

Meeting Overview

Subject: Everett Extension Elected Leadership Group (ELG) Meeting 2
Date: February 28th, 2022
Time: 10 a.m.-12 p.m.
Location: Zoom
Attendees: See list on page 10

Handouts:

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

Meeting Purpose

- To review route and station alternatives and preliminary evaluation results; to discuss potential sites for the Operations and Maintenance Facility North

Summary

Welcome and introductions

Peter Rogoff, Sound Transit CEO, began the meeting with brief opening remarks that emphasized the importance of early conversations with stakeholders to deliver projects aligned with community visions. He also suggested to Elected Leadership Group (ELG) members the need to have difficult conversations early in the process to ensure all voices and concerns are heard. Rogoff also introduced Christine Frizzell, Mayor of Lynnwood, as one of the Sound Transit Board's newest members.

Sound Transit Deputy CEO Kimberly Farley gave a brief overview of the meeting agenda, focusing on early scoping suggestions and potential for cost and schedule savings. Farley explained that some suggestions heard during early scoping will be evaluated consistent with the screening process that was used when developing the existing alternatives.

Follow up from ELG #1

Erik Ashlie-Vinke, Sound Transit, gave a summary of the prior ELG meeting in November 2021 including approval of both CAG membership and the ELG operating guidelines.

Early Scoping

Sandra Fann, Sound Transit, gave an overview of the Alternatives Development process and the recent Community Advisory Group (CAG) meeting at which the project team shared findings from the Level 1 evaluation with community members. The public will also have opportunities

to provide feedback on the alternatives through the EVLE Project's Participate.Online site. At the April ELG meeting, the group will hear feedback received from the public and CAG recommendations for alternatives that warrant further study in the Level 2 evaluation.

During the early scoping period from November 1 through December 10, Sound Transit received feedback from community groups, agencies, and the public on station, alignment and OMF alternatives. Common themes from early scoping comments included support for non-motorized connections and connections to public transit, as well as potential for affordable housing and transit-oriented development (TOD) around station alternatives. Public input suggested alignments and stations that were not presented during early scoping, including potential for I-5 and SR 99 alignments, Park & Ride stations, and direct service to Paine Field.

Mayor Frizzell asked for clarification about public support for TOD. The Sound Transit team responded that there were mixed comments on TOD, with some more supportive of and some more hesitant about the idea. Councilmember Zarlingo added that some of the TOD comments included concerns about gentrification around future stations. Additional comments from ELG members highlighted concerns around cost, parking capacity and community resources, as well as feedback on project purpose and need and preferences for different alternatives. Sound Transit is working on a FAQ to address questions about parking availability, and potential property impacts and displacements.

Councilmember Sessions asked when property owners will know if their property will be affected by the selected alignment or station locations.

- The Project Team responded that station and alignment alternatives are continuing to be refined. The list of alternatives will be narrowed, and the environmental review process (expected in 2024) will likely include publication of a Draft EIS that will show potential property impacts. Sound Transit will notify property owners before the Draft EIS is made public if their property may be impacted.

Sound Transit is reviewing station and alignment options suggested during early scoping to evaluate whether new concepts are consistent with the criteria used to compare alternatives through analysis to date, such as equitable mobility, healthy environment, and potential for transit-oriented development (TOD).

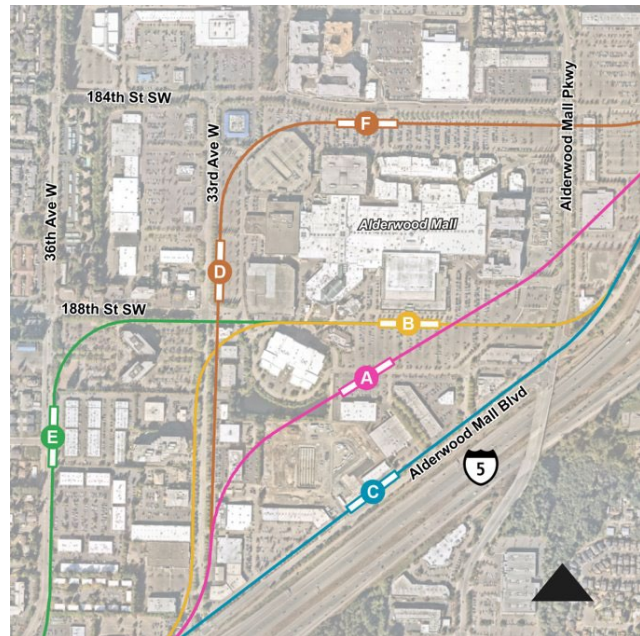
Station and Alignment Alternatives

Sandra Fann, Sound Transit, then explained that the ELG will make a recommendation on stations and alignments that warrant further study in the Level 2 analysis at the next meeting in April.

For the next portion of the meeting, project team members would give an overview of each station area and key features of the potential station locations. ELG members were asked to consider each station area overall, focusing on what factors are most important and comparing which alternatives seem more promising or have greater challenges.

West Alderwood

There are 6 station alternatives and 5 alignment alternatives in the West Alderwood station area. Station alternatives near Alderwood Mall, such as alternatives A, B, D, and F have greater TOD opportunities, while station alternative E has lower potential for development. Station alternatives A, B, and C are further from underserved communities and present greater challenges to facilitating non-motorized connections. Station alternatives D, E, and F have higher forecasted jobs and population growth nearby, while alternative C has the lowest forecast for jobs and population growth due to its proximity to I-5. Station alternative D is the closest to transit connections, including the future Swift Orange Line, while alternative E is the most challenging to connect with transit.



Councilmember Sessions asked why there was no station option located at Alderwood Mall Blvd and 33rd Ave W, noting the proximity to I-5. Sessions expressed preference for alternative D but was open to other alternatives since alternative C would minimize property acquisition and construction impacts.

- The project team responded that there may have been an earlier alternative located closer to Alderwood Mall and 33rd, but alternatives have been narrowed through the Screening evaluation. There will be only one station in the West Alderwood station area.

Mayor Franklin asked for a corridor-wide map to get a broader geographic context of station location, which was shared in the chat during the meeting as well as sent via email to ELG members following the meeting.

Mayor Frizzell commented that alternatives C and A seem very utilitarian. Alternative D would better connect to existing retail because it is located in the middle of a busy retail district ripe for development. Mayor Frizzell described stations as catalysts for development and community building, and would prefer alternative D.

Ash Way

The Ash Way station area has 4 station and alignment alternatives. Of the station alternatives three are located west of I-5 and one is located east of I-5. Station alternative D located east of I-5 would be cheapest to build, but would not be conducive for accessibility, as it is on the other side of the freeway from where most residents live.

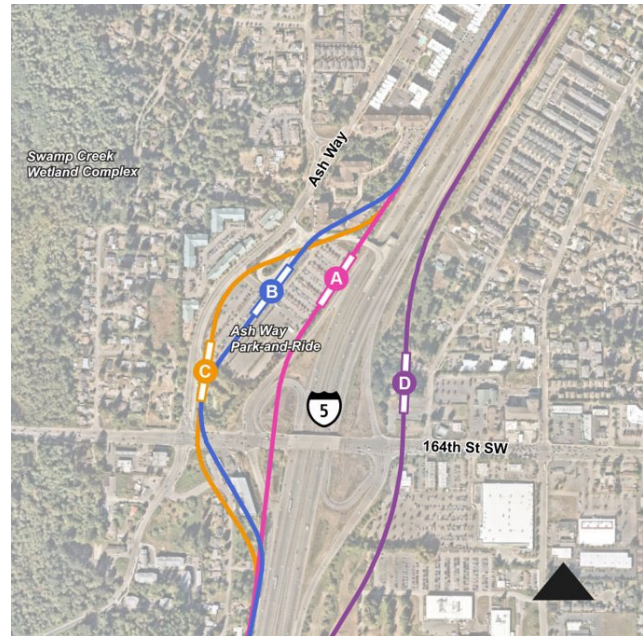
Mayor Franklin asked a question around the cost of constructing a potential footbridge across I-5 to access alternative D. She commented that while alternative D may be cheaper to build, the cost of a footbridge across I-5 might negate any cost savings, expressing a preference for station alternative C.

- The project team responded that a bridge has been included in ST studies that analyze metrics of improvements/station alternatives. Costs for the Ash Way section are lower, but the cost of footbridge has not been considered in initial analyses.

Councilmember Zarlingo commented that a bridge alternative would involve crossing I-5 twice-- once before Ash Way, then again before Mariner.

Mariner

The project team explained potential Mariner station alternatives, with 4 station and alignment alternatives in total. Station alternative D is the farthest from historically underserved communities, while alternatives A, B, and C are closer to those areas; the project team noted the need to balance between serving communities and minimizing potential for displacement. Station alternative B has less potential for TOD nearby because it is closer to dense residential areas, while station alternative C would present challenges to transit integration. The preliminary locally favored option is station alternative D, although it



presents some technical and financial challenges.

Mayor Franklin commented that she would like a better understanding of why the jurisdiction selected a preliminary locally favored option for future meetings.

Councilmember Zarlingo expressed interest in combining alternatives, such as the purple alignment with station alternatives A and B. Zarlingo also asked about the feasibility of combining different alternatives than the ones shown.

- The project team responded that there are opportunities for combining alternatives in different ways not shown in the initial project maps.

Mayor Backus asked if there is a way that the criteria can be visualized for ELG members to make it easier for folks to understand the weight of each criteria on station alternatives.

- The project team responded that more information on station criteria, such as tables, rankings, and data, can be provided at a later time.

SR 99/Airport Rd

The potential SR 99/Airport Rd station area has 3 station and alignment alternatives. Station alternative B has higher construction costs, while alternative C has the highest overall cost of the three. Alternatives A and B have better transit integration options, but alternative B has a more potential to impact surrounding properties and infrastructure.

Mayor Franklin asked whether a preliminary locally favored option has been selected.

- The project team responded that no preliminary locally favored option has been chosen yet.



Councilmember Zarlingo asked about the potential footprints of station sites and business and property displacements.

- The project team responded that they would provide realistic impact assessments when alternatives are finalized, especially with property acquisition.

SW Everett Industrial Center

The SW Everett Industrial Center station area has 3 station alternatives and 4 alignment alternatives. For this section, stations can be considered independent of alignment alternatives because of a shared section on Airport Road. Station alternative A is closest to historically underserved communities and multifamily housing along Casino Road, presenting an opportunity for increased access, while station alternatives B and C provide better access to jobs. Pedestrian connections are better at station alternative A, as alternatives B and C do not have an optimal pedestrian environment along Airport Road, though both B and C would provide better integration with existing bus routes. The alignments present various tradeoffs, as the pink and purple alignments along SR 526 have less need for property acquisitions and lower costs, while the blue and green alignments along Casino Road have higher potential comparative costs and potential for property impacts.



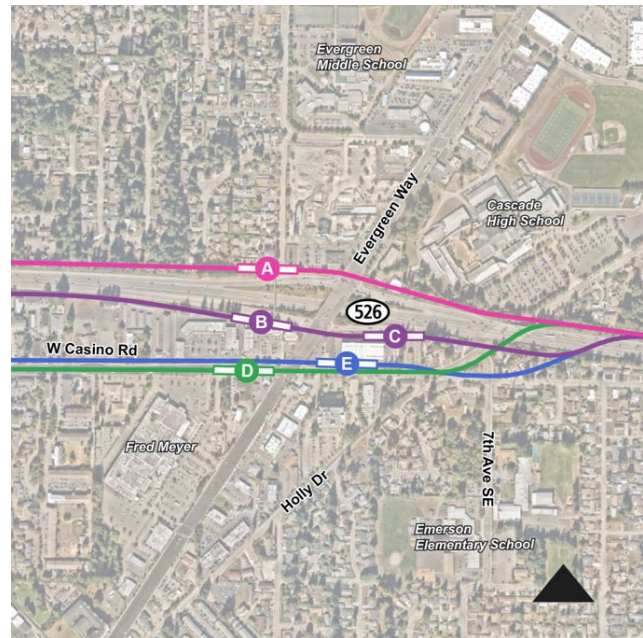
Mayor Franklin commented that station alternative A would be preferred, remarking that station alternatives B and C are far from residential areas and zoned for industrial use. Station alternative A would strike a balance between residential and industrial needs, but more information is needed on alternatives and their impacts. Mayor Franklin also explained the density and diversity of the Casino Road area in relation to station alternative A.

Councilmember Zarlingo expressed his own experiences living along Casino Road and asked about cost comparisons on elevated vs. surface construction of track alignments.

- The project team responded that at-grade tracks generally costs about four times less to construct than elevated tracks, though portions of either alignment can be elevated. CEO Rogoff added that Sound Transit sought to minimize at-grade alignments through existing roads, learning from experiences with existing at-grade alignments.

SR 526/Evergreen

SR 526/Evergreen station area includes 5 station alternatives and 4 alignment alternatives, with station alternatives B and C both on the purple alignment. Alternative D has better access to underserved communities, but may also have greater burdens on those communities through displacement risks. Station alternative E is closer to projected job and population growth, while station alternatives C and E have better access to bicycle and pedestrian infrastructure due to their proximity to the Interurban Trail. Station alternative D has better connections to local and Swift bus lines, while station alternative A is the most challenging in this regard. Station alternative A has the lowest cost of construction due to property acquisition needs.

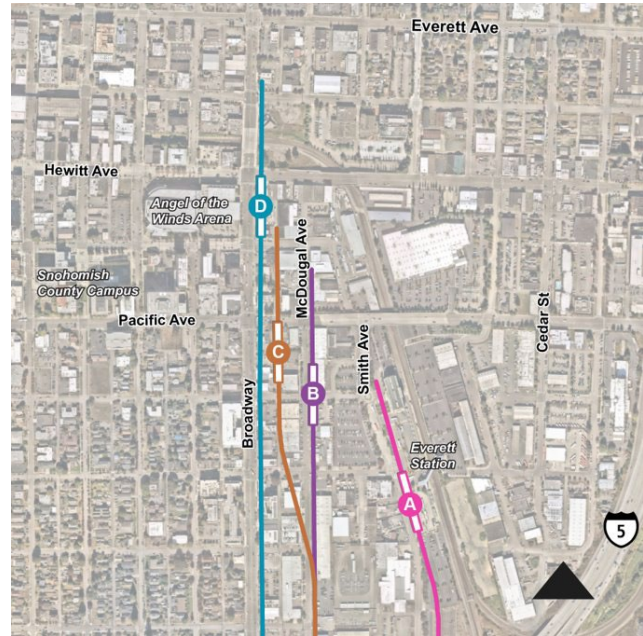


Mayor Franklin explained the complexity of the area around the intersection of SR 526 and Evergreen Way, noting each alternative has very strong challenges and potential impacts on the surrounding community. She expressed interest in learning more about station alternative E, also expressing her concerns associated with station alternatives A and D.

Councilmember Zarlingo mentioned that this station seems very dependent on transit connections because it has the least potential for parking.

Everett Station

The Everett station area includes 4 station and alignment alternatives, with station alternative C being identified as the preliminary locally favored option. The west side of the station area has more affordable housing and historically underserved communities, to which station alternative D is closest. Station alternative A is closest to existing Everett Station. Station alternative A has the easiest connections to existing bus, sounder and Amtrak service, while station alternative D is the most challenging to connect with existing transit. Station alternative D has the greatest potential for property acquisitions. Station alternatives B and C have greater construction challenges and comparatively higher costs compared to alternative A.

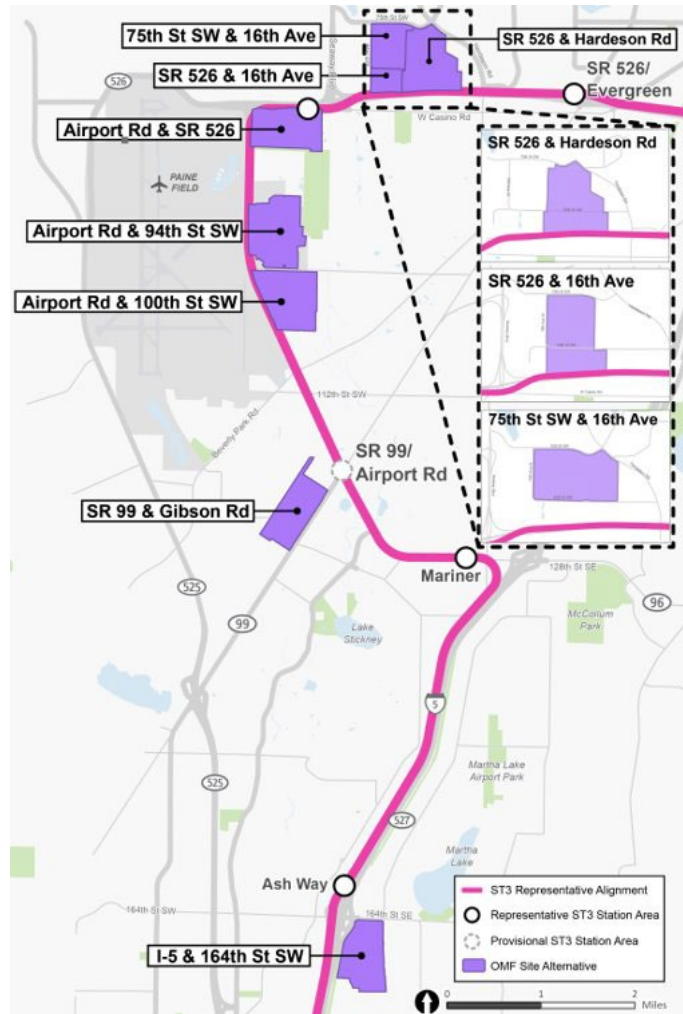


Mayor Franklin explained that the station area is between an industrial center and downtown, presenting many challenges to siting a potential station. The location itself is important due to its proximity to the downtown core and industrial jobs; the preliminary locally favored option is station alternative C.

Operations and Maintenance Facility (OMF) North Alternatives

Lauryn Douglas, Sound Transit, began with an overview of OMF site features and the purpose of OMF North. OMF North is designed to be a space to store and maintain trains as well as provide up to 450+ well paying, high-skilled jobs in the area. The project team gave an overview of an existing facility, OMF East, to describe what a potential OMF North facility would include.

The project team reviewed the eight potential OMF North sites, outlining size requirements, tradeoffs, and the need to avoid areas of concern that would present construction challenges. Six sites are located within Paine Field/Boeing Everett Manufacturing Industrial Center, with three sites north of SR 526 and 3 sites along Airport Road. Other sites include one that is close to a mix of residential and commercial uses near the intersection of SR99 and Airport Road that would present a higher burden on historically underserved communities as well as one close to Ash Way park-and-ride that presents major topographical challenges.



Mayor Franklin expressed her disapproval of the site closest to SR 99/Airport Road, as it would present the greatest burden on historically underserved communities. She commented that there did not seem to be many good options, especially when it comes to the potential number of jobs displaced.

- The project team responded that the smallest possible displacement would be 150-200 jobs from a potential Airport Road OMF North site.

Councilmember Sessions expressed a desire to wait before giving more opinions on locations and concurred with Mayor Franklin on preferred sites and potential impacts on surrounding communities.

Councilmember Zarlingo wanted clarification on light industrial zoning and potential noise and light impacts. Zarlingo also expressed interest in a potential tour of existing OMF at peak operating hours (especially OMF East).

- The project team responded by offering a tour of the existing Forest Street OMF to clearly show the conditions of such facilities.

Next steps

The project team highlighted the importance of the next ELG meeting in April to make recommendations on station and route alternatives to advance to Level 2 evaluation. The team outlined important dates in the alternatives development process: public feedback solicited in March, the third ELG meeting in April, and a briefing to the Sound Transit Board regarding EVLE and OMF North in May. Mayor Franklin has agreed to be co-chair of the ELG with Executive Sommers and will work together to prepare for the next meeting. The project team agreed to follow up with ELG members by sending more information on criteria and evaluation of alternatives.

Meeting Attendees

Elected Leadership Group

- Cassie Franklin – Everett Mayor
- Christine Frizzell – Lynnwood Mayor
- Nancy Backus –Sound Transit Non-Subarea Board member representative, Auburn Mayor
- Ben Zarlingo – City of Everett Councilmember, District 5
- Shannon Sessions – City of Lynnwood Councilmember
- Julie Meredith –WSDOT Assistant Secretary (serving as alternate to Sound Transit Board member Secretary Roger Millar)

Members absent

- Dave Somers – Snohomish County Executive
- Stephanie Wright - Snohomish County Councilmember, District 3

Sound Transit

- Peter Rogoff, Chief Executive Officer
- Kimberly Farley, Deputy Chief Executive Officer
- Don Billen, Executive Director for Planning
- Karen Kitsis, Deputy Executive Director for Capital Projects
- Sandra Fann, Acting North Corridor Development Director
- Paul Danielson, Kimley-Horn
- Erik Ashlie-Vinke, GCR Manager for the North Corridor
- Miranda Redinger, Senior Project Manager
- Lauryn Douglas, Senior Project Manager
- Melissa DuMond, Kimley-Horn
- Angie Thomson, EnviroIssues, Facilitator
- Sean Long, EnviroIssues, Notetaker