

Everett Link Extension



*ELG Meeting
December 6, 2022*

Agenda

Topic	Time
Introductions, meeting objectives and schedule update	10 min
Comparative cost estimates	20 min
Level 2 results	5 min
<i>Everett Station</i>	20 min
<i>I-5/Broadway Alignment</i>	5 min
<i>SR526/Evergreen</i>	20 min
<i>Southwest Everett Industrial Center</i>	20 min
<i>SR99/Airport Road (if time allows)</i>	15 min
Next steps	5 min

Meeting expectations



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



MEETING FACILITATOR WILL GUIDE DISCUSSION



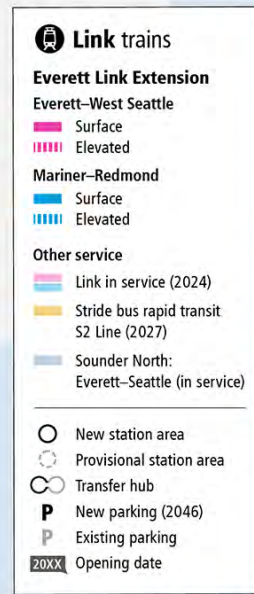
WE'RE CREATING SPACES FOR ALL VOICES TO BE HEARD



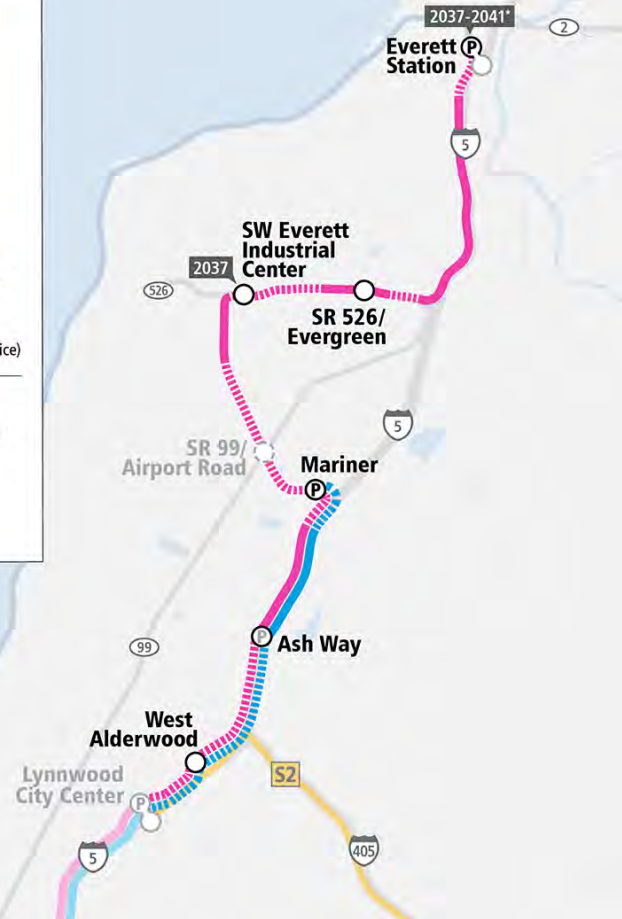
TAKE ADVANTAGE OF THE "RAISE HAND" FEATURE



PLACE MICROPHONES ON MUTE WHEN NOT TALKING

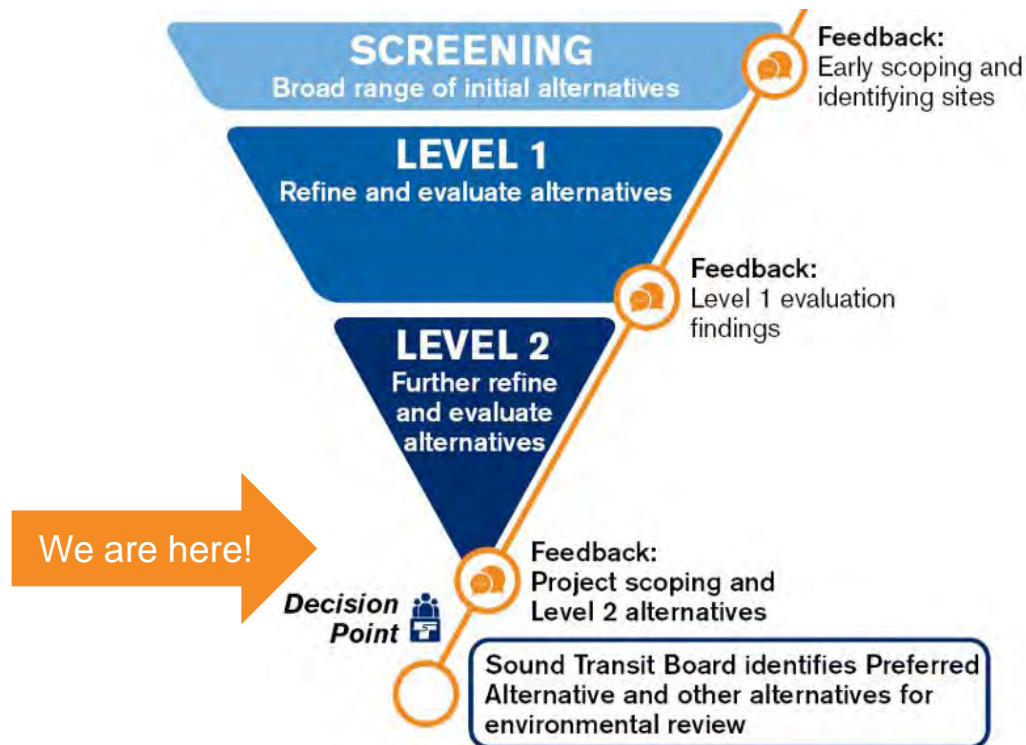


Puget Sound

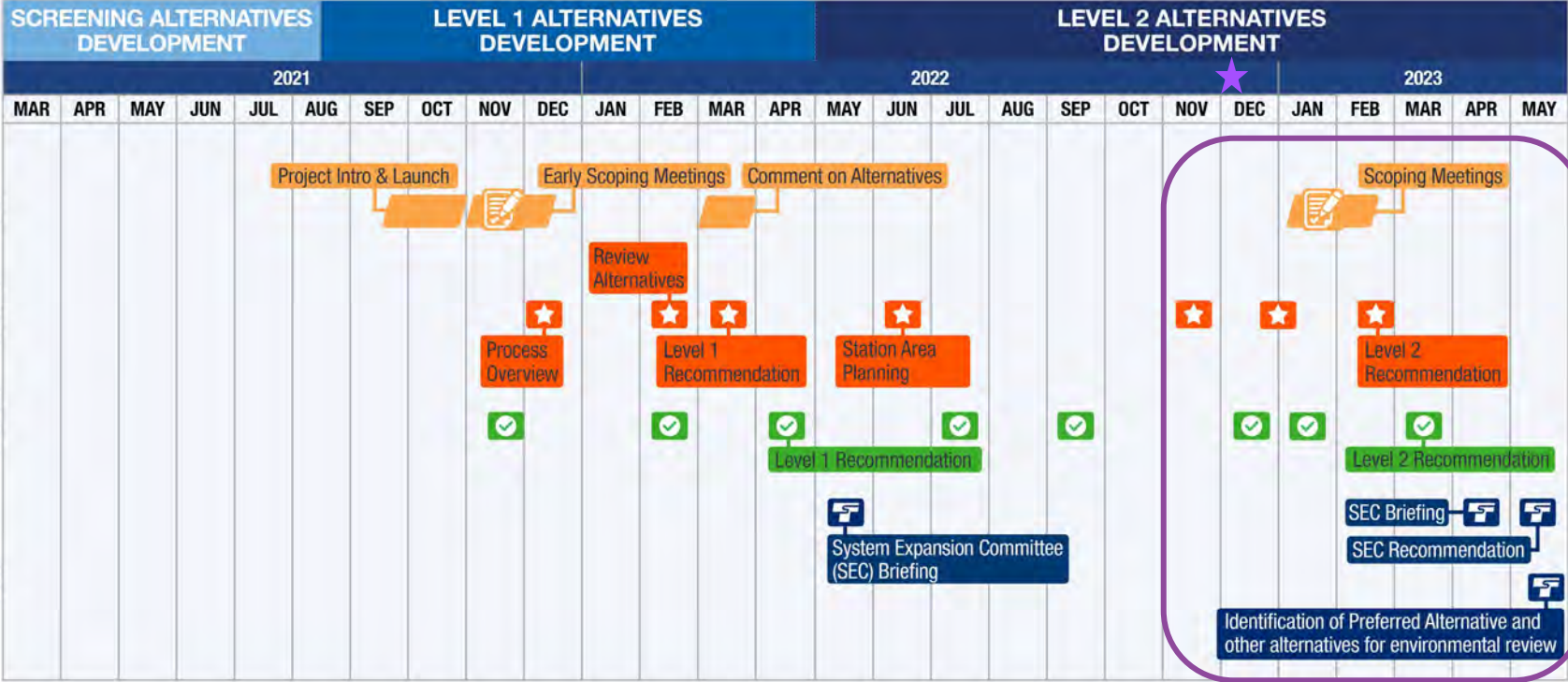


*Dates reflect an affordable schedule based on current financial projections and cost estimates, and a target schedule. See project timeline and milestones for more details.

Alternatives development process



Community engagement & collaboration

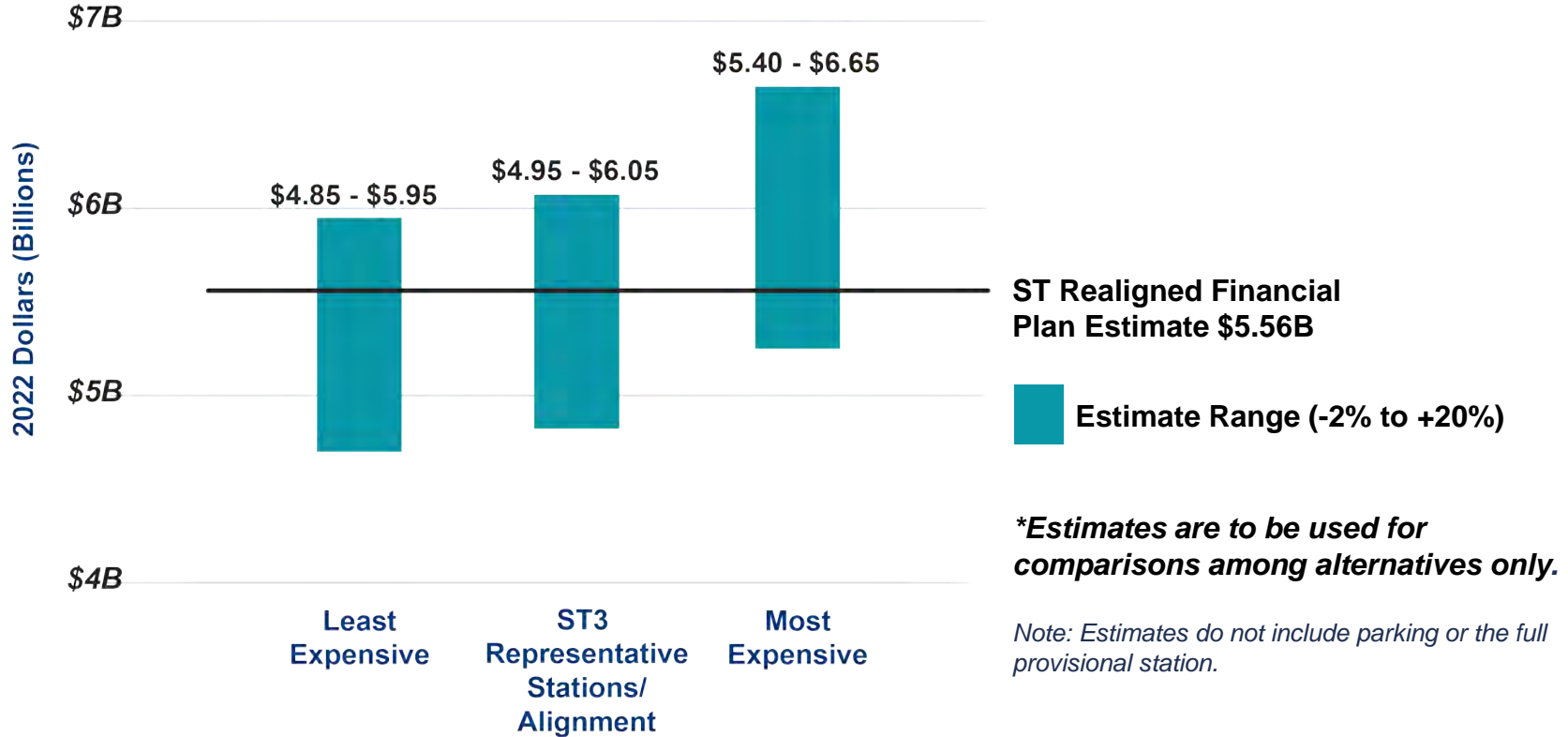


Comparative Cost Estimates

Comparative Cost Estimates

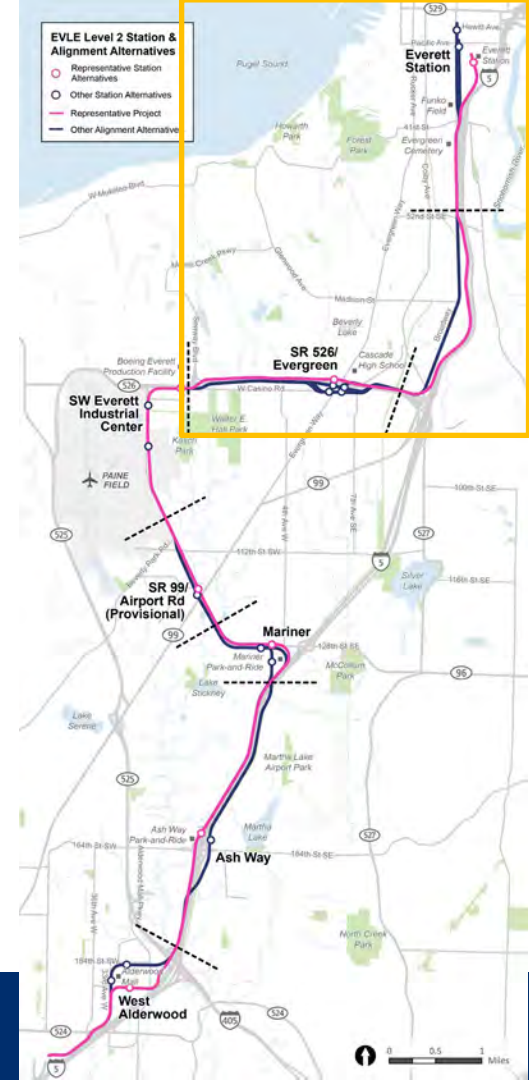
- Based on limited conceptual design (1-2% design).
- Reviewed by Independent Cost Consultant (Triunity); no changes recommended for this phase.
- For projects in this phase, Triunity recommended reporting a cost estimate range due to the uncertainty associated with early project development.
- For Level 2 findings, the comparative cost estimates for the OMF and end-to-end alignments are presented as a range of -2% to +20%.
- The range is based on Sound Transit experience and Association for Advancement of Cost Engineering International (AACEi) industry standards.

EVLE: Comparative Cost Estimate*

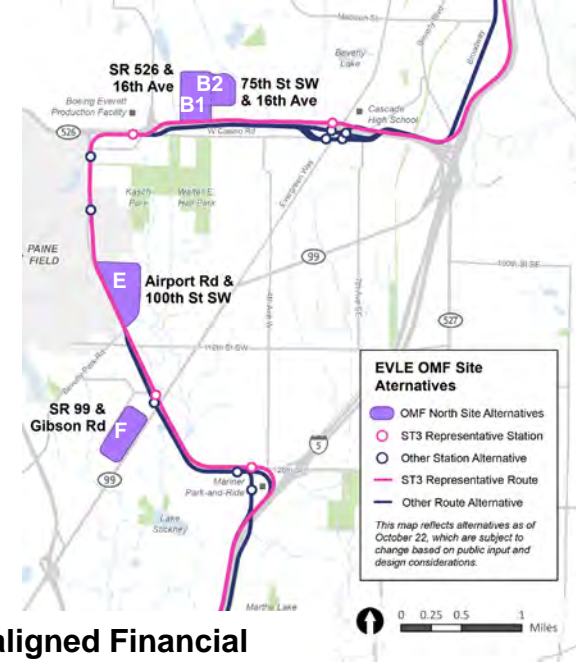


Section-Level Estimates

Section	Findings
Everett Station	The least expensive and most expensive alternative are within \$150M of each other
Broadway/I-5	\$100M difference
526/Evergreen	\$150M difference
SW Everett Industrial Center	All alternatives within a section are about the same cost estimate range
SR 99/Airport Road	
Mariner	
Ash Way	
West Alderwood	



OMF North Comparative Cost Estimate*



ST Realigned Financial Plan Estimate \$1.43B

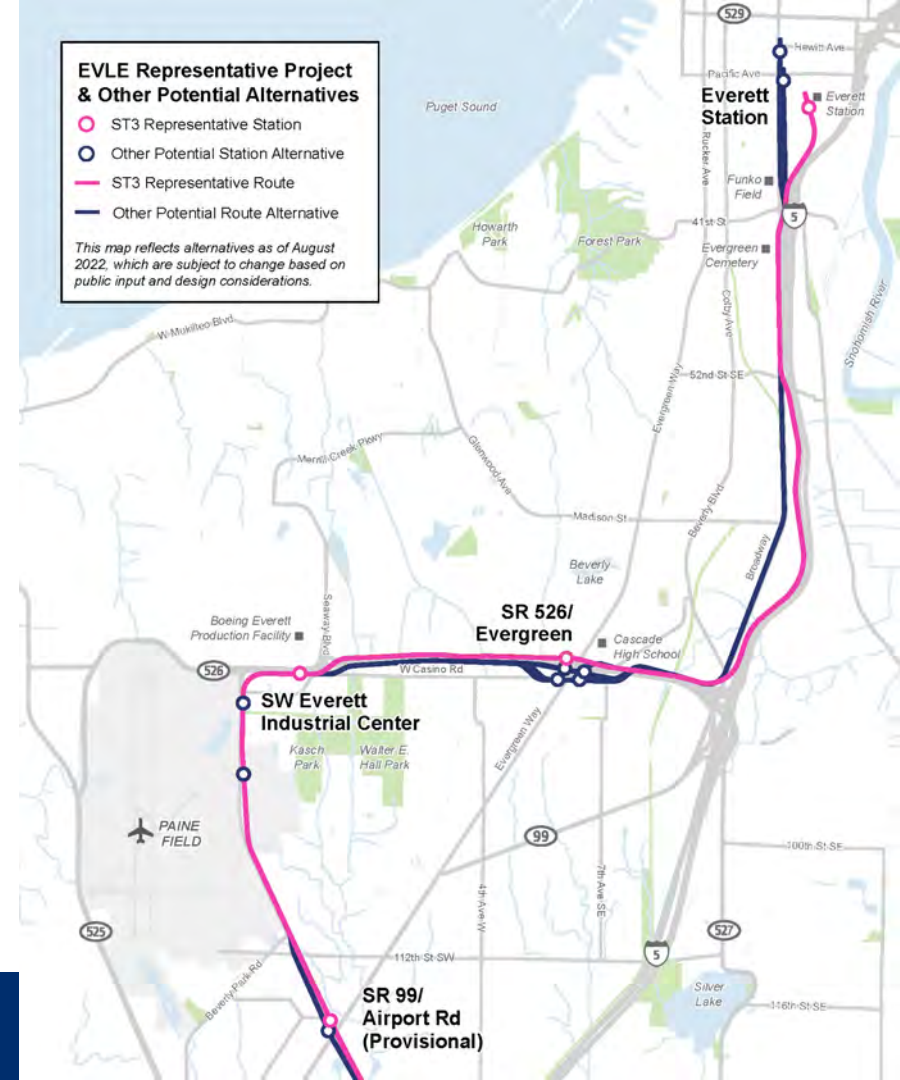
Estimate Range (-2% to +20%)

**Estimates are to be used for comparisons among alternatives only.*

Level 2 Results

Today

- **Everett Station**
- **I-5/Broadway section**
- **SR526/Evergreen**
- **Southwest Everett Industrial Center**
- **SR99/Airport Rd (if time allows)**



Next time

- *Mariner*
- *Ash Way*
- *West Alderwood*
- *OMF North*



Work completed in Level 2



- More detailed criteria to evaluate Level 2 alternatives
- Refinements to route, station and OMF locations
- Two and three-dimensional station concepts
- Comparative preliminary cost estimates

Criteria—what we measured



Station access

- Existing and funded **bike and pedestrian infrastructure** and how **paratransit and cars** can get to the station for pick-up and drop-off



Transit connectivity

- Existing and planned local and Swift **bus lines/routes**, access for **transit vehicles**, ease of transfers



Consistency with adopted plans

- Consistency with **local land use** plans, zoning and future land use

Criteria—what we measured



Direct displacements

- **Potential property acquisitions** with focus on:
 - **Residential units** including affordable housing
 - **Community destinations** including community centers, libraries, grocery stores, etc.
 - Number of **businesses** (OMF North only)



Equitable access

- **Community destinations** within walking distance
- **Historically underserved communities** within walking distance

Everett Station

Everett Station



Everett Station

- Nearby community destinations
- Historically underserved populations
- Existing business corridors
- Transit hub at Everett Station
- Future population and job growth





EVT-A

Advantages

- Best connection to Everett Station
- Fewest displacements

Disadvantages

- Lowest planned population and job growth
- Farthest from downtown and community destinations
- Less affordable housing nearby
- Harder to walk and bike to



EVT-C and EVT-D

Advantages

- Nearer to community destinations
- Higher planned population and job growth
- Serves more historically underserved communities
- More affordable housing nearby
- Aligns with local planning by the City of Everett
- **EVT-C** most potential for new development



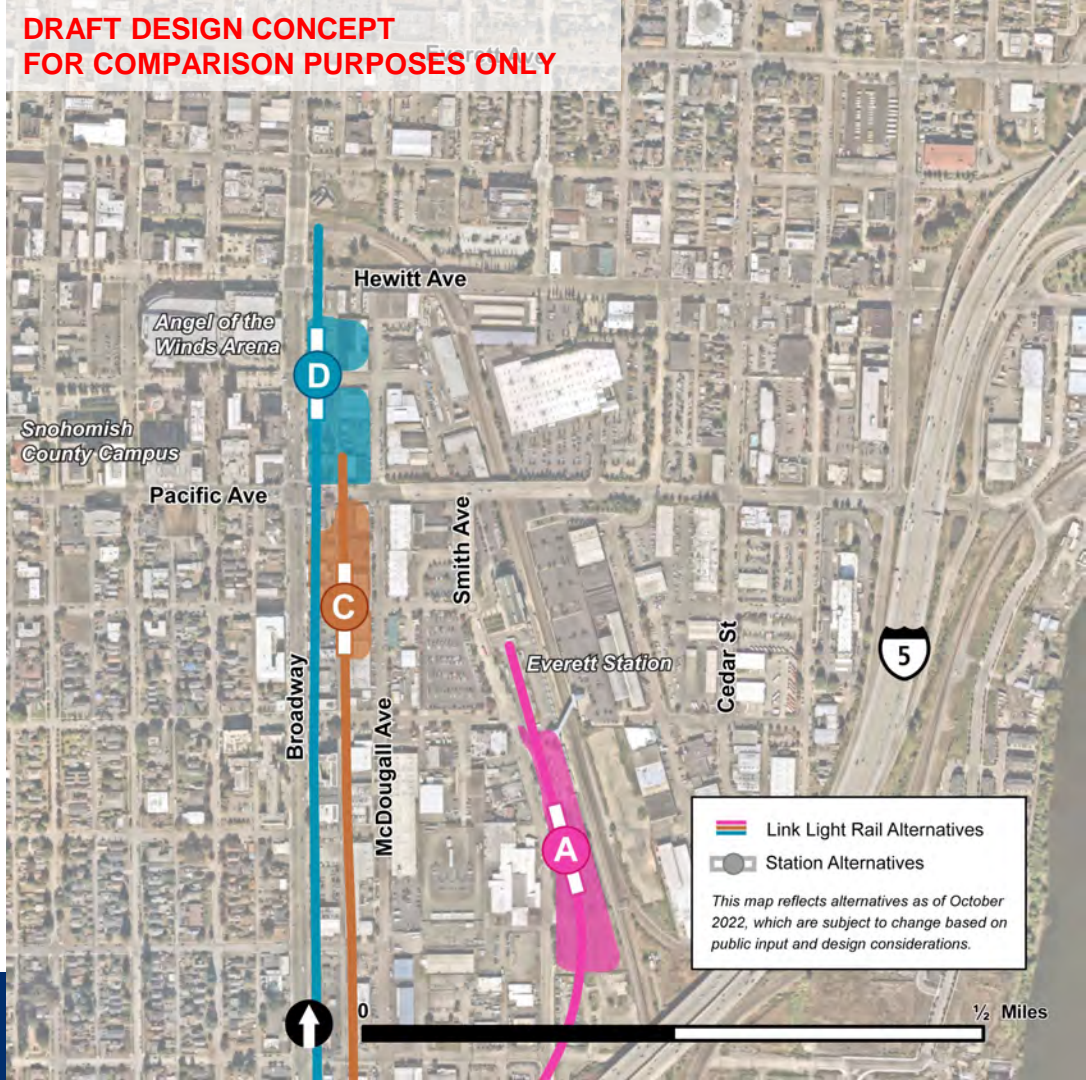
EVT-C and EVT-D

Disadvantages

- More potential displacements, including affordable housing and community destinations
- **EVT C** potential business displacements on McDougall Ave
- **EVT D** potential business displacements on Broadway
- Harder pick-up and drop-off

Everett Station Area Concepts

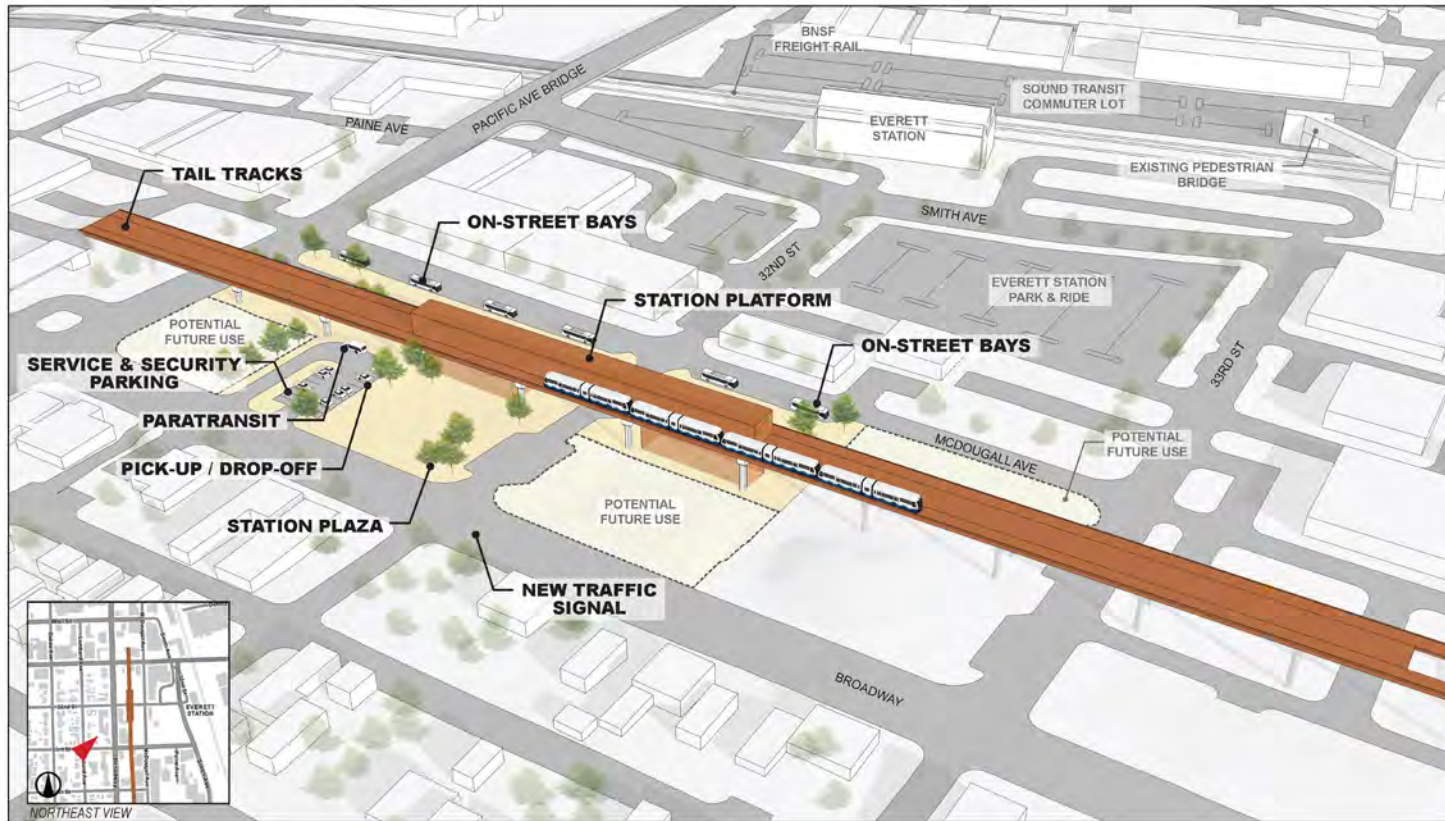
- Major connection hub
 - Approximately one-block length
 - Tracks extend beyond the station
 - All stations are elevated
- For C and D:
- Spans roadway
 - Access from Broadway
 - Buses are on-street



Everett Station – EVT-A Concept



Everett Station – EVT-C Concept



Everett Station: Cost Drivers



EVT A

- Lower right-of-way costs
- Shortest length of elevated track

EVT C

- \$100M more than EVT-A
- Longer length of elevated track
- Higher right-of-way costs

EVT D

- \$150M more than EVT-A
- Longest length of elevated track
- Higher right-of-way costs

Everett Station



Compatibility with Future Extensions

Community Assets

Transit Integration

Transportation Plan Consistency

2040 Population + Jobs

Technical Challenges

Comparative Cost Estimates

Equity: Race, Income, English Proficiency

Equity: Age, Ability, Means of Access

Equitable Access to Jobs

Proximity to Affordable Housing

Land Use Plan Consistency

TOD Development Potential

Quality of Pedestrian Connections

Quality of Bike Connections

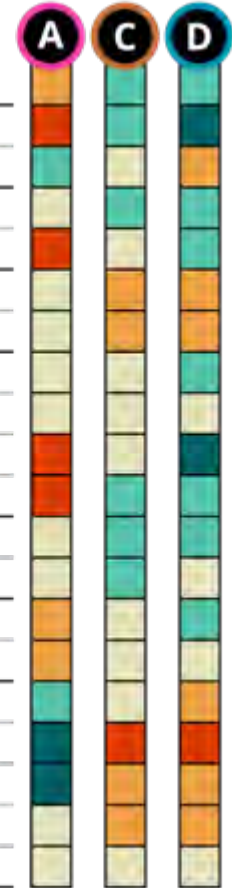
Built Environment + Social Resources

Acquisitions and Displacements

Burdens to Underserved Communities

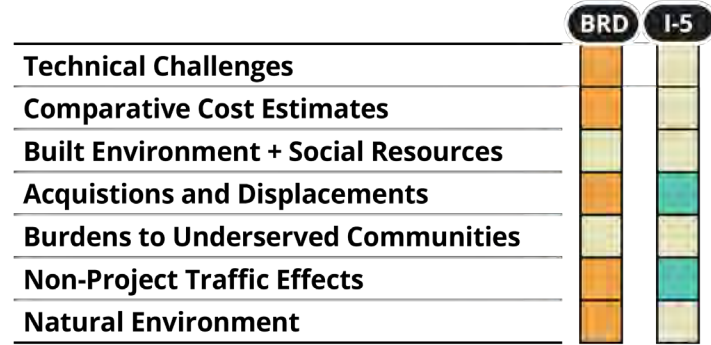
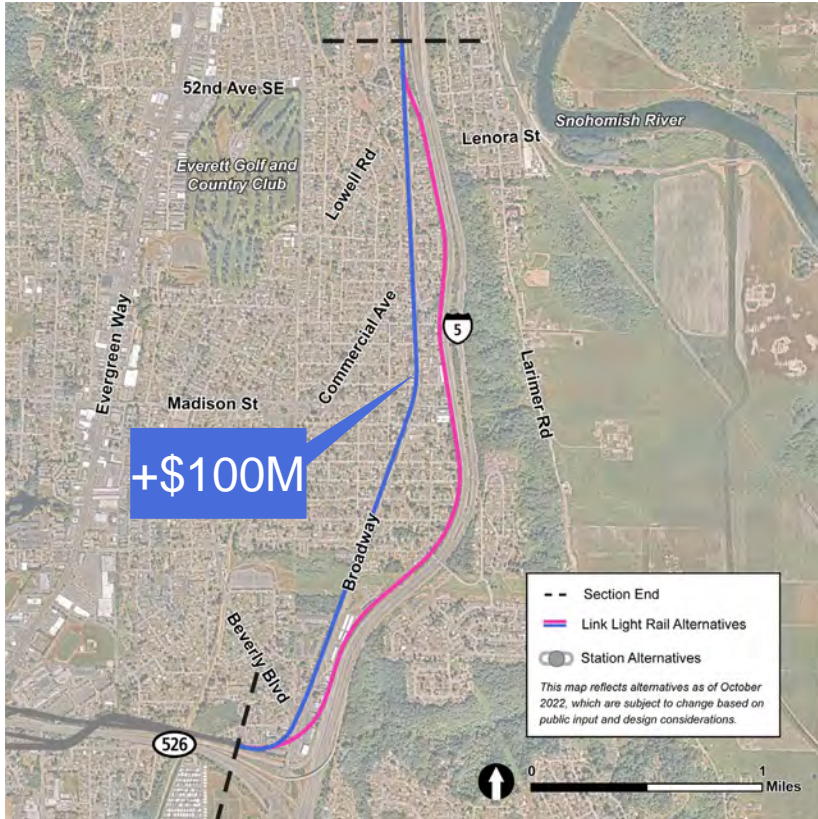
Non-Project Traffic Effects

Natural Environment



I-5 / Broadway Alignment

I-5 / Broadway Alignment



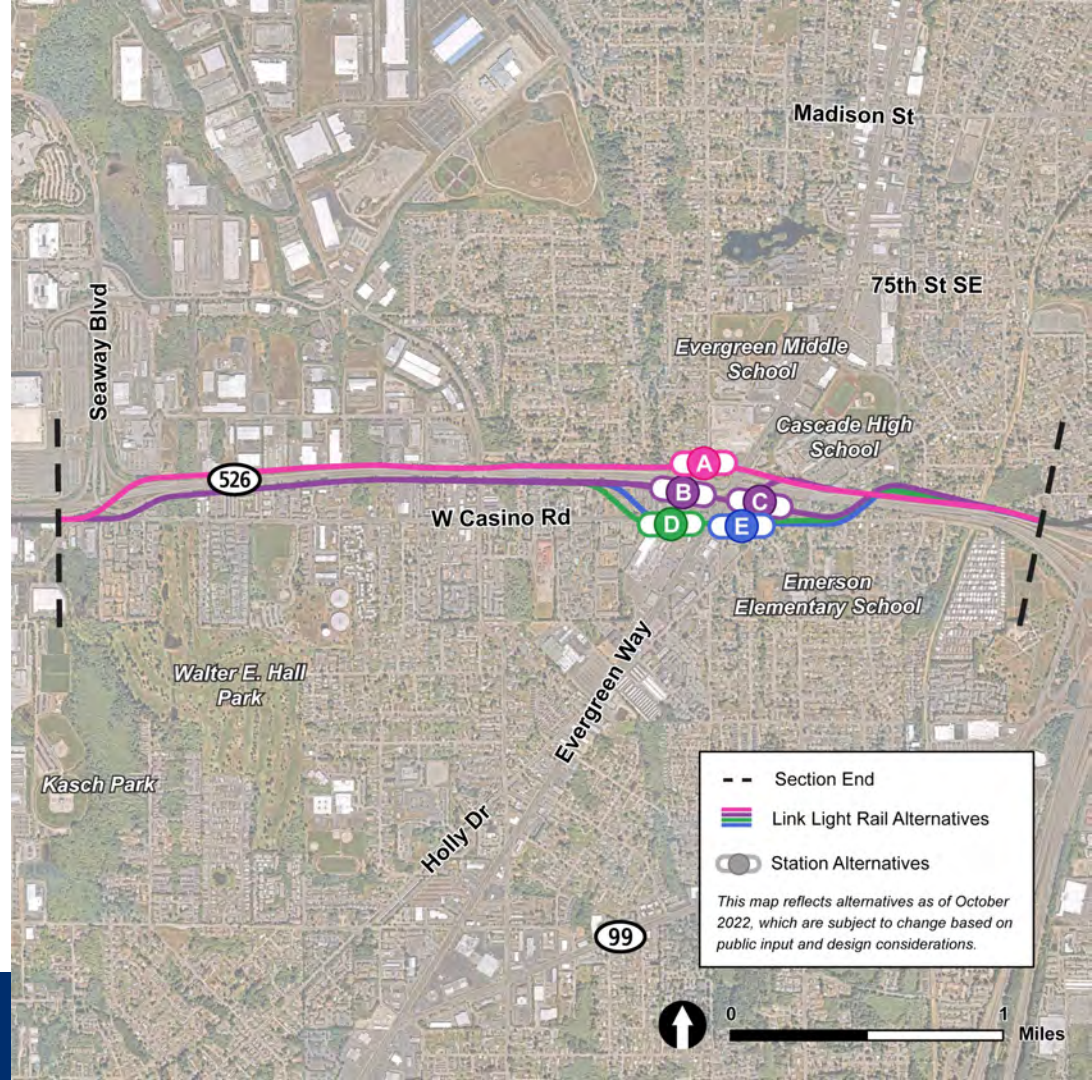
Broadway Alignment Cost Drivers:

- 4x length of elevated track
- Section of trenched track and six street closures



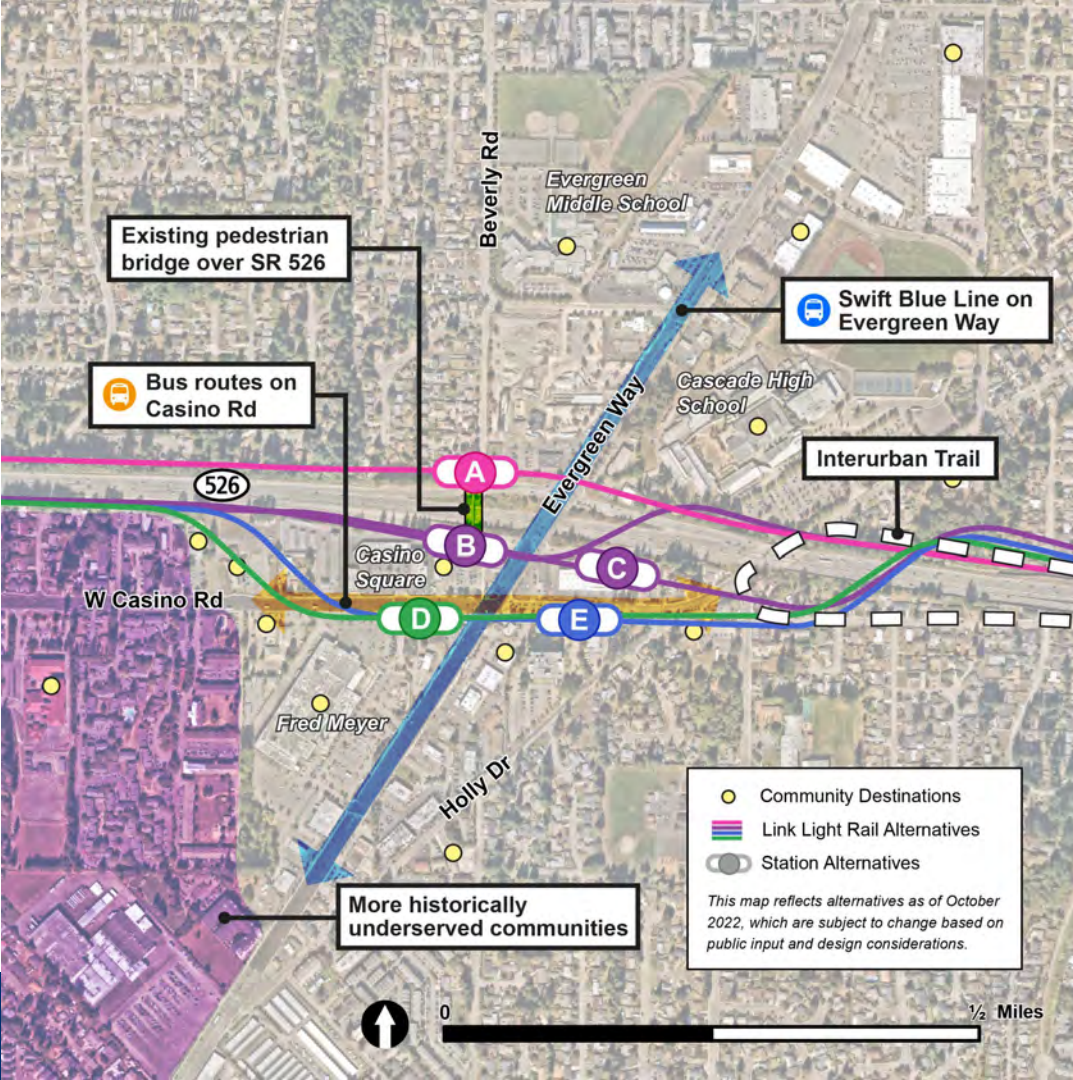
SR 526 / Evergreen

SR 526/Evergreen



SR 526/Evergreen

- Nearby community destinations
- Historically underserved populations
- Existing transit service
- Interurban Trail
- Existing pedestrian bridge



EGN A

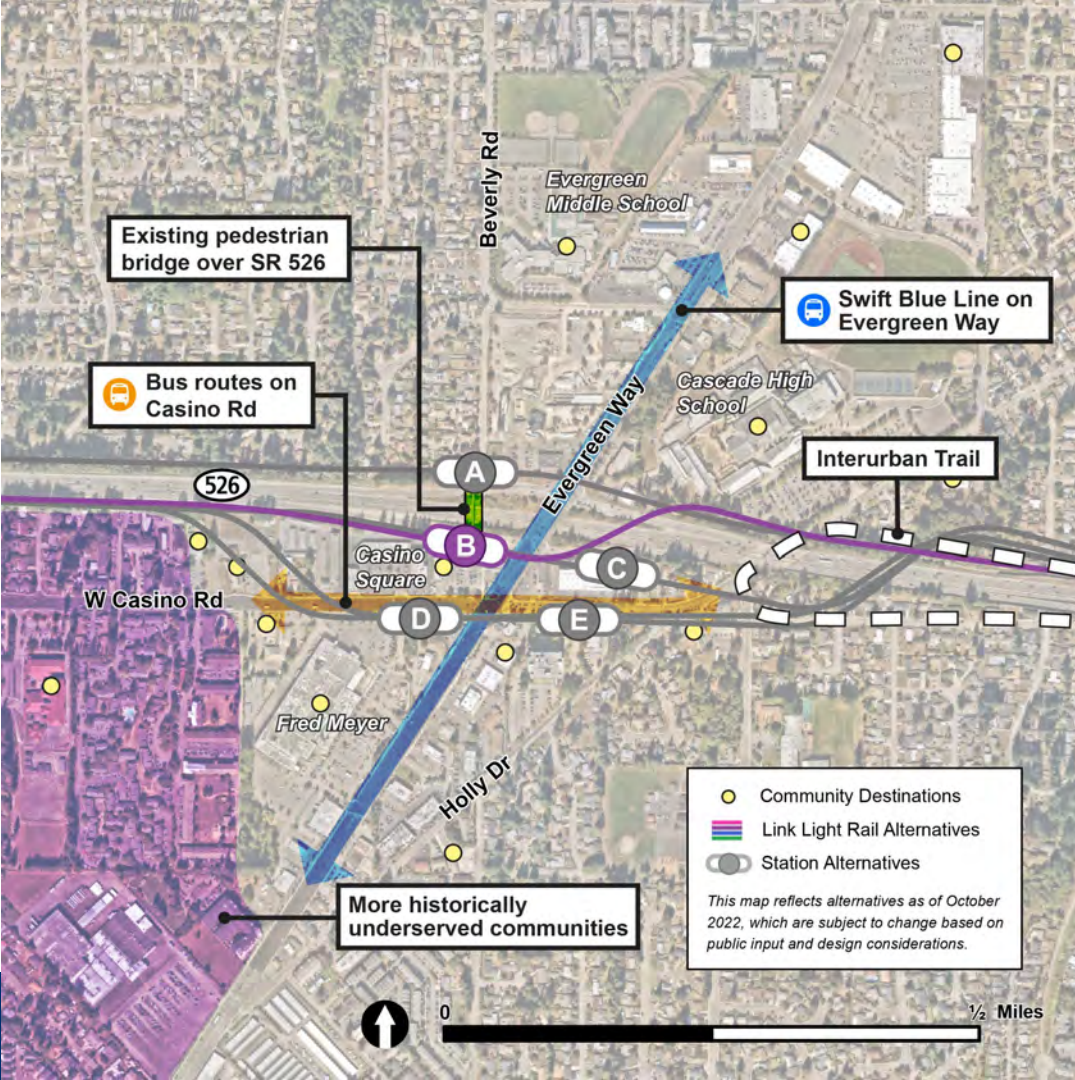
Advantages

- Fewest potential displacements
- Avoids displacements along Casino Road

Disadvantages

- Fewer historically underserved communities and less affordable housing
- Lowest planned population and job growth
- Longest walk to buses
- Hardest to reach the station by car
- Most streams near route and station





EGN B

Advantages

- More historically underserved communities and affordable housing
- Easy pick-up and drop-off

Disadvantages

- Potential to displace community destinations, including Casino Square
- More potential displacements than EGN-A, but fewer than EGN-C, EGN-D, and EGN-E.



EGN C

Advantages

- Better connection to the Interurban Trail
- Easy pick-up and drop-off

Disadvantages

- More potential displacements than EGN-A and EGN-B, but fewer than EGN-D
- Potential displacements of community destinations, including Casino Square
- Fewest historically underserved communities and less affordable housing



EGN D

Advantages

- Better connection to buses
- Most historically underserved communities

Disadvantages

- Most potential displacements
- Potential displacements of community destinations
- Potential for more challenging construction and disruptions



EGN-E

Advantages

- Better connection to buses
- Most community destinations
- More potential for new development
- Better connection to the Interurban Trail
- Easier pick-up and drop-off

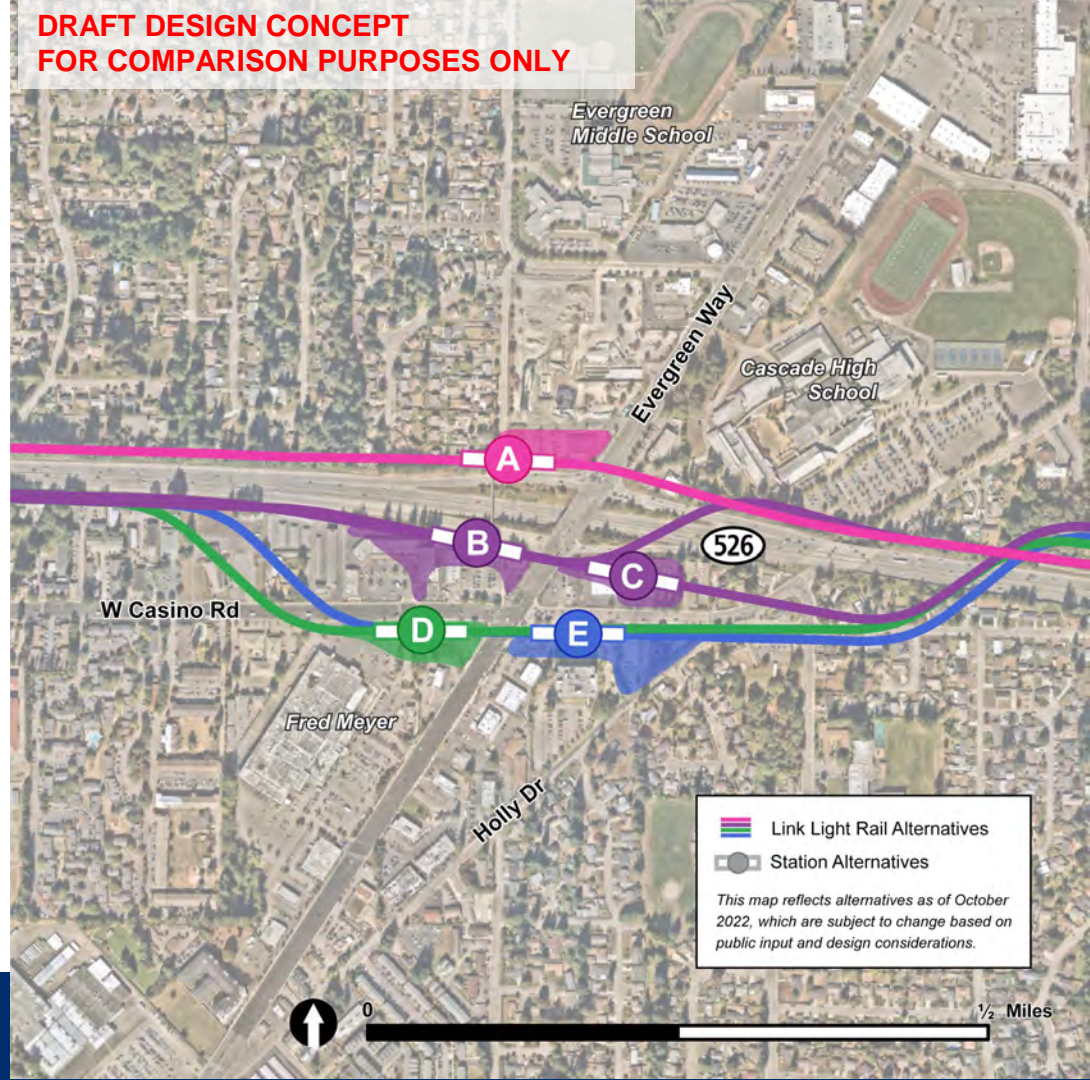
Disadvantages

- More potential displacements than EGN-A and EGN-B, but fewer than EGN-D
- Potential displacements of community destinations
- Potential for more challenging construction and disruptions

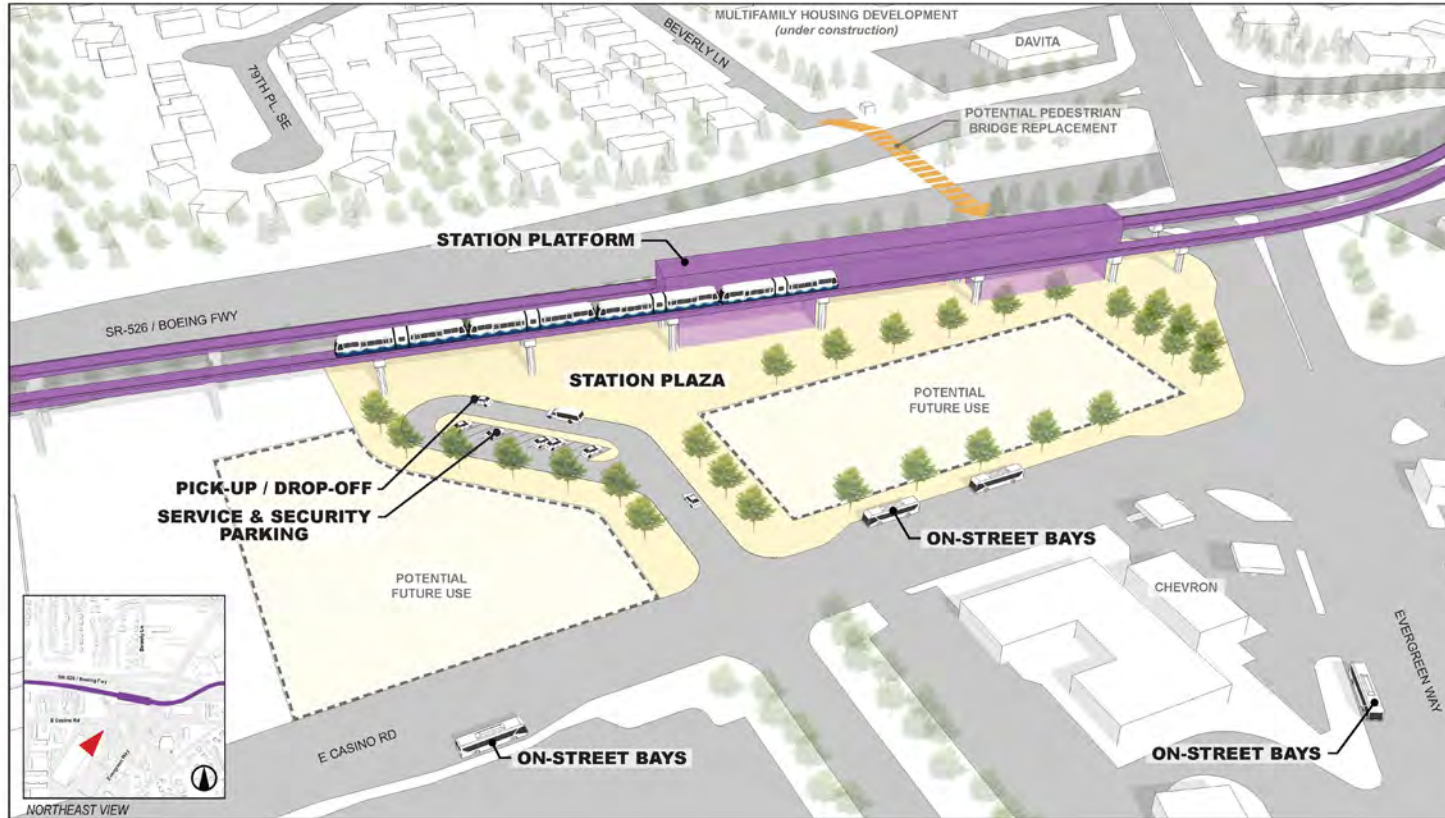
SR 526/Evergreen Station Area Concepts

- Buses remain on-street
- No parking included
- Longer access road required for EGN-B
- All stations are elevated except EGN-A

DRAFT DESIGN CONCEPT
FOR COMPARISON PURPOSES ONLY



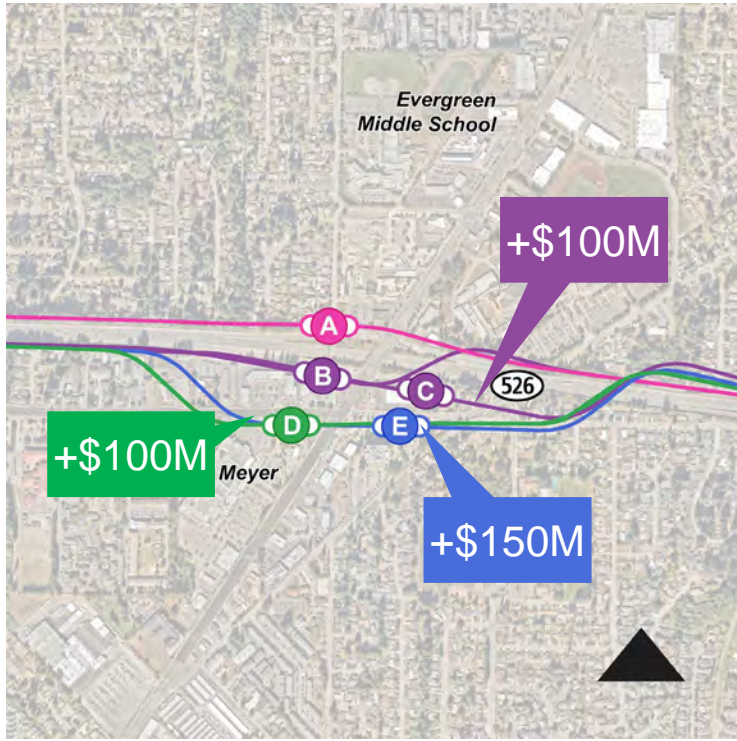
SR 526/Evergreen – EGN-B Concept



SR 526/Evergreen – EGN-E Concept



SR 526/Evergreen



EGN A and **EGN B** (comparable)

EGN C (\$100M more than EGN A)

- Longer elevated track
- Station requires taller (more expensive) structure

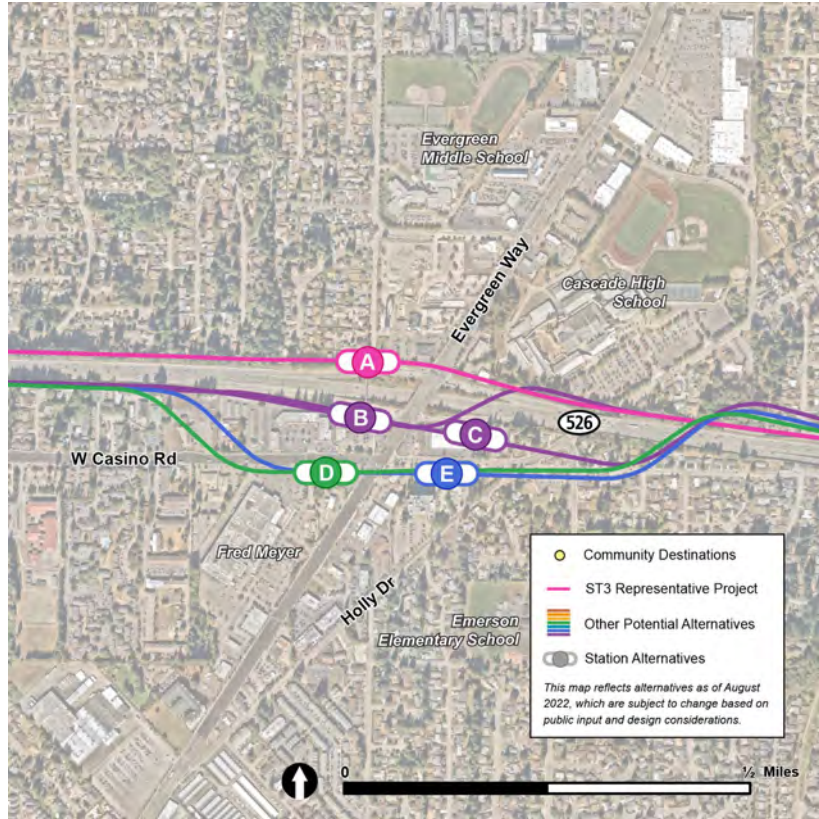
EGN D (\$100M more than EGN A)

- Longer elevated track
- Higher right-of-way costs

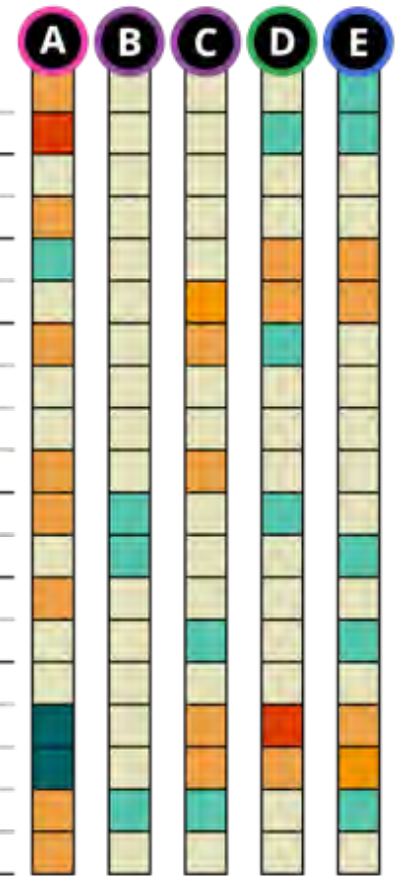
EGN E (\$150M more than EGN A)

- Longest elevated track and most complex long span bridge
- Station requires taller (more expensive) structure
- Highest right-of-way costs

SR 526 / Evergreen



- Community Assets
- Transit Integration
- Transportation Plan Consistency
- 2040 Population + Jobs
- Technical Challenges
- Comparative Cost Estimates
- Equity: Race, Income, English Proficiency
- Equity: Age, Ability, Means of Access
- Equitable Access to Jobs
- Proximity to Affordable Housing
- Land Use Plan Consistency
- TOD Development Potential
- Quality of Pedestrian Connections
- Quality of Bike Connections
- Built Environment + Social Resources
- Acquisitions and Displacements
- Burdens to Underserved Communities
- Non-Project Traffic Effects
- Natural Environment



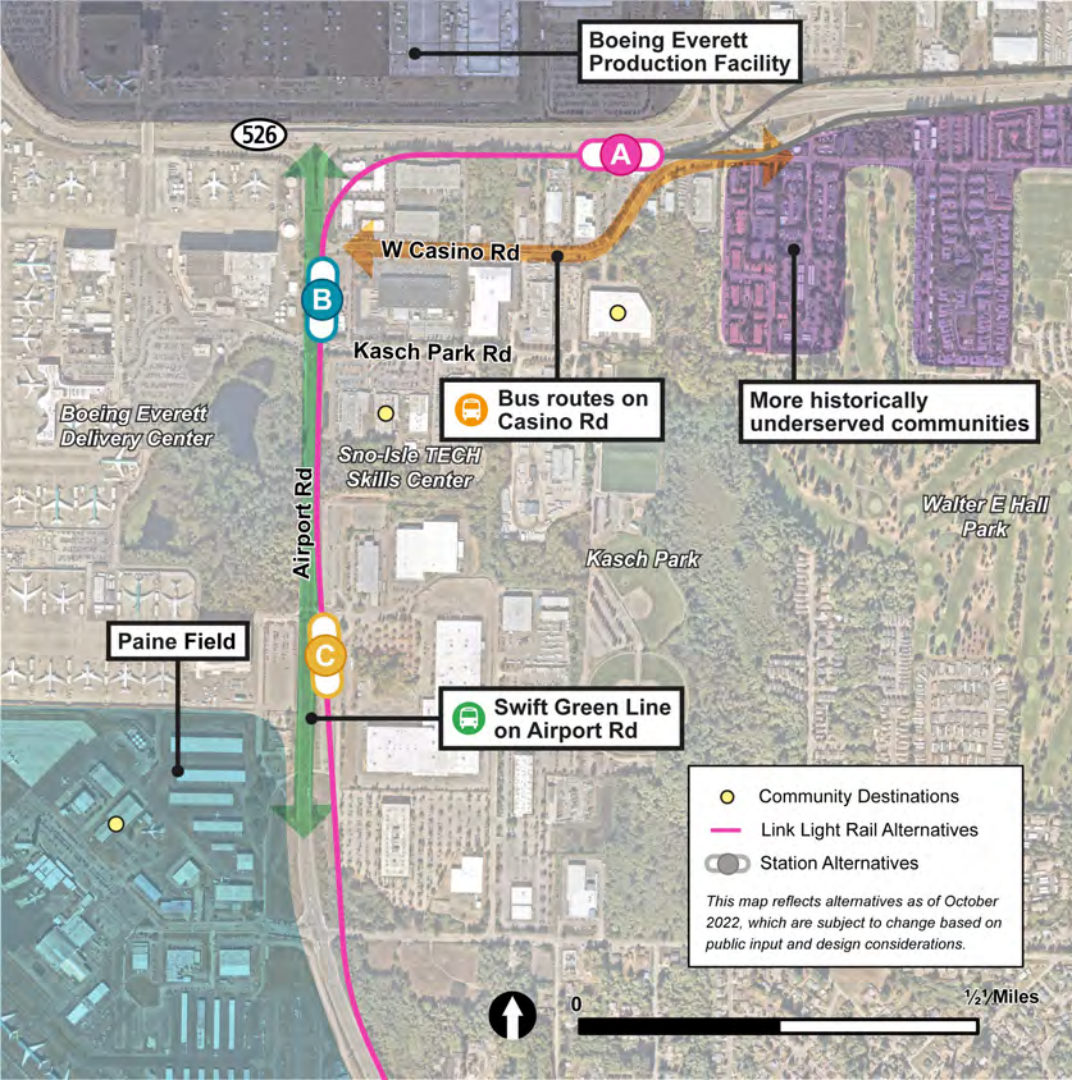
SW Everett Industrial Center

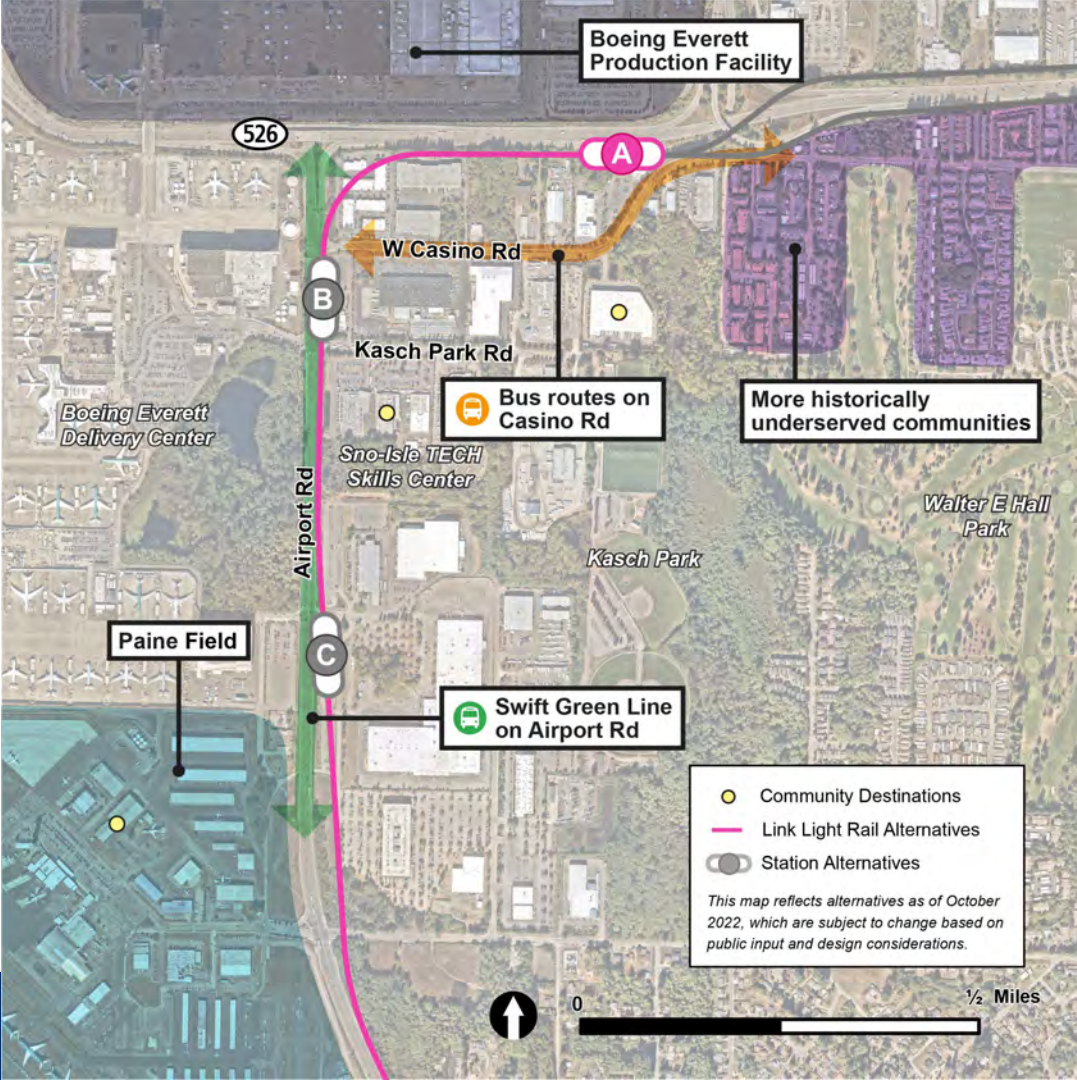
SW Everett Industrial Center



SW Everett Industrial Center

- Community destinations
- Historically underserved populations
- Paine Field
- Boeing Production Facility
- Existing transit routes





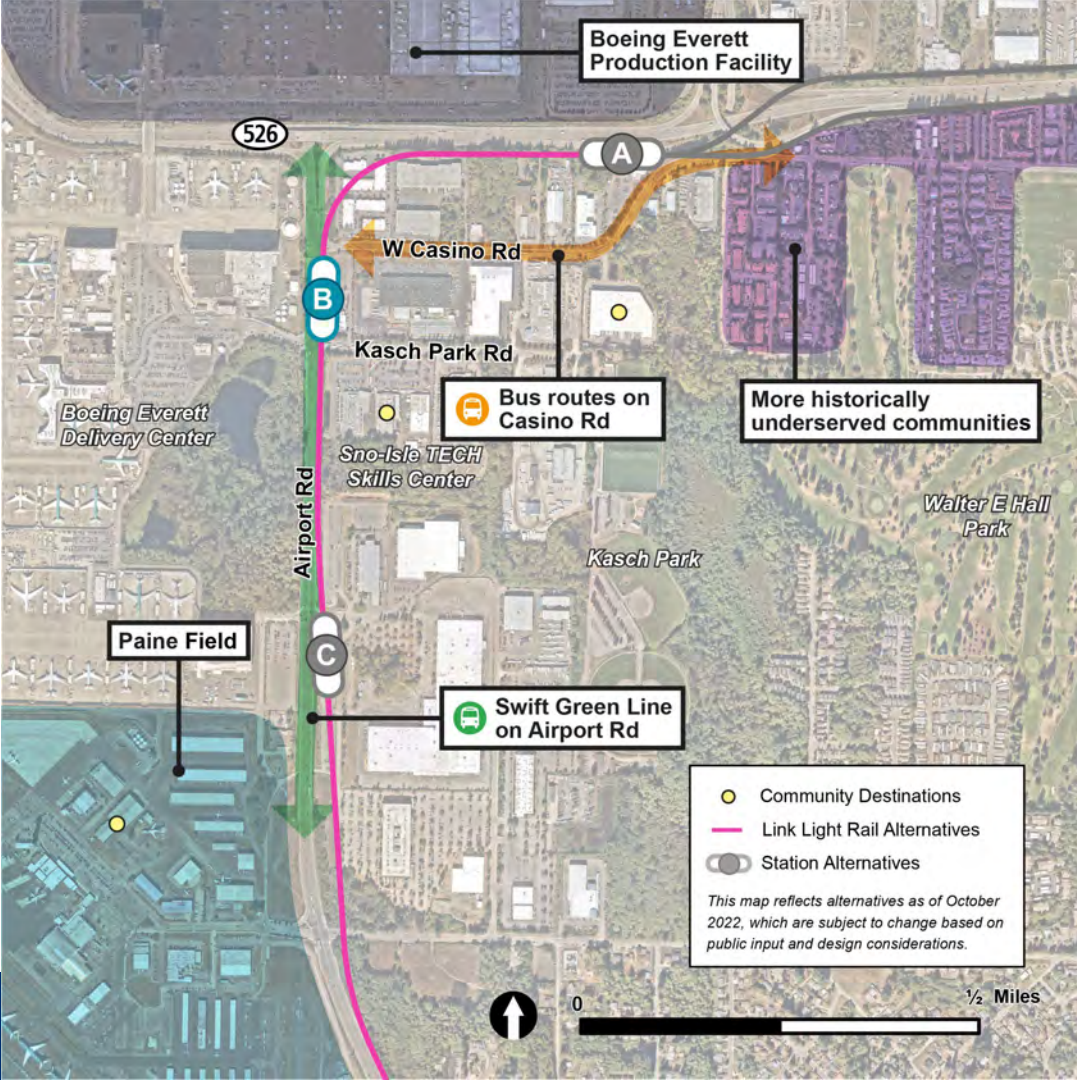
SWI-A

Advantages

- Serves some historically underserved communities and affordable housing
- Connection to Boeing and regional employment
- Most potential for new development
- Easier to walk to

Disadvantages

- Longer travel times for buses



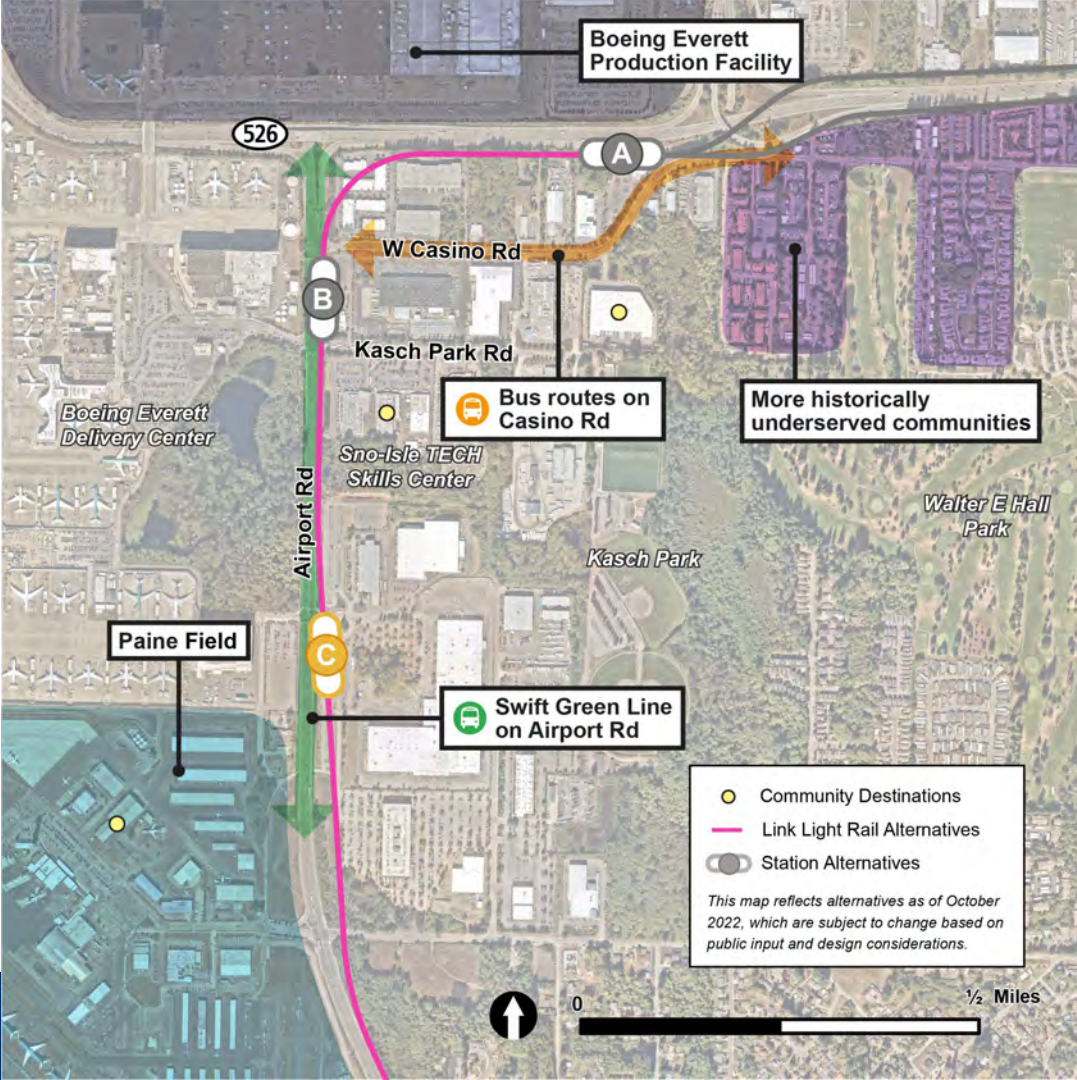
SWI-B

Advantages

- Shorter travel times for buses plus more connecting routes

Disadvantages

- Does not serve residential areas, historically underserved communities or affordable housing



SWI-C

Advantages

- Better street connections for biking

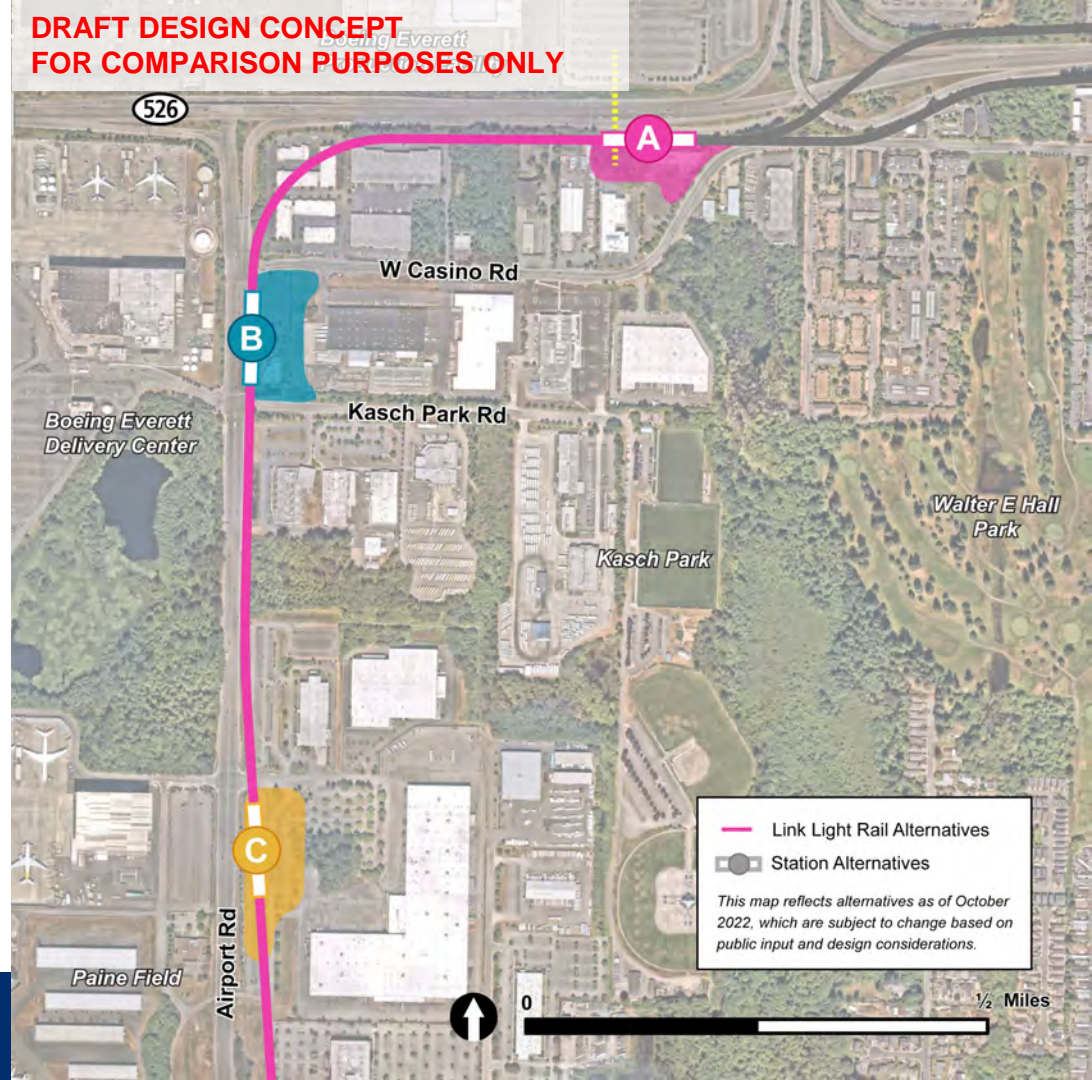
Disadvantages

- Does not serve residential areas, historically underserved communities or affordable housing

SW Everett Industrial Center Station Area Concepts

- Off-street bus stops
- No parking included
- Space for shuttle service to Paine Field passenger terminal and to Boeing Everett Production Facility
- All stations are elevated

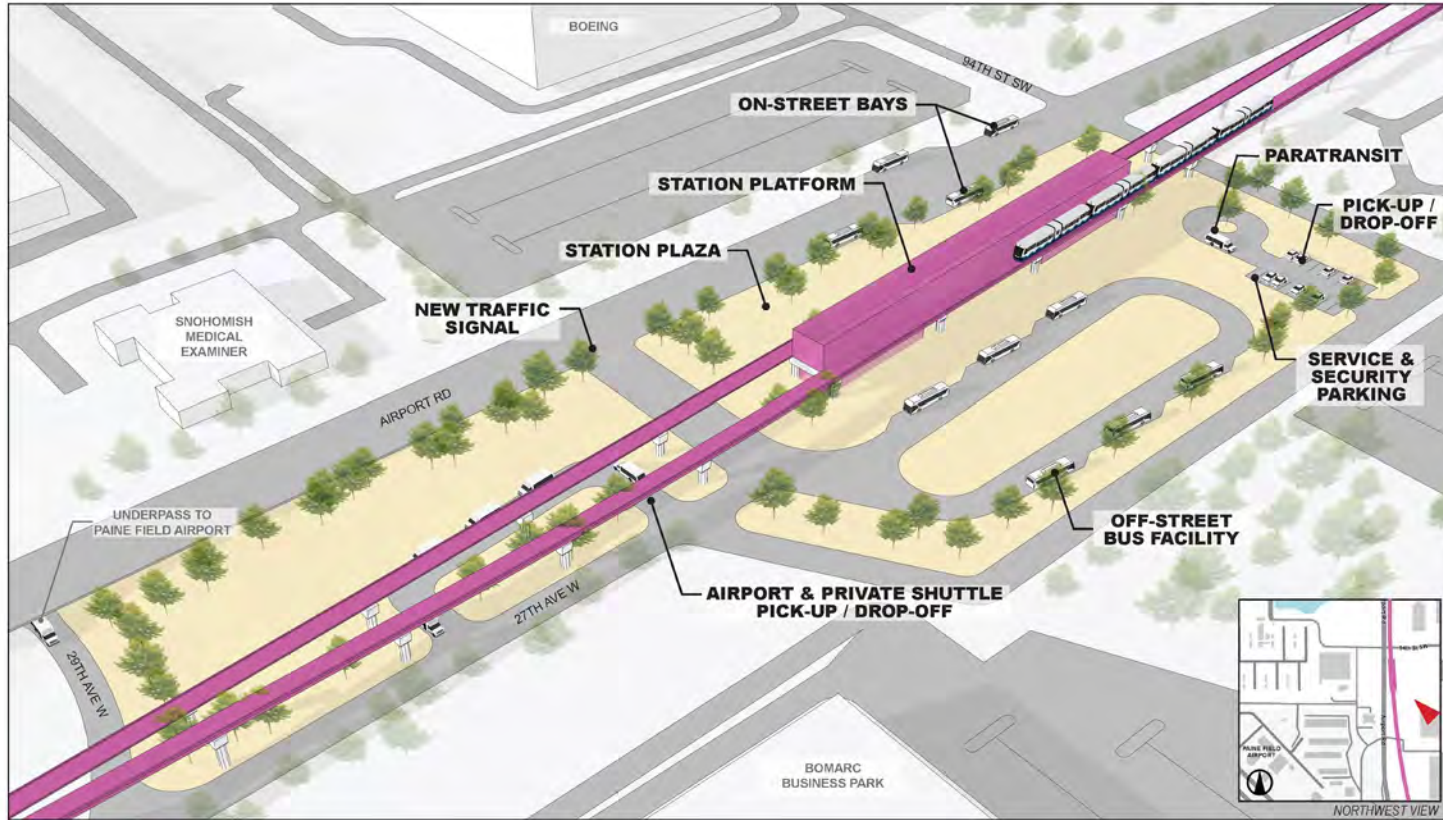
DRAFT DESIGN CONCEPT
FOR COMPARISON PURPOSES ONLY



SW Everett Industrial Center – SWI-A Concept



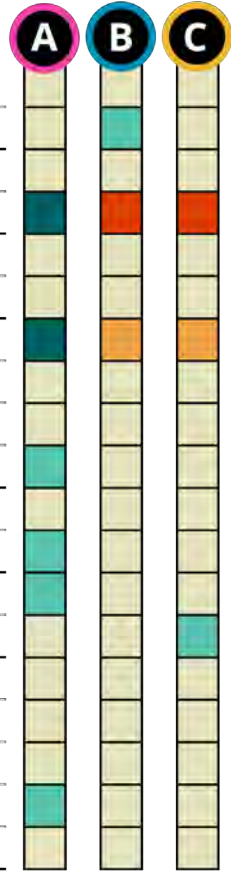
SW Everett Industrial Center – SWI-C Concept



SW Everett Industrial Center

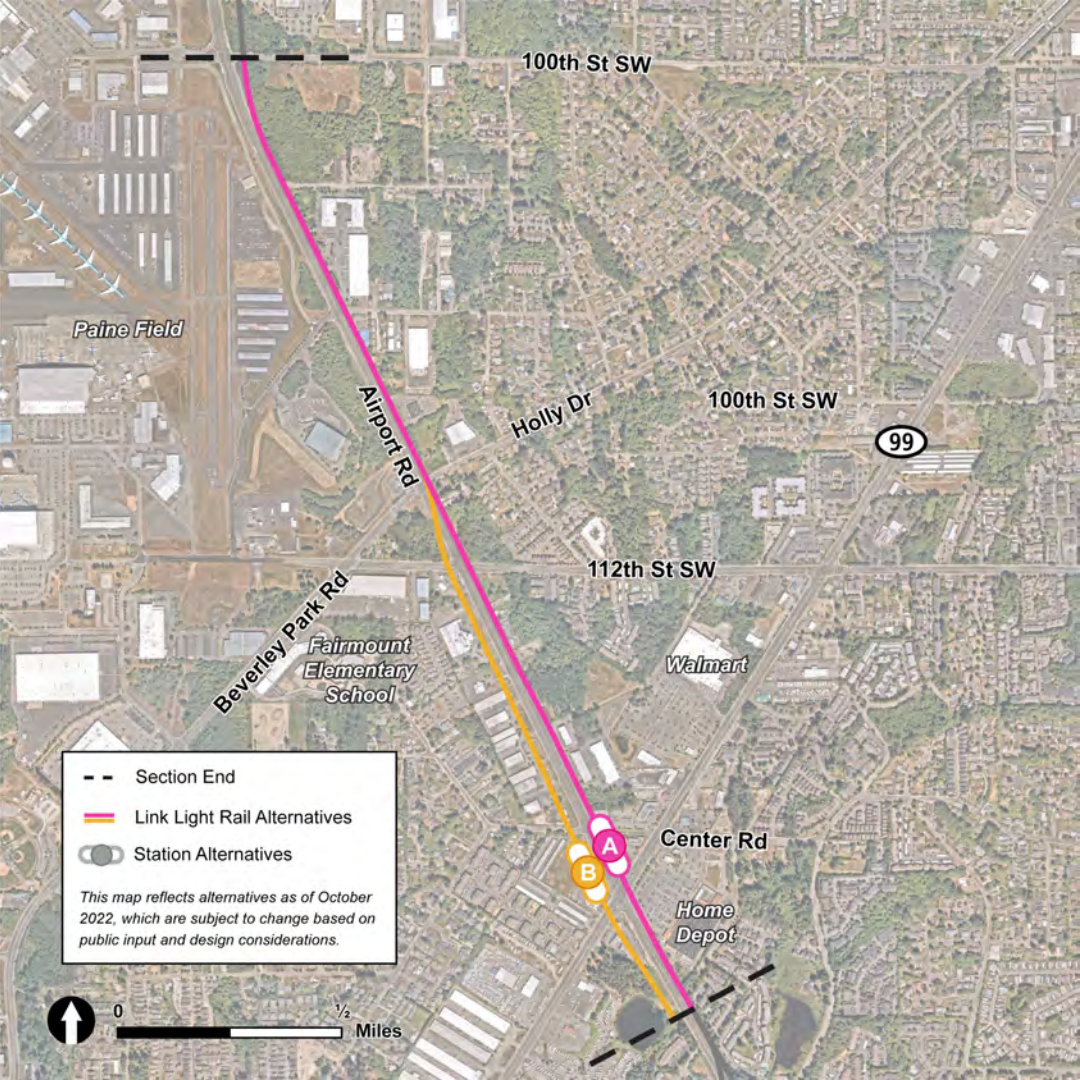


Community Assets	A	B	C
Transit Integration			
Transportation Plan Consistency			
2040 Population + Jobs			
Technical Challenges			
Comparative Cost Estimates			
Equity: Race, Income, English Proficiency			
Equity: Age, Ability, Means of Access			
Equitable Access to Jobs			
Proximity to Affordable Housing			
Land Use Plan Consistency			
TOD Development Potential			
Quality of Pedestrian Connections			
Quality of Bike Connections			
Built Environment + Social Resources			
Acquisitions and Displacements			
Burdens to Underserved Communities			
Non-Project Traffic Effects			
Natural Environment			



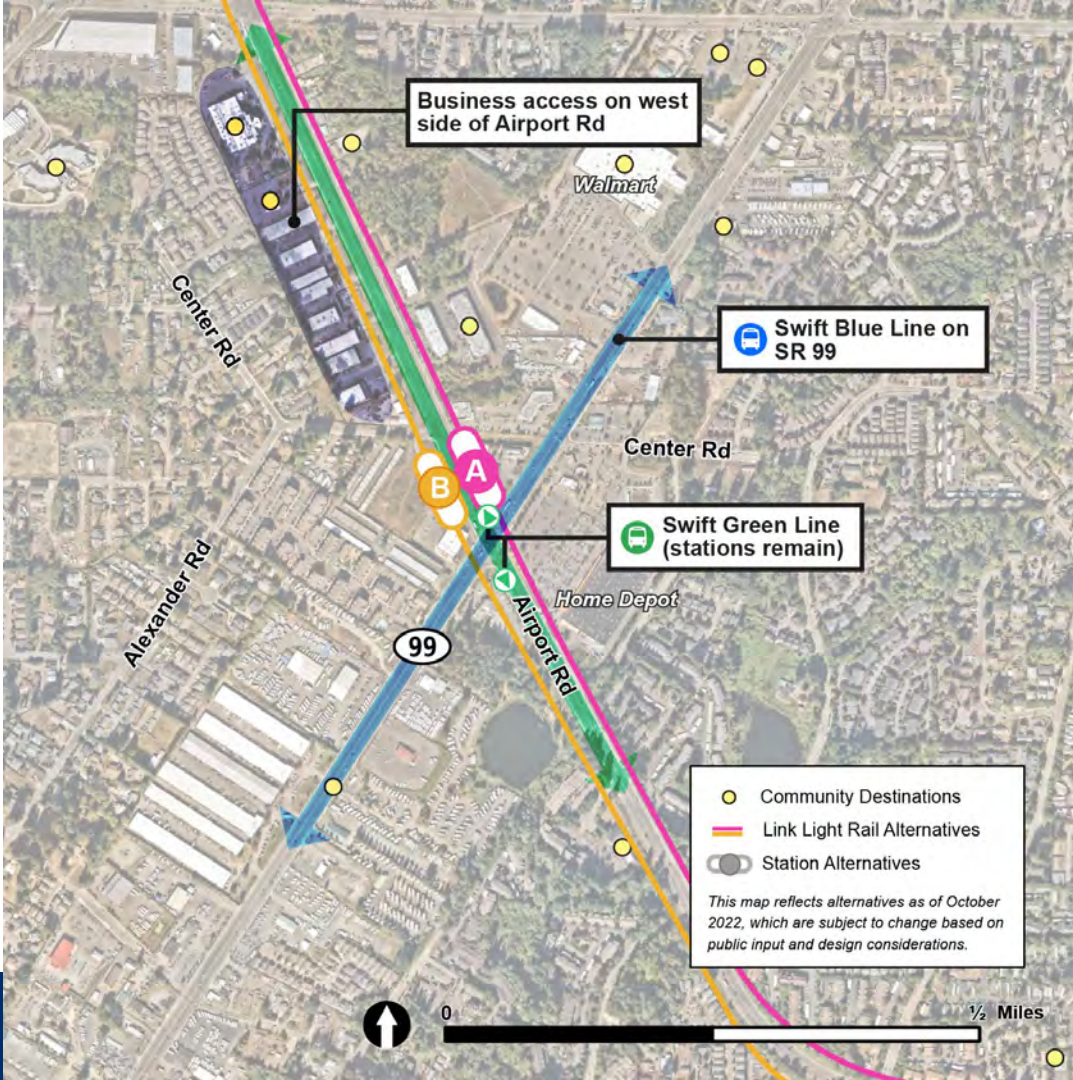
SR 99 / Airport Road

SR 99/Airport Rd



SR 99/Airport Rd

- Community destinations
- Existing transit routes
- Business access on Airport Road



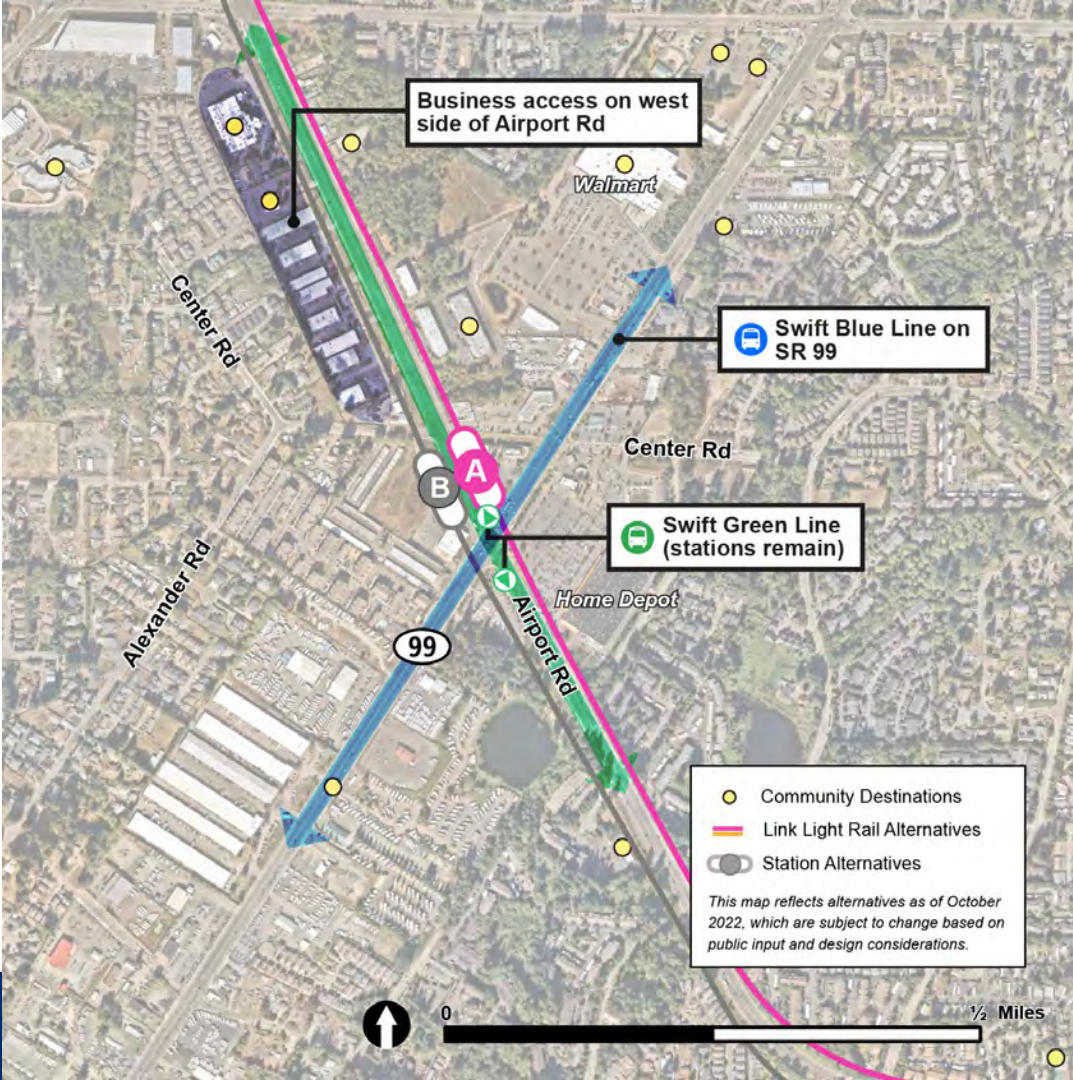
AIR-A

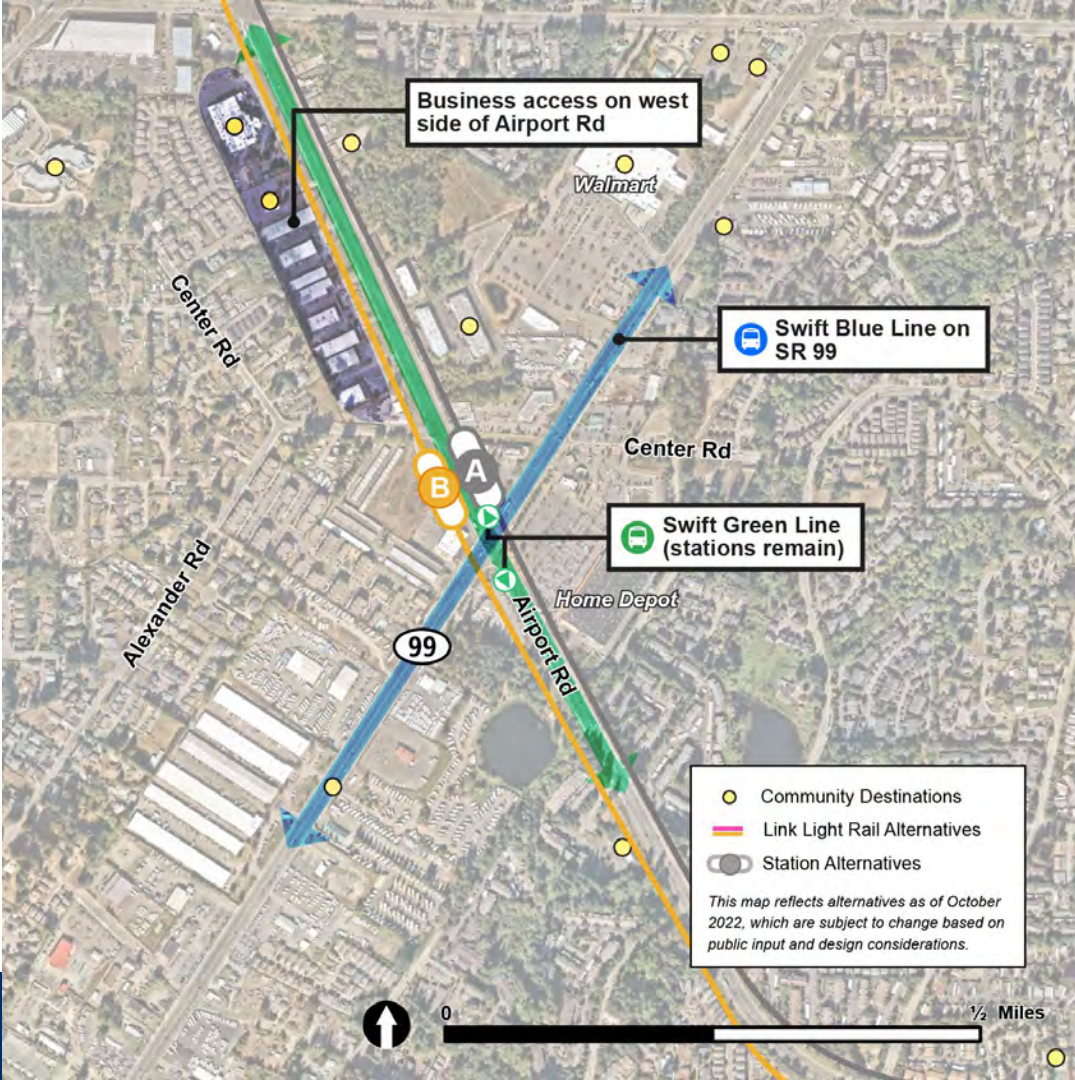
Advantages

- Better connection to Swift Green Line
- Less disruptive to business access during construction

Disadvantages

- Harder for pick-up and drop-off





AIR-B

Advantages

- Easier for pick-up and drop-off
- More potential for new development adjacent to the station

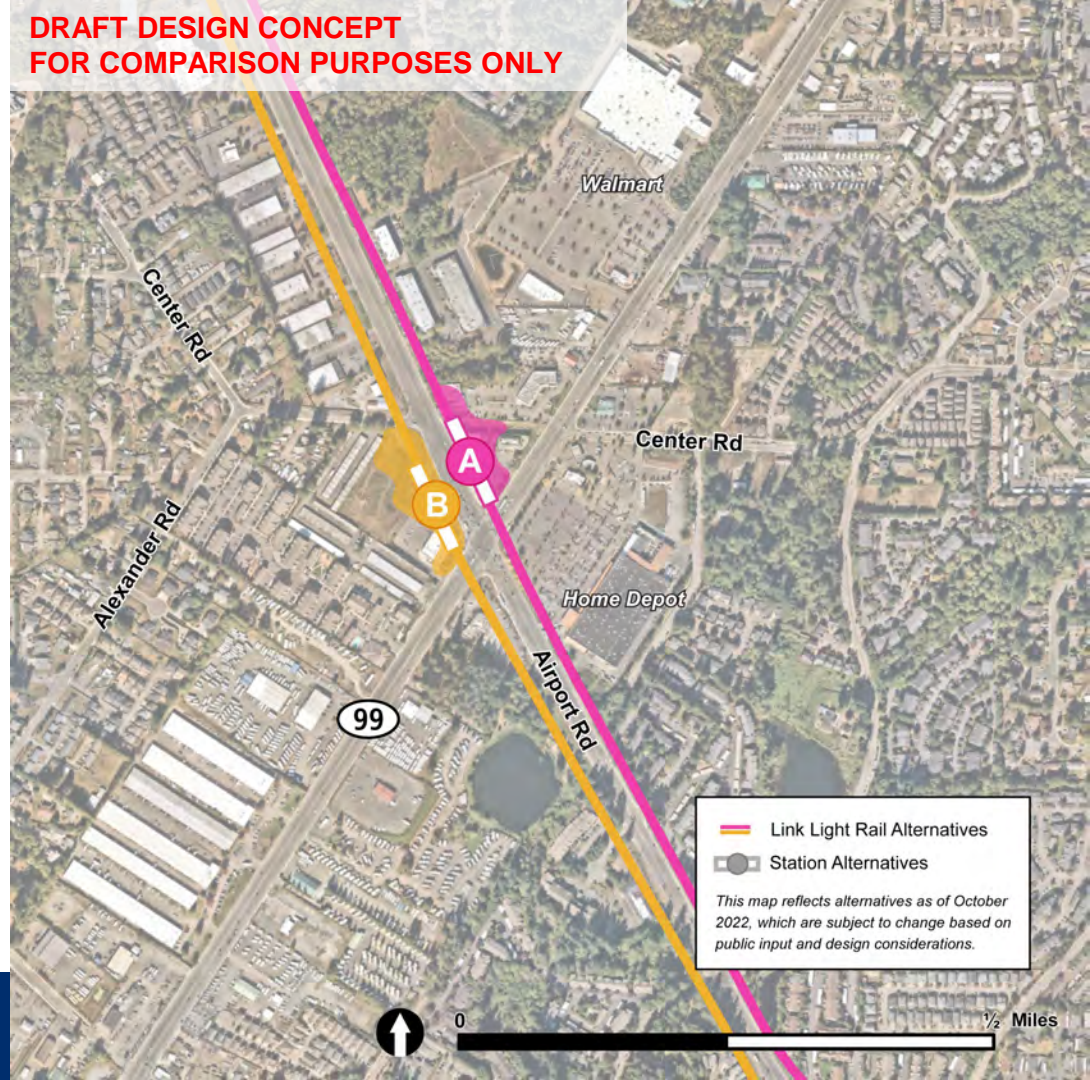
Disadvantages

- Worse connection to Swift Green Line
- More disruptive to business access during construction

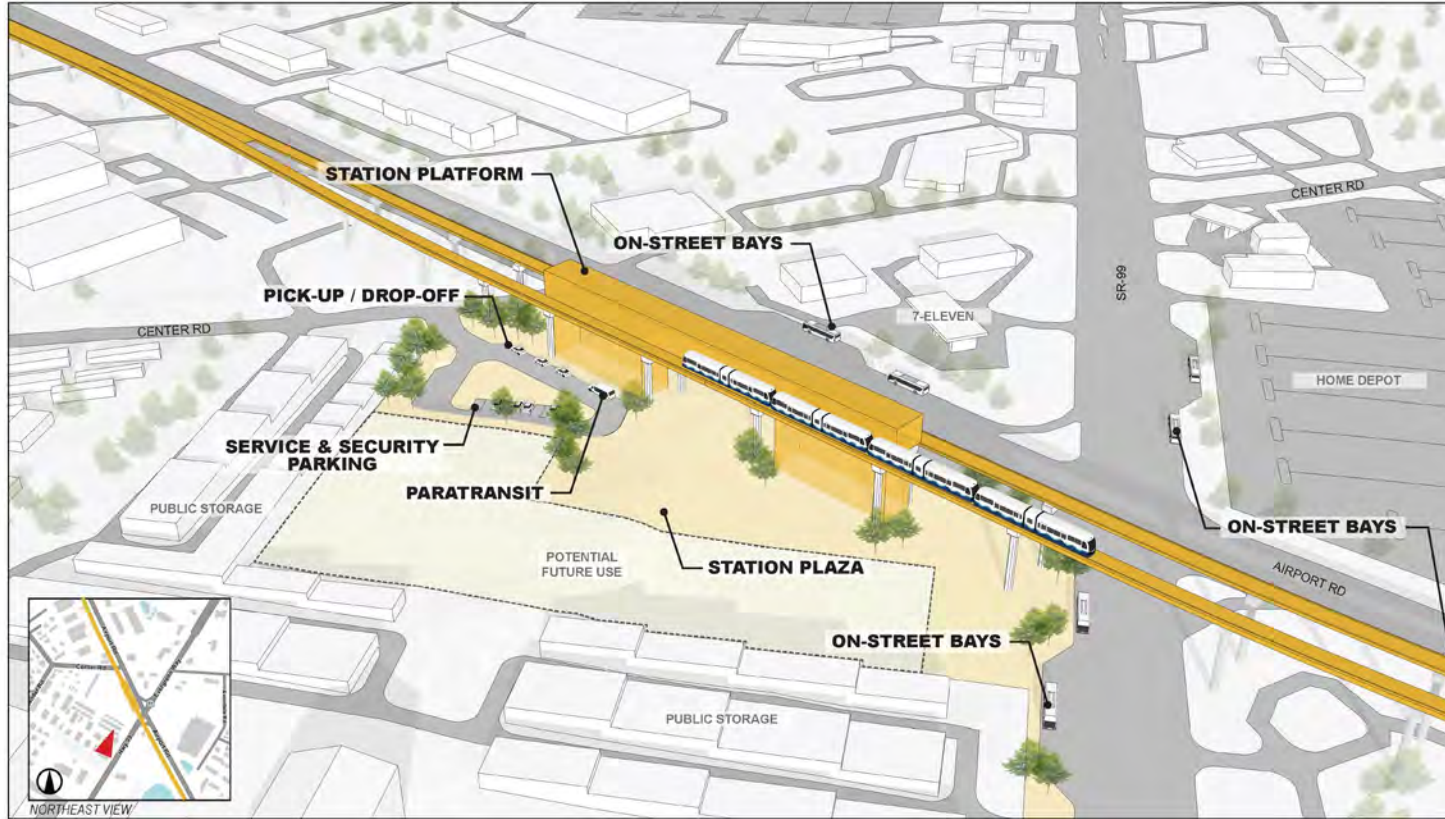
SR99/Airport Rd Station Area Concepts

- Bus stops are located on-street
- No parking included
- All stations are elevated

DRAFT DESIGN CONCEPT
FOR COMPARISON PURPOSES ONLY



SR 99/Airport Road – AIR-B Concept



SR 99/Airport Road (AIR)



Community Assets	A	B
Transit Integration		
Transportation Plan Consistency		
2040 Population + Jobs		
Technical Challenges		
Comparative Cost		
Equity: Race, Income, English Proficiency		
Equity: Age, Ability, Means of Access		
Equitable Access to Jobs		
Proximity to Affordable Housing		
Land Use Plan Consistency		
TOD Development Potential		
Quality of Pedestrian Connections		
Quality of Bike Connections		
Built Environment + Social Resources		
Acquisitions and Displacements		
Burdens to Underserved Communities		
Non-Project Traffic Effects		
Natural Environment		

Next Steps

Next time

- *Mariner*
- *Ash Way*
- *West Alderwood*
- *OMF North*



Schedule look ahead

January 2023

- January 3rd ELG Meeting (part 2 of findings)
- January 4th CAG Meeting (part 2 of findings)
- January 23rd Scoping period opens

Early 2023

- CAG recommendations to ELG for preferred alternative and other alternatives to move into environmental review
- Final ELG meeting for Phase 1 to develop recommendations for ST Board

Thank you.



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