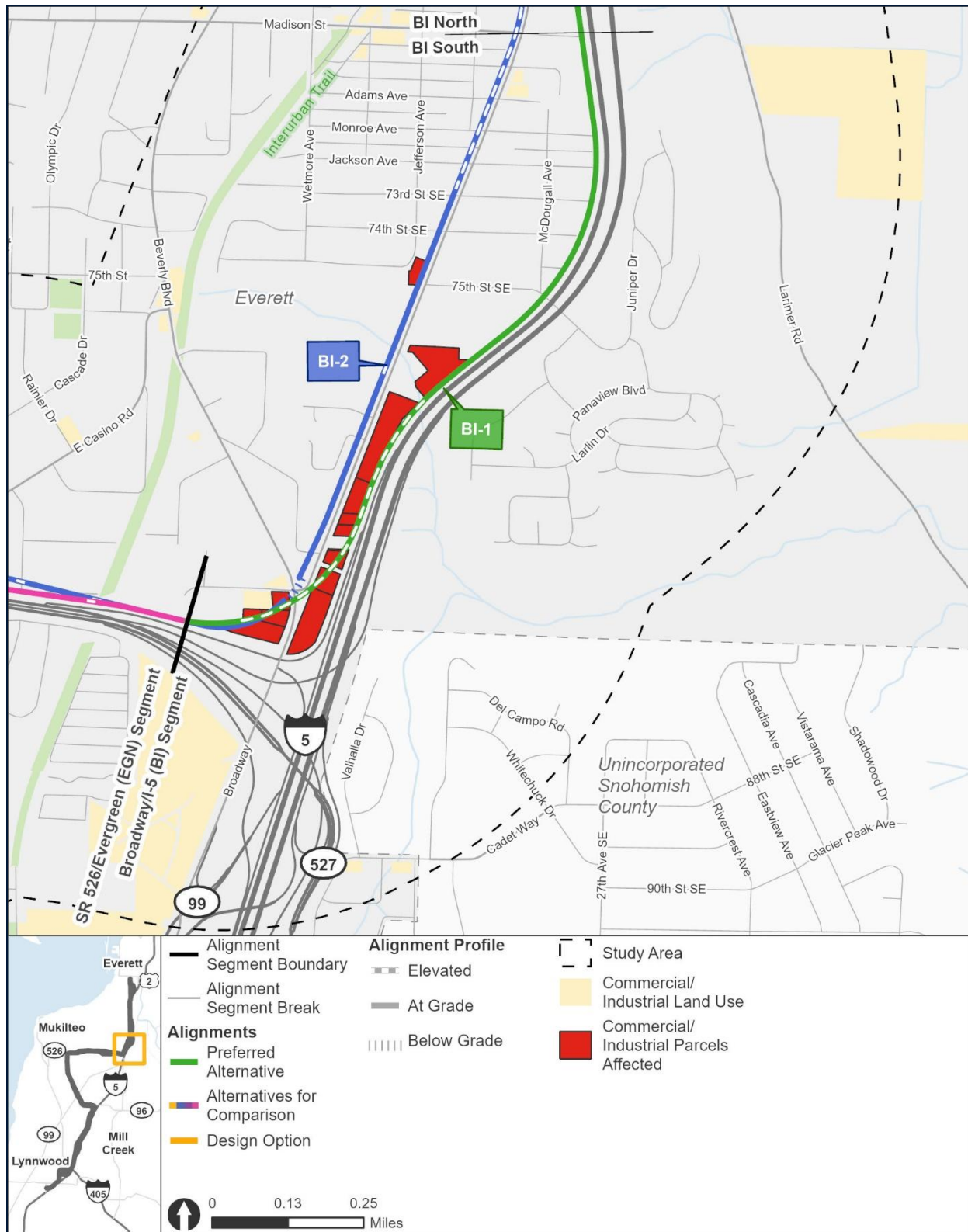
Build Alternative	Business Displacements	Employee Displacements ^a
BI-1	11	80
BI-2	9	50

SOURCE: Snohomish County Assessor (n.d.); U.S. Energy Information Administration (2018).

NOTE:

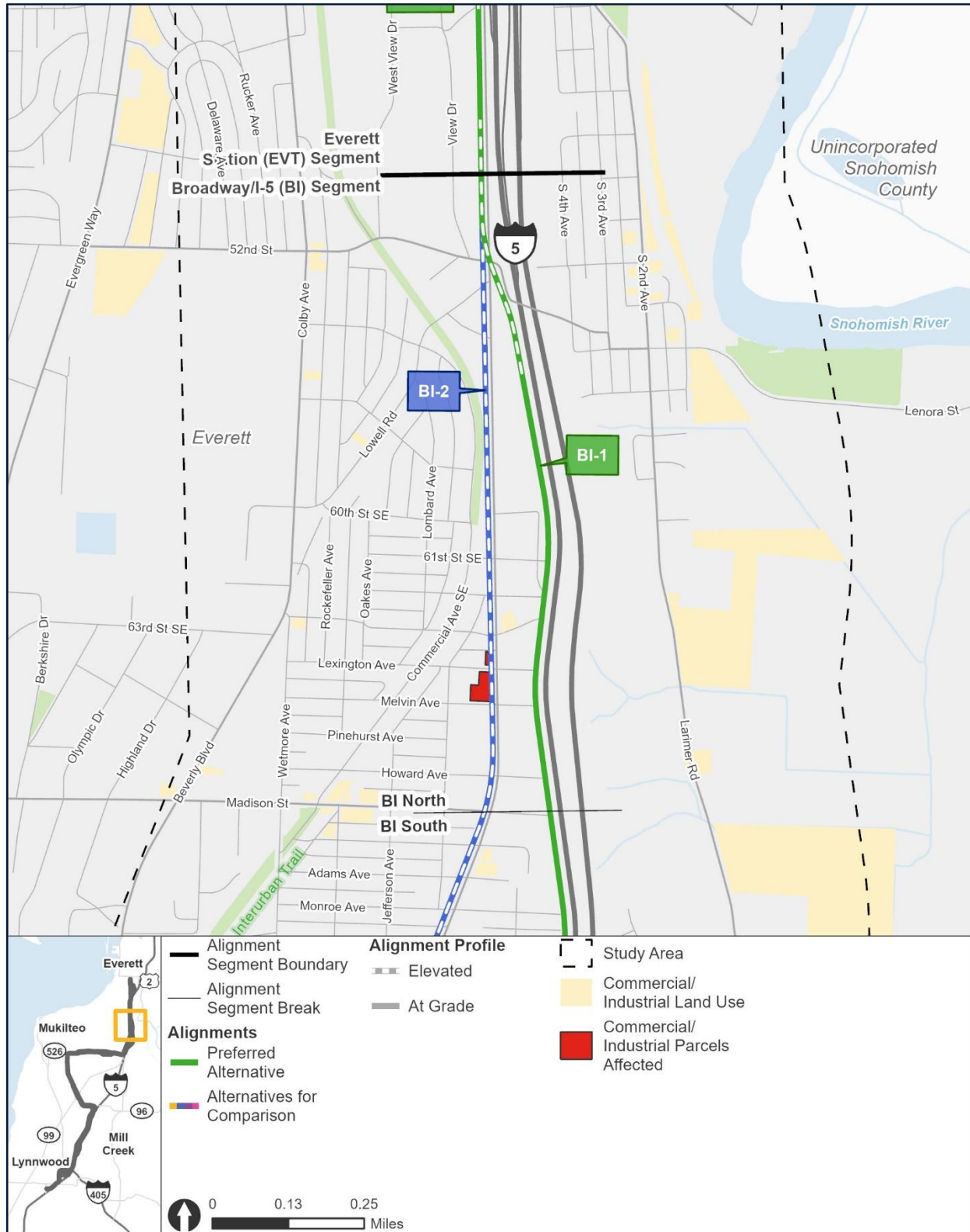
- a) The employee numbers are estimates and rounded to the nearest 10 digit. These employee numbers were derived using an accepted formula used by the U.S. Energy Information Administration (2018). The estimate for each alternative is based on translating the size of the business building area into jobs using a job density factor. The estimate is based off the predominant building use included in the parcel data.

Figure 4-9 Commercial/Industrial Parcels Affected – Broadway/I-5 Segment (South)



SOURCE: Snohomish County Assessor (n.d.).

Figure 4-10 Commercial/Industrial Parcels Affected – Broadway/I-5 Segment (North)



SOURCE: Snohomish County Assessor (n.d.).

Everett Station Segment

The businesses that would be affected in the Everett Station Segment mainly consist of warehouses and industries related to wholesale trade, manufacturing, or construction services east of Broadway, as well as retail, primarily related to food and beverage, along Broadway. Figure 4-11 and Figure 4-12 show the commercial/industrial parcels affected in this segment. The associated business and employee displacements are summarized in Table 4-8.

Alternative EVT-3D would result in the highest number of both business and employee displacements, with Alternative EVT-2C displacing only three fewer businesses. Alternative EVT-1A would result in fewer business and employee displacements.

Table 4-8 Business and Employee Displacements – Everett Station Segment

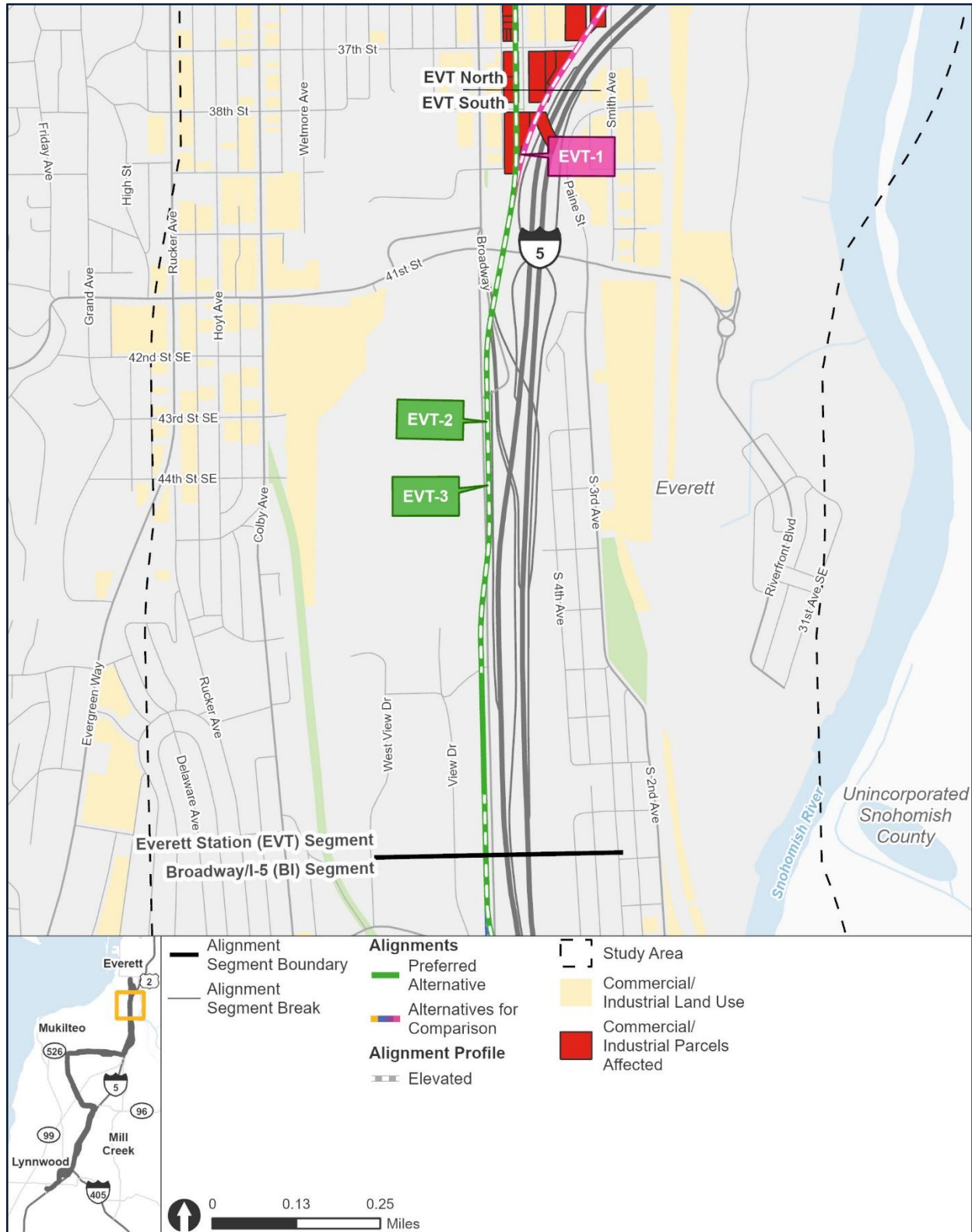
Build Alternative	Business Displacements	Employee Displacements ^a
EVT-1A	17	120
EVT-2C	34	190
EVT-3D	37	195

SOURCE: Snohomish County Assessor (n.d.); U.S. Energy Information Administration (2018).

NOTE:

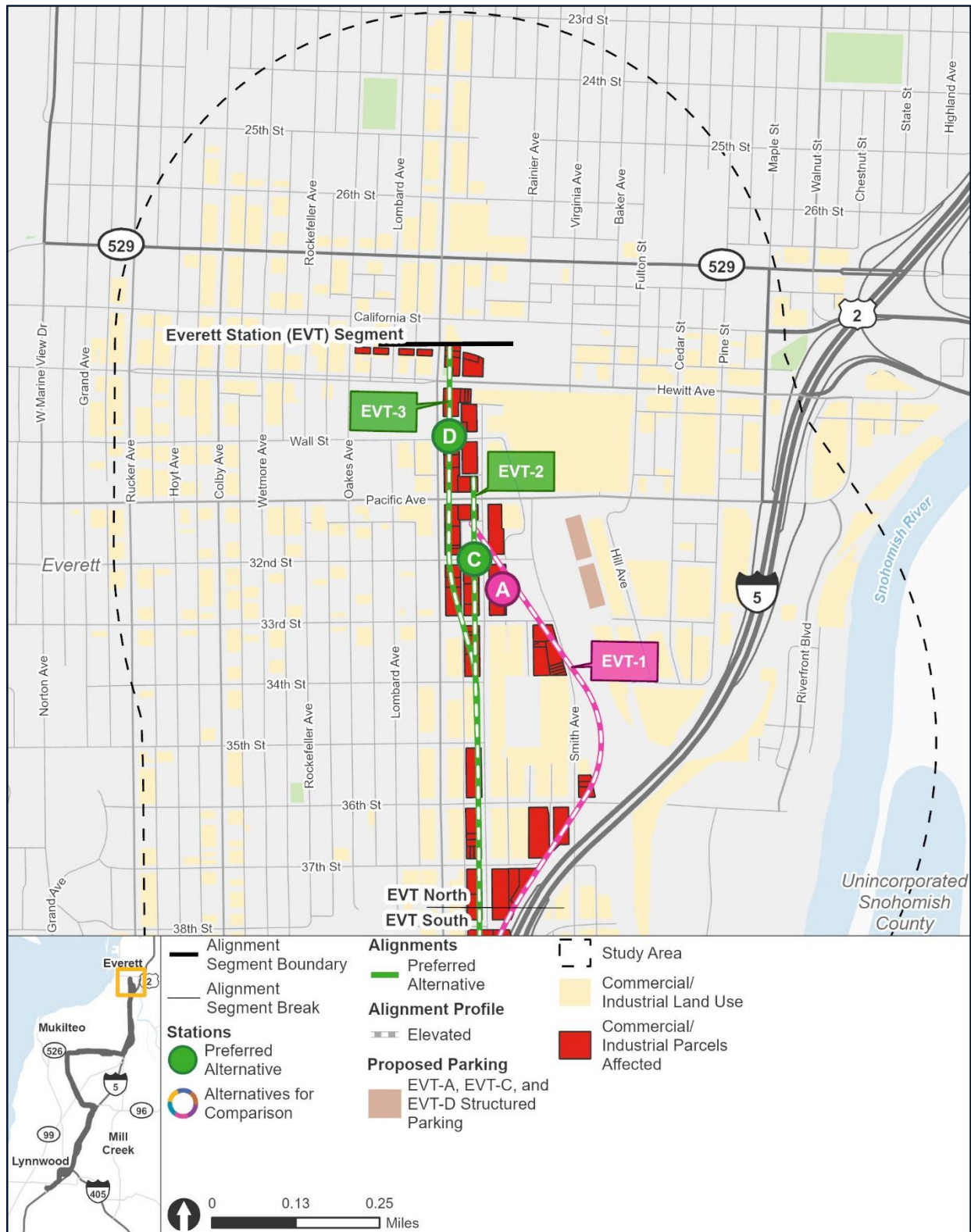
- a) The employee numbers are estimates and rounded to the nearest 10 digit. These employee numbers were derived using an accepted formula used by the U.S. Energy Information Administration (2018). The estimate for each alternative is based on translating the size of the business building area into jobs using a job density factor. The estimate is based off the predominant building use included in the parcel data.

Figure 4-11 Commercial/Industrial Parcels Affected – Everett Station Segment (South)



SOURCE: Snohomish County Assessor (n.d.).

Figure 4-12 Commercial/Industrial Parcels Affected – Everett Station Segment (North)



SOURCE: Snohomish County Assessor (n.d.).

4.1.1.3 OMF North Site Alternatives

For all OMF North site alternatives, land currently used for other purposes would be acquired and converted to a transportation use. This would result in displacement of employees and businesses located in these areas.

Figure 4-13 through Figure 4-15 show the commercial/industrial parcels that would be affected by each OMF North site alternative. Table 4-9 provides a summary of the associated business and employee displacements. More detail on each alternative is provided in the following sections.

Table 4-9 Business and Employee Displacements – OMF North Site Alternatives

Build Alternative	Business Displacements	Employee Displacements ^a
OMF Site F	68	580
OMF Site F with Lead Tracks to West Side of Airport Road Design Option	62	530
OMF Site E	13	320
OMF Site B	16	760
OMF Site B with Lead Tracks to South Side of SR 526 Design Option	13	610

SOURCE: PSRC (2024).

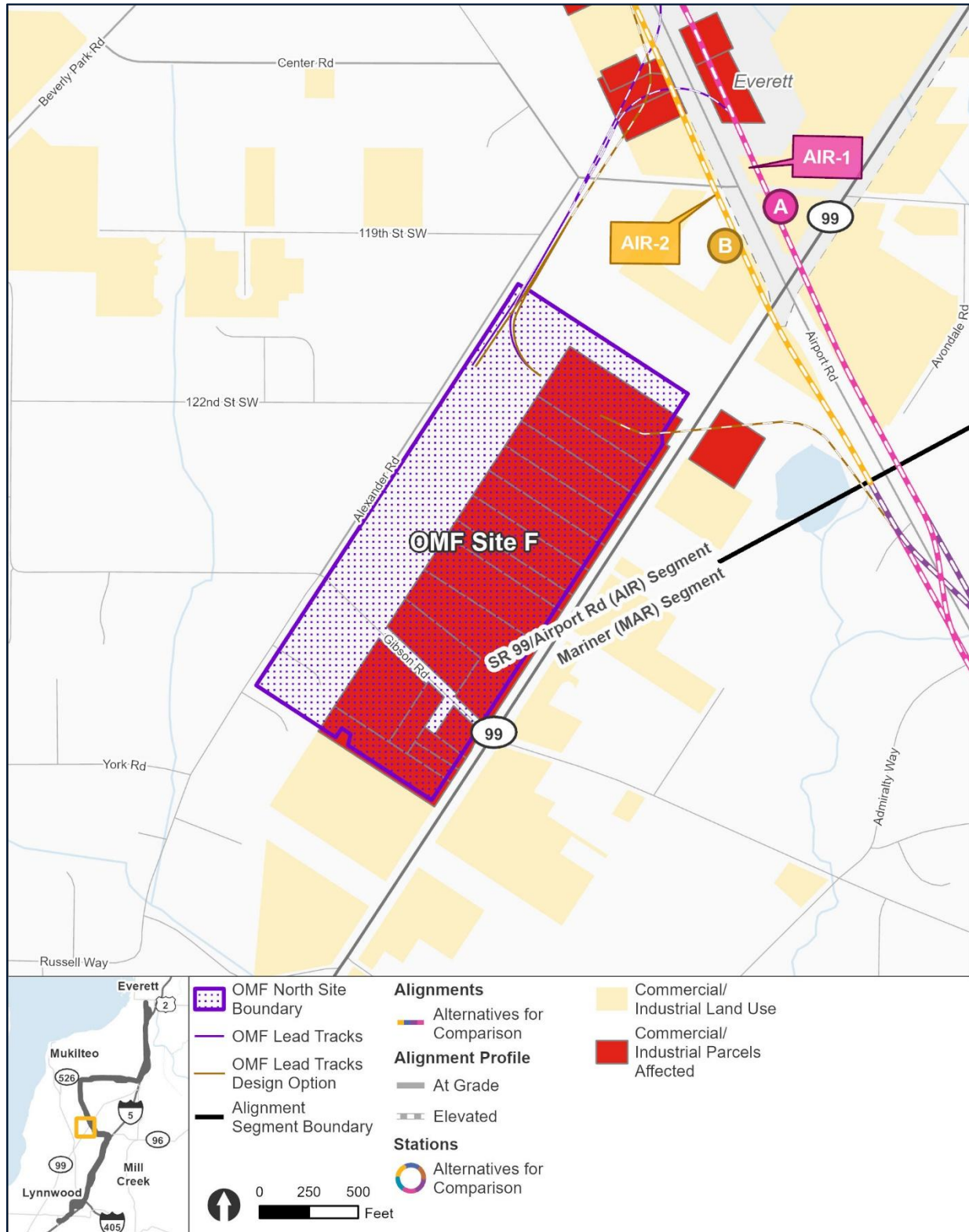
NOTE:

- a) The employee numbers are estimates and rounded to the nearest 10 digit.

OMF Site F (SR 99)

OMF Site F and OMF Site F with Lead Tracks to West Side of Airport Road Design Option would result in a similar number of business and employee displacements and would primarily result in the displacement of industrial or flex-office space along the SR 99 corridor. Both alternatives result in the displacement of several automotive-oriented businesses along SR 99 as well as Empire Industrial Park on SR 99 that contains many businesses related to professional services, automotive, healthcare, construction, and fitness.

Figure 4-13 Commercial/Industrial Parcels Affected – OMF Site F

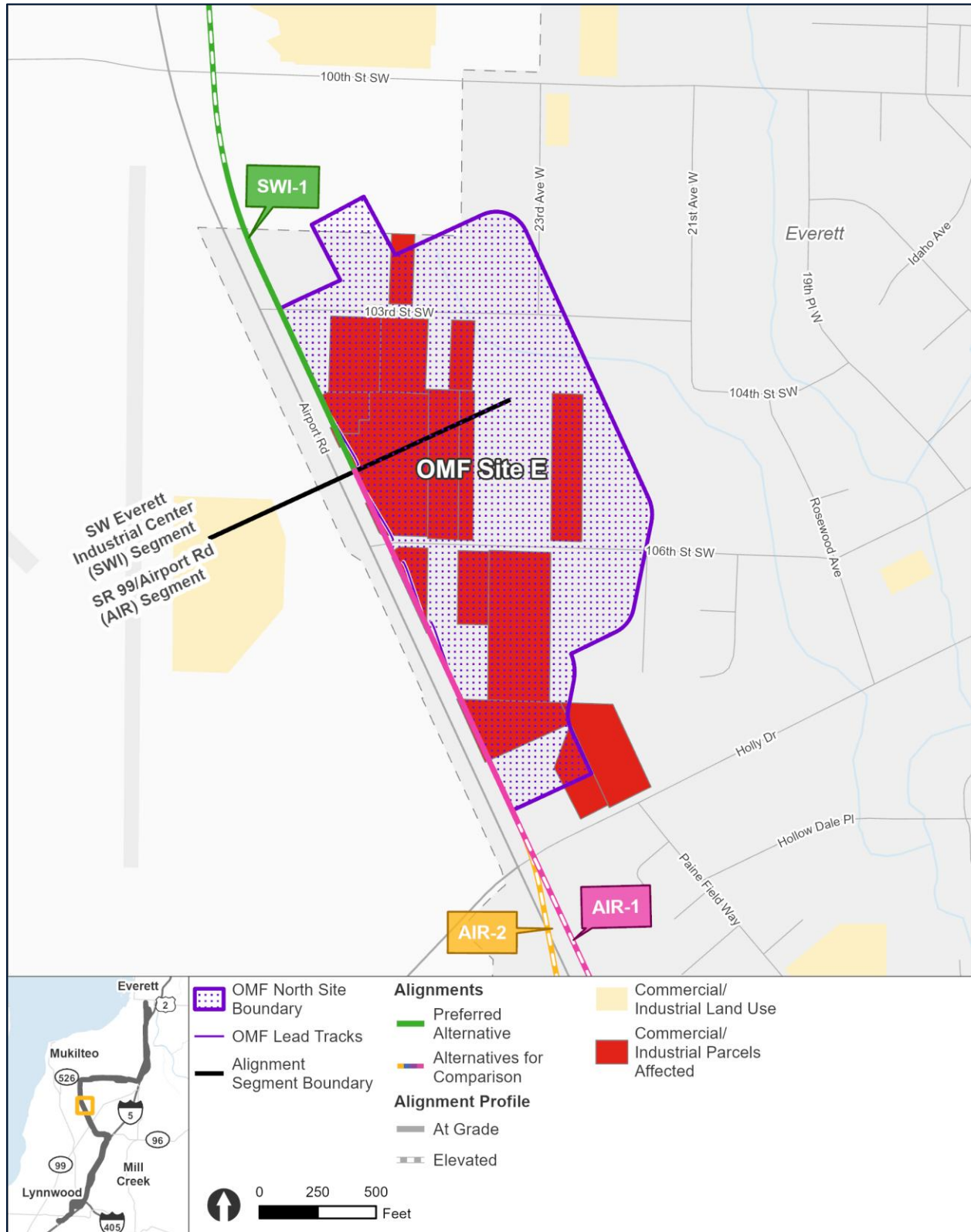


SOURCE: Snohomish County Assessor (n.d.).

OMF Site E (Airport Road)

OMF Site E would result in the displacement of 13 businesses, displacing a total of approximately 320 employees. Most businesses that would be displaced as a result of OMF Site E are industrial, including manufacturing, contracting, warehousing, automotive repair, and flex office space.

Figure 4-14 Commercial/Industrial Parcels Affected – OMF Site E



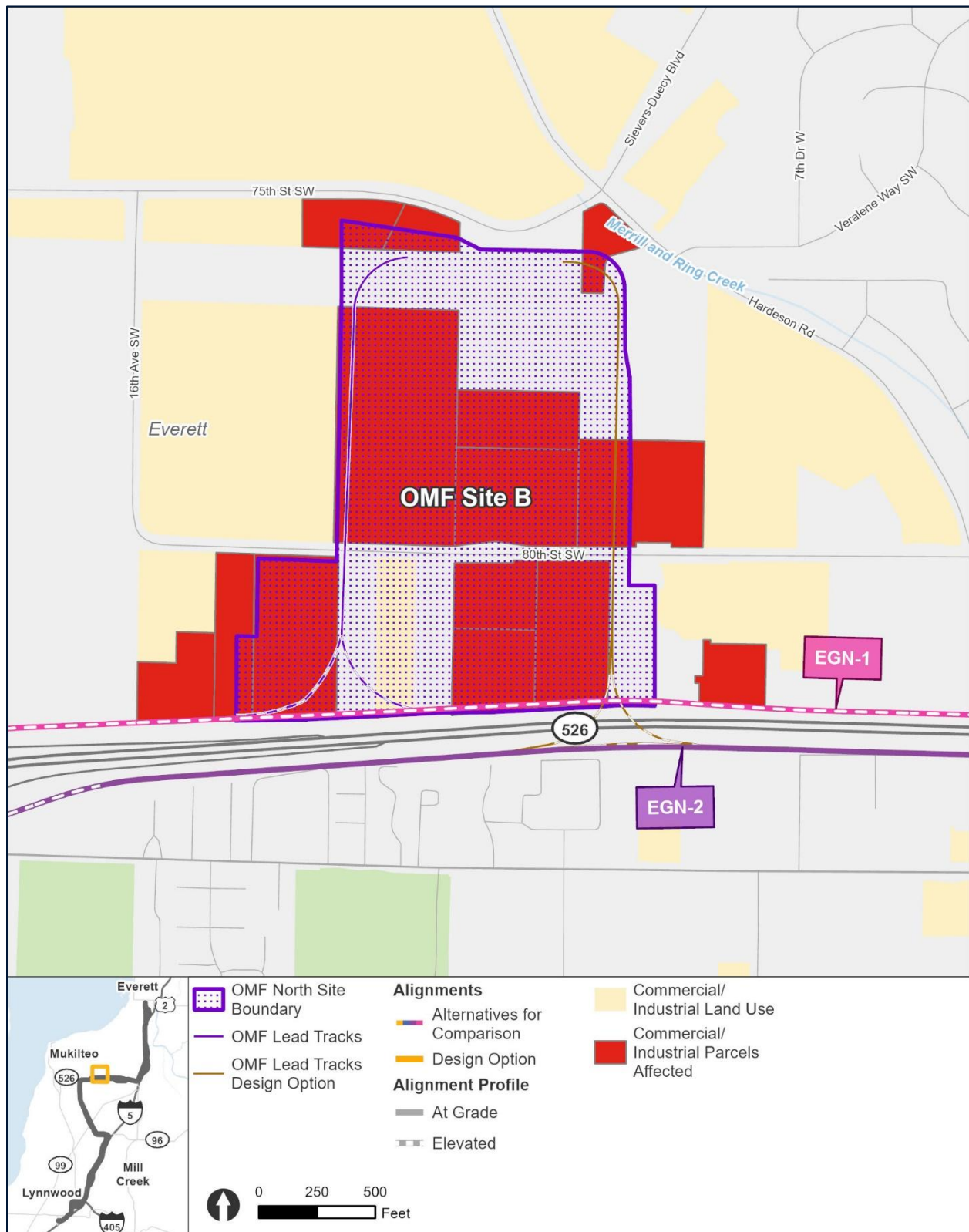
SOURCE: Snohomish County Assessor (n.d.).

OMF Site B (SR 526)

OMF Site B and OMF Site B with Lead Tracks to South Side of SR 526 would result in a similar number of business displacements (16 and 13, respectively); however, OMF Site B with Lead Tracks to South Side of SR 526 would result in fewer employee displacements (610 compared to 760).

Most businesses that would be affected by this alternative are related to light manufacturing or warehouse and storage services. OMF Site B would require relocation of the JAMCO America facilities, Pepsi Bottling Plant, and specialty manufacturing, distribution, and research facilities which may be challenging given the businesses existing location adjacent to Paine Field and disruptive to supply chains.

Figure 4-15 Commercial/Industrial Parcels Affected – OMF Site B



SOURCE: Snohomish County Assessor (n.d.).

4.1.1.4 Potential Design Refinements

As mentioned in Section 1.2, Sound Transit is considering potential design refinements in each alignment segment. Potential changes to economic impacts resulting from the potential design refinements are described in Table 4-10.

Table 4-10 Potential Changes in Economic Impacts

Potential Design Refinement	Applicable Alternatives	Potential Changes to Impacts
Shift the guideway near the intersection of 184th Street SW and Alderwood mall Parkway north to reduce building impacts.	ALD-2D, ALD-2D with Alderwood Mall Boulevard Design Option, ALD-2F, and ALD-2F with Alderwood Mall Boulevard Design Option	Up to two different businesses may be displaced.
Redesign the station to be at-grade.	ASH-2D	Would require displacing one additional business just south of 164th Street SW.

4.1.2 Construction Impacts

Sections 4.1.2.2 and 4.1.2.3 describe impacts on businesses and freight during construction by alignment segment and OMF North site alternative, respectively. Alternative-specific impacts discussed in Sections 4.1.2.2 and 4.1.2.3 are focused on road closures that would result from construction of the EVLE Project. Short-term road closures are assumed as less than one month, moderate-term as between one and four months, and long-term as greater than four months. This type of impact affects retail and service businesses most directly because they generally rely on easy customer access. For some, nearby construction activities could make the business less accessible to customers and ultimately affect business revenue as well as downstream tax revenues (such as sales tax revenues). The extent and duration of the interference, the location of competitors, and the type of affected business would all influence the degree of economic effects to local businesses from project construction.

4.1.2.1 Impacts Common to All Build Alternatives

Construction activities often result in short-term impacts and changes to the economy of the surrounding area. The benefits of construction mainly come in the form of capital expenditures, opportunities for entering the labor market through construction jobs, the purchase of local goods and services needed for construction, and construction employees spending money in the community. Other potential effects of construction are often associated with limiting business visibility and access, traffic delays, noise, and rerouting traffic in ways that increase travel time and make access to locations difficult.

Potential Beneficial Economic Impacts from Construction

Project construction is anticipated to begin in 2030 and be completed by 2046. Dollars spent to build light rail projects, otherwise referred to as capital expenditure, can help support regional economic activity through the purchase of goods and services by workers, labor income, and tax revenues in the study area. The economic benefits and impacts resulting from construction projects are often temporary and occur as construction spending begins. However, projects that expand an existing transit system can strengthen the overall economic output of a region and have broader long-run benefits than what is typically measured in short-run economic impact

analyses. The degree to which construction increases employment and spending depends on the source of project funding and the types of labor used during construction.

Table 4-11 provides estimated direct expenditures and the estimated number of employees who would be hired for the combination of Build Alternatives with the highest and lowest opinion of probable construction cost. The combination with the highest opinion of probable construction cost is composed of Alternatives ALD-2D, ASH-2D, MAR-1B, AIR-2B, SWI-1A, EGN-3E with North Side of SR 526 Design Option, BI-2, and EVT-3D and OMF Site B with Lead Tracks to South Side of SR 526 Design Option. The combination with the lowest opinion of probable construction cost is composed of Alternatives ALD-2F with Alderwood Mall Boulevard Design Option, ASH-1A, MAR-2D, AIR-1A, SWI-1C, EGN-1A, BI-1, and EVT-2C and OMF Site E.

These results do not differentiate between new economic activity in the region and activity that already exists and is shifted from another area as a result of construction activity for the project. They also do not account for the opportunity cost of using those public dollars for an alternate use. The preferred approach for these analyses is to account only for new capital funding, not supported by local tax dollars, that would flow into the region; however, that level of information was not available for this analysis. Instead, the values in Table 4-11 represent the gross capital expenditures associated with the EVLE Project's highest and lowest opinion of probable construction cost. As such, it represents an upper-bound of economic activity associated with the project, even for the combination with the lowest opinion of probable construction cost.

Table 4-11 Estimated Direct Expenditures and Direct Employment from EVLE Project Construction

Combination	Total Direct Expenditure (millions) ^a	Total Direct Employment (job years) ^b
Highest Opinion of Construction Cost	\$6,350	29,641
Lowest Opinion of Construction Cost	\$4,774	26,665

NOTES:

- Total direct expenditure is the estimated capital cost to construct the alignment alternatives and OMF North, reported in 2025 dollars. The estimates are based on two combinations that represent the lowest and highest opinion of probable cost of construction as described above the table.
- The number of direct employees was calculated using the Washington Office of Financial Management Input-Output Model (a detailed accounting of the structure of the Washington State economy including industry linkages). The multipliers from the Input-Output Model represent the State of Washington and differ from economic multipliers created for the four-county PSRC region. A job year is defined as full-time employment for one person over the course of a year (assuming 2,080 hours of employment per year).

The project would support economic activity in the region by increasing demand for workers and payroll to the construction industry. The wages paid to workers in construction or supporting industries would support purchasing of goods and services in the region. The estimates represent spending and jobs directly related to the Build Alternatives. This spending not only directly supports the construction of the project itself, but also generates additional economic spending and employment from secondary (supply-chain and consumption) effects associated with each Build Alternative. These secondary effects are represented by economic multipliers, which reflect how spending is distributed across other industries to support regional economic activities.

Construction spending (excluding land and equipment) tends to have a higher multiplier as many of the labor and capital inputs are supplied locally. This analysis generalized output multipliers to describe the potential economic input. Based on the multipliers in the 2021 update of the Washington State Input-Output model, every \$1 million spent on construction activity

supports an additional \$335,000 in economic output (Washington Office of Financial Management 2021). Cost estimates used for this technical report are based on the most recent conceptual engineering OPC available at the time. New, more accurate, construction estimates that are developed as designs are refined are likely to result in economic outputs that are different than what is reported here. Construction projects can result in increased economic capacity, but only a short-term increase in output and jobs can be specifically attributable to the project. Construction effects generally decrease as project spending declines over the timeline of completing the project.

Potential Adverse Economic Impacts from Construction

Businesses in the study area could be adversely affected by construction activities. Adverse impacts might include reduced sales resulting from changes in traffic, access, parking, visibility, dust, and noise because patrons might choose to avoid construction areas or have greater difficulty accessing businesses near construction activity. Reduced sales could affect downstream tax revenues such as sales tax. This type of impact affects retail and service businesses most directly because they generally rely on easy customer access. The extent and duration of the interference, the location of competitors, and the type of affected business would all influence the degree of economic effects to local businesses from construction.

For all Build Alternatives, construction employment would increase localized demand for parking. Sound Transit anticipates that staging areas could be used for construction employee parking, but construction workers could also park on local streets and arterials where parking is unrestricted and in off-street pay parking lots or garages, which may affect the parking supply. Increased parking occupancy may reduce business patronage for those who travel by personal vehicle if they are not able to find parking or alternative ways to access the business. See the Transportation Technical Report in Draft EIS Appendix G.1 for more information on parking.

4.1.2.2 Alignment and Station Alternatives

West Alderwood Segment

Businesses in the West Alderwood Segment that could be affected by construction activities are primarily commercial, with a concentration of retail and service businesses in and around Alderwood Mall and along 196th Street SW. All Build Alternatives in the West Alderwood Segment would require street closures in both areas, including 196th Street SW, 33rd Avenue W, Alderwood Mall Boulevard, and Alderwood Mall Parkway. These businesses are more likely to be affected by construction nearby than other types of businesses that are not dependent on easy customer access. The regional movement of freight and goods would be impacted by construction activities that would cause short-term lane closures on key truck routes (I-5, I-405, SR 525) during the night when the guideway is built over those streets (WSDOT 2021). The I-5 on/off-ramps to/from 196th Street SW would also require 24/7 lane closures for all alternatives.

Ash Way Segment

Businesses in the Ash Way Segment that could be affected by construction activities are primarily commercial or industrial businesses concentrated around the intersection of 164th Street SW and I-5. Both Build Alternatives would require closures of 164th Street SW and I-5 access ramps, reducing access to these nearby businesses. The regional movement of freight and goods would be impacted by construction activities that would cause short-term lane closures on key truck routes (I-5, 164th Street SW) during the night when the guideway is built over those streets (WSDOT 2021).

Mariner Segment

Businesses in the Mariner Segment that could be affected by construction activities are primarily commercial businesses concentrated around the intersection of 128th Street SW and I-5. Both Build Alternatives would require street closures in this area including 128th Street SW, 4th Avenue W, and 8th Avenue W. The regional movement of freight and goods would be impacted by construction activities that would cause lane closures on key truck routes (128th Street SW, Airport Road, 4th Avenue W) when the guideway is built over or adjacent to those streets (WSDOT 2021). All alternatives would require short-term closures of 4th Avenue W and long-term closures of the 128th Street/Airport Road corridor during the night. Alternative MAR-2D would also require a long-term 24/7 closure of 128th Street near 5th Avenue W.

SR 99/Airport Road Segment

Businesses in the SR 99/Airport Road Segment that could be affected by construction activities are primarily industrial businesses located along Airport Road, including Paine Field. Additional commercial, community-serving businesses concentrated around the intersection of Airport Road and SR 99 could also be affected, particularly due to their dependency on easy customer access. Both Build Alternatives would require street closures along the corridor, including SR 99, 112th Street SW, and Holly Drive, which would impact access to nearby businesses. The regional movement of freight and goods would be impacted by construction activities that cause short-term lane closures on key truck routes (Airport Road, SR 99, 112th Street SW) during the night when the guideway is built over or adjacent to those streets (WSDOT 2021). Both alternatives would also require long-term 24/7 closures of one lane on 112th Street SW, and Alternative AIR-2B would require long-term 24/7 closures of two lanes on Airport Road to rebuild the roadway.

SW Everett Industrial Center Segment

Businesses in the SW Everett Industrial Center Segment that could be affected by construction activities are primarily industrial businesses located in the business parks east of Airport Road as well as Paine Field. All Build Alternatives would require local street closures that would impact business access including 100th Street SW and W Casino Road. The regional movement of freight and goods would be impacted by construction activities that cause short- to moderate-term lane closures of key truck routes (Airport Road, SR 526) during the night when the guideway is built adjacent to those streets (WSDOT 2021).

SR 526/Evergreen Segment

Businesses in the SR 526/Evergreen Segment that could be affected by construction activities are primarily industrial businesses located north of SR 526 near Seaway Blvd and commercial businesses concentrated around the intersection of SR 526 and SR 99, including Casino Square. All Build Alternatives would require street closures that would impact business access including W Casino Road, SR 99, and SR 526. The commercial businesses are more likely to be affected by construction nearby than other types of businesses that are not dependent on easy customer access. The regional movement of freight and goods would be impacted by construction activities that cause short-term to moderate-term lane closures on key truck routes (SR 526, Evergreen Way, Seaway Boulevard access ramps) on nights and weekends when the guideway is built over those streets (WSDOT 2021). All alternatives would also require a 24/7 moderate-term closure of Evergreen Way for utilities work and other reconstruction.

Broadway/I-5 Segment

Businesses in the Broadway/I-5 Segment that could be affected by construction activities are primarily commercial businesses concentrated west of the SR 526 ramps to/from I-5 and scattered along Broadway. Both Build Alternatives would require closure of Broadway; however, the extent of the closure is substantially greater for Alternative BI-2 which follows Broadway throughout the entire segment. Alternative BI-2 would also require a closure of Lowell Road, which is key access point across I-5. The regional movement of freight and goods would largely not be impacted by construction activities in this segment.

Everett Station Segment

Businesses in the Everett Station Segment that could be affected by construction activities consist of industrial uses east of Broadway and retail, restaurant, hotel, and other professional services along Broadway and downtown. All Build Alternatives would require closures of 41st Street, I-5 ramps to/from Broadway, and all cross streets from 38th Street to 32nd Street. Alternative EVT-1A would require closure of Smith Avenue and McDougall Avenue. Alternative EVT-2C would require closure of Pacific Avenue. Alternative EVT-3D would require closure of Pacific Avenue, Wall Street, and Hewitt Avenue. These closures would have a greater effect on the customer serving businesses along Broadway and in downtown due to their reliance on easy customer access. The regional movement of freight and goods would be impacted by construction activities that cause short-term lane closures on key truck routes (41st Street, Broadway, McDougall Avenue, Pacific Avenue, Smith Avenue) on nights and weekends when the guideway is built over or adjacent to those streets (WSDOT 2021). Additional 24/7 moderate-term closures required for roadway construction would also impact these truck routes. All alternatives would require closure of one lane on Broadway, Alternative EVT-1A would also require a closure of one lane on Smith Avenue, and Alternative EVT-2C would also require a closure of McDougall Avenue near the station area.

4.1.2.3 OMF North Site Alternatives

OMF Site F (SR 99)

The construction impacts of OMF Site F would be largely confined to the site itself; however, some road closures would be required during construction of the lead tracks. Both OMF Site F and OMF Site F with Lead Tracks to the West Side of Airport Road Design Option would require a closure at the intersection of Alexander Road and Center Road. The design option would also require a closure of SR 99, which would have a greater impact on the community-serving businesses along SR 99. The regional movement of freight and goods would be also impacted by the closure of SR 99 as it is a key truck route (WSDOT 2021).

OMF Site E (Airport Road)

The construction impacts of OMF Site E would be largely confined to the site itself; however, some road closures would be required during construction of the lead tracks. OMF Site E would require a closure of 100th Street SW, Holly Drive, and 112th Street SW, impacting access to the business parks north of the site and Paine Field. The regional movement of freight and goods would also be impacted by the closure of 112th Street SW as it is a key truck route (WSDOT 2021).

OMF Site B (SR 526)

The construction impacts of OMF Site B would be confined to the site itself. However, a closure of SR 526 would be required for the construction of OMF Site B with Lead Tracks to South Side of SR 526 Design Option. This would impact business access to a number of key locations including Paine Field, Boeing's Everett Production Facility, and the customer serving businesses along SR 99. The regional movement of freight and goods would also be impacted by the closure of SR 526 as it is a key truck route (WSDOT 2021).

4.2 No Build Alternative

The No Build Alternative would have fewer transportation options and longer travel times for transit riders, potentially resulting in increased road congestion and less transit usage (see the Transportation Technical Report in Draft EIS Appendix G.1 for additional information). Traffic congestion can increase living expenses and the costs associated with doing business, as well as reduce the attractiveness of a location to potential consumers, businesses, and residents. Under the No Build Alternative, future economic development near the proposed station areas would continue on its current course for the foreseeable future and in accordance with current planning goals.

The No Build Alternative would likely result in a different pattern of economic development and property development than with the project. Business and employee displacements could occur as part of the natural process of changing business dynamics and land development. Increased congestion on the major thoroughfares in this area of the region could also impact the speed that goods are delivered and accessibility to the labor force.

5 POTENTIAL MITIGATION MEASURES

Sound Transit is committed to complying with all applicable federal, state, and local environmental regulations, following best management practices (BMPs), and designing the EVLE Project in a way that mitigates adverse impacts. As a result, mitigation measures are reflected in the design of Build Alternatives. This section presents additional potential mitigation measures that would further reduce or eliminate adverse effects. Final mitigation measures will be based on advanced design and will be included in the Final EIS and in FTA's Record of Decision as environmental commitments for the project.

Construction may cause adverse temporary impacts on businesses due to reduced access or nuisances associated with general construction activity such as noise, vibration, or dust. Potential mitigation measures as described in the following would reduce these impacts: Transportation Technical Report; Acquisitions, Displacements, and Relocations Technical Report; Visual and Aesthetic Resources Technical Report; Air Quality Technical Report; and Noise and Vibration Technical Report (all of which are available in Draft EIS Appendix G). Sound Transit has established standard practices, which include early collaboration with jurisdictions, to mitigate impacts during construction, many specifically to address and respond to the needs of businesses through the course of construction. The following practices may be included as part of the project:

- Provide a 24-hour construction telephone hotline for community members to report issues to Sound Transit community engagement staff, who work with the construction team to resolve issues and respond to the community member.

- Provide detour, open for business, and other signage as appropriate.
- Establish effective communications with the public through measures such as meetings, construction updates, alerts, and schedules.
- Implement promotion and marketing measures to help affected business districts maintain their customer base, consistent with Sound Transit policies, during construction.
- Maintain access as much as possible to each business and coordinate with businesses during times of limited access.
- Facilitate cross-jurisdictional meetings during construction planning and implementation to minimize impacts and coordinate communication with businesses.
- Coordinate with local jurisdictions on holiday moratoriums, as applicable.
- Provide a community ombudsman consistent with Sound Transit policy. In the event that complaints arise about construction impacts that could not be resolved by community outreach staff or the relevant department director, the ombudsman policy provides a process for addressing those complaints in an impartial, fair, and timely manner that ensures effective stewardship of public resources and minimizes construction impacts.

In most cases, with relocation assistance for business displacements (discussed in the Acquisitions, Displacements, and Relocations Technical Report in Draft EIS Appendix G.2) long-term operation of the EVLE Project is not anticipated to result in adverse impacts that would require mitigation. Displaced business owners and tenants would receive just compensation for their acquired property, and Sound Transit's assistance and advisory services would work closely with affected businesses to determine their relocation needs and preferences. In addition to compensating owners for property, other benefits and compensation could include nonresidential moving expenses, business reestablishment expenses, and other eligible expenses.

Construction of the proposed project may result in impacts to nearby businesses due to reduced access or general construction activity. Sound Transit would develop a Construction Access and Traffic Mitigation Plan that establishes commitments for the project. These commitments may include coordinating access closures with affected businesses, posting advance notice signs prior to construction, and communicating information regarding street closures, hours of construction, business access, and parking impacts to the public via print, radio, posted signage, websites, and email (see the Transportation Technical Report in Draft EIS Appendix G.1 for more information).

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