

### Meeting Overview

Subject: Elected Leadership Group Meeting 4  
Date: July 11, 2022  
Time: 3:00 – 5:00 p.m.  
Location: Zoom  
Attendees: See list on page 5

**Meeting Purpose:** To discuss the Level 2 evaluation and criteria and learn about station planning and design.

### Agenda

Time	Topic
3:00 p.m.	<b>Welcome and introductions</b> <ul style="list-style-type: none"><li>• Opening Remarks</li><li>• Deputy CEO Kimberly Farley</li></ul>
3:10 p.m.	<b>Schedule updates</b>
3:20 p.m.	<b>Level 2 evaluation and criteria</b> <ul style="list-style-type: none"><li>• Level 2 alternatives update</li><li>• Level 2 evaluation</li><li>• Level 2 criteria</li></ul>
3:50 p.m.	<b>Introduction to station planning and design</b> <ul style="list-style-type: none"><li>• Station area context</li><li>• Key elements included in station design</li></ul>
4:25 p.m.	<b>Elected Leadership Group discussion</b>
4:55 p.m.	<b>Next steps</b> <ul style="list-style-type: none"><li>• Schedule look ahead</li></ul>

### Handouts

- Everett Link Extension PPT presentation

### Summary

#### Welcome and introductions

The fourth Elected Leadership Group (ELG) meeting began with opening remarks from Deputy CEO Kimberley Farley thanking everyone for coming to the meeting and describing this phase of the Alternatives Development process. This planning step involves a deeper dive into station locations, track alignments, and recommendations for further evaluation. This meeting provides the ELG a look at Level 2 criteria, new station alternatives and alignments, as well as station planning and design.

#### Schedule Updates

Eric Widstrand, North Corridor Development Director, gave more details about the Level 2 Alternatives Development process. During Level 2, alternatives will be further evaluated and refined, and a public comment

period will be held in late 2022. Eric also noted that the overall project schedule has shifted and the Alternatives Development phase will be extended into 2023.

### Level 2 Evaluation and Criteria

Eric explained that Sound Transit (ST) staff reviewed public comments from early scoping and evaluated the requests for additional north-south route alignments to be considered. As a result, ST staff is considering two new alignments between Mariner and downtown Everett:

- I-5/Interurban Trail: follows I-5 with a new station alignment at Mariner and a new station at Everett Mall.
- SR99/Evergreen Way: follows SR 99 and Evergreen Way, with new station alignments at SR99/Airport Road and SR526/Evergreen Way.

Eric discussed Operation & Maintenance Facility (OMF) sites that would support the new alignments suggested in early scoping. OMF sites F and G would support the new alignments and could be evaluated in Level 2.

The Community Advisory Group (CAG) provided initial feedback on the new alignments at their meeting in June. Some CAG members appreciated Sound Transit responding to community interest in other alignments. Other members expressed concern that new alignments would not serve historically underserved populations in the area or the Southwest Everett Industrial Center. Other CAG members were interested in the lower cost options that could provide light rail service to Downtown Everett more quickly.

Eric explained how stations and route alignments will be evaluated based on three different scales in Level 2: individual stations and small parts of the surrounding alignment, three larger alignment sections, and end-to-end alignments. The three larger alignment sections are divided into North, Central, and South sections: North being from Everett Station to SR 526 and I-5, Central being from SR 526 to Mariner station, and South being from Mariner to West Alderwood station. There will also be evaluations based on end-to-end alignments, and potential OMF layouts and connections to the main alignment.

Eric shared examples of key criteria for Level 2 evaluation, including ridership forecasts, transit-oriented development potential, equity considerations, and construction challenges, among other factors.

Executive Somers and Mayor Franklin both commented that this was their first time seeing a SR 99 alignment. Both stated their belief that the SR 99 and I-5 alignments represent a significant deviation from the representative alignment presented in the ST3 ballot measure and expressed disappointment that the alignments are being considered.

- The project team explained that early scoping comments from the public showed interest in an I-5 or SR 99 alignment.

Executive Somers stated that it is necessary to serve the Southwest Everett Industrial Center with light rail and reiterated his position that SR 99 and I-5 alignment alignments are not consistent with the voter-approved ST3 financing package and should not be considered further.

- The project team apologized for the lack of notice to the ELG, stating that these alignments had been discussed at previous advisory group meetings, including the Interagency Group and the CAG.

Councilmember Wright and Mayor Frizzell also reported their surprise at the new alignments. Councilmember Wright noted that she learned about the new alignments from media coverage and expressed concern about

spending resources on studying alignments that do not work for Snohomish County. Mayor Frizzell commented that new alignments were not included in the materials packet sent before the meeting.

Councilmember Zarlingo commented that ST3 has a goal to connect communities and jobs, and the two new alignments do not support that objective. Councilmember Sessions reiterated concerns that the new alignments disregard years of work by leaders in Snohomish County to agree on alignment options. She strongly asked the project team to clarify their process for bringing these alignments forward for consideration.

- The project team acknowledged the comments from the ELG. Deputy CEO Farley noted that comments from the public about new alignments were discussed generally at the last ELG meeting, though not covered in detail. Sound Transit is also working closely with the Federal Transit Administration (FTA) on these issues. The team will work to address the ELG comments and apologized again that the new alignments were a surprise.

Mayor Franklin expressed interest in speaking with individuals who supported the I-5 alignment to share with them the need to connect the Southwest Everett Industrial Center with light rail.

- The project team will review the comments to see if commenter names can be shared.

Eric Widstrand reiterated that studying these new alignments is not intended to ignore priorities of the City and County. Eric acknowledged that Sound Transit heard the ELG's priorities for serving Southwest Everett Industrial area and serving communities along the representative alignment.

Councilmember Zarlingo expressed concern that some of the public is unfamiliar with the priorities of ST3 and so will continue to suggest I-5 alignments throughout the process.

Mayor Backus noted the passion of the group and the desire for good process and asked for the presentations to be distributed 5-7 days in advance of the meetings.

Executive Somers expressed concern that considering an alignment that does not serve the SW Everett Industrial Center is inconsistent with how alignments are studied in other Sound Transit projects. Mayor Franklin reiterated the concern that these new alignments are wildly different than the representative alignment for EVLE. alignment

Executive Somers described his concern that the new alignments will lead to false expectations in the community about potential cost and time savings. He also noted his concern with how any cost savings might be redirected. He reiterated his position that neither the I-5 nor SR 99 alignments are consistent with ST3 financing package approved by the voters.

Councilmember Wright asked if SR 99 or I-5 alignments could be removed from consideration at this time.

- The project team said it would take this request back to ST leadership.

Councilmember Wright expressed her desire to have been consulted before these alignments were added to the list. Mayor Frizzell agreed and described concerns about Sound Transit's internal communications process.

Councilmember Zarlingo asked again about the origin of the SR 99 alignment and how it became a proposal.

- The project team replied that the SR 99 alignment was considered at the staff level in response to public comments during early scoping. The ST Board has not weighed in on the new alignments that are being considered. After the scoping process at the end of the Level 2 analysis, the ELG will make a recommendation and the Board will then act on which alignments should advance in the environmental process.

The project team committed to revisiting the communications process to limit misunderstandings or miscommunications. Sound Transit plans to complete Level 2 analysis within the next several months and share preliminary results at the October ELG meeting. Deputy CEO Farley reiterated the team's commitment to solid communication before the next ELG meeting, planning to hold a discussion with ELG chairs to identify ways to improve communications.

Mayor Franklin requested a planning meeting with elected leaders in advance of the October meeting. The date of the October meeting is currently being confirmed.

### Introduction to station planning and design

Juan Calaf, Station Area Planning Lead for the Everett Link Extension (EVLE), introduced station planning and design. In subsequent ELG meetings, Sound Transit will share 2-dimensional station design concepts and, for selected stations, 3-dimensional visualizations. These design concepts are used to evaluate alignments against the Level 2 criteria and will be refined over the next several years.

Juan shared the elements of station planning: understanding 10-minute walksheds around stations, key transit routes and existing bike facilities. He explained the station elements include bus layovers and connections, pedestrian and bike facilities, passenger circulation, parking access and passenger drop-off. Different stations have different needs—for example, the Mariner station area would be a larger facility due to a greater need for transit connections. Sound Transit is working closely with partner transit agencies to understand how best to integrate Everett Link into existing and planned transit systems.

Executive Somers asked if station planning will include the provisional station.

- The project team responded that provisional station will be included in the station planning work.

### Next steps

The project team outlined the next steps for the ELG, including discussions on how to improve communications. In October and December, the ELG will meet to review station designs and preliminary findings from Level 2 evaluation. In January, the CAG will meet to recommend to the ELG which alternatives should advance into environmental review. The ELG will meet in January or February to recommend alternatives for environmental review. In March or April, The Sound Transit Board will identify a preferred alternative, along with other alternatives, for evaluation in the environmental documents.

Mayor Backus asked that copies of today's presentation be sent to ELG members. She also reiterated her request for meeting materials to be sent in advance of each meeting to allow adequate preparation.

Executive Somers closed the meeting by thanking everyone for their time. Deputy CEO Farley thanked ELG members for their candor and honesty during the meeting.

## Meeting Attendees

### Elected Leadership Group

- Dave Somers – Snohomish County Executive
- Cassie Franklin – Everett Mayor
- Christine Frizzell – Lynnwood Mayor
- Nancy Backus – Auburn Mayor, Sound Transit Non-Subarea Board member representative
- Stephanie Wright – Snohomish County Councilmember, District 3
- Ben Zarlingo – City of Everett Councilmember, District 5
- Shannon Sessions – City of Lynnwood Councilmember, Position 7
- Julie Meredith – WSDOT Assistant Secretary

### Sound Transit

- Kimberly Farley, Deputy Chief Executive Officer
- Don Billen, Executive Director for Planning
- Karen Kitsis, Deputy Executive Director for Capital Projects
- Eric Widstrand, North Corridor Development Director
- Erik Ashlie-Vinke, Government and Community Relations Manager for the North Corridor
- Miranda Redinger, Senior Project Manager
- Lauryn Douglas, North Corridor Deputy Project Director
- Martha Russell, Project Manager
- Paul Danielson, Kimley-Horn
- Kyle Keahey, Kimley-Horn
- Melissa DuMond, Kimley-Horn
- Angie Thomson, EnviroIssues, Facilitator
- Sean Long, EnviroIssues, Notetaker