



Meeting Agenda Everett Link Extension Elected Leadership Group

Meeting Subject: Elected Leadership Group Meeting #1
Meeting Date: November 29, 2021
Meeting Time: 12:00 – 2:00 p.m.
Meeting Location: [Zoom Webinar](#)
Webinar ID: 883 8433 9479
Phone: 253-215-8782 (PIN 88384339479#)

Time	Topic	Lead
12:00 pm	Welcome and introductions	CEO Peter Rogoff & Angie Thomson
12:30 pm	Project overview	Sandra Fann
12:40 pm	ELG process and charter	Erik Ashlie-Vinke
12:55 pm	CAG membership selection	ELG members
1:10 pm	Developing potential alternatives	Sandra Fann & Miranda Redinger
1:40 pm	Community engagement	Erik Ashlie-Vinke
1:50 pm	Next steps	Sandra Fann
2:00 pm	Adjourn	Angie Thomson

Future Meeting Schedule

All meetings proposed

	Date	Time	Topics
Meeting #2	January 24, 2022	12-2pm	• Early scoping feedback, discussion of alignment alternatives, station options and OMF North locations
Meeting #3	April 4, 2022	12-2pm	• Provide direction on alternatives to advance to Level 2
Meeting #4	July 11, 2022	12-2pm	• Station area planning and design
Meeting #5	September 5, 2022	12-2pm	• Level 2 technical analyses and preview of scoping materials
Meeting #6	December 5, 2022	12-2pm	• Final Preferred Alternative and recommendation to ST Board

Meeting Summary

Subject: Everett Extension Elected Leadership Group (ELG) Meeting 1
Date: November 29th, 2021
Time: 12-2 p.m.
Location: Zoom

Attendance:

Project Team	ELG Members
<input checked="" type="checkbox"/> Peter Rogoff, Chief Executive Officer	<input checked="" type="checkbox"/> Mayor Cassie Franklin, City of Everett
<input checked="" type="checkbox"/> Don Billen, Executive Director for Planning	<input checked="" type="checkbox"/> Mayor Nicola Smith, City of Lynnwood
<input checked="" type="checkbox"/> Karen Kitsis, Deputy Executive Director for Capital Projects	<input checked="" type="checkbox"/> Mayor Nancy Backus, City of Auburn
<input checked="" type="checkbox"/> Erik Ashlie-Vinke, GCR Manager for the North Corridor	<input checked="" type="checkbox"/> Councilmember Paul Roberts, City of Everett
<input checked="" type="checkbox"/> Sandra Fann, Acting North Corridor Development Director	<input checked="" type="checkbox"/> Councilmember Shannon Sessions, City of Lynnwood
<input checked="" type="checkbox"/> Miranda Redinger, Senior Project Manager	<input checked="" type="checkbox"/> Councilmember Stephanie Wright, Snohomish County
<input checked="" type="checkbox"/> Lauryn Douglas, Senior Project Manager	<input checked="" type="checkbox"/> Secretary Roger Millar, WSDOT
<input checked="" type="checkbox"/> Paul Danielson, Kimley-Horn	<input checked="" type="checkbox"/> Assistant Secretary Julie Meredith, WSDOT
<input checked="" type="checkbox"/> Melissa DuMond, Kimley-Horn	<input type="checkbox"/> Executive Dave Somers, Snohomish County
<input checked="" type="checkbox"/> Angie Thomson, EnviroIssues, Facilitator	
<input checked="" type="checkbox"/> Sean Long, EnviroIssues, Notetaker	

Meeting Purpose

- To kick off the Elected Leadership Group's involvement in the Everett Link Extension project
- To approve the Elected Leadership Group charter
- To appoint the first slate of members for the Community Advisory Group

Materials:

- Everett Link Extension PPT presentation
- Community Engagement Process Diagram
- Elected Leadership Group Charter
- Elected Leadership Group Roster
- Proposed Community Advisory Group Roster

Action Item

Action	Assignment
Consider whether to elect co-chairs, decide by January meeting	All ELG members

Summary

Welcome and introductions

Sound Transit CEO Peter Rogoff started the meeting by welcoming attendees and giving opening remarks, acknowledging the long process to get the project started and emphasizing working together with communities on their vision for light rail. The Everett Link Extension will be the longest Link light rail extension project in agency history--- serving Lynnwood, Everett, and parts of unincorporated Snohomish County.

ELG members briefly introduced themselves and shared their vision for Link in their community, with excitement around extending Link further into Snohomish County and future development opportunities.

Project Overview

Sound Transit gave an overview of the system expansion plan and the project timeline for the Everett Link Extension. As of now, the project timeline is based on current financial projections and cost estimates, with parking facilities delayed in favor of completing major capital projects.

Under the Board's realigned capital plan, Sound Transit is managing the Everett Link Extension toward a 2037 delivery target by working to close a project affordability gap. If it is not possible to close the gap, the Board's realigned capital plan identifies 2037 as the timeframe we can afford to open service to SW Everett Industrial Center and 2041 as the timeframe we can afford to open service to Everett Station, based on current revenue projections and cost estimates.

The Operations and Maintenance Facility (OMF) North facility, supporting system expansion, needs to open in 2034, three years ahead of light rail service.

ELG Process and Charter

Sound Transit provided an explanation of project partners and advisory groups involved in the planning process. The project team went into further detail regarding the Interagency Group (IAG), comprised of staff at jurisdictional partners such as cities and transit agencies, and the Community Advisory Group (CAG), a group of members of the public who represent their communities and different perspectives along the project corridor.

The team then outlined the role of the Elected Leadership Group (ELG), whose purpose is to build consensus among elected officials and make a recommendation to the Sound Transit Board on a preferred alternative to study during environmental review. The ELG members then discussed the leadership structure of the group, centered on whether members wanted one chair or co-chairs to lead the group. The ELG plans to adopt a charter at the next meeting to accommodate changes in elected officials, as two members (Mayor Nicola Smith and Councilmember Paul Roberts) will be departing their positions in the new year.

CAG Membership Selection

Sound Transit gave an overview of the selection process for the Community Advisory Group (CAG), with a focus on centering equity in membership selection and building new relationships. The project team explained the pilot use of the Racial Equity Toolkit in the solicitation and selection process. The approach for this advisory group process has changed from a *stakeholder* advisory group to a *community* advisory group to reflect a commitment to genuine connections in the community. There is a particular emphasis on those who previously haven't been well-represented in advisory groups, such as transit-dependent folks and multilingual

households. The proposed CAG members were selected based on a nameless review of applicants, seeking a geographic spread of members who live and work along the corridor.

Mayor Franklin asked whether an alternate member could be selected to serve on the CAG to bring a perspective of an employee at Boeing, Everett's largest employer. This recommendation elicited strong support amongst other ELG members, and the project staff then added the member in question to the final list of CAG members. The final roster of 21 CAG members was approved with a unanimous voice vote. The CAG members will be notified of their selection in the coming days and the first CAG meeting will occur on December 7th.

Development of Alternatives

Sound Transit introduced the alternatives development process, where a host of station sites and routes will be studied and analyzed. This process is split into two phases: Level 1 and Level 2. Level 1 refines and evaluates a broad range of alternatives with the CAG reviewing Level 1 findings and public feedback to make recommendations to the ELG. Level 2 further refines and evaluates a narrower set of alternatives. The goal of this process is to identify a preferred alternative and other alternatives to study in environmental review in the next stage of the planning process. A variety of criteria will be considered in identifying alternatives, such as equitable mobility, technical/financial feasibility, and service performance.

The project team then introduced current proposed station and route alternatives.

Comments on West Alderwood station alternatives:

Councilmember Sessions had a question on options and alternatives shown in the West Alderwood slide, specifically the location of the station in relation to Alderwood Mall.

- Project team response: The map on the slide shows the representative project and other alternatives that were evaluated during initial screening, including the option identified by the City as locally favored (ALD-D). Only one station would ultimately be provided in the Alderwood Mall vicinity.

Mayor Franklin had a question on whether there is a cost differential on the location of stations and alignments.

- Project team response: Sound Transit is still very early in the process, the alternatives right now are just dots and lines on a map and cannot be compared at that level. We will be looking at comparative costs in Level 2.

Comments on Mariner station alternatives:

Mayor Franklin expressed concern on the cost differential between different alternatives.

- CEO Rogoff responded to this question by saying that costs are subject to change due to engineering challenges and property acquisition, among other factors.

Councilmember Roberts noted that as of now, the costs are just estimates and best guesses and are subject to change as the station planning process continues.

Mayor Backus commented on her own experience serving on the Tacoma Dome Link Extension ELG by explaining that preliminary cost estimates will change moving forward. Reasons for this include changing priorities and shifting community and public input among other factors. She encouraged all ELG members to be patient with the process and to be aware of shifting cost estimates.

Comments on SR 99/Airport Rd station alternatives (provisional):

The project team explained to ELG members that this station is funded for the planning phase, but not for construction, though this may change in the future. Councilmember Wright commented that this station is an important link for Community Transit and can create lots of bus feeder connections.

Comments on SW Everett Industrial Center station alternatives:

Mayor Franklin reiterated her support for ensuring service to the Boeing Everett Factory, as well as for alternatives A and B serving Casino Road, a transit-dependent community. Councilmember Roberts commented that this station would serve as an important transit center for South Everett and Mukilteo, serving as a transfer point for Everett Transit and Community Transit.

- CEO Rogoff stressed the need to understand the community's vision for the station and who it serves. Rogoff also stressed the current affordability gap that needs to be closed and that this station has been delayed for a year due to realignment.

Comments on SR 526/Evergreen station alternatives:

Mayor Franklin commented that a station location in this area will be very challenging from a planning perspective. The City of Everett planning team will provide more comments on this station area in the future. CEO Rogoff acknowledged the complexity of this station location and the challenges involved with each of the station alternatives.

Comments on Everett Station alternatives:

ELG members noted that the community is excited about planned changes at Everett Station and has many opinions regarding future station plans.

- Project team response: Sound Transit has reviewed previous community plans and incorporated that planning as part of identifying alternatives.

Comments on OMF North alternatives:

Mayor Franklin asked about the impacts of the OMF North locations on surrounding areas, including what communities may lose or gain from various alternatives.

Mayor Smith commented on the prospect of jobs with the construction of the OMF North, and on the importance of allowing Community Transit to have sufficient input on OMF North to create a mutually beneficial facility.

Councilmember Roberts reminded the group of the need to emphasize that OMF North siting is a separate process from EVLE.

- Project team response: Some aspects of both timelines will converge.
- CEO Rogoff provided some clarification on light rail maintenance facilities--- that they are not "dirty, industrial" facilities and provide many well-paying jobs.
- The project team reflected that inviting public officials on tours of the existing OMF has helped enhance understanding of how clean and quiet the facilities are.
- Mayor Franklin expressed interest in touring the existing OMF, saying that siting an OMF in Everett would fit neatly into the industrial character of the city.

Community Engagement

Sound Transit provided an overview of community conversations and engagement efforts up to this point, centering on community engagement for early scoping. The goal of the initial round of community engagement was to share the project background and timeline, and to get feedback from the community on the following: the draft purpose and need, potential alternatives for station, route, and OMF North locations, and potential project benefits and impacts.

The project team was pleased to find that there was plenty of engagement from the community, even during time periods close to the holiday season.

Mayor Franklin asked how Everett Link engagement compares to other projects in the past.

- Project team response: we would need to look for other project data to make that comparison, being mindful of engagement fatigue among the public and the virtual nature of Everett Link public engagement due to COVID-19 health measures.
- However, the Everett Link project has started during the COVID-19 pandemic and the project team is using more online engagement for safety reasons, so that needs to be considered when comparing to other project's engagement efforts.

Closing and Next Steps

The project team reviewed how the ELG will develop a recommendation on alternatives that should advance to Level 2. The IAG will review alternatives Dec-Feb 2022, followed by a recommendation by the CAG in March 2022. The ELG will consider feedback from the CAG and the public before making a recommendation in April 2022, followed by ST Board Briefing scheduled for May 2022. Upcoming ELG meetings are scheduled for January, April, July, September, and December 2022, with dates to be finalized after coordination with ELG members' schedules.

Everett Link Extension



*Elected Leadership Group
Meeting
November 29, 2021*

Agenda

Topic	Time
Welcome and introductions	30 min
Project overview	10 min
Elected Leadership Group process and charter	15 min
Community Advisory Group membership selection	15 min
Developing potential alternatives	30 min
Community engagement	10 min
Next steps	10 min

Meeting expectations



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



MEETING FACILITATOR WILL GUIDE DISCUSSION



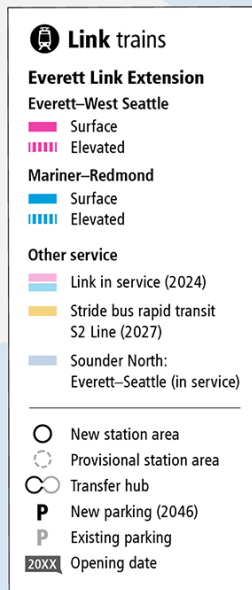
WE'RE CREATING SPACES FOR ALL VOICES TO BE HEARD



TAKE ADVANTAGE OF THE "RAISE HAND" FEATURE

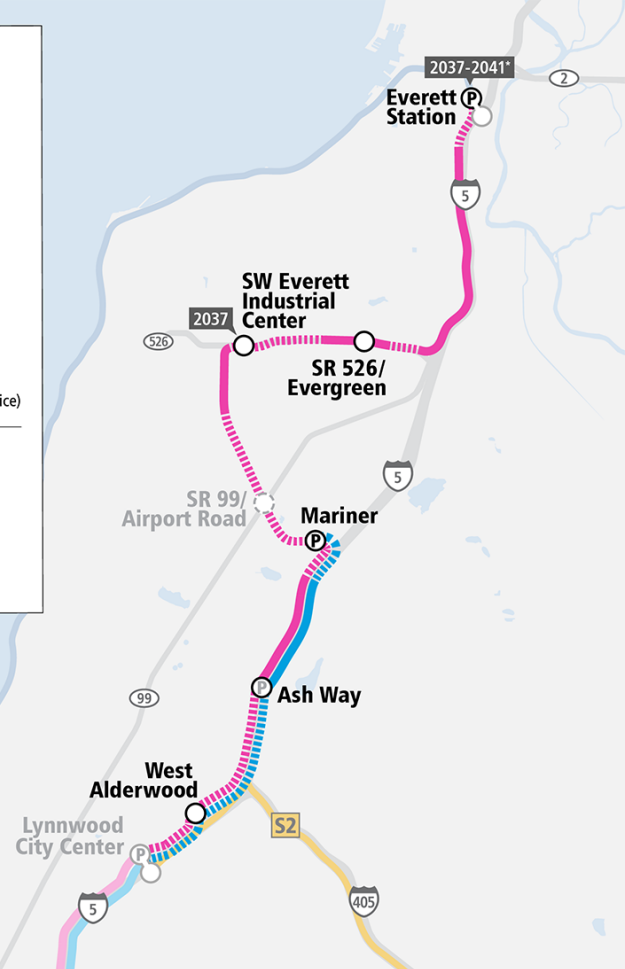


PLACE MICROPHONES ON MUTE WHEN NOT TALKING



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.



Project overview

Largest rail expansion in the country

Serving a region of over 3 million

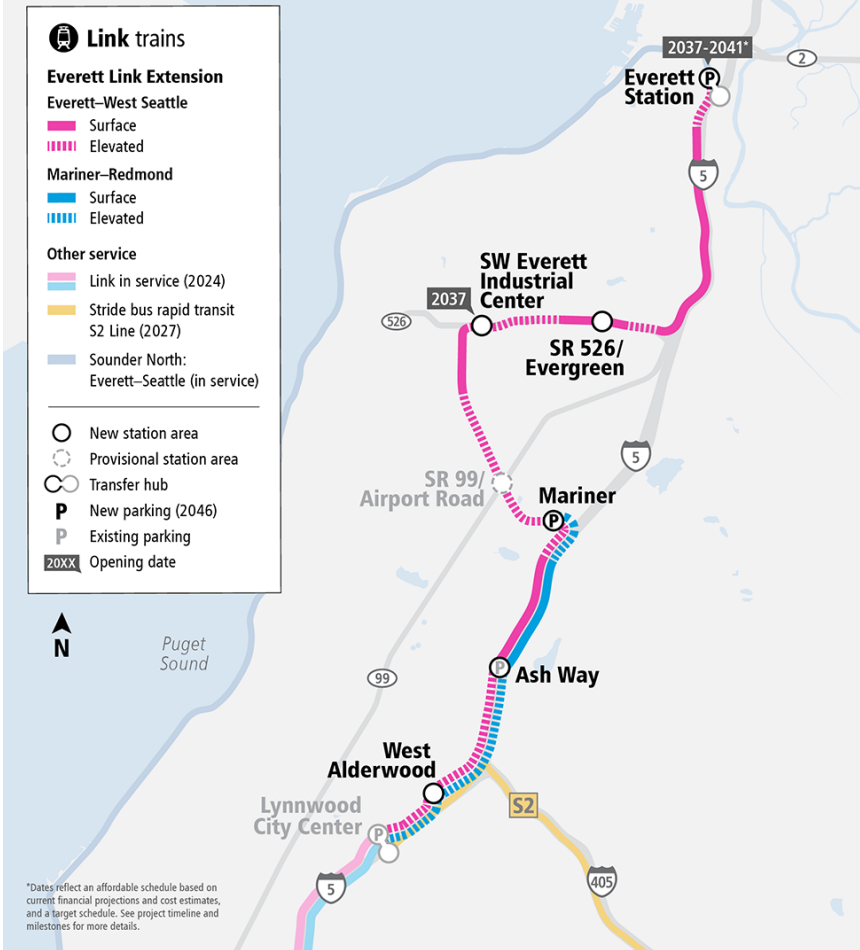
Link Light Rail

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



ST3 Representative Project

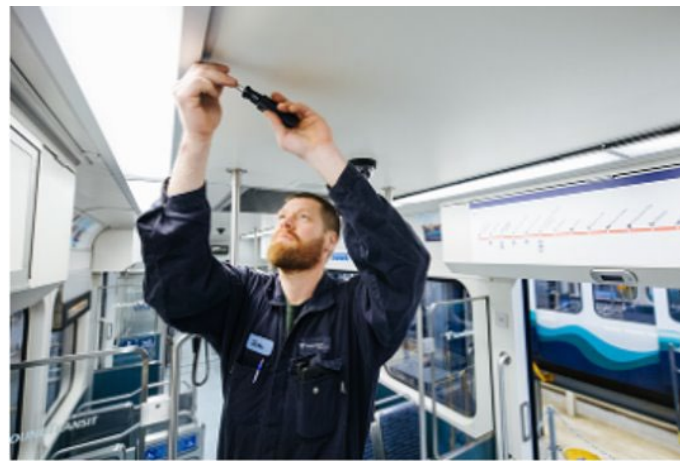
- ***Length:*** 16 miles
- ***Stations:*** six plus one provisional (unfunded) station
- ***Opening service:*** 2037 – 2041*
- ***Operations & Maintenance Facility North*** opens 2034
- ***New parking*** at Everett Station and Mariner opens 2046



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.*

ELG process and charter

Project partners & advisory groups



***Members of
the public***



Tribes



***Interested
parties***



***Interagency
Group***



***Community
Advisory Group***



***Elected
Leadership Group***



***Sound Transit
Board***

Everett Link advisory groups





Interagency Group (IAG)





Community Advisory Group (CAG)

- Creating a diverse group
- Serve as ambassadors to and representatives of their communities
- Highlight specific issues and trade-offs in the corridor
- 20 members, five alternates
- Members will receive stipends for CAG meetings





Elected Leadership Group (ELG)

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

- Build consensus around key decisions and work through project issues as needed
- Confirm members for Community Advisory Group
- Identify a preferred alternative and other alternatives to study during environmental review

ELG charter

- Establish guiding principles
- Set roles and expectations for ELG members
- Give clear direction on the group's relationship to other advisory boards
- Layout a timeline for term of service and overview of the workplan

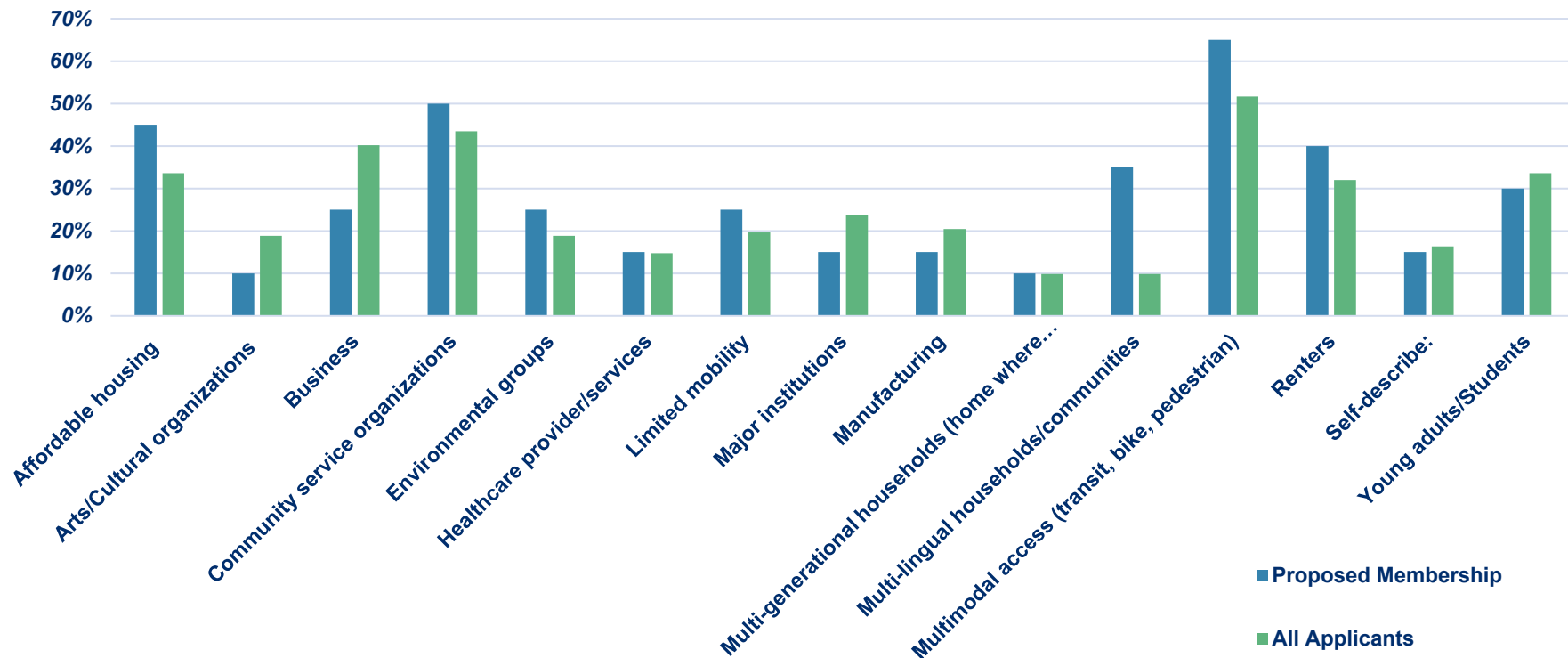
Community Advisory Group membership selection

CAG proposed membership

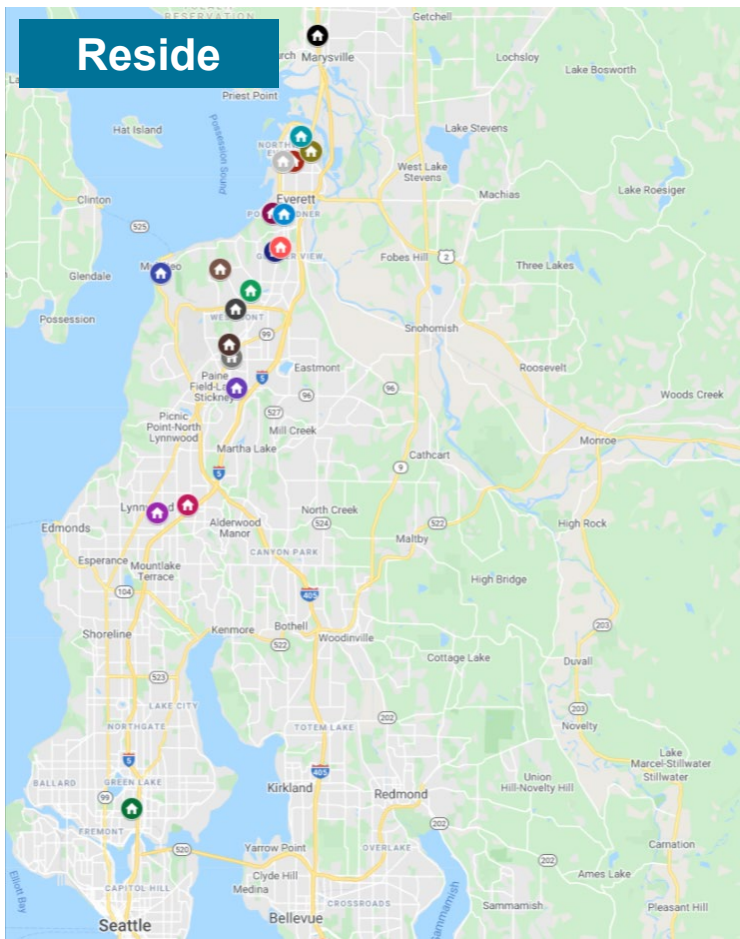
- 122 people applied to be members of the CAG
- Proposed CAG membership represents the demographics of the corridor
- Proposed members are:
 - 45% people of color
 - 45% renters
 - 50% under 40 years old
 - 50% female or non-binary

CAG applicants

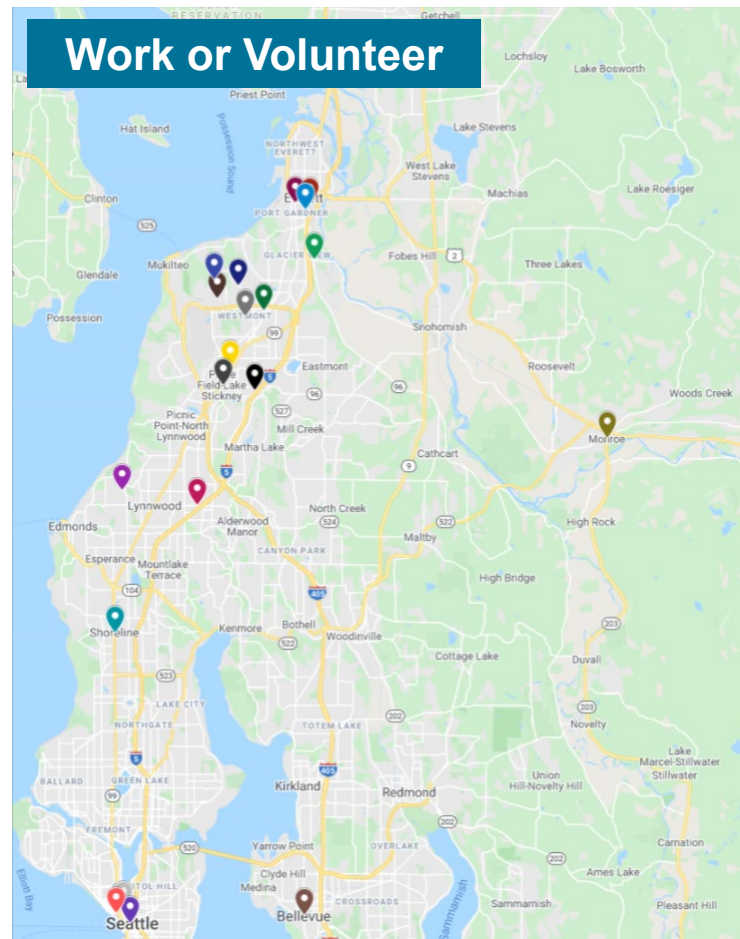
Perspectives to bring to CAG



Reside

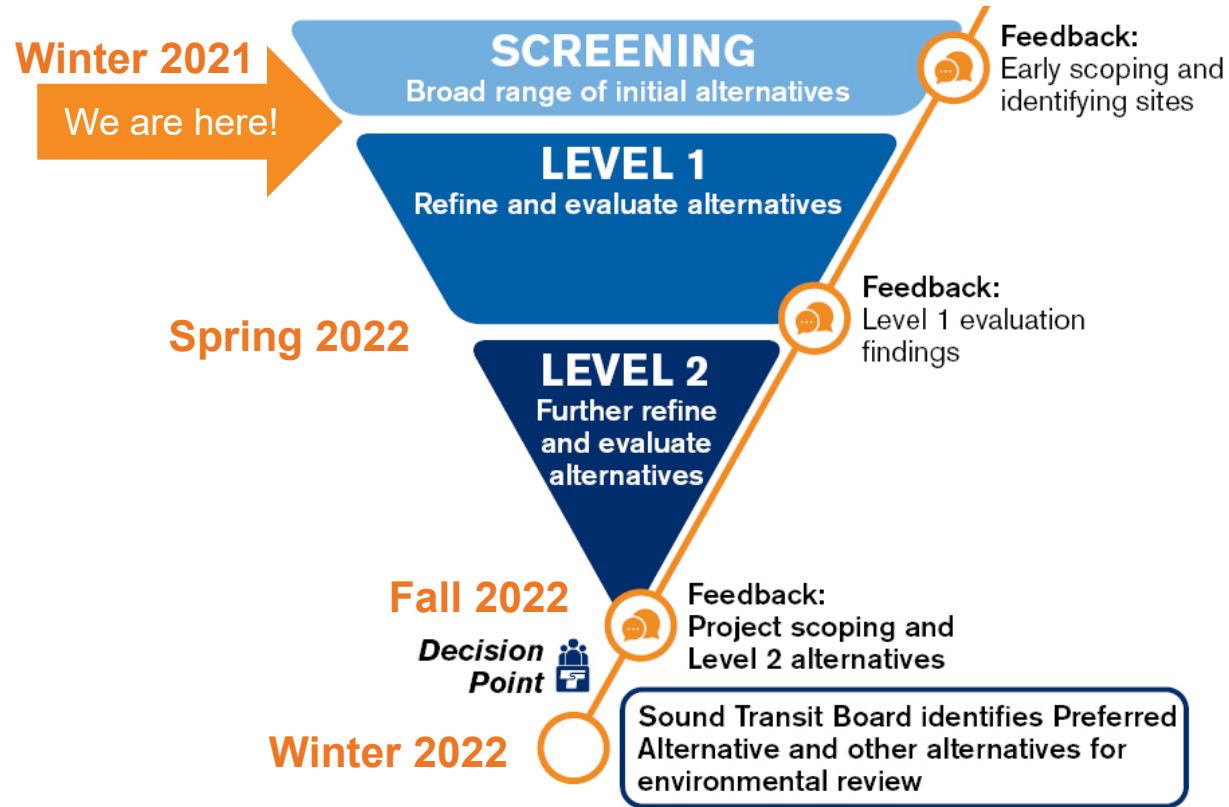


Work or Volunteer



Developing potential alternatives

Phase 1: Alternatives Development process



Phase 1: Alternatives Development process

Winter 2021

We are here!

SCREENING

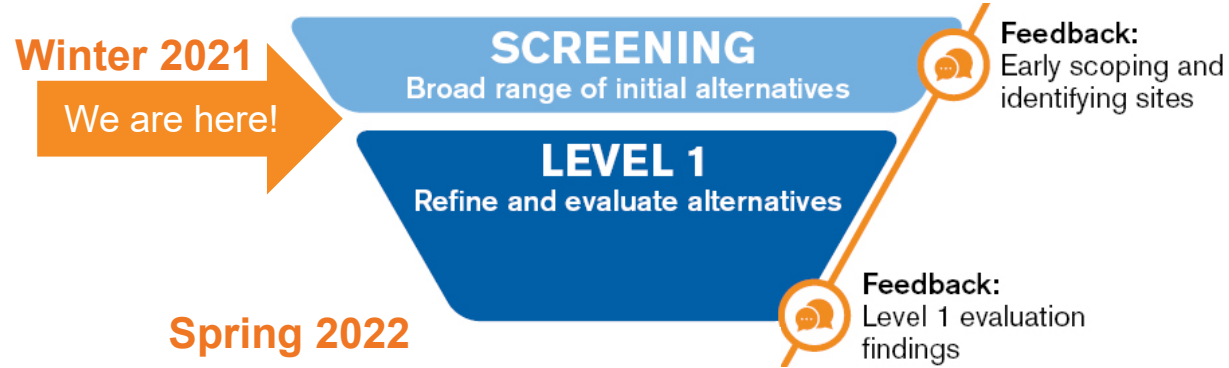
Broad range of initial alternatives



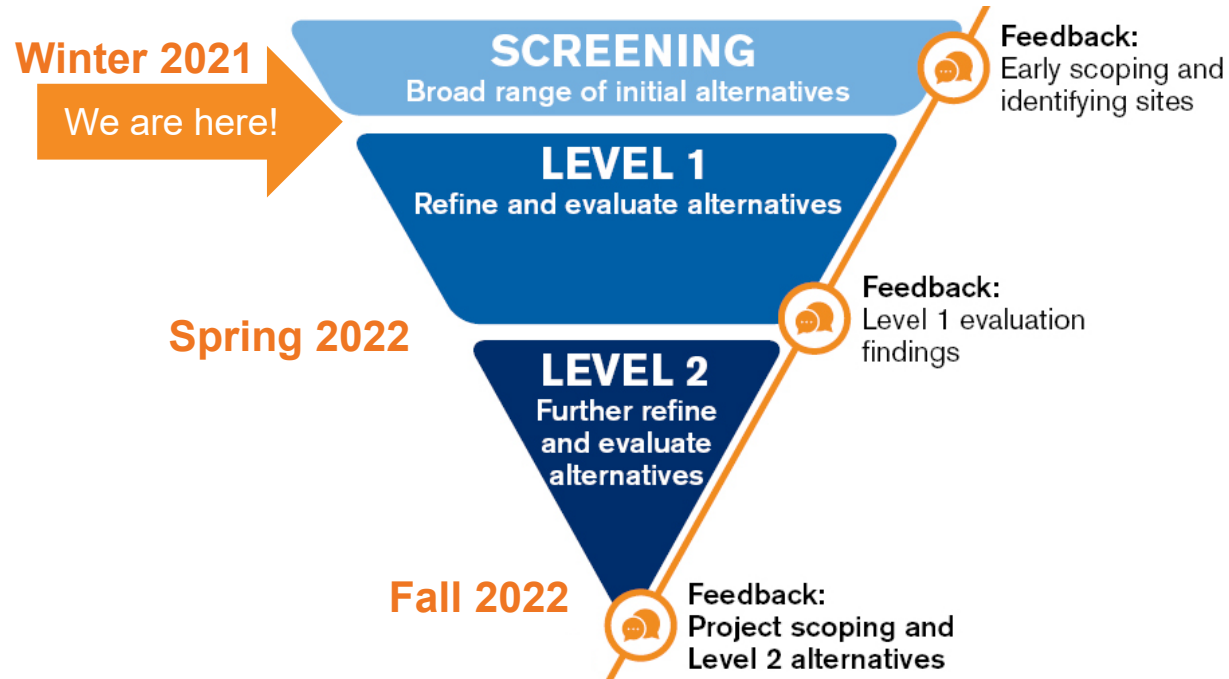
Feedback:

Early scoping and
identifying sites

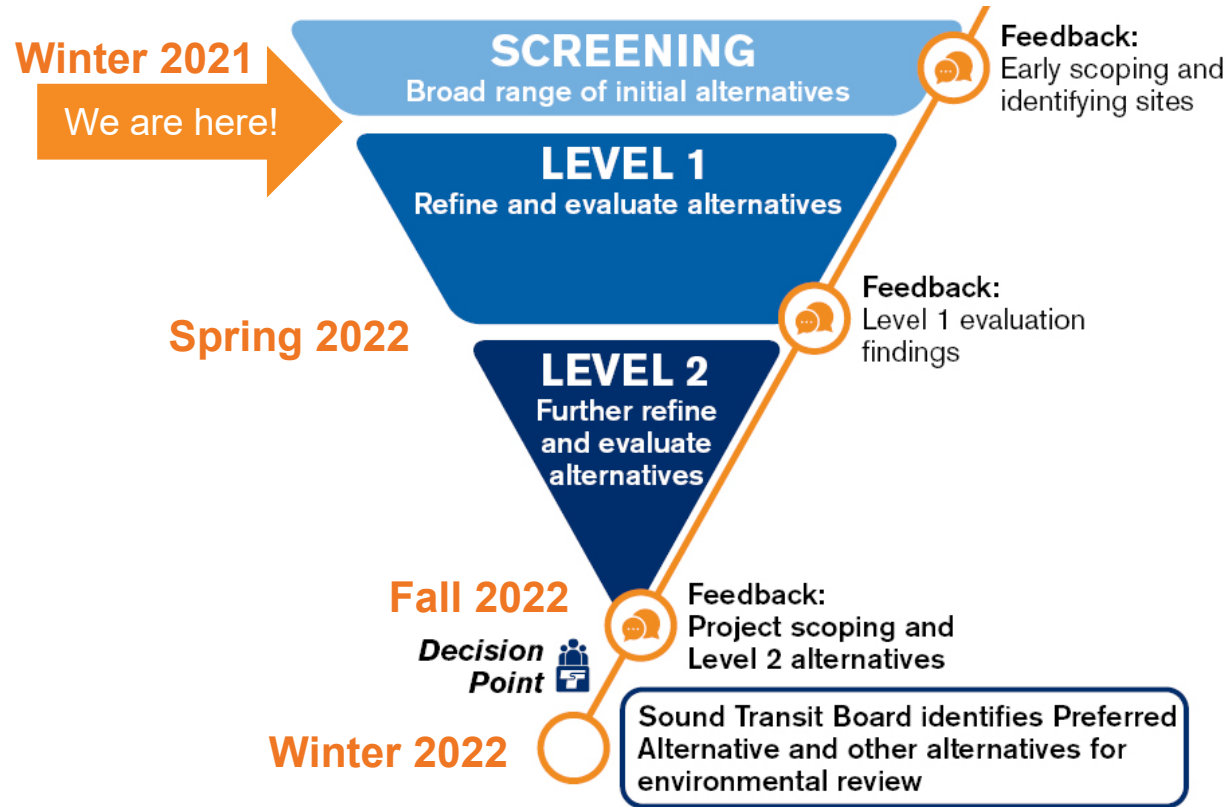
Phase 1: Alternatives Development process



Phase 1: Alternatives Development process



Phase 1: Alternatives Development process



Evaluation criteria

Stations and Alignment

Service
Performance
and Reliability



Connect
regional
centers



Equitable
Mobility



Equitable Non-
Motorized
Station Access



Increase
Transit
Connectivity
and Capacity



Technical and
Financial
Feasibility



Support Transit-
Oriented
Development at
Station Areas



Healthy
Natural, Built
and Social
Environment



OMF North

Technical and
Financial
Feasibility



OMF Capacity for
LRT System



Healthy Natural,
Built and Social
Environment



OMF Operations
Considerations



How did we get here?

Developing alternatives

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

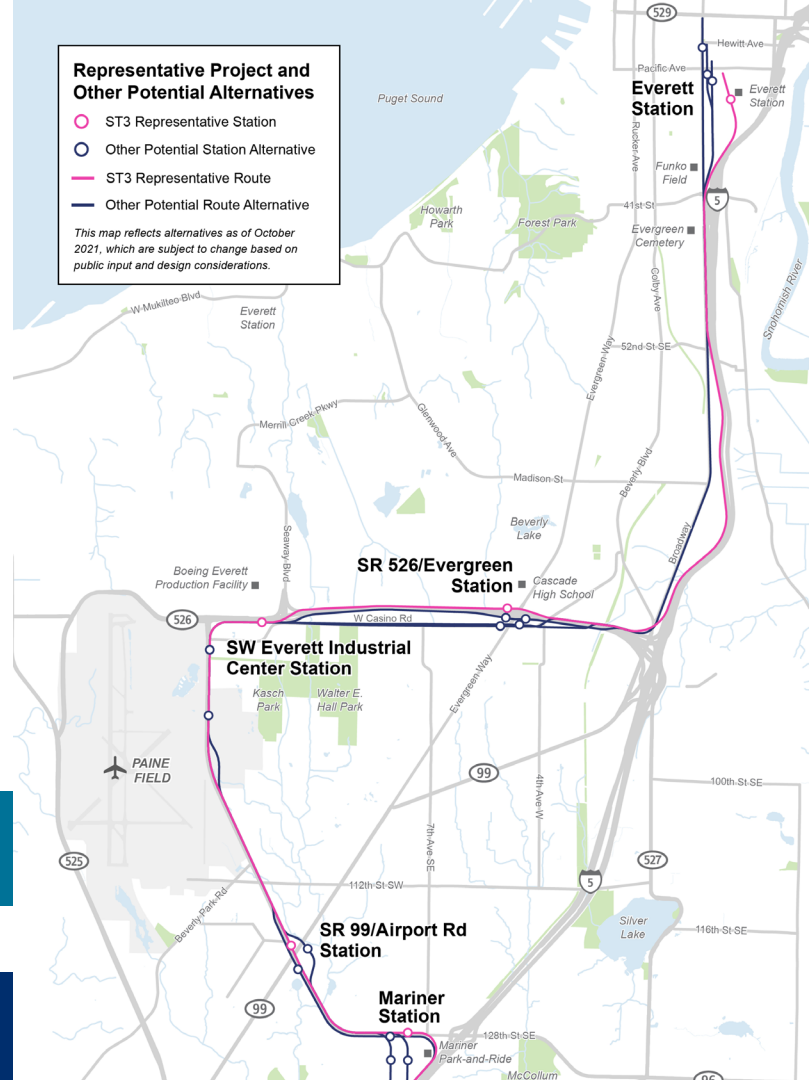


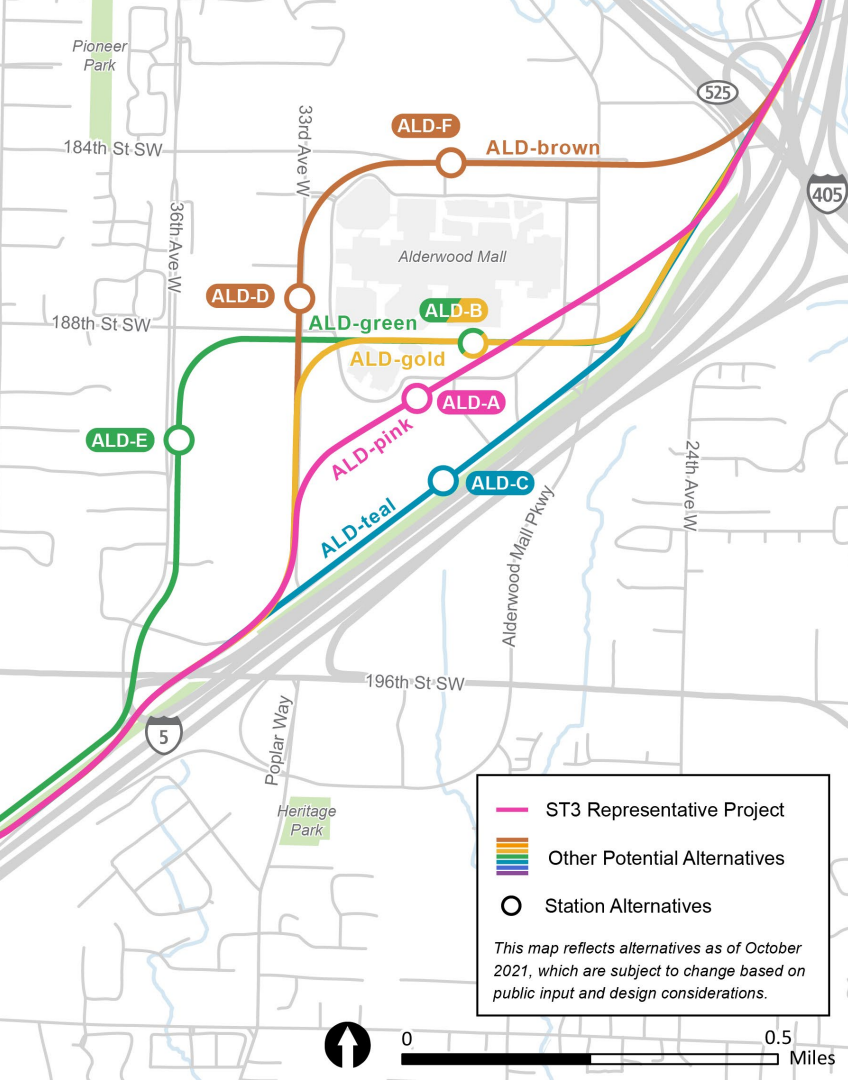
Representative project and potential alternatives

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

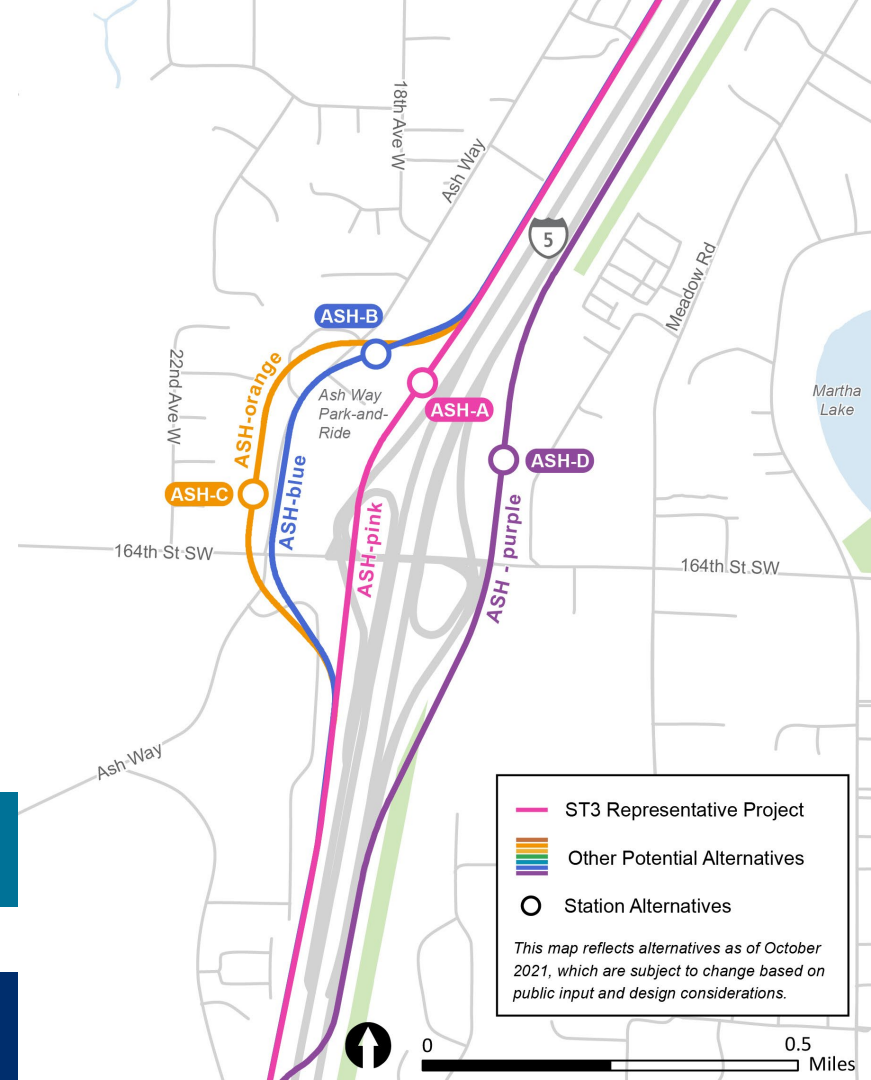


Maps can be viewed on our website:
everettlink.participate.online

Ash Way



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



Mariner



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

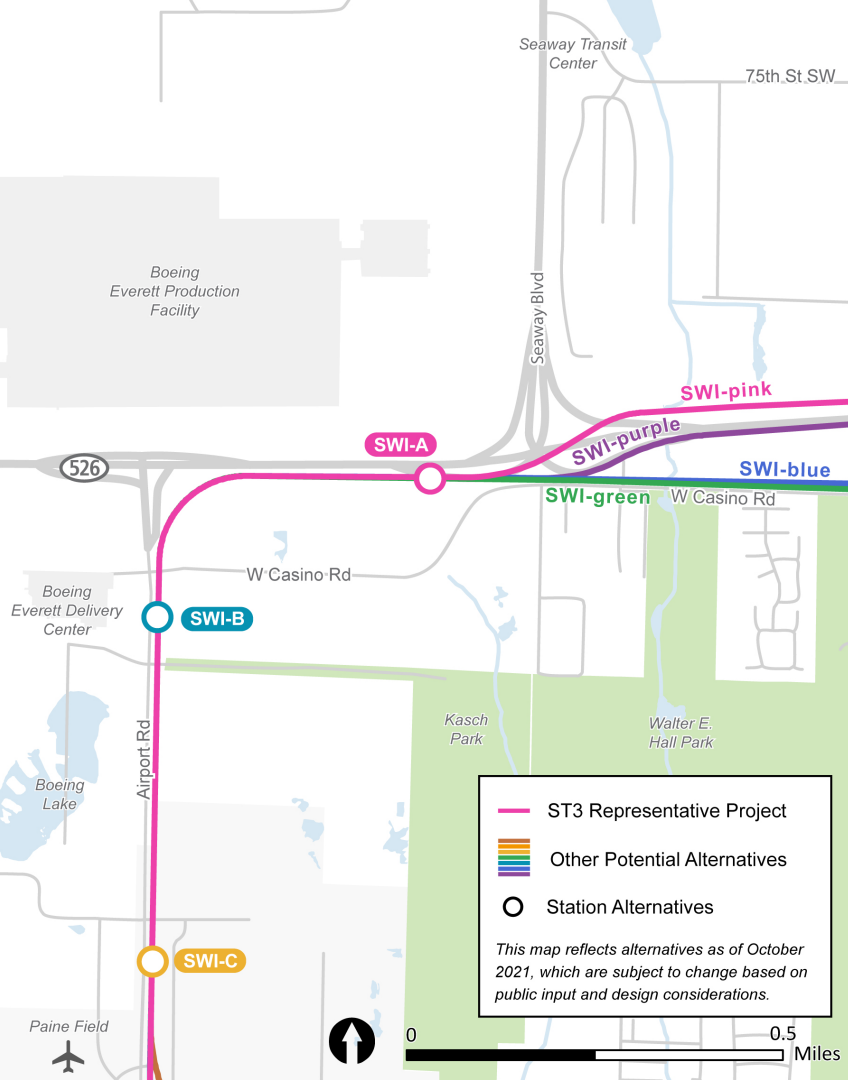
SR 99/Airport Road (provisional)



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



SW Everett Industrial Center

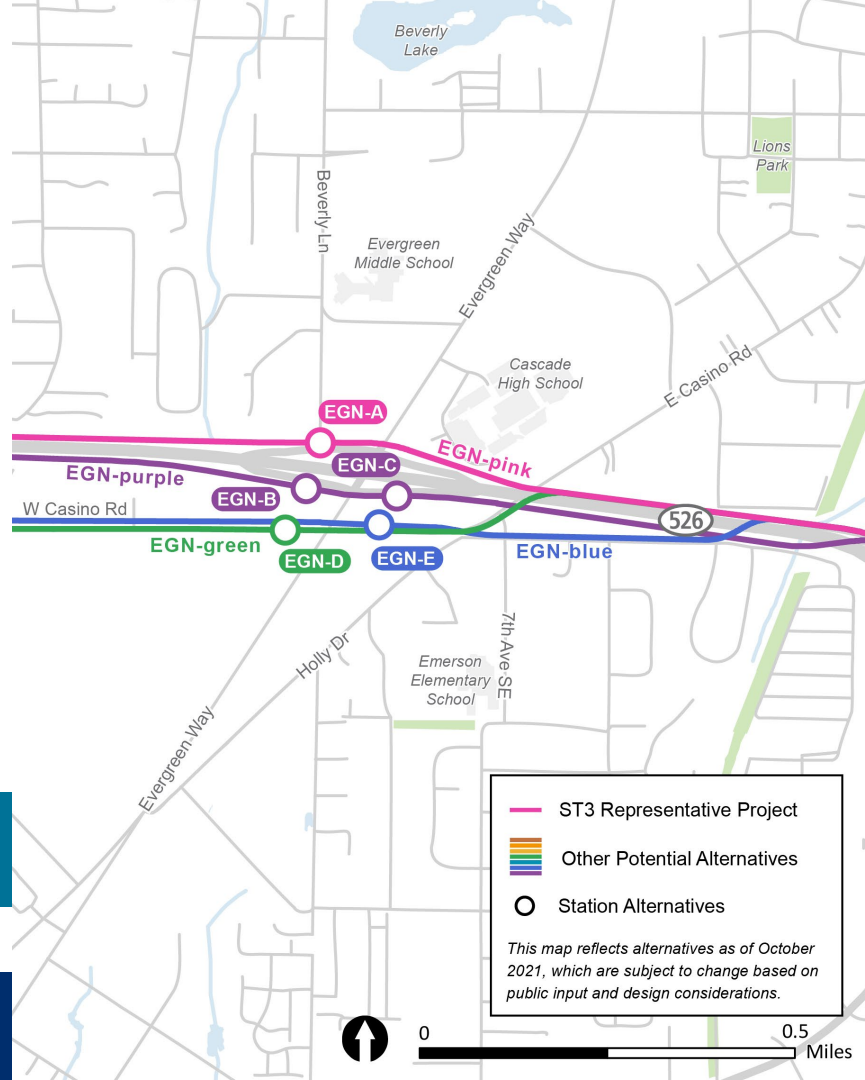


Maps can be viewed on our website:
everettlink.participate.online

SR 526/Evergreen



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



Everett Station

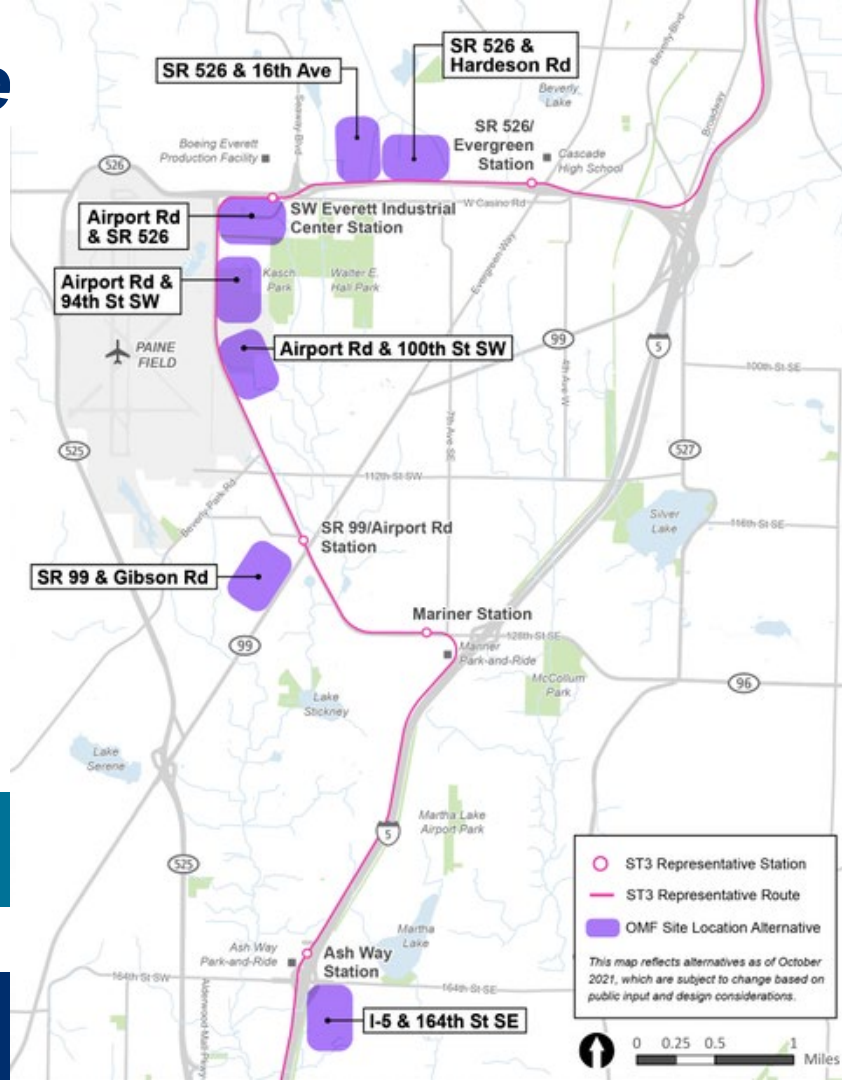


Maps can be viewed on our website:
everettlink.participate.online

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

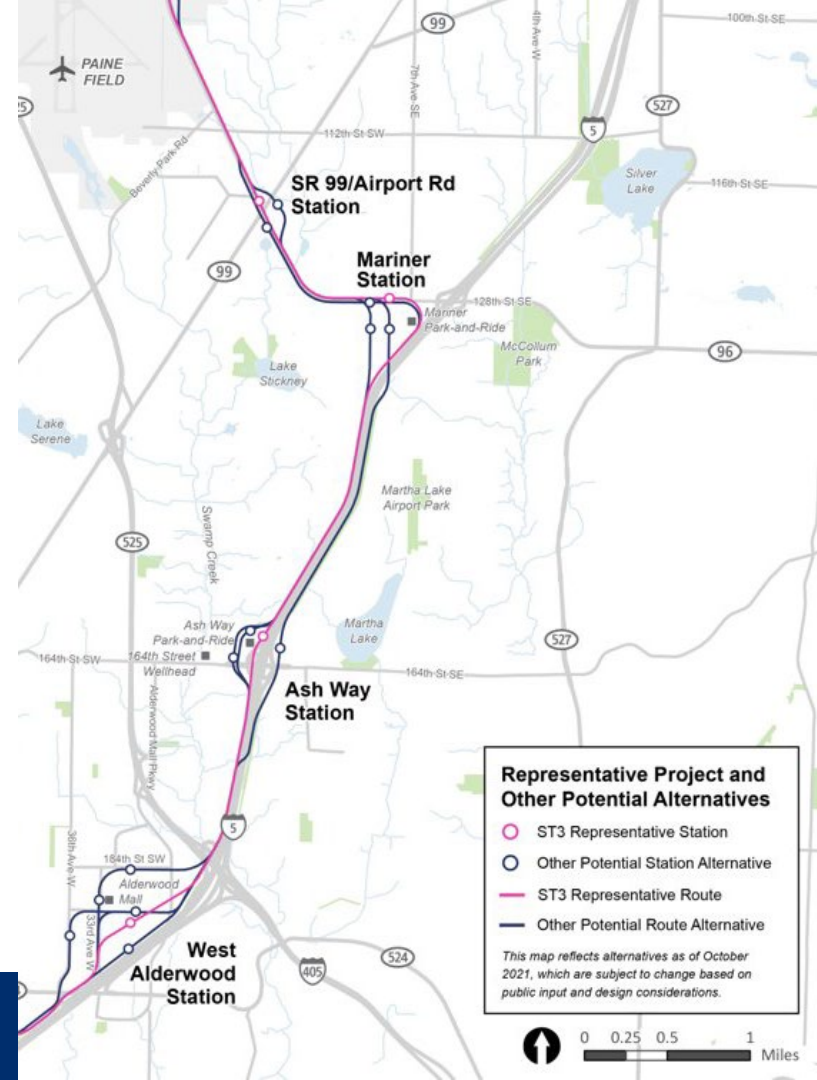
Community engagement

- 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 ELG at future meetings



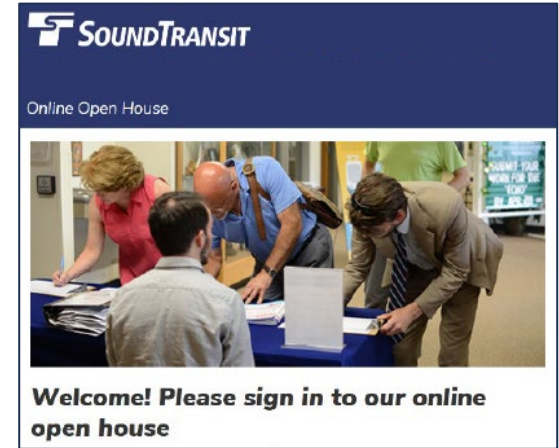
Early Scoping statistics

Everettlink.participate.online

- 5,336 visits by 4,728 visitors
- 858 views of the presentation video
- 81 total attendees at two public webinars

Comments received to date

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



*Data as of November 29

Next steps

Upcoming Level 1 review process

IAG Review
Dec – Feb 2022

INFORMS

CAG Recommendation
March 2022

RECOMMENDS

ELG Direction
April 2022

**ST Board
Briefing**
May 2022

ALTERNATIVES WARRANTING
FURTHER STUDY IN LEVEL 2

Upcoming ELG meetings - 2022

Date	Topic
Jan 24, 2022	Early Scoping feedback; discussion of alignment alternatives, station options and OMF North locations for Level 1 analysis
Apr 4, 2022	Level 1 results and recommendations from CAG; ELG provides direction on alternatives to advance for further study in Level 2
Jul 11, 2022	Station area planning and design
Sep 5, 2022	Level 2 analysis of alternatives and preview of Environmental Scoping materials
Dec 5, 2022	Review scoping feedback and CAG recommendations; ELG develops preferred alternative recommendation to ST Board

Thank you.



 soundtransit.org

