



Everett Link Extension

Post-Level 2 Decision Making Summary of Alternatives for Study in the Draft EIS

September 2023

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Acronyms

CAG	Community Advisory Group
ELG	Elected Leadership Group
EIS	Environmental Impact Statement
EVLE	Everett Link Extension
FTA	Federal Transit Administration
NEPA	National Environmental Policy Act
OMF	Operations and Maintenance Facility
SEC	System Expansion Committee
SEPA	State Environmental Policy Act
TOD	Transit Oriented Development

1 INTRODUCTION

The Everett Link Extension (EVLE) and Operations and Maintenance Facility (OMF) North (together referred to as ‘the EVLE Project’ or ‘the project’) will extend the Link light rail 16 miles from the Lynnwood City Center Link light rail station to the Everett Station area, adding six new stations and considering one provisional (or unfunded) station. The project will extend the Lynnwood Link Extension and will provide fast, reliable, frequent transit service to communities in the City of Lynnwood, Snohomish County, and the City of Everett. Included in EVLE is the Operations and Maintenance Facility (OMF) North, which will support continued efficient transit operations as the Link expands. The project is part of the Sound Transit 3 Plan, for which funding was approved by voters in 2016.

In 2021, Sound Transit began the Alternatives Development phase of the EVLE Project planning process. During this phase, meetings and coordination with agency partners, the public and other stakeholders helped identify, evaluate, and refine a wide range of alternatives. Alternatives studied during this phase, first in Level 1 and then in Level 2 evaluation, are summarized in respective reports.

At the end of the Alternatives Development Phase, the Sound Transit Board identified alternatives to study further in the Draft Environmental Impact Statement (EIS), including preferred alternative(s). The Board considered the Level 2 evaluation findings, public comments provided during SEPA scoping, recommendations from the Community Advisory Group (CAG), the Elected Leadership Group (ELG), and Sound Transit staff. This document summarizes the process and the recommendations and decisions made by the CAG, ELG and the Sound Transit Board.

2 STAKEHOLDER MEETINGS

2.1 Community Advisory Group Recommendations

On March 29, 2023 the CAG recommended preferred alternatives and other alternatives to study in the Draft EIS. Thirteen of the 19 CAG members attended. Two earlier CAG meetings on November 9, 2022 and January 4, 2023 were used to discuss results of Level 2 station area and OMF site analysis to inform its recommendations. The station area results were shared along with the criteria used to evaluate each alternative such as general station access, bike and pedestrian connections, transit connections, impacts to businesses, proximity to historically underserved communities and future growth, and equity. CAG members also reviewed a variety of maps and draft 3D station concepts of alternatives.

At the March 29th CAG meeting, a review of technical feedback and input from the public provided during the Washington State Environmental Policy Act (SEPA) scoping period was presented. Key discussion focused on which alternatives provided the best connections to transit, the future opportunity for development and growth, safe pedestrian access, and possible residential displacements. Preferred alternatives were identified for several of the station areas and were determined to be ALD-D, ASH-D, MAR-B, AIR-A, the I-5 alignment, and EVT-D with a McDougall alignment. The CAG recommended removing ALD-B, MAR-A, EGN-C, EVT-A from study. The following sections describe key points in the CAG’s recommendations.

2.1.1 West Alderwood

2.1.1.1 ALD-B – Do Not Continue to Study

The Level 2 technical analysis determined that alternative ALD-B serves the fewest number of historically underserved communities and does not serve any affordable housing. This alternative was also determined to have the least opportunity for new development out of the West Alderwood alternatives and is the most difficult to access by walking or biking. Public feedback received during Scoping perceived less disruption to traffic on 33rd Avenue NW and 184th Street SW. The public also stated concerns around access to the station but noted that it was closest to Alderwood Mall. Community Transit noted potential challenges posed to bus operations due to distance from the roadway network.

The CAG noted that ALD-B would be closer to the Interurban Trail and would provide connections to the mall with a more pedestrian friendly location away from busy streets. However, they agreed that the location did not provide connections or service to surrounding neighborhoods, businesses, and historically underserved communities. Because of these drawbacks, the CAG recommended to no longer continue to study ALD-B.

2.1.1.2 ALD-D – Continue to Study, Preferred Alternative

The Level 2 technical analysis determined that alternative ALD-D would have the easiest pedestrian connections and the highest number of community destinations as well as the highest number of historically underserved communities within walking distance. The alternative would also provide the best connection to the Swift bus line. Although the alternative was found to have the highest planned population and job growth, there would be a lower opportunity for transit oriented development near the station. Public feedback received during scoping mentioned good access to both the mall and the surrounding neighborhoods. The owner of Alderwood Mall also favored ALD-D. The public agreed that ALD-D would provide good transit connections and good development opportunities. The City of Everett noted its support for studying ALD-D. Lynnwood supported ALD-D and the brown alignment in the station area. Community Transit noted ALD-D as having the best opportunity for transit integration.

The CAG recommended that ALD-D should be studied in the Draft EIS as the preferred alternative. The CAG agreed with feedback noting proximity to residential areas, service to historically underserved communities, the benefits to multiple users, and convenience to new apartments and the mall. They mentioned that ALD-D would maximize walkshed and land use compatibility and stimulate redevelopment and transit oriented development.

2.1.1.3 ALD-F – Continue to Study

The Level 2 technical analysis determined that ALD-F would serve a lower number of historically underserved communities than ALD-D but a higher number of historically underserved communities than ALD-B. The alternative would provide more opportunity for new development and easier access for those walking and biking. ALD-F was found to have shorter travel times for buses but farther away from Swift bus line. Public feedback collected during scoping noted good access to businesses in and around the mall and better access for neighborhoods to the north of the station. The public also mentioned concerns around congestion. The City of Everett stated support for studying ALD-F in the Draft EIS while Community Transit noted routing challenges for buses to access the station.

The CAG recommended that ALD-F should be studied in the Draft EIS. The CAG noted that ALD-F has similar advantages to ALD-D but agreed that it would serve more historically underserved communities than ALD-D. They agreed that it would be closer to the north side of the mall which is a busier access point for pedestrians but has poorer connections to the existing Swift bus line.

2.1.2 Ash Way

2.1.2.1 ASH-A – Continue to Study

The technical analysis in Level 2 determined that ASH-A would provide easiest bus service, simplified pickup and drop off, and more connections to Swift Orange Line due to its proximity to the Ash Way Park-and-Ride. The alternative was found to provide higher access for historically underserved communities and those living in affordable housing. The lack of potential for new development and more residential displacements were also noted. Public feedback received during scoping supported this alternative due to the connections with Ash Way Park-and-Ride and integration with local transit services. Several commenters assumed there would be fewer impacts near the station but highlighted concerns about potential property impacts along the alignment. Snohomish County and the City of Everett agreed that they supported the study of ASH-A in the Draft EIS and Community Transit noted potential impacts to existing transit operations at Ash Way Park-and-Ride.

The CAG recommended that ASH-A be studied in the Draft EIS. They noted that the alternative would have greater access for existing residents and for commuter connections, traffic, and parking due to the direct access to the park-and-ride. The CAG also mentioned that connections across the freeway or to the Interurban Trail would be important.

2.1.2.2 ASH-D – Continue to Study, Preferred Alternative

The technical analysis in Level 2 found that ASH-D would have easy connections to the Interurban Trail and create more opportunity for new development. The alternative also aligns most closely with local planning documents. Analysis also determined that ASH-D would have longer travel times for buses, serve fewer historically underserved communities, and would potentially displace community destinations. Construction of ASH-D may also disrupt the Interurban Trail temporarily. The public feedback collected during scoping noted the benefit for potential development but brought up concerns over potential impacts to Mill Creek Foursquare Church and the Interurban Trail. Other comments mentioned by the public included the need for a bridge to connect to the existing park-and-ride and the cost and challenge of an additional I-5 crossing. Snohomish County and the City of Everett agreed that they supported the study of ASH-D, and Community Transit noted the need for pedestrian access across I-5 to connect with Ash Way Park-and-Ride.

The CAG recommended that ASH-D should be studied in the Draft EIS as the preferred alternative but noted that it would be important to develop connections across the freeway. They noted that ASH-D is closer to the Interurban Trail and closer to the shopping areas on the south side of 164th Street which allows for better connectivity to the community and businesses. Recommendations mentioned that although ASH-D may serve fewer people in the short term, there is more opportunity for future development and community assets, especially for people who do not own cars. ASH-D would also maximize walkshed, bike shed, and land use compatibility along with being farther from wetlands.

2.1.3 Mariner

2.1.3.1 MAR-A – Do Not Continue to Study

The Level 2 technical analysis found that MAR-A had higher planned population and job growth and serves more historically underserved communities. However, the alternative would have more potential residential displacements and businesses displacements, particularly on the north side of 128th Street SW. The public feedback received during scoping mentioned concerns about the congestion a station might bring to 128th Street SW. Feedback also noted connections to businesses along 128th Street SW. The City of Everett did not support the continued study of MAR-A and Community Transit noted a need for adequate pedestrian connections from Mariner Park-and-Ride.

The CAG noted fewer potential business impacts for MAR-A, its proximity to where people live, and its opportunity for developable areas. However, MAR-B offers similar benefits without the concern of as much potential residential displacement as MAR-A. Because of this, the CAG ultimately recommended to remove MAR-A from study in the Draft EIS.

2.1.3.2 MAR-B – Continue to Study, Preferred Alternative

The Level 2 technical analysis determined MAR-B to be the most walkable and have the highest planned population and job growth. It was found to serve the most historically underserved communities and have the fewest residential displacements. Business displacement on the south side of 128th Street SW were also noted. Public feedback received from scoping mentioned concerns about the congestion a station might bring to 128th Street SW. Feedback also noted connections to businesses along 128th Street SW and the fewer residential displacements. Snohomish County and the City of Everett noted support for the study of MAR-B in the Draft EIS and Community Transit noted the need for adequate pedestrian connections farther from Mariner Park-and-Ride.

The CAG recommended that MAR-B should be studied in the Draft EIS as the preferred alternative. This alternative would provide the best opportunity for TOD, maximize the walkshed and land use compatibility, and connect with business, schools, and Mariner Park-and-Ride. In addition, MAR-B would have a lower cost and fewer potential construction impacts along with the fewest potential residential displacements.

2.1.3.3 MAR-D – Continue to Study

The Level 2 technical analysis found that MAR-D would have the highest opportunity for new development near the station and would align most closely with local planning. However, the alternative has the highest potential residential displacements, including affordable housing and businesses on the north side of 128th Street SW. MAR-D would also serve the fewest historically underserved communities and would be the most challenging for pick-ups and drop offs. Public comments from scoping noted the easy access to existing Mariner Park-and-Ride and local bus services and mentioned how the alternative would avoid traffic and congestion along 128th Street SW. Concerns about residential displacement were also noted. Snohomish County and the City of Everett supported the study of MAR-B in the Draft EIS and Community Transit stated that the site aligns best with current transit operations.

The CAG recommended that MAR-D should continue to be studied in the Draft EIS. They noted that the site would be more accessible to riders with easier access to transit connections and

the park-and-ride. MAR-D is also consistent with Snohomish County plans for improving access and on property that is easier to develop.

2.1.4 SR 99/Airport Road (provisional)

2.1.4.1 AIR-A – Continue to Study

The Level 2 technical analysis found that AIR-A had a better connection to Swift Green Line and less disruption to business access during construction. However, this site would be more challenging for pick-up and drop-off. Public feedback collected during scoping noted the challenges of crossing busy arterial roadways at the intersection of SR 99 and Airport Road. Better connections to Mariner alignments on the north side of 128th Street SW and the opportunity for better transit connection to the north and east were also mentioned by the public. Snohomish County and the City of Everett noted support for the continued study of the AIR-A in the Draft EIS and the City of Everett noted a preference for AIR-A because of the better transit connections.

The CAG recommended to study AIR-A in the Draft EIS as the preferred alternative. They noted the station would be closer to residential areas, have fewer technical challenges, and would avoid the need to cross Airport Road to access the OMF in any location except Site F (SR 99 & Gibson Road) and they thought the alternative would have more opportunity for TOD. However, this alternative would need to address pedestrian access issues in crossing a busy arterial.

2.1.4.2 AIR-B – Continue to Study

The Level 2 technical analysis determined that AIR-B would have more opportunity for new development adjacent to the station and would be an easier location for pick-up and drop-off. AIR-B was found to have worse connection to Swift Green Line and would potentially be more disruptive to business access during construction. Public feedback during scoping pointed out the challenges of crossing busy arterial roadways at the intersection but noted the improved connection to Mariner alignment on the south side of the 128th Street SW. Snohomish County and the City of Everett both supported continued study of AIR-B in the Draft EIS.

The CAG recommended studying AIR-B in the Draft EIS noting its convenience for existing transit.

2.1.5 SW Everett Industrial Center

2.1.5.1 SWI-A – Mixed Support to Continue to Study

The Level 2 technical analysis found that SWI-A had the most valuable connections, being the easiest to walk to, serving historically underserved communities, and providing a connection to Boeing and other regional employment centers. However, SWI-A would result in longer travel times for buses. Public feedback cited better connections to residential areas on Casino Road and affirmed the value of a direct connection to the Boeing production facility. The City of Everett preferred SWI-A due to the direct connections to Boeing and residential areas along Casino Road, though Community Transit noted that the alternative would not have an opportunity for direct connections by their bus routes.

The CAG was divided on whether to recommend that SWI-A be studied in the Draft EIS. They noted that the alternative had valuable access to high-density residential areas along Casino

Road and the opportunity for transit oriented development nearby, along with the proximity to the Boeing facility and the Seaway Boulevard transit center. However, they also had concerns regarding the potential impacts and displacement to the community on Casino Road, and that a connection to Boeing would require a dedicated shuttle or access bridge.

2.1.5.2 SWI-B – Mixed Support to Continue to Study

The Level 2 technical analysis found that SWI-B had the shortest travel times and best connections for bus transit, however, the alternative would not serve residential areas or historically underserved communities. Public feedback received during scoping was mixed, as the alternative was the second choice for many people who otherwise favored SWI-A or SWI-C, and the location being equidistant to both Boeing and Paine Field is a benefit and a challenge. The City of Everett supported continuing to study SWI-B in the Draft EIS, while Community Transit highlighted the easier bus-rail transfers with the existing Swift bus stop nearby.

The CAG was divided on whether to recommend that SWI-B should be studied in the Draft EIS. They noted the easier connections to existing bus rapid transit and proximity to the Everett Delivery Center and Sno-Isle TECH Skills Center—however, they also stated there is no residential community nearby, and the proximity to the Sno-Isle TECH Skills Center could also result in unwanted impacts.

2.1.5.3 SWI-C – Mixed Support to Continue to Study

The Level 2 technical analysis found that SWI-C had the most favorable connections for bikes and streets, however, it does not serve residential areas or historically underserved communities. Public feedback received during scoping highlighted the proximity to Paine Field as a valuable connection. The City of Everett, however, did not support continuing to study the alternative. Community Transit was in favor of the alternative, noting the opportunity for direct connections to existing routes, though it would require some changes to existing stop locations.

The CAG was divided on whether to recommend that SWI-C should be studied in the Draft EIS. They noted that it would still support the Holly and Westmont neighborhoods and the alternative is the closest to Paine Field, however, SWI-C would still require a direct shuttle connection to the Paine Field passenger terminal. Connection to the Boeing production facility would also require a shuttle.

2.1.6 SR 526/Evergreen Way

2.1.6.1 EGN-A – Mixed Support to Continue to Study

The Level 2 technical analysis found that EGN-A had the fewest potential displacements of existing properties, especially along Casino Road. However, the alternative would be more difficult to access by car or connecting buses and would have fewer historically underserved communities and less affordable housing within walking distance. Public feedback received during scoping noted that EVT-A would be less disruptive to the existing community and there would be both fewer direct impacts from property acquisitions and indirect impacts from increased rents and property values. The City of Everett noted significant challenges with EGN-A, Community Transit noted that the alternative would be difficult to serve by bus, and Everett School District had concerns about possible impacts to its property from the alternative.

The CAG was divided on whether to recommend that EGN-A should be studied in the Draft EIS. They noted that the alternative had strong public support and was adjacent to a large new

affordable housing development, but also that transit access was poor and transit oriented development opportunities near the station would be constrained by SR 526 and the road network.

2.1.6.2 EGN-B – Continue to Study

The Level 2 technical analysis found that alternative EGN-B would have a higher number of historically underserved communities and affordable housing within walking distance and would be easier for cars to pick up and drop off passengers. The alternative would potentially displace community destinations including the Casino Square shopping center, but it would have fewer potential displacements than EGN-C, EGN-D, or EGN-E. Public feedback received during scoping noted that EGN-B would provide access to nearby destinations and communities and provide good opportunities for transit oriented development. Commenters were concerned about potential impacts along Casino Road, especially the Casino Square shopping center. Community Transit noted the need for pedestrian improvements for connecting transit service along Casino Road. The City of Everett supported studying EGN-B in the Draft EIS.

The CAG recommended that EGN-B should be studied in the Draft EIS. They noted that the alternative would be closer to historically underserved populations, would be convenient for Casino Road destinations and connections to different transportation modes. In addition, the alternative aligned with land use plans for the area had good opportunity for transit oriented development. However, the CAG did note that the City of Everett would need to collaborate with the community to create new permanently affordable commercial space to support businesses disrupted by the changes in the neighborhood brought by light rail.

2.1.6.3 EGN-C – Do Not Continue to Study

The Level 2 technical analysis found that alternative EGN-C would have more historically underserved communities and affordable housing within walking distance and would be easier for cars to pick up and drop off from. The alternative would potentially displace community destinations including the Casino Square shopping center. While it would have fewer total potential displacements than EGN-B, EGN-D, or EGN-E, it would have more potential business displacements. Public feedback received during scoping noted that EGN-C would be easier to walk to Evergreen High School from because it would not require using busy roads. Impacts to Casino Road were also noted by the public. Community Transit noted the need for pedestrian improvements for connecting transit service along Casino Road. The City of Everett did not support studying EGN-C in the Draft EIS.

The CAG recommended that EGN-C should not be studied in the Draft EIS. They noted that the alternative would potentially displace many existing properties and businesses and would not offer as many benefits as other alternatives.

2.1.6.4 EGN-D – Continue to Study

The Level 2 technical analysis found that alternative EGN-D would have better connections to buses and would have a higher number of historically underserved communities in walking distance. The technical analysis found that EGN-D had the most potential displacements, including community destinations, and construction could be more challenging and disrupting. Public feedback received during scoping noted that EGN-D would provide access to nearby communities and destinations and better transfers to bus service on Casino Road and Evergreen Way. However, commenters were concerned about potential impacts along Casino

Road. Community Transit noted that EGN-D would likely offer better transit integration. The City of Everett supported studying EGN-D in the Draft EIS.

The CAG recommended that EGN-D should be studied in the Draft EIS, noting that the alternative would be close to shopping, homes, and schools, and would better support transit oriented development. It would also offer better transit integration and would better avoid impacts to the north side of Casino Road.

2.1.6.5 EGN-E – Continue to Study

The Level 2 technical analysis found that alternative EGN-E would have better connections to buses and would have a higher number of historically underserved communities in walking distance. The technical analysis found that EGN-E had more potential displacements, including community destinations, and construction could be more challenging and disrupting. Public feedback received during scoping noted that EGN-E would provide access to nearby communities and destinations and better transfers to bus service on Casino Road and Evergreen Way. However, commenters were concerned about potential impacts along Casino Road. Community Transit noted that EGN-E would likely offer better transit integration. The City of Everett did not support studying EGN-E in the Draft EIS.

The CAG recommended that EGN-E should be studied in the Draft EIS, noting that the alternative would better support transit oriented development and have better transit integration.

2.1.7 Broadway/I-5

2.1.7.1 I-5 – Continue to Study, Preferred Alternative

The Level 2 technical analysis found that the I-5 alternative would have fewer potential displacements of existing properties and would not require permanent closures of intersections. However, there would be potential construction challenges due to the limited space available next to I-5. Public feedback received during scoping noted that the I-5 alternative would be less disruptive to residential neighborhoods and be cheaper and faster to build.

The CAG recommended that the I-5 alternative be studied in the Draft EIS as the preferred alternative. The CAG noted that the alternative would have far fewer potential property acquisitions.

2.1.7.2 Broadway – Continue to Study

The Level 2 technical analysis found that the Broadway alternative would be shorter with fewer curves in the alignment but would require more potential residential property acquisitions and the permanent closure of several intersections in the area. Public feedback received during scoping noted concerns with residential and business displacements and concerns about higher costs of the Broadway alternative. Several commenters expressed the desire for a station along this section of the alignment.

The CAG recommended that the Broadway alternative be studied in the Draft EIS.

2.1.8 Everett Station

2.1.8.1 EVT-A – Do not Continue to Study

The technical analysis in Level 2 determined that EVT-A would provide the best connection to the existing Everett Station facility and would result in the fewest potential displacements of existing properties. However, EVT-A was the farthest alternative from downtown Everett and community destinations. The alternative would also have less affordable housing nearby and would be more challenging to walk or bike to. Public feedback received during scoping mentioned that EVT-A would provide the best connections to bus service at the existing Everett Station. Commenters thought the alternative would be less disruptive to the surrounding community and have fewer traffic impacts, but some did have concerns about a lack of potential for transit oriented development in the station area. The City of Everett supported the continued study of this alternative if it could be modified to not conflict with the existing Everett Station. Community Transit noted potential construction challenges and operational changes that would be required to accommodate this alternative.

While the CAG noted the advantage of locating the station next to the existing transit hub, they ultimately decided to recommend not studying EVT-A in the Draft EIS because of worse connections to downtown Everett, poor walkability and concerns about lack of opportunity for transit oriented development. They also noted that EVT-A did not align with subarea planning undertaken by Everett, which favored a location closer to EVT-C.

2.1.8.2 EVT-C – Continue to Study

The technical analysis in Level 2 determined that EVT-C would be closer to community destinations, was projected to have higher 2040 population and job growth, would have more historically underserved communities within walking distance and more affordable housing nearby. However, EVT-C would potentially displace more existing properties including affordable housing, community destinations, and businesses along McDougall Avenue and the alternative would be hard for cars to pick up and drop off. Public feedback received during scoping noted that EVT-C would provide better access to downtown Everett and would be more walkable in general. Commenters also saw more opportunity for transit oriented development near the station. Commenters did express concern about the alternative potentially causing congestion on Broadway. Community Transit noted that EVT-C had the best opportunity for balancing integration with bus service and access to downtown. The City of Everett supported studying EVT-C in the Draft EIS.

The CAG recommended that EVT-C should be studied in the Draft EIS. They noted that the alternative had the best compatibility with future extensions of the Link Light Rail system and local planning work. They said that the alternative supported a balance between serving downtown destinations and the transit hub at the existing Everett Station, providing the best opportunity for transit integration and access to community destinations and affordable housing. They also noted that EVT-C would have good opportunity for transit oriented development and would be less disruptive to traffic on Broadway.

2.1.8.3 EVT-D – Continue to Study

The technical analysis in Level 2 determined that EVT-D, similar to EVT-C, would be closer to community destinations, was projected to have higher 2040 population and job growth, would have more historically underserved communities within walking distance and more affordable housing nearby. However, EVT-D would potentially displace more existing properties including

affordable housing, community destinations, and businesses along Broadway and the alternative would be hard for cars to pick up and drop off. Public feedback received during scoping noted that EVT-D would provide better access to downtown Everett and would be more walkable in general. Commenters did express concern about the potential for this alternative to increase traffic congestion and displace existing businesses along Broadway. Community Transit noted that this alternative would require more bus travel time to access the station because inefficient routing and construction could disrupt the planned Swift Gold Line bus rapid transit along Broadway. The City of Everett supported studying the EVT-D station location, but had concerns with the alternative alignment along Broadway, preferring instead an alignment along McDougall Avenue.

The CAG recommended that EVT-D should be studied in the Draft EIS as the preferred alternative, but with an alignment on McDougall Avenue instead of Broadway. The CAG saw several advantages for EVT-D, it would be located closer to downtown and existing populations, including historically underserved communities, it would be closer to Angel of the Winds Arena, and would be more accessible to bikes and pedestrians. The CAG thought that EVT-D could support tourism and encourage development in downtown Everett.

2.1.9 OMF North

2.1.9.1 Site B-1 (SR 526 & 16th Ave) – Continue to Study in area of B

The technical analysis in Level 2 determined that Site B-1 would have the least potential to displace historically underserved populations and would require no residential displacements. The site would have easy connection to mainline track, fewer site development challenges, and a moderate number of job displacements. The site would displace specialized manufacturing facilities and employers and would likely have some impacts to wetlands and streams. Public feedback from scoping noted Site B-1 as having compatible industrial uses. Concerns about business and jobs displacement was also mentioned. Snohomish County supported the study of Site B-1 while the City of Everett did not support continuing to study the location in the Draft EIS.

The CAG recommended that the Draft EIS should study a site in the general area of Site B-1 and B-2. The combined site was determined to have fewer potential business displacements, no residential displacements, the consistency with existing zoning and land use, and how the general area of Site B is less burdensome to historically underserved communities. However, they also noted that the site eliminates land and jobs from the SW Industrial Center which conflicts with the goal of serving the center, and the impacts on the Everett School District's transportation facilities that would require relocation.

2.1.9.2 Site B-2 (75th St and 16th Ave) – Continue to Study in area of B

The technical analysis in Level 2 determined that Site B-2 would have the least potential to displace historically underserved populations and would require no residential displacements. The site would have easy connection to mainline track, fewer site development challenges, and the lowest number of job displacements. The site would displace specialized manufacturing facilities and employers and would likely have some impacts to wetlands and streams. Public feedback from scoping noted Site B-2 as having compatible industrial uses. Concerns about business and jobs displacement was also mentioned. Snohomish County supported the study of Site B-2 while the City of Everett did not support continuing to study the location in the Draft EIS.

The CAG recommended that the Draft EIS should study a site in the general area of Site B-1 and B-2. The combined site was mentioned to have fewer potential business displacements, no residential displacements, the consistency with existing zoning and land use, and how the area of B is less burdensome to historically underserved communities. However, they also noted that the site eliminates land and jobs from the SW Industrial Center which conflicts with the goal of serving the center, and the impacts on the Everett School District's transportation facilities that would require relocation.

2.1.9.3 Site E (Airport Rd and 100th St SW) – Continue to Study

The Level 2 technical analysis found Site E to have the lowest property cost and risk for contaminated soils, easy connection to mainline track and cause fewer specialized business to relocate. The site was found to have some job and residential displacement along with the potential to displace some historically underserved populations. It would also have the most impact to wetlands and streams and present potential permitting challenges. Public comments received during scoping noted the compatible industrial uses and the concern for possible impacts on wetlands, streams, and surface water. Tulalip Tribes also noted concerns due to the impact Site E could have on wetlands and streams. The City of Everett and Snohomish County both supported the study of Site E in the Draft EIS.

The CAG recommended to continue the study of Site E in the Draft EIS due to the opportunity for a joint location for Community Transit hub and light rail, the fewer job displacements, and the lowered complexities and disruptions. The site also offers more commonalities with neighboring land use and preserves the ability of the airport to have airport supportive development on its property. However, the CAG stated a need to balance impacts to Swamp Creek with opportunities to enhance the fish and wildlife, and water quality functions with proper design and mitigation. They also noted the tribal concerns around potential impacts to stream systems and emphasized the need to work closely with the tribes.

2.1.9.4 Site F (SR 99 and Gibson Rd) – Continue to Study

The Level 2 technical analysis did not identify any wetlands or streams in Site F. It was found to have fewer specialized businesses to relocate but would have the highest number of job and residential displacements along with the highest potential to displace historically underserved populations. Site F is located within ½ mile of the provisional station at SR 99/Airport Way and would require additional infrastructure to construct. Scoping comments received from the public noted concern for residential displacement and potential impacts along SR 99/Evergreen Way. The City of Everett and Snohomish County both support the continued study of Site F.

The CAG recommended to continue to study Site F in the Draft EIS and noted that it is the only site without possible wetland impacts.

2.2 Elected Leadership Group Recommendations

The ELG met December 6, 2022 and January 3, 2023 to discuss results of the Level 2 analysis, further understand Sound Transit evaluation of advantages and disadvantages for each alternative and preview early design concepts for station areas. The ELG met again on April 25, 2023 and all eight members were in attendance. The purpose of the meeting was to recommend preferred alternatives and other alternatives to study in the Draft EIS. A review of previous early scoping and scoping efforts and shared next steps were given before discussion.

2.2.1 West Alderwood

2.2.1.1 ALD-B – Only Study if Needed

The ELG agreed with the CAG that ALD-B had some challenges, recommending that ALD-B only be studied in the Draft EIS if Sound Transit thought it necessary to provide a reasonable range of alternatives in the West Alderwood area.

2.2.1.2 ALD-D – Continue to Study, Preferred Alternative

The ELG agreed with the CAG's recommendation that ALD-D be studied in the Draft EIS as the preferred alternative.

2.2.1.3 ALD-F – Continue to Study

The ELG agreed with the CAG's recommendation that ALD-F should be studied in the Draft EIS.

2.2.2 Ash Way

2.2.2.1 ASH-A – Continue to Study

The ELG agreed with the CAG's recommendation that ASH-A should be studied in the Draft EIS.

2.2.2.2 ASH-D – Continue to Study

The ELG agreed with the CAG's recommendation that ASH-D should be studied in the Draft EIS but did not agree that it should be identified as the preferred alternative.

2.2.3 Mariner

2.2.3.1 MAR-A – Do Not Continue to Study

The ELG agreed with the CAG's recommendation that MAR-A should not be studied in the Draft EIS.

2.2.3.2 MAR-B – Continue to Study

The ELG agreed with CAG's recommendation that MAR-B should be studied in the Draft EIS but did not agree that it should be identified as the preferred alternative.

2.2.3.3 MAR-D – Continue to Study

The ELG agreed with the CAG's recommendation that MAR-D should be studied in the Draft EIS.

2.2.4 SR 99/Airport Road

2.2.4.1 AIR-A – Continue to Study

The ELG agreed with the CAG's recommendation that AIR-A should be studied in the Draft EIS, noting the need for additional research regarding the best location for future development, needing to finalize the location of track turnbacks at the station, and determining a location for a shuttle to Paine Field.

2.2.4.2 AIR-B – Continue to Study

The ELG agreed with the CAG's recommendation that AIR-B should be studied in the Draft EIS, noting the need for additional research regarding the best location for future development, needing to finalize the location of track turnbacks at the station, and determining a location for a shuttle to Paine Field.

2.2.5 SW Everett Industrial Center

2.2.5.1 SWI-A – Preferred Alternative

The ELG agreed with the CAG's recommendation that SWI-A should be studied in the Draft EIS, however they also recommended that SWI-A be the preferred alternative. They cited the numerous connections to Casino Road with minimal impacts, along with connections to other residential communities and Boeing.

2.2.5.2 SWI-B – Continue to Study

The ELG agreed with the CAG's recommendation that SWI-B should be studied in the Draft EIS, noting that shuttle connections to Paine Field would be required for all alternatives and therefore proximity to the airport should not be a deciding factor.

2.2.5.3 SWI-C – Only Study if Needed

The ELG agreed with the CAG's recommendation that SWI-C should not be eliminated from study in the Draft EIS, though they recommended that SWI-C be included to provide a reasonable range of alternatives.

2.2.6 SR 526/Evergreen Way

2.2.6.1 EGN-A – Continue to Study

The ELG concurred with the CAG's mixed sentiments about EGN-A; however, ultimately recommended that EGN-A should be studied in the Draft EIS. They cited the strong community support and the need to have an alternative studied on the north side of SR 526 but had concerns regarding connections to residential communities and the impacts to existing residential and commercial areas.

2.2.6.2 EGN-B – Continue to Study

The ELG agreed with the CAG's recommendation that EGN-B should be studied in the Draft EIS, and noted a preference for alternatives located on the south side of SR 526. They noted the need for outreach to impacted businesses in this station area.

2.2.6.3 EGN-C – Do Not Continue to Study

The ELG concurred with the CAG’s recommendation that EGN-C should not be studied in the Draft EIS.

2.2.6.4 EGN-D – Do Not Continue to Study

The ELG did not agree with the CAG’s recommendation that EGN-D should continue to be studied and recommended that it should not be studied in the Draft EIS as it is so similar to EGN-E but EGN-E is more strongly preferred.

2.2.6.5 EGN-E – Continue to Study

The ELG agreed with the CAG’s recommendation that EGN-E should continue to be studied in the Draft EIS, citing that the preferred alternative would be south of SR 526 and would preserve Casino Square, although there were concerns about business displacement.

2.2.7 I-5/Broadway

2.2.7.1 I-5 – Continue to Study, Preferred Alternative

The ELG agreed with the CAG’s recommendation that the I-5 alternative should continue to be studied in the Draft EIS and should be identified as the preferred alternative.

2.2.7.2 Broadway – Continue to Study

The ELG concurred with the CAG, agreeing that the Broadway alternative should continue to be studied in the Draft EIS.

2.2.8 Everett Station

2.2.8.1 EVT-A – Continue to Study, Shift Location North

The ELG disagreed with the CAG’s recommendation, stating that EVT-A should continue to be studied in the Draft EIS. However, they recommended that the location of the station for EVT-A be shifted northwest to avoid conflicts with the existing Everett Station.

2.2.8.2 EVT-C – Continue to Study, Preferred Alternative

The ELG agreed with the CAG’s recommendation that EVT-C continue to be studied in the Draft EIS, however, they stated that the EVT-C alignment be included as another preferred alternative. The ELG cited that the EVT-C alignment preserved space for businesses on Broadway.

2.2.8.3 EVT-D – Continue to Study, Preferred Alternative

The ELG agreed with the CAG’s recommendation, concurring that the EVT-D station with the “McDougall Alignment” should be studied in the Draft EIS as the preferred alternative as it would preserve more space for businesses on Broadway.

2.2.9 OMF North

2.2.9.1 Site B-1 (SR 526 and 16th Ave) – Continue to Study, Shift Location

The ELG agreed with the CAG, recommending that a site in the vicinity of B-1 should continue to be studied in the Draft EIS. They cited the importance of supporting manufacturing land uses, though had concerns regarding the impacts to existing jobs and the local economy.

2.2.9.2 Site B-2 (75th St and 16th Ave) – Continue to Study, Shift Location

The ELG agreed with the CAG, recommending that a site in the vicinity of B-2 should continue to be studied in the Draft EIS. They cited the importance of supporting manufacturing land uses, though had concerns regarding the impacts to existing jobs and the local economy.

2.2.9.3 Site E (Airport Rd and 100th St SW) – Continue to Study

The ELG agreed with the CAG that Site E should continue to be studied in the Draft EIS, however, they noted that environmental and legal constraints would need to be thoroughly researched.

2.2.9.4 Site F (SR 99 and Gibson Rd) – Continue to Study

The ELG agreed with the CAG that Site F should be studied in the Draft EIS, though they noted that the alternative would have more residential impacts than other alternatives.

3 BOARD MEETINGS

The EVLE Project team briefed the Sound Transit Board's System Expansion Committee on May 11, 2023 to give an update on the project. The Committee reviewed a summary of the project's Racial Equity Tool progress, the results of the Level 2 technical analysis, public feedback received during scoping and the recommendations from the CAG and ELG. The EVLE Project team briefed the full Sound Transit Board on this same information on May 25, 2023.

The System Expansion Committee met on June 8, 2023 to make recommendations to the Sound Transit Board, which met on June 22, 2023 to make a final motion (Motion No. M2023-47) on the Preferred Alternatives and other alternatives for study in the Draft EIS for the Everett Link Extension project. The Board reviewed the findings from the alternative development process, public, Tribal and agency comments provided during SEPA scoping and recommendations from the CAG and ELG as well as Sound Transit staff, to inform their decision.

At West Alderwood the Board identified ALD-D as the preferred alternative and advanced ALD-B and ALD-F as other alternatives for study. At Ash Way the Board advanced ASH-A and ASH-D for further study but did not identify a preferred alternative. At Mariner the Board advanced MAR-B and MAR-D for further study but did not identify a preferred alternative. At SR 99/Airport Road the Board advanced AIR-A and AIR-B but did not identify a preferred alternative. At SW Everett Industrial Center the Board identified SWI-A as the preferred alternative and advanced SWI-B and SWI-C for further study. At SR 526/Evergreen Way the Board advanced EGN-A, EGN-B, and EGN-E for further study but did not identify a preferred alternative. In I-5/Broadway, the Board identified the I-5 alignment as the preferred alternative and advanced Broadway for further study. At Everett Station, the Board identified either EVT-C or EVT-D on an alignment

along McDougall Avenue as the preferred alternative and advanced EVT-A for further study. The Board advanced OMF sites B1, B2, E, and F for further study but did not identify a preferred alternative.

The preferred alternatives and other alternatives the Board identified for study in the Draft EIS are shown in Figure 3-3 through Figure 3-11. Table 3-1 has a summary of the recommendations by the CAG, ELG, and Sound Transit Board.

Table 3-1 Summary of Recommendations

ALTERNATIVE	CAG RECOMMENDATION	ELG RECOMMENDATION	SOUND TRANSIT BOARD DECISION
ALD-B	Remove from further study	Only study if needed	Continue to study
ALD-D	<i>Preferred alternative</i>	<i>Preferred alternative</i>	<i>Preferred alternative</i>
ALD-F	Continue to study	Continue to study	Continue to study
ASH-A	Continue to study	Continue to study	Continue to study
ASH-D	<i>Preferred alternative</i>	Continue to study	Continue to study
MAR-A	Remove from further study	Remove from further study	Remove from further study
MAR-B	<i>Preferred alternative</i>	Continue to study	Continue to study
MAR-D	Continue to study	Continue to study	Continue to study
AIR-A	<i>Preferred alternative</i>	Continue to study	Continue to study
AIR-B	Continue to study	Continue to study	Continue to study

ALTERNATIVE	CAG RECOMMENDATION	ELG RECOMMENDATION	SOUND TRANSIT BOARD DECISION
SWI-A	Mixed support to continue study	<i>Preferred alternative</i>	<i>Preferred alternative</i>
SWI-B	Mixed support to continue study	Continue to study	Continue to study
SWI-C	Mixed support to continue study	Only study if needed	Continue to study
EGN-A	Mixed support to continue study	Continue to study	Continue to study
EGN-B	Continue to study	Continue to study	Continue to study
EGN-C	Remove from study	Remove from further study	Remove from further study
EGN-D	Continue to study	Remove from further study	Remove from further study
EGN-E	Continue to study	Continue to study	Continue to study
BRD	Continue to study	Continue to study	Continue to study
I-5	<i>Preferred alternative</i>	<i>Preferred alternative</i>	<i>Preferred alternative</i>
EVT-A	Remove from further study	Continue to study location north of current EVT-A location	Continue to study

ALTERNATIVE	CAG RECOMMENDATION	ELG RECOMMENDATION	SOUND TRANSIT BOARD DECISION
EVT-C	Continue to study	<i>Preferred alternative</i>	<i>Preferred alternative</i>
EVT-D	<i>Preferred alternative with McDougall alignment</i>	<i>Preferred alternative only if with McDougall alignment</i>	<i>Preferred alternative only if with McDougall alignment</i>

Figure 3-1 Alternatives for Study in the Draft EIS - Full Corridor North

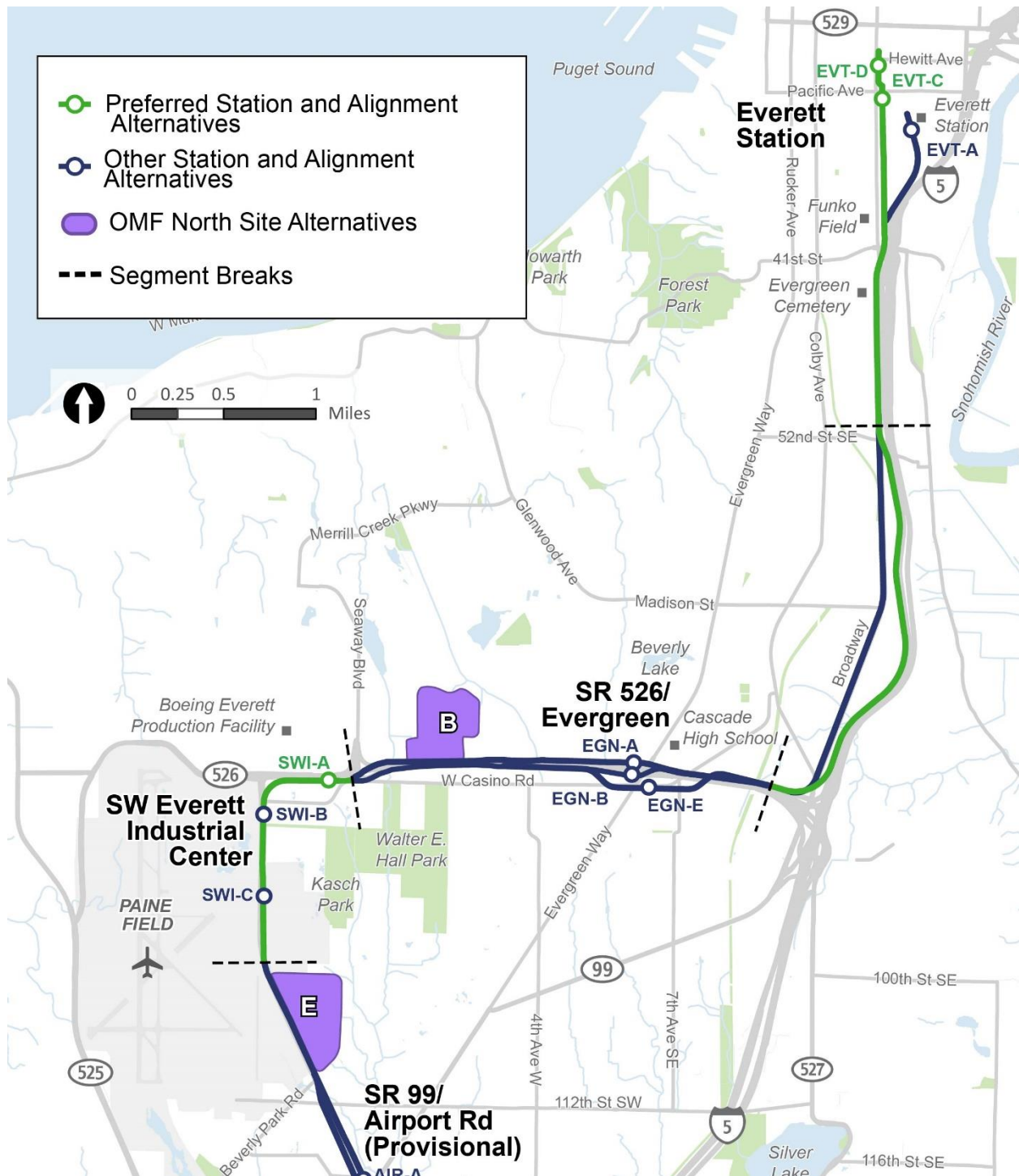


Figure 3-2 Alternatives for Study in the Draft EIS – Full Corridor South

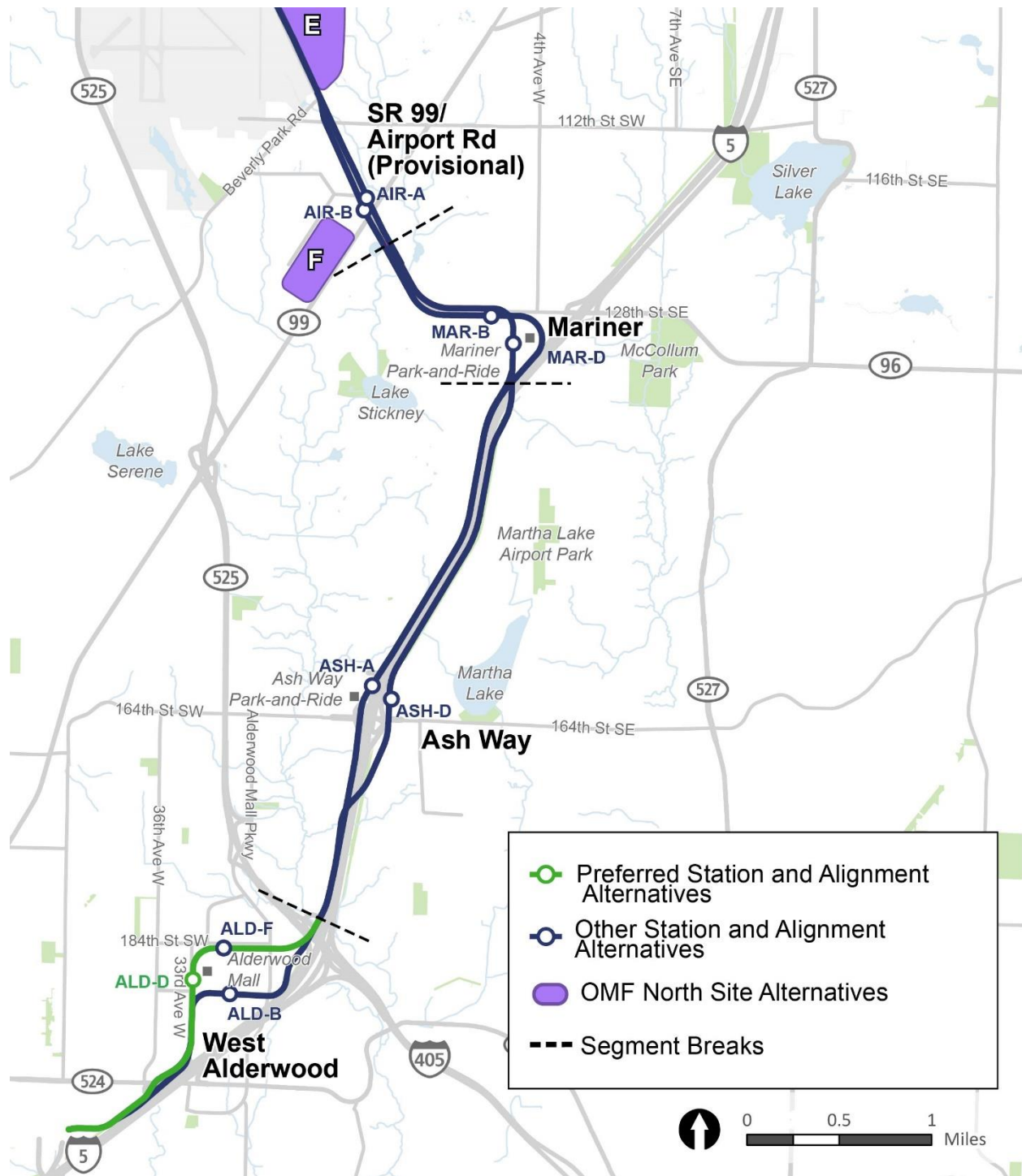


Figure 3-3 Alternatives for Study in the Draft EIS – West Alderwood



Figure 3-4 Alternatives for Study in the Draft EIS – Ash Way



Figure 3-5 Alternatives for Study in the Draft EIS - Mariner



Figure 3-6 Alternatives for Study in the Draft EIS – SR 99/Airport Way



Figure 3-7 Alternatives for Study in the Draft EIS – SW Everett Industrial Center



Figure 3-8 Alternatives for Study in the Draft EIS – SR 526/Evergreen Way



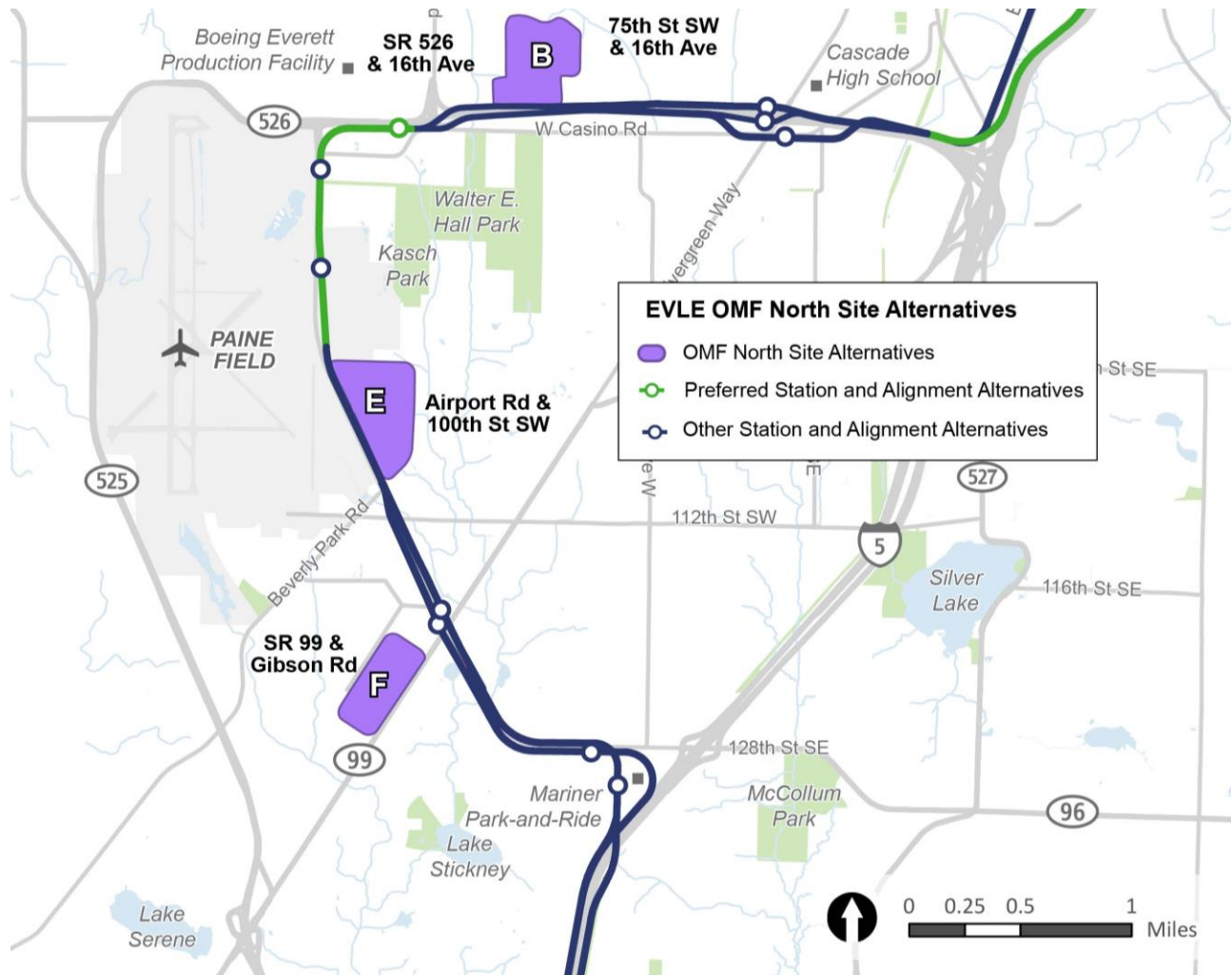
Figure 3-9 Alternatives for Study in the Draft EIS – I-5/Broadway



Figure 3-10 Alternatives for Study in the Draft EIS – Everett Station



Figure 3-11 Alternative OMF Sites for Study in the Draft EIS



4 NEXT STEPS

Sound Transit is preparing a Draft EIS evaluating the preferred alternatives and other alternatives identified by the Sound Transit Board. The Draft EIS will describe the potential benefits and adverse effects of each alternative, including a No Build Alternative, and will outline potential ways to avoid, minimize or mitigate adverse effects. Engineering plans will be developed to support the environmental evaluation of alternatives, and public engagement will continue for the project. As part of the environmental review process, a formal opportunity will be available for public, Tribal and agency review and comment on the Draft EIS and its findings. The Sound Transit Board will consider the Draft EIS, along with public, Tribal and agency comments on the document, and will confirm or modify the preferred alternative for evaluation in the Final EIS.

The Final EIS will update the environmental information and include preliminary engineering for the preferred alternative, respond to comments received on the Draft EIS, and further define measures to avoid, minimize or mitigate potential project impacts as needed. After publication and review of the Final EIS, the Sound Transit Board will select the project to be built. FTA is then anticipated to issue a Record of Decision, documenting its compliance with NEPA and associated federal requirements. The Record of Decision will document the project that Sound Transit will build and how it will avoid, minimize, and mitigate potential environmental impacts.

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Sound Transit connects more people to more places to make life better and create equitable opportunities for all.
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