

Everett Link Extension



***ELG Meeting
January 3, 2023***

Agenda

Topic	Time
Introductions, meeting objectives and schedule update	10 min
Level 2 Results	
<i>Mariner</i>	25 min
<i>Ash Way</i>	25 min
<i>West Alderwood</i>	20 min
<i>OMF North</i>	25 min
Outreach, public scoping and next steps	15 min

Meeting expectations



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



MEETING FACILITATOR
WILL GUIDE DISCUSSION



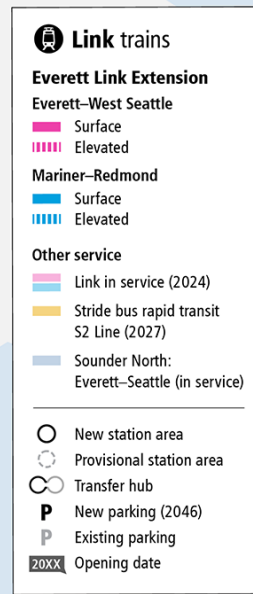
WE'RE CREATING SPACES FOR
ALL VOICES TO BE HEARD



TAKE ADVANTAGE OF THE
"RAISE HAND" FEATURE

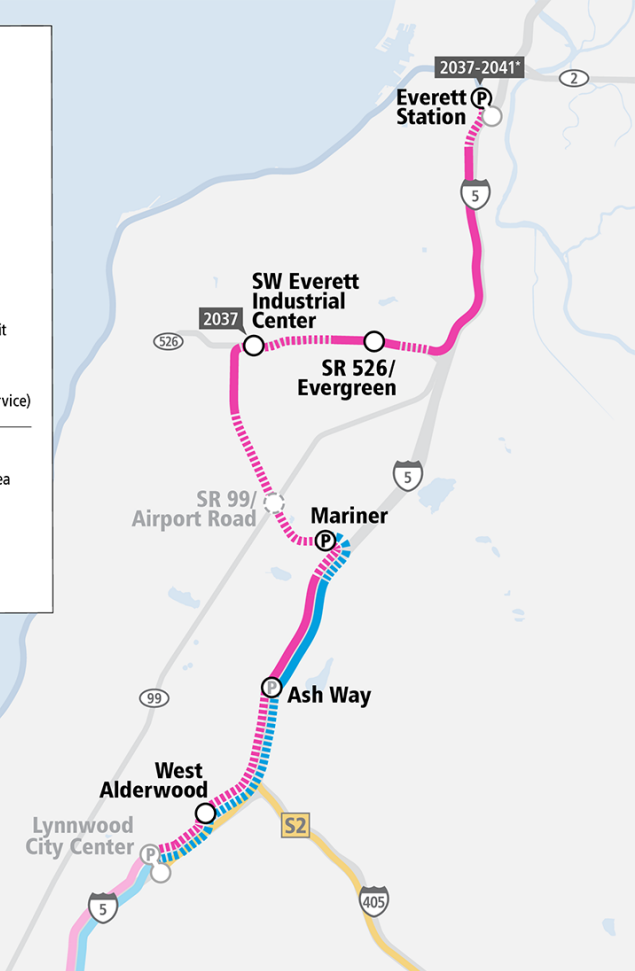


PLACE MICROPHONES ON
MUTE WHEN NOT TALKING

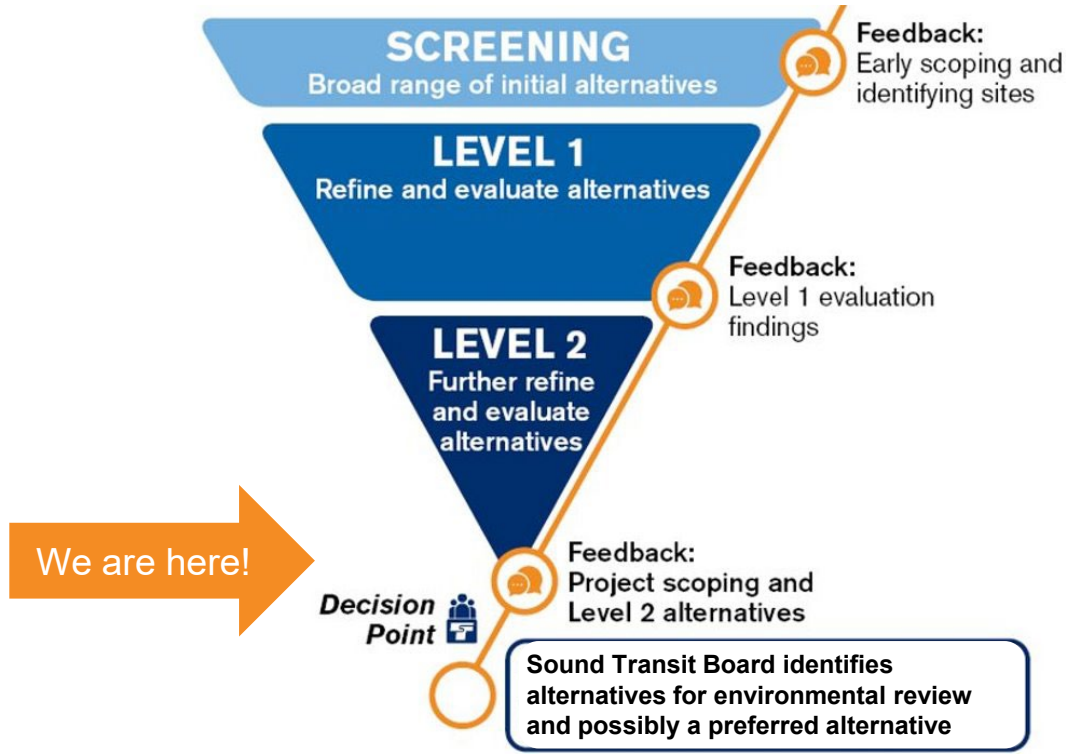


Puget Sound

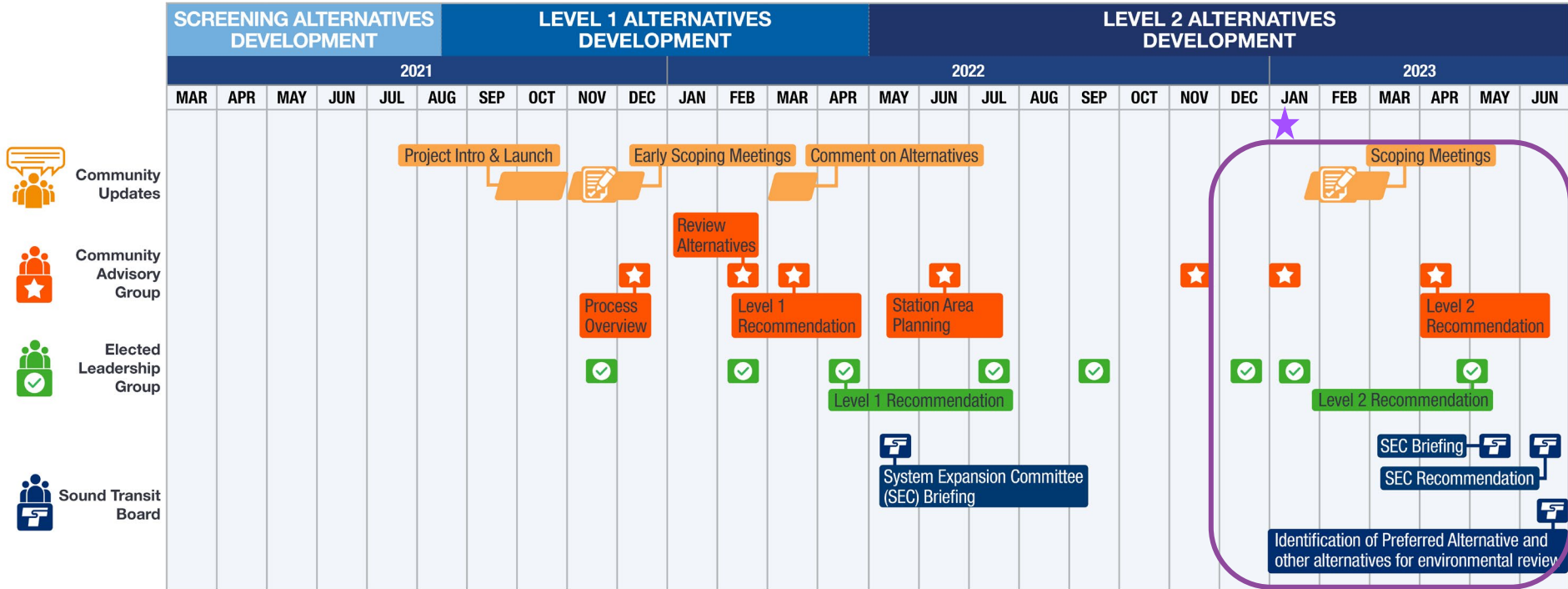
*Dates reflect an affordable schedule based on current financial projections and cost estimates, and a target schedule. See project timeline and milestones for more details.



Alternatives development process



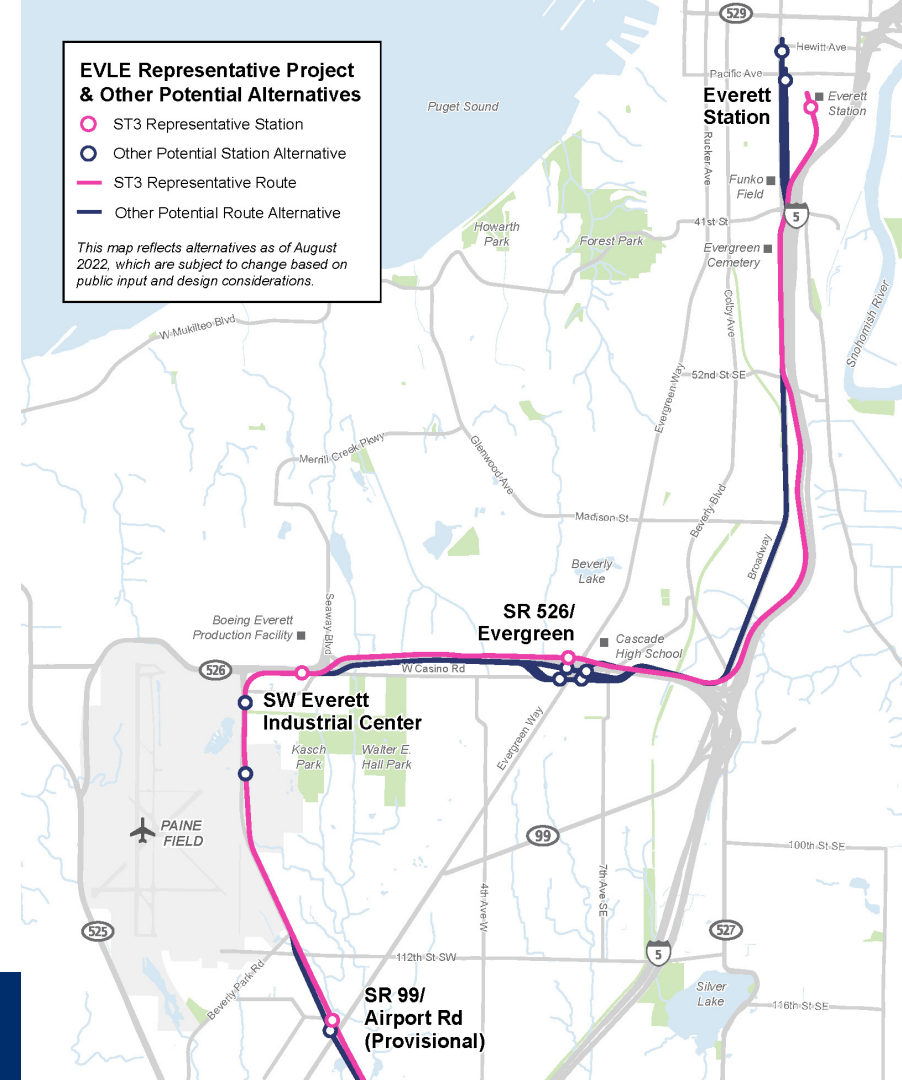
Community engagement & collaboration



Level 2 Results

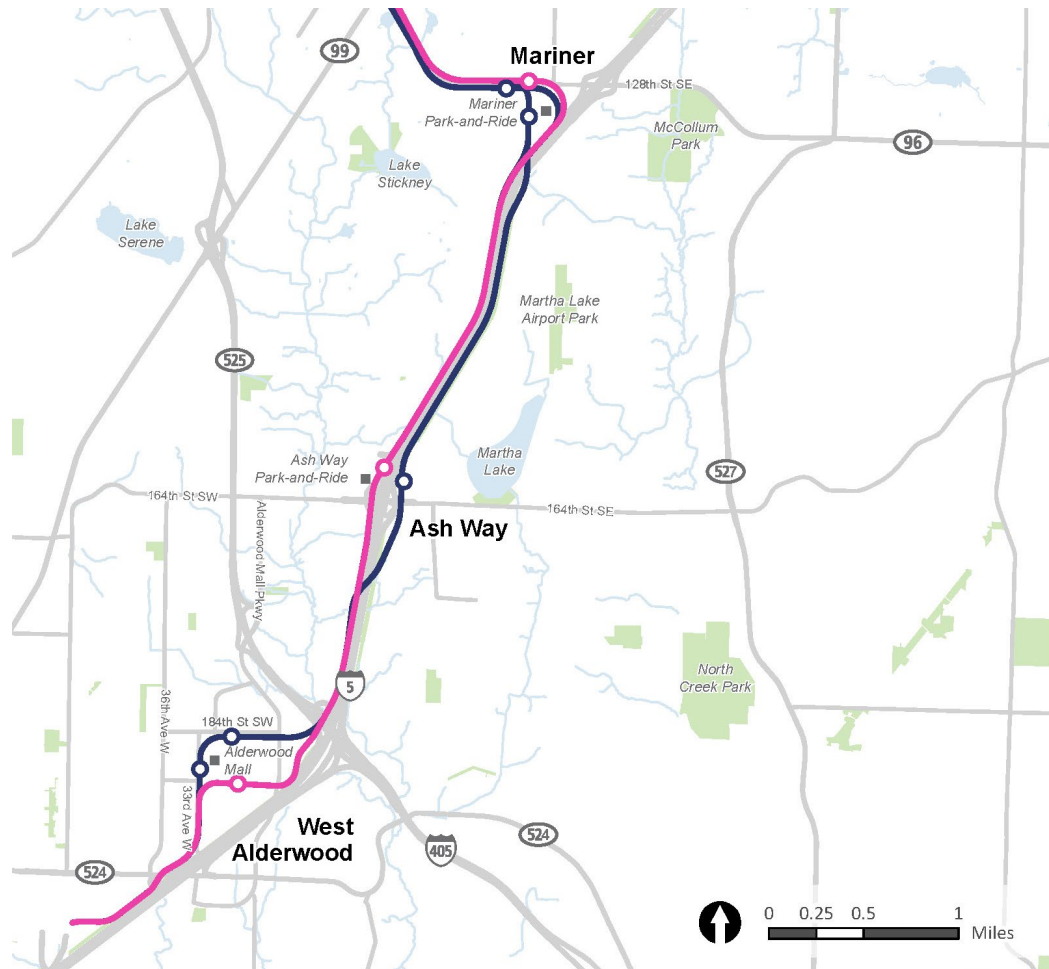
Last time

- **Comparative Cost Estimates**
- **Everett Station**
- **I-5/Broadway section**
- **SR526/Evergreen**
- **Southwest Everett Industrial Center**
- **SR 99 / Airport Rd**



Today

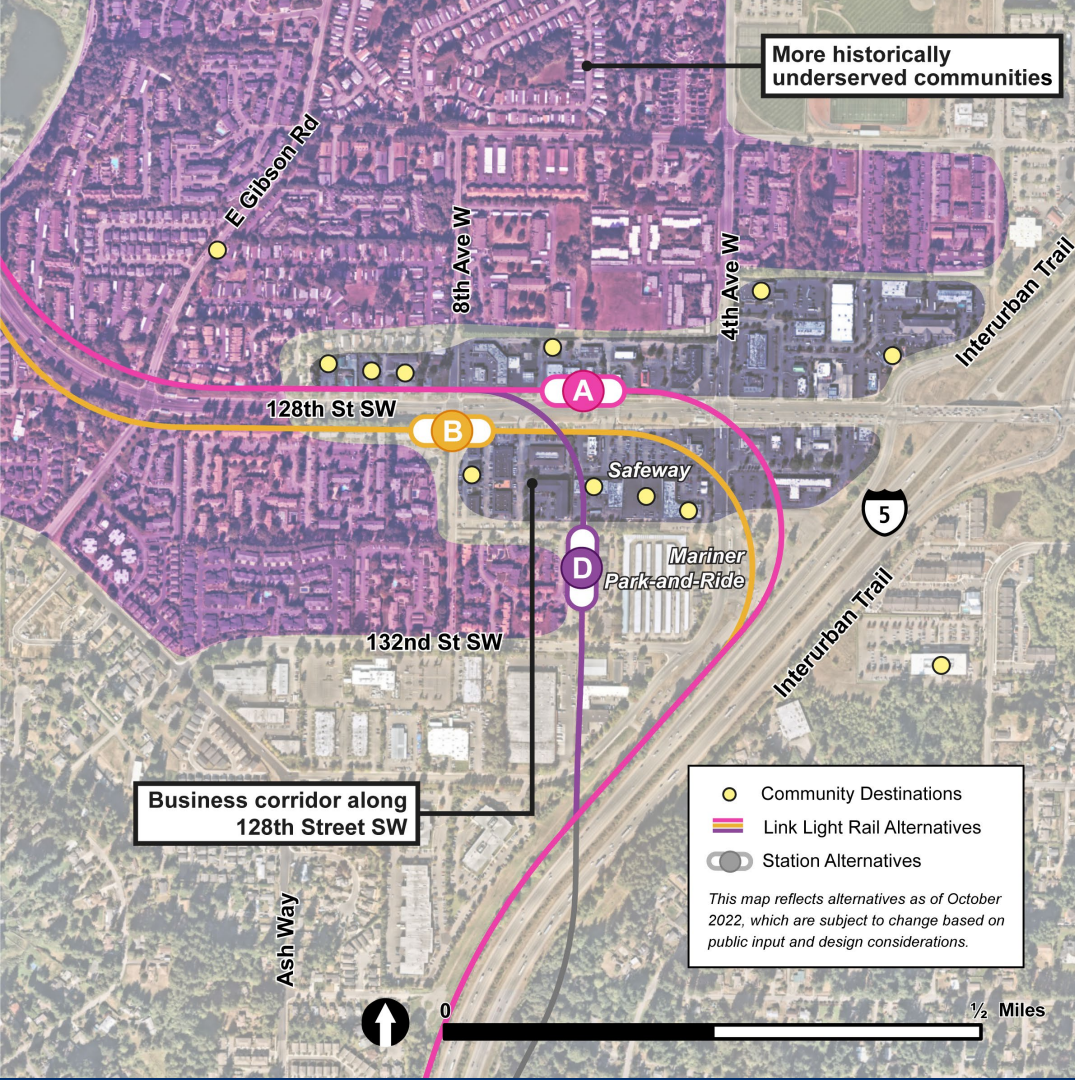
- *Mariner*
- *Ash Way*
- *West Alderwood*
- *OMF North*



Mariner

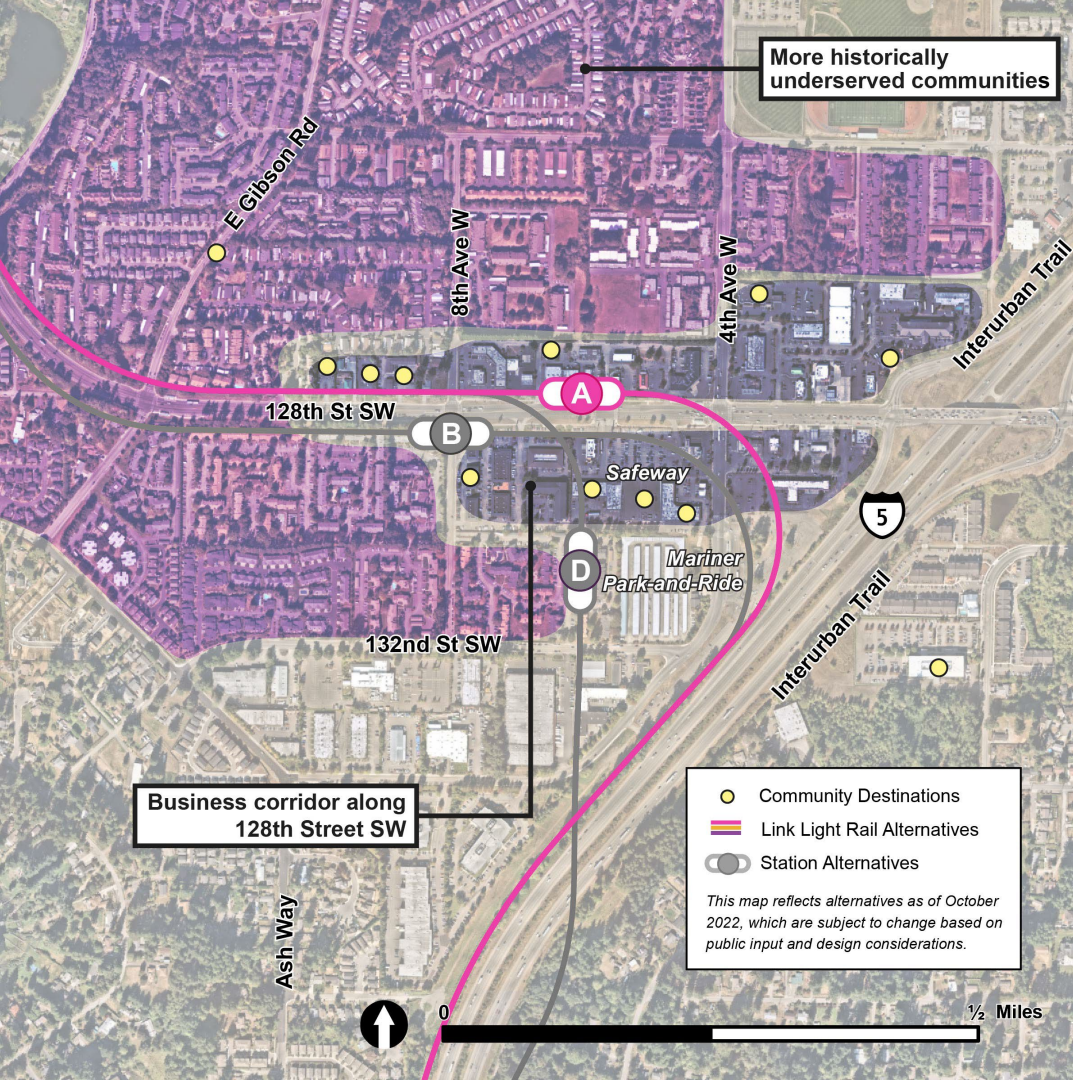
Mariner





Mariner

- Nearby community destinations
- Historically underserved populations
- Existing business corridors
- Mariner Park-and-Ride



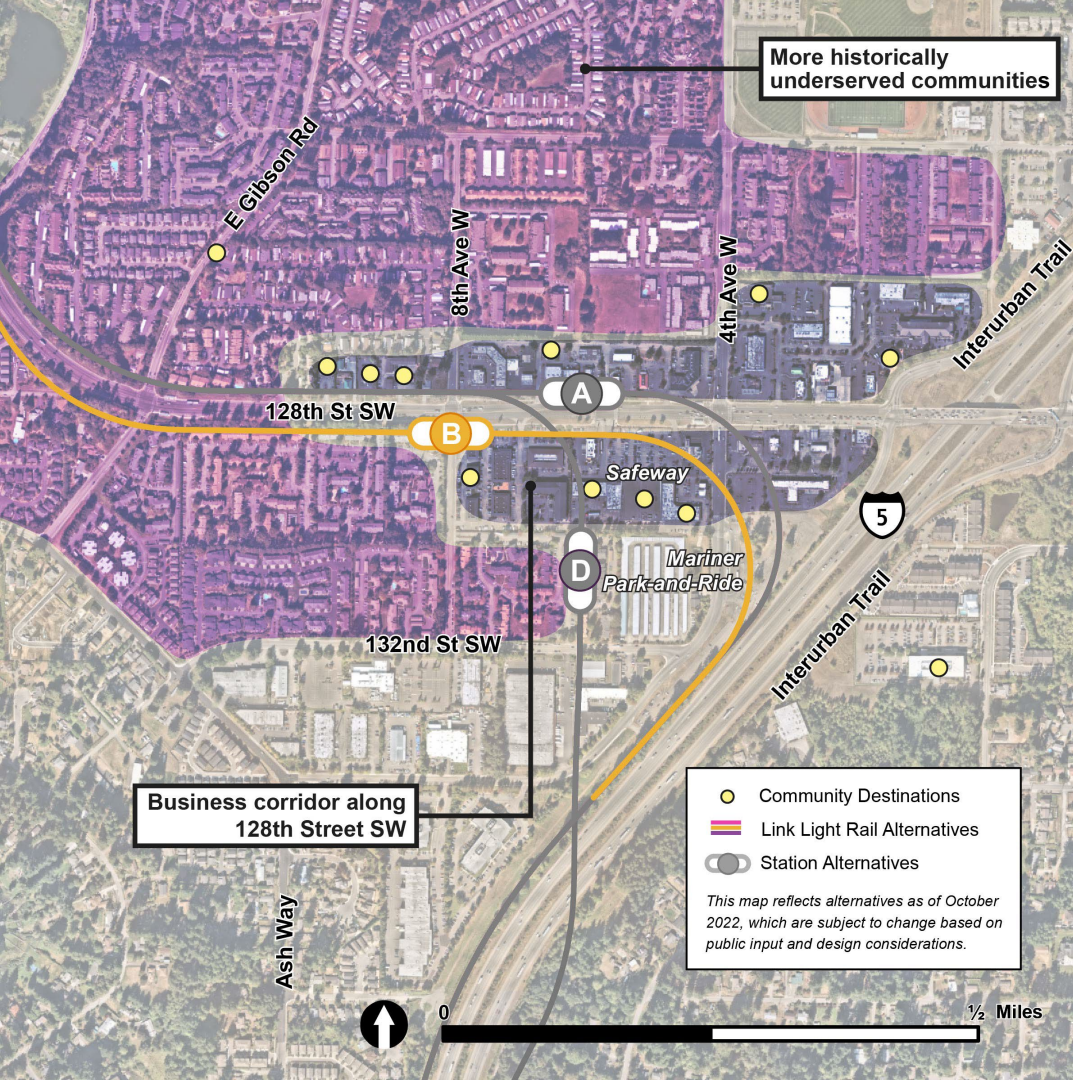
MAR-A

Advantages

- Higher planned population and job growth
- Serves more historically underserved communities

Disadvantages

- More potential residential displacements
- Business displacements on north side of 128th St SW



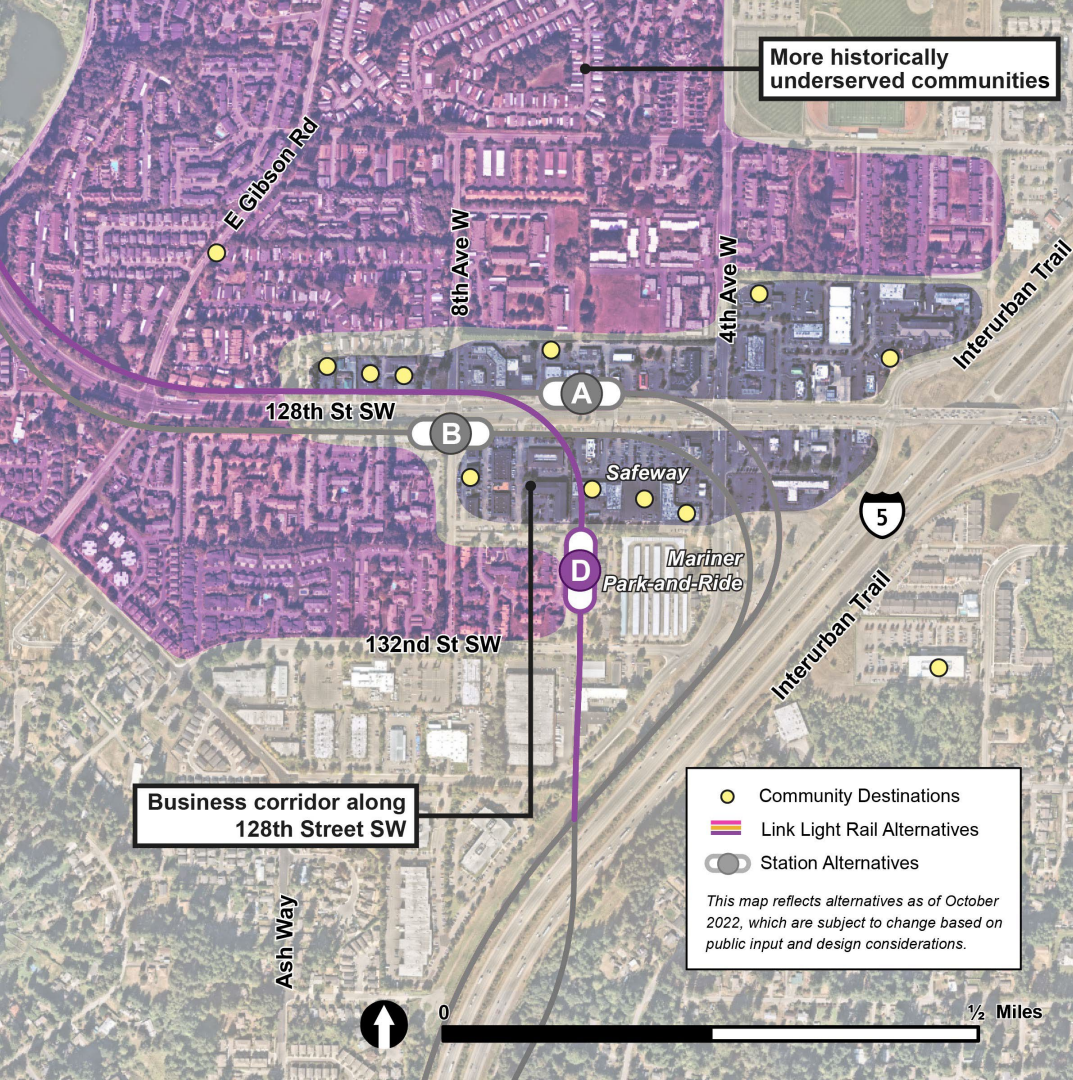
MAR-B

Advantages

- Highest planned population and job growth
- Serves most historically underserved communities
- Fewest potential residential displacements
- Easiest to walk to

Disadvantages

- Business displacements on south side of 128th St SW



MAR-D

Advantages

- Most potential for new development near station
- Most aligns with local planning

Disadvantages

- Serves fewest historically underserved communities
- Most potential residential displacements, including affordable housing
- Hardest pick-up and drop-off
- Business displacements on north side of 128th St SW

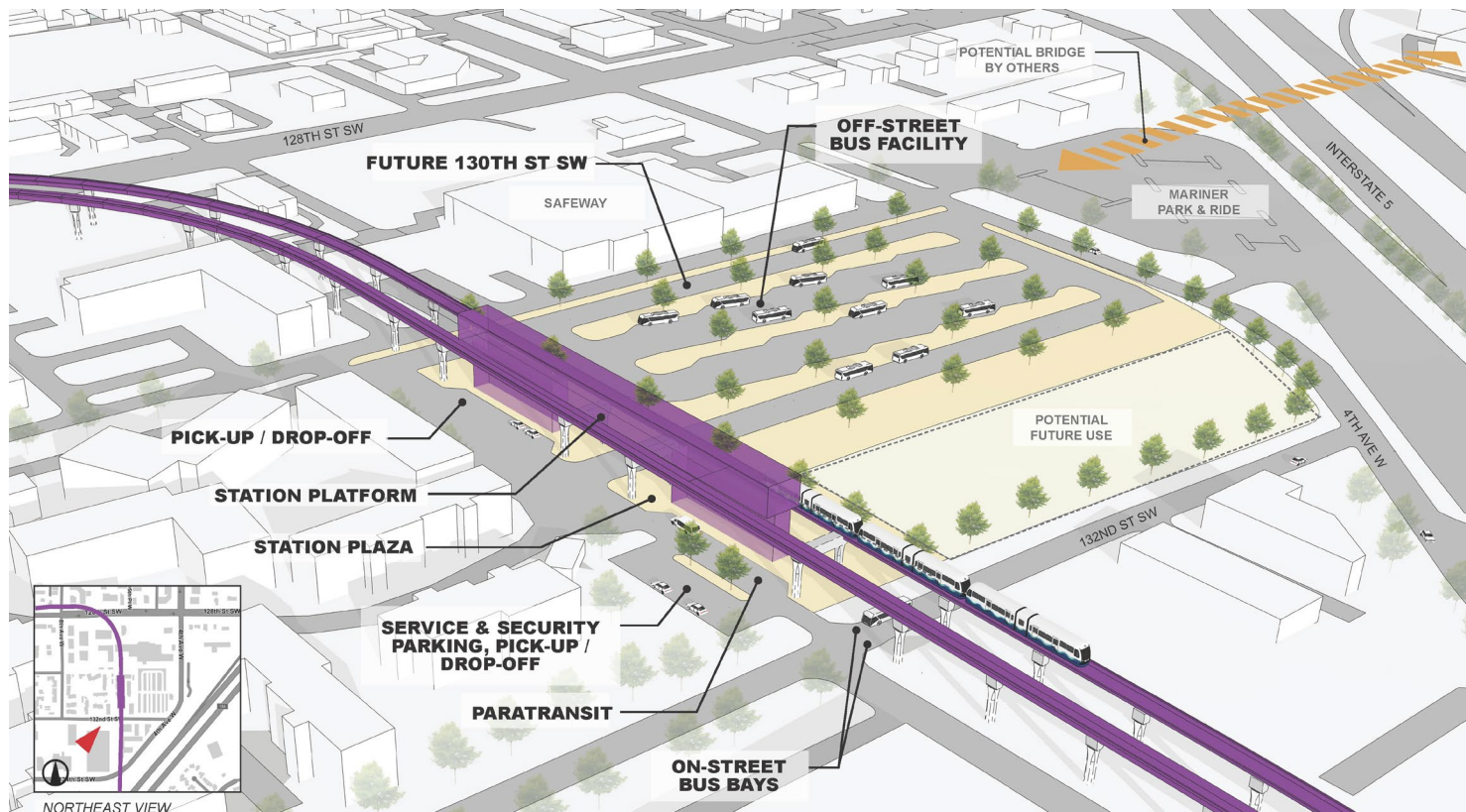
Mariner Station Area Concepts

- All stations are elevated
- Major bus transfer hub

DRAFT DESIGN CONCEPT
FOR COMPARISON PURPOSES ONLY



Mariner – MAR-D Concept



Mariner



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

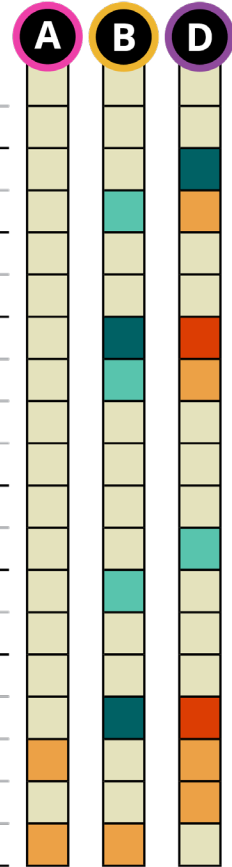
Built Environment + Social Resources

Acquisitions and Displacements

Burdens to Underserved Communities

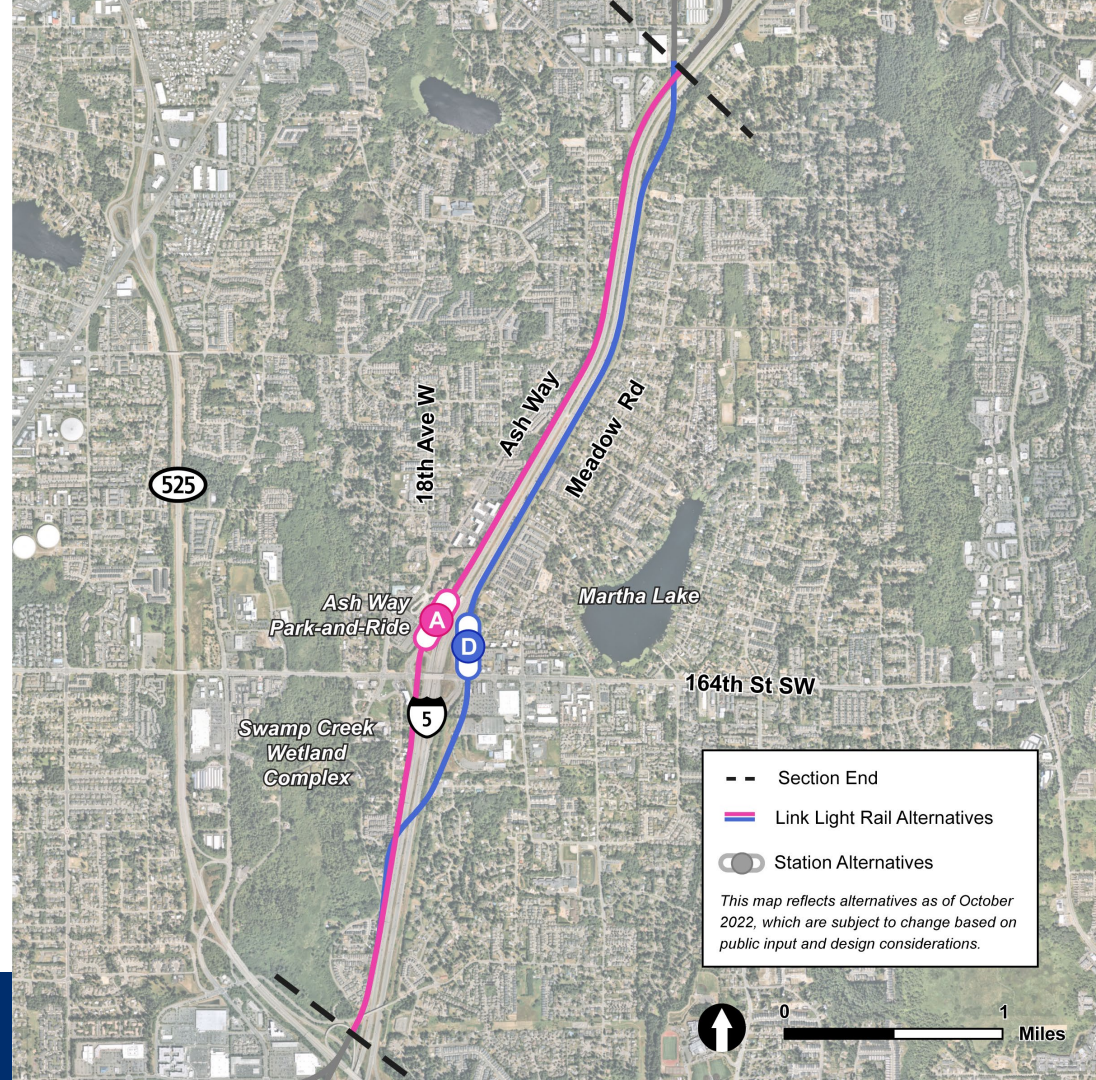
Non-Project Traffic Effects

Natural Environment



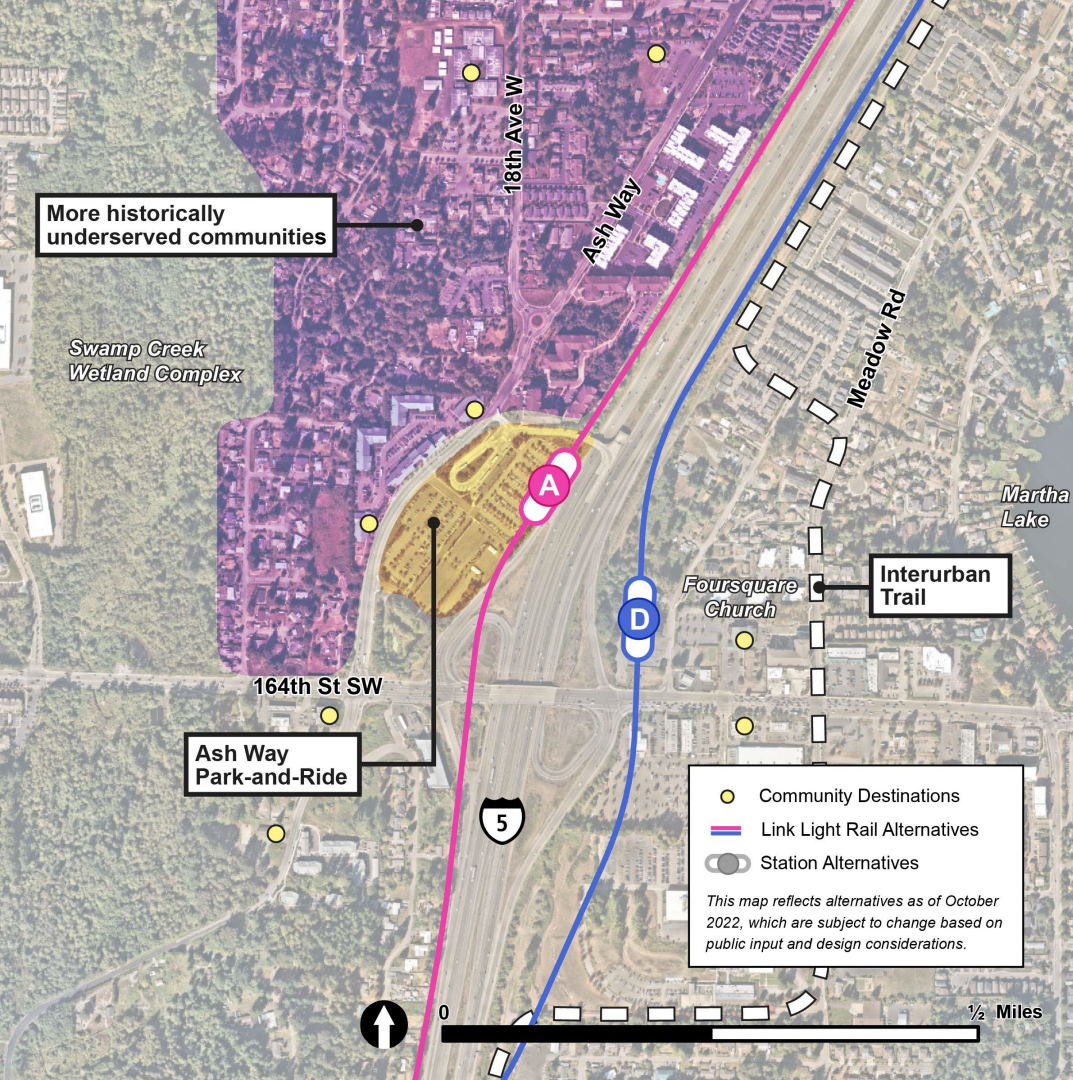
Ash Way

Ash Way

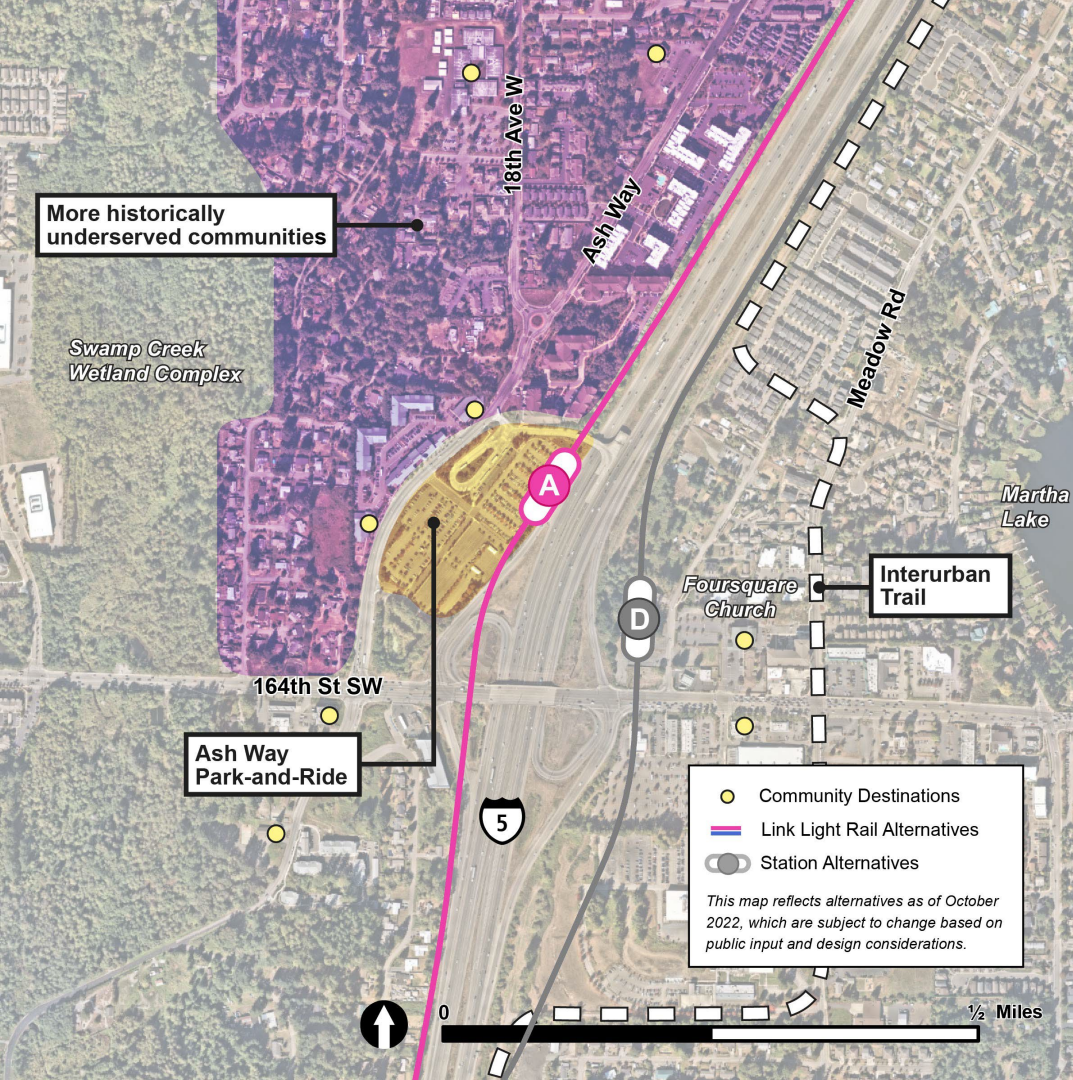


Ash Way

- Nearby community destinations
- Historically underserved populations
- Ash Way Park-and-Ride
- Interurban Trail



DRAFT subject-to-change



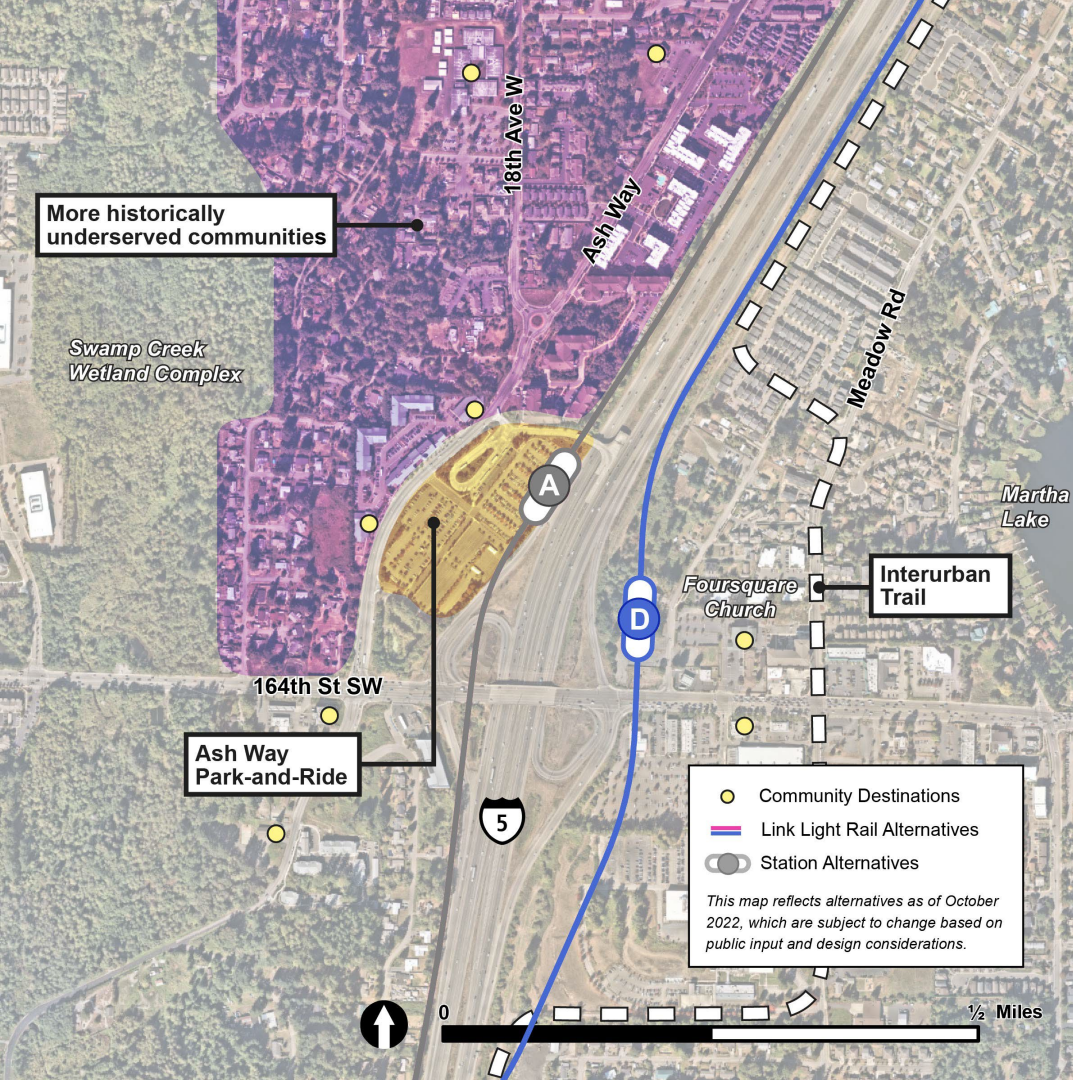
ASH A

Advantages

- Serves more historically underserved communities and affordable housing
- Easier bus service connection
- Best connections to Swift Orange Line
- Easier for pick up and drop off

Disadvantages

- More potential residential displacements
- Less potential for new development



ASH D

Advantages

- Easy connection to Interurban Trail
- More potential for new development
- Most aligns with local planning

Disadvantages

- Serves fewer historically underserved communities and affordable housing
- Longer travel times for buses
- Difficult for pick up and drop off
- Potential displacement of community destinations
- May disrupt Interurban Trail during construction

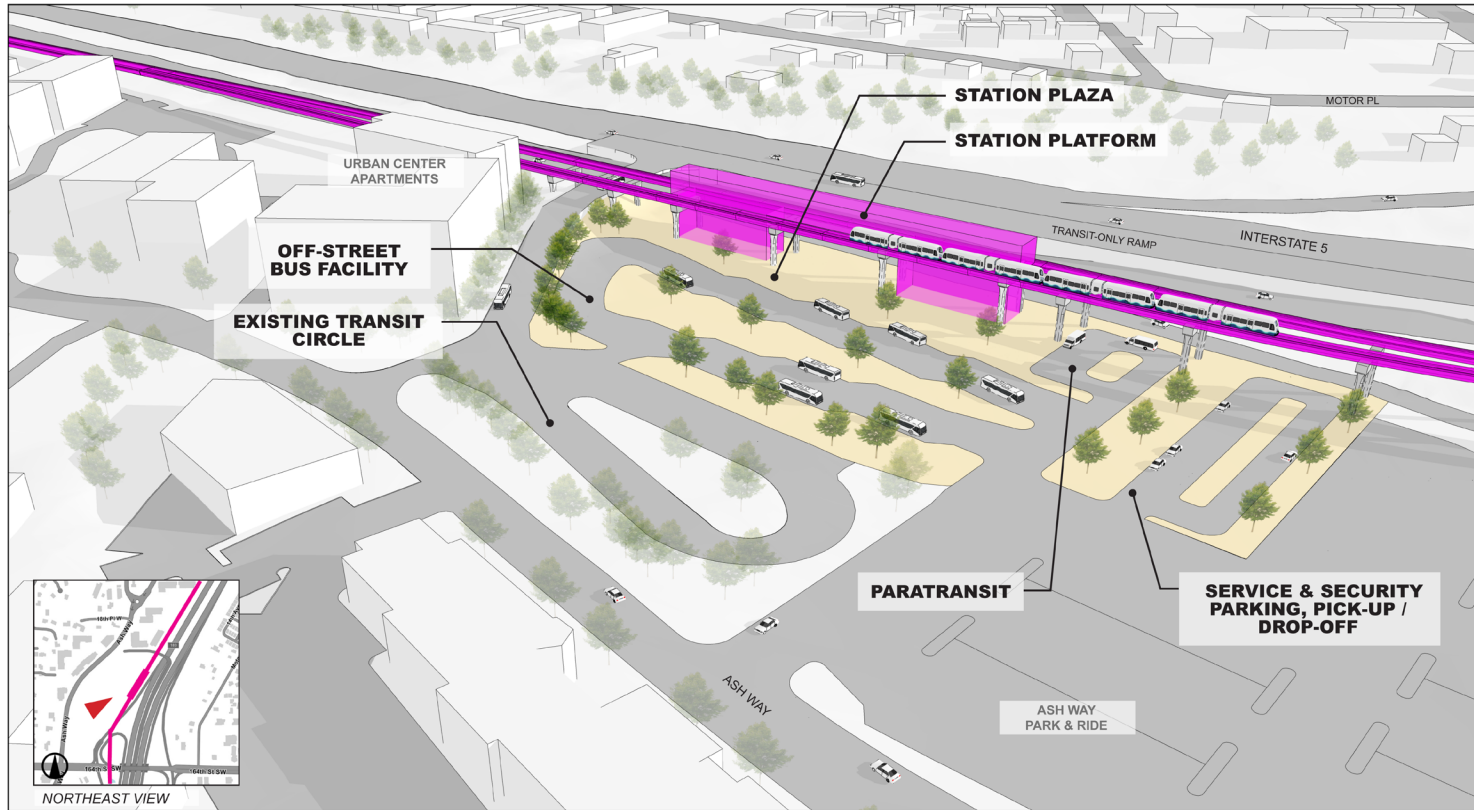
Ash Way Station Area Concepts

- Both stations include off-street bus bays
- No parking included
- ASH-A is elevated
- ASH-D is below street level

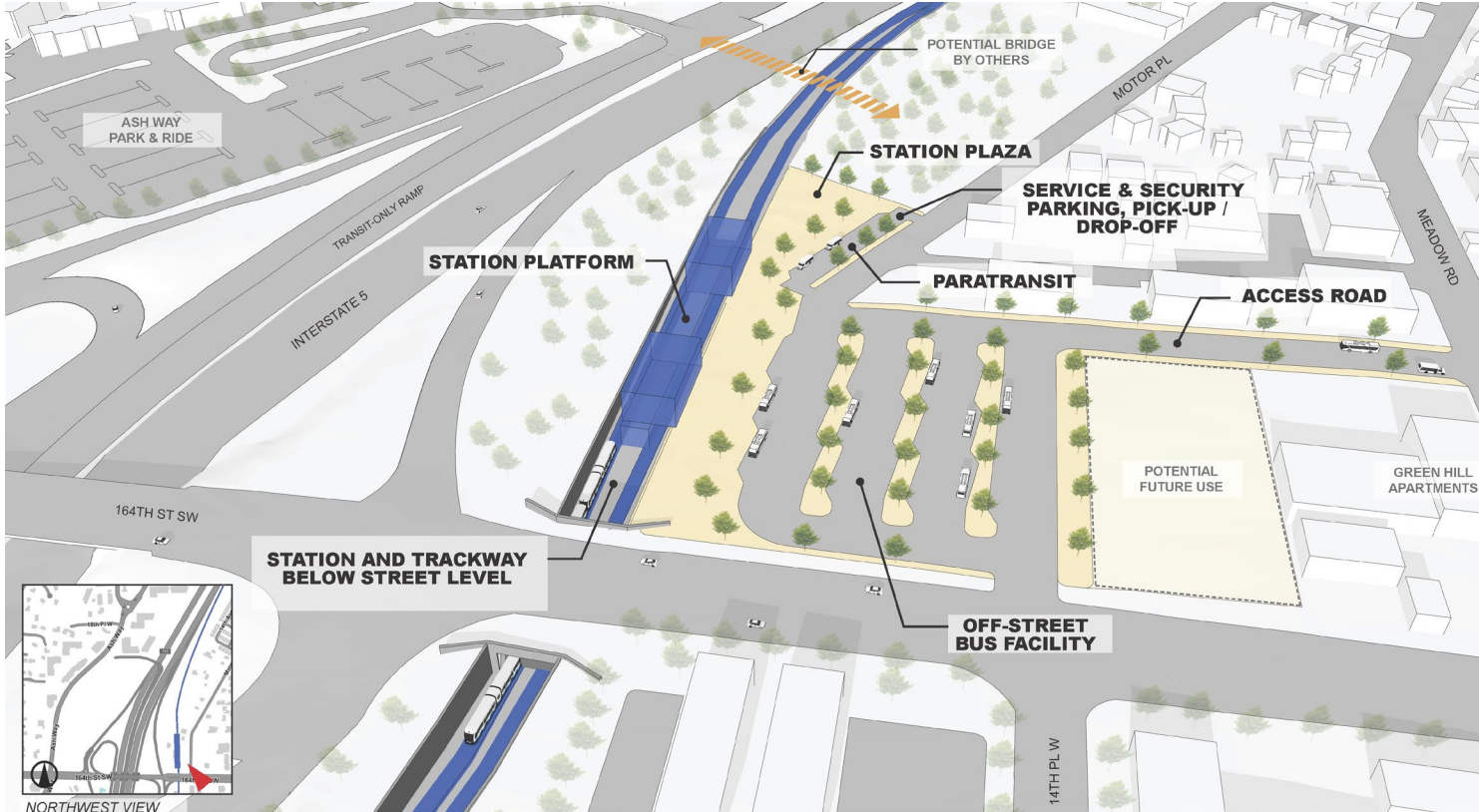
DRAFT DESIGN CONCEPT
FOR COMPARISON PURPOSES ONLY



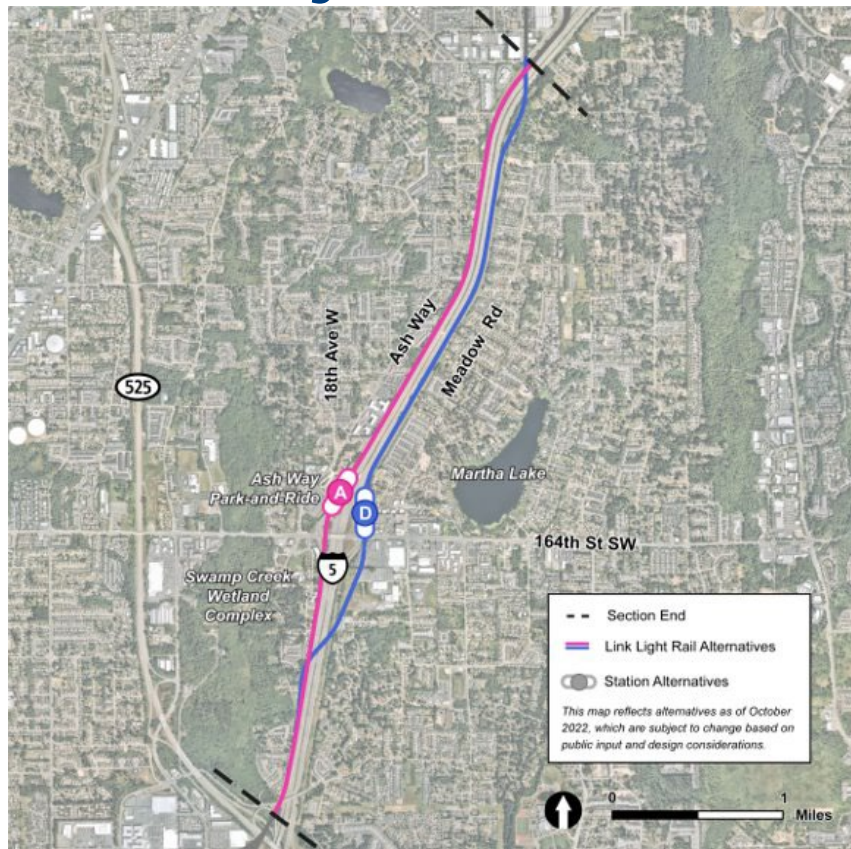
Ash Way – ASH-A Concept



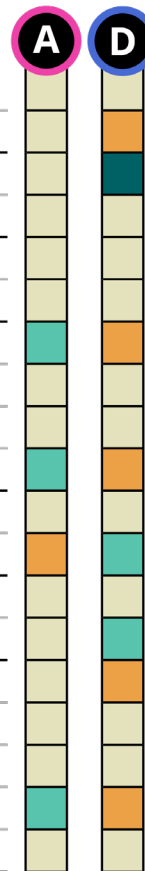
Ash Way – ASH-D Concept



Ash Way



Community Assets	A	D
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		



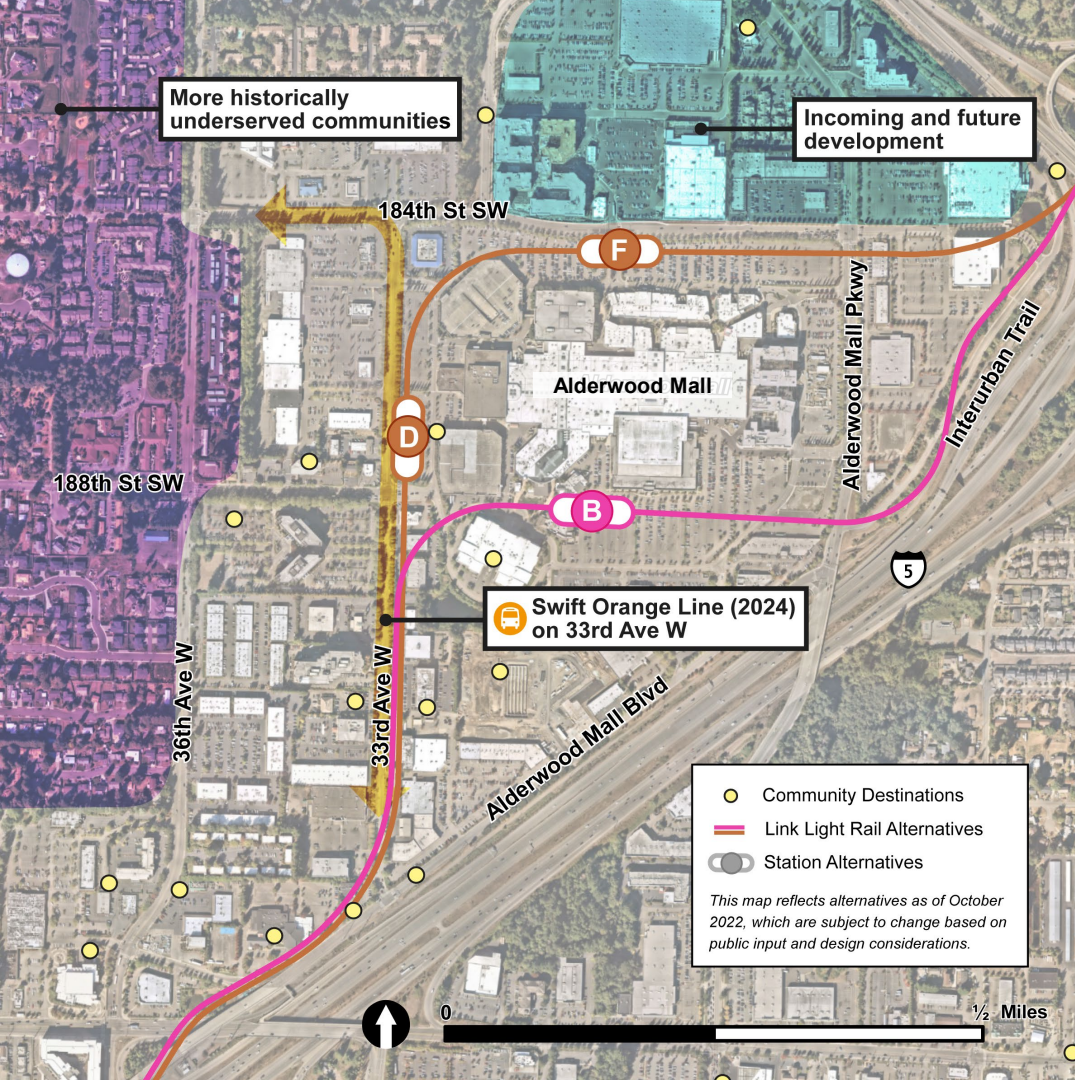
West Alderwood

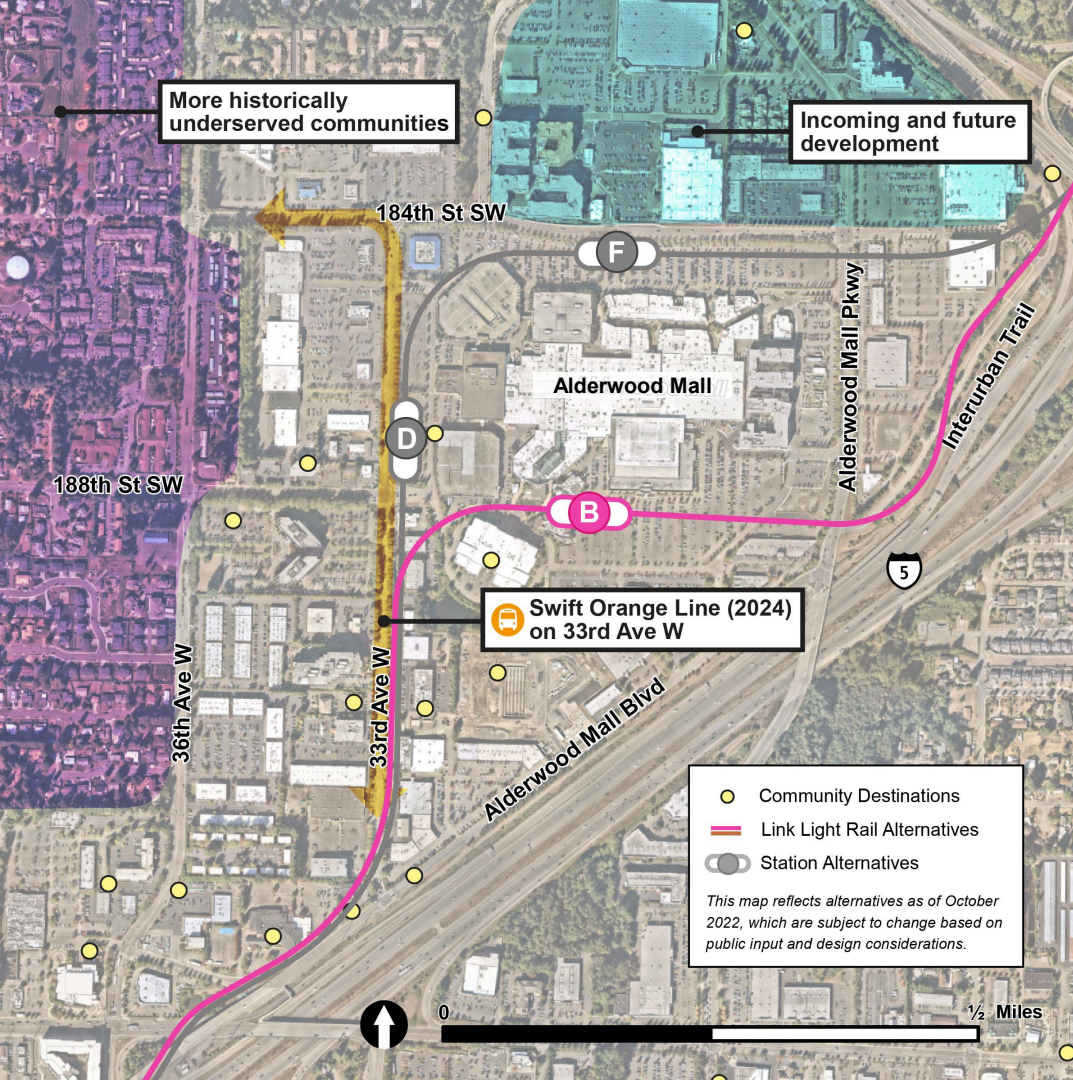
West Alderwood



West Alderwood

- Community destinations
- Alderwood Mall
- Historically underserved populations
- Incoming and future development
- Existing transit routes

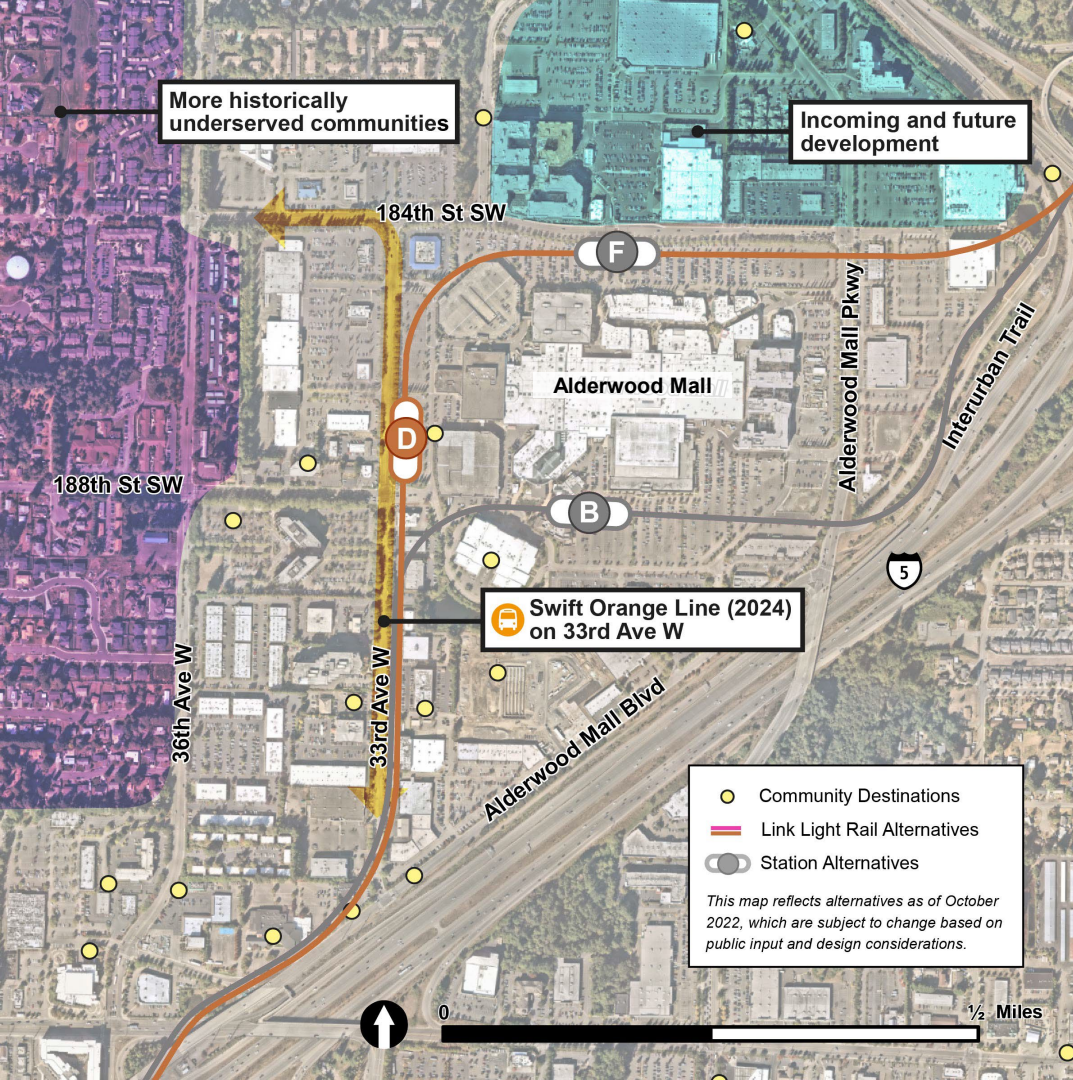




ALD-B

Disadvantages

- Serves fewest historically underserved communities and no affordable housing
- Least potential for new development
- Hardest to walk or bike to



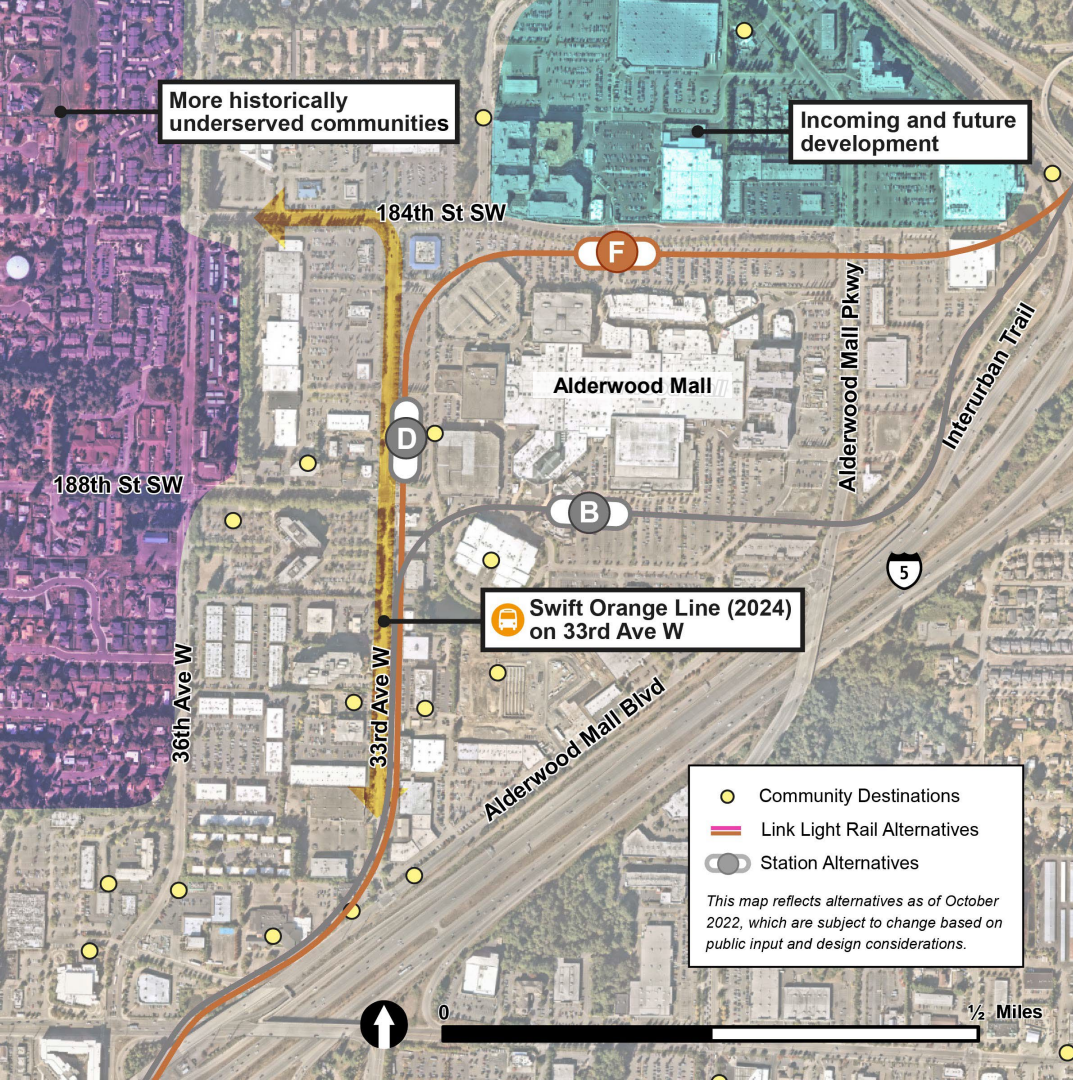
ALD-D

Advantages

- Best connections to Swift bus line
- Highest planned population and job growth
- Serves most historically underserved communities
- Most community destinations nearby
- Easiest to walk to

Disadvantages

- Less potential for new development



ALD-F

Advantages

- Most potential for new development
- Shorter travel times for buses
- Serves more historically underserved communities
- Easier to walk and bike to

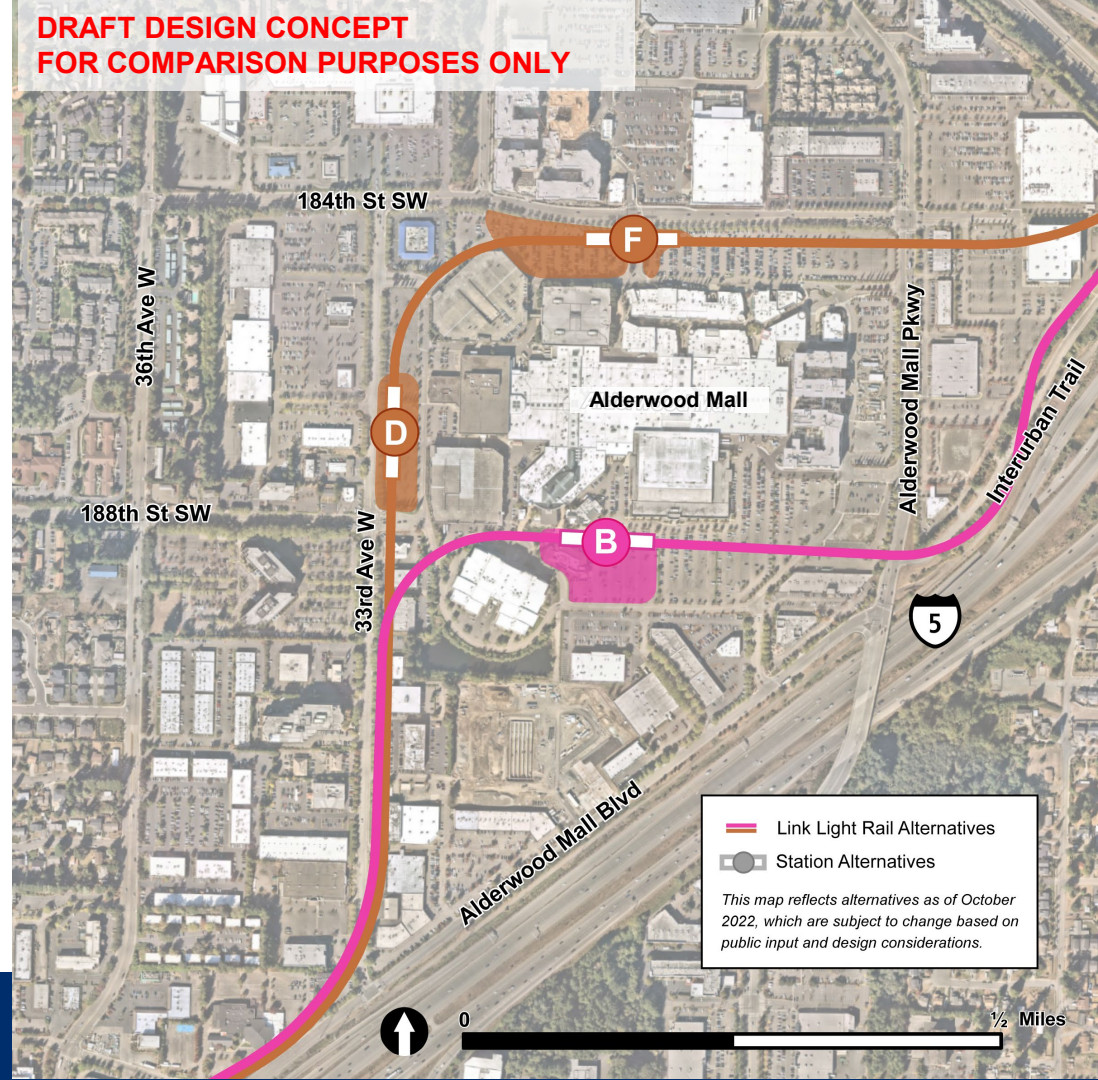
Disadvantages

- Worse connection to Swift bus line
- Serves fewer historically underserved communities

West Alderwood Station Area Concepts

- Stations include off-street bus facilities and on-street bus stops
- No parking included
- All stations are elevated

DRAFT DESIGN CONCEPT
FOR COMPARISON PURPOSES ONLY



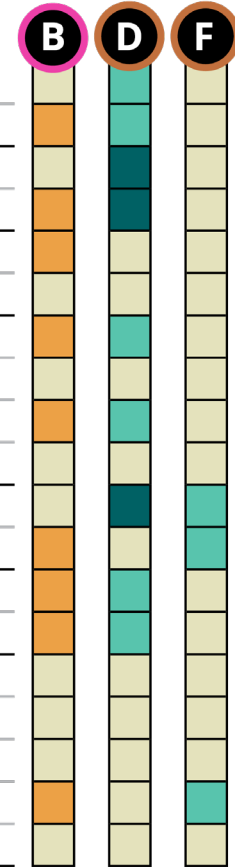
West Alderwood – ALD-D Concept



West Alderwood



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



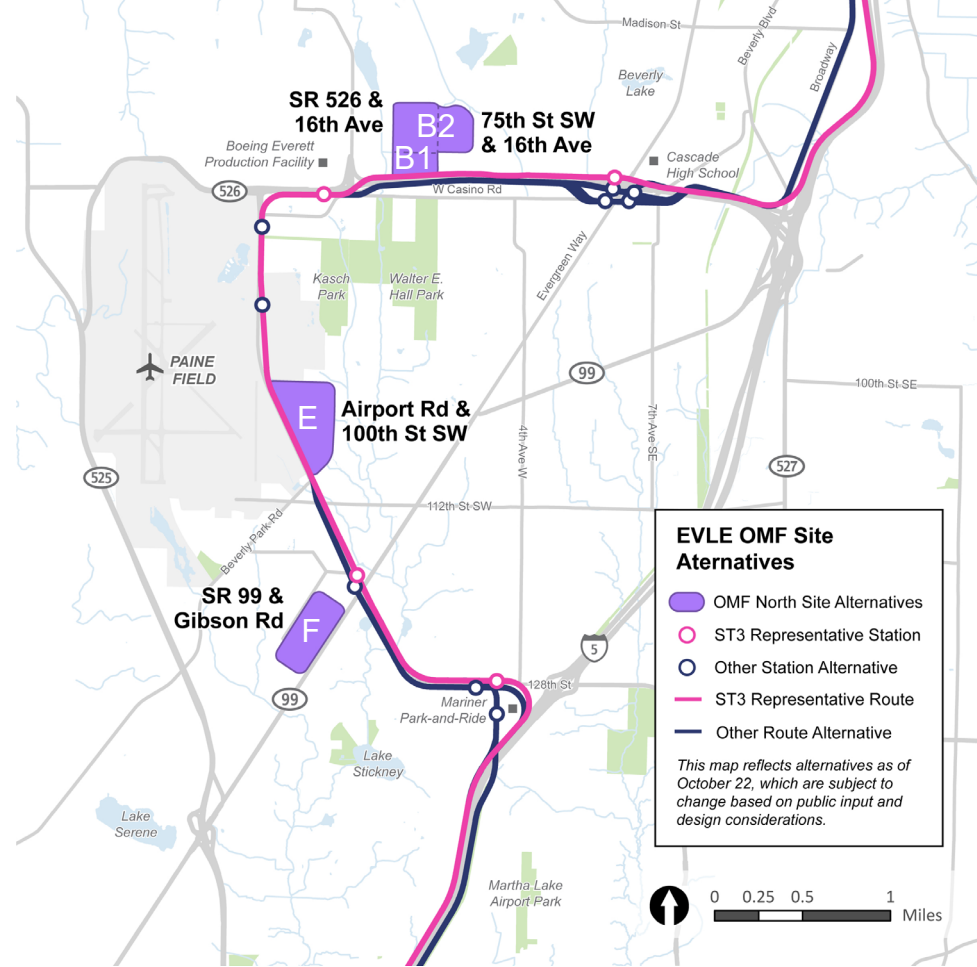
OMF North

OMF North

- System-wide need
- Approximately 60-70+ acres required
- Supports more than 450 high-skilled, living wage jobs
- Average employee wage is more than \$40 per hour at existing OMF facility
- No perfect site!



OMF East
(Bellevue)



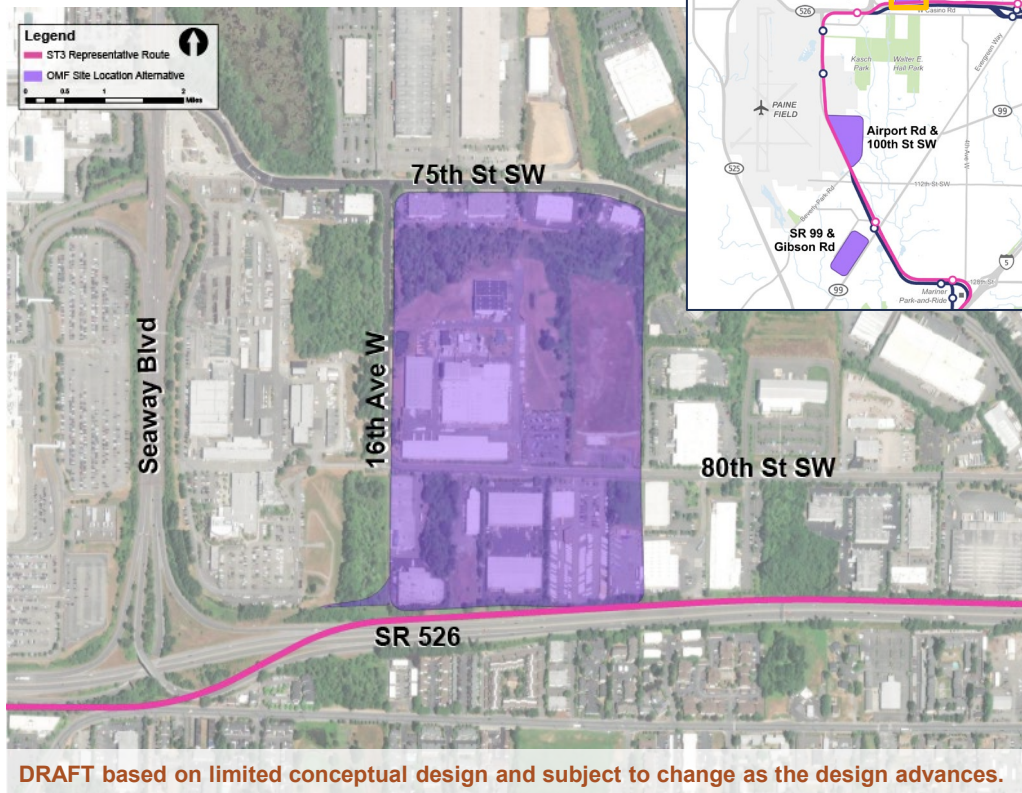
OMF Site: SR 526 & 16th Ave W (Site B-1)

Advantages

- No residential displacements
- Least potential to displace historically underserved populations
- Easy connection to mainline track
- Fewer site development challenges

Disadvantages

- Moderate number of job displacements
- Displaces specialized manufacturing facilities and employers
- Likely some impacts to wetlands and streams



Legend

- ST3 Representative Route
- OMF Site Location Alternative

0 0.5 1 2 Miles

75th St SW

16th Ave W

Harderson Rd

80th St SW

SR 526

W Casino Rd

DRAFT based on limited conceptual design and subject to change as the design advances.

- ## Disadvantages

- Displaces specialized manufacturing facilities and employers
- Likely some impacts to wetlands and streams

DRAFT based on limited conceptual design and subject to change as the design advances.

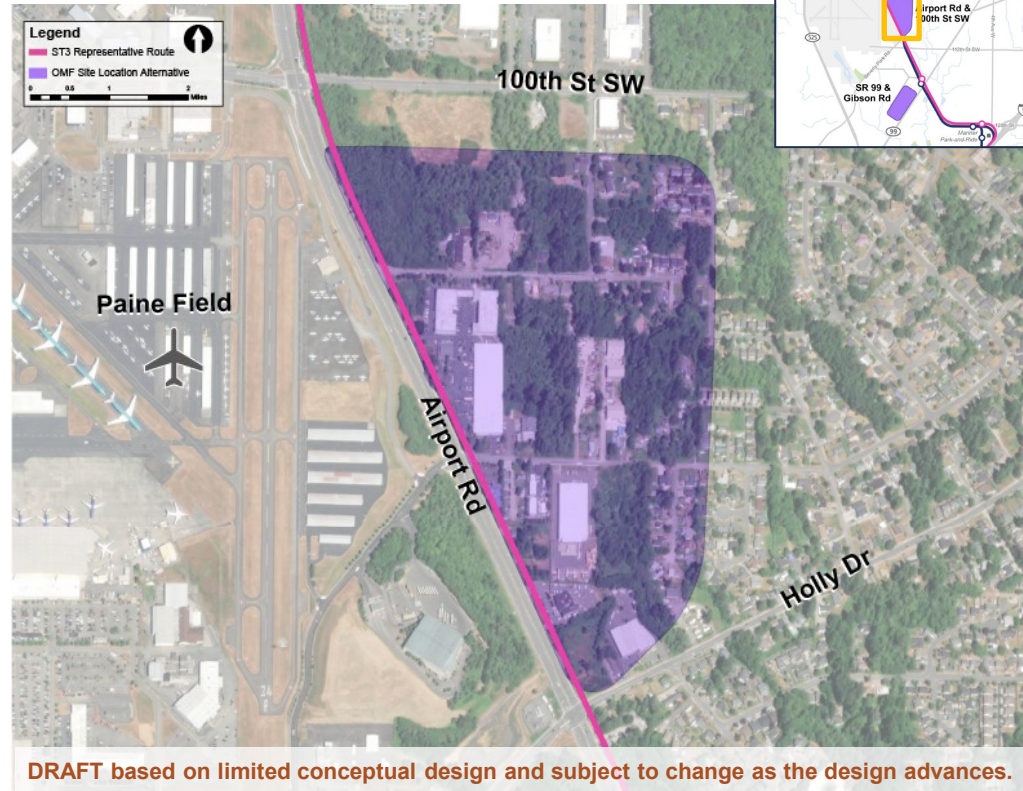
OMF Site: Airport Rd & 100th St SW (Site E)

Advantages

- Easy connection to mainline track
- Lowest property cost and risk for contaminated soils
- Fewer specialized businesses to relocate

Disadvantages

- Some job and residential displacements
- Potential to displace some historically underserved populations
- Most impact to wetlands and streams; potential permitting challenges



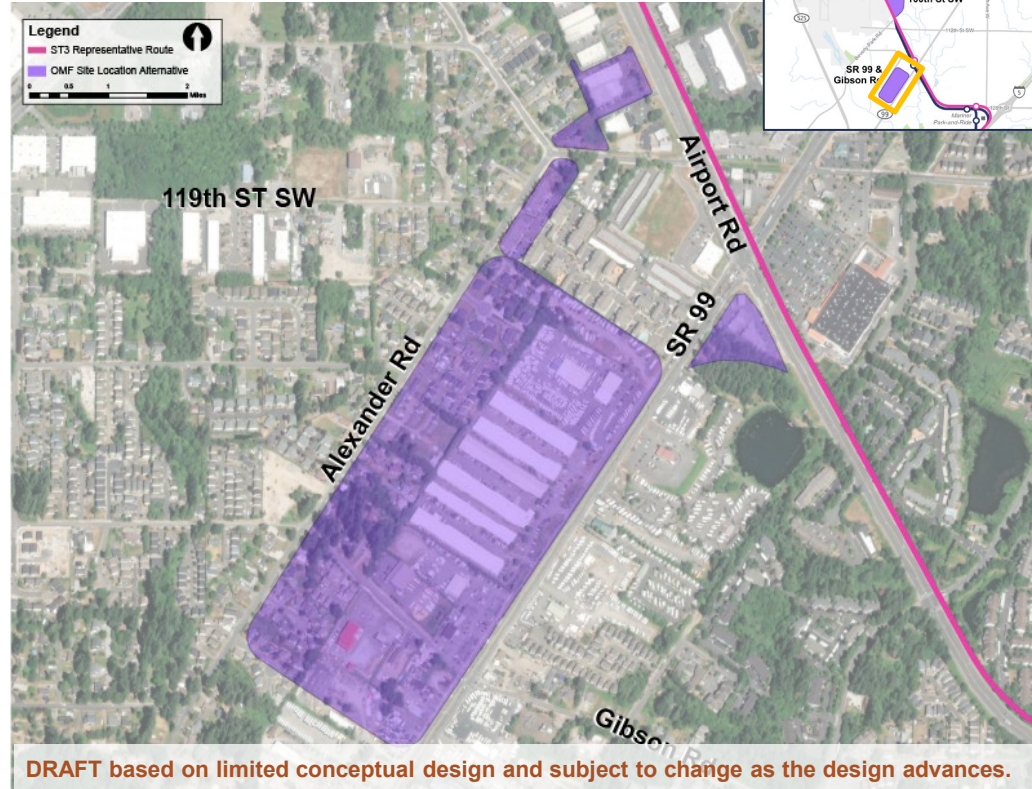
OMF Site: SR 99 & Gibson Rd (Site F)

Advantages

- No identified wetlands or streams
- Fewer specialized businesses to relocate

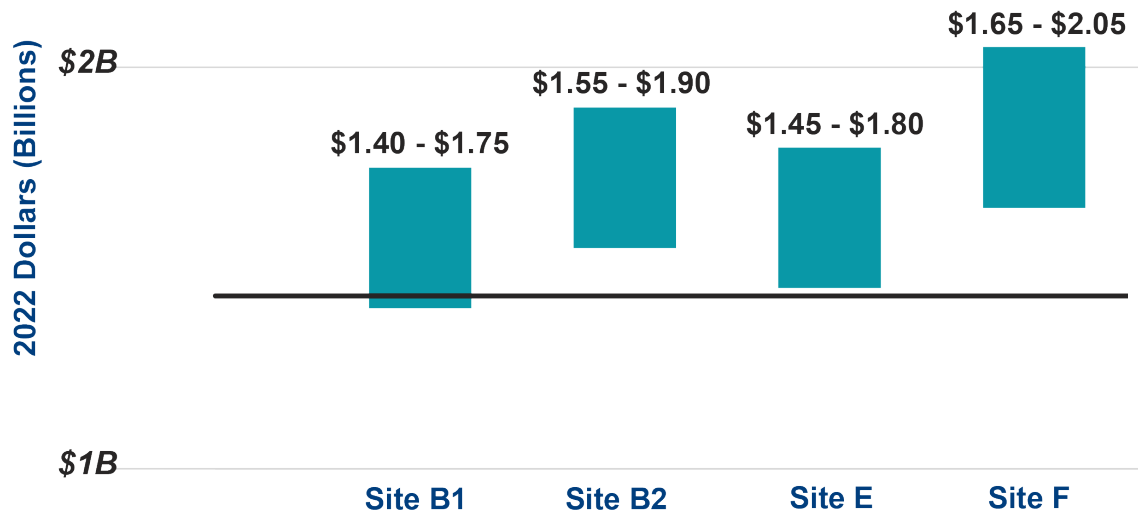
Disadvantages

- Highest number of job and residential displacements
- Highest potential to displace historically underserved populations
- Requires additional infrastructure in area (bridge, wall, moving Gibson Rd)
- Within ½ mile of provisional station



DRAFT based on limited conceptual design and subject to change as the design advances.

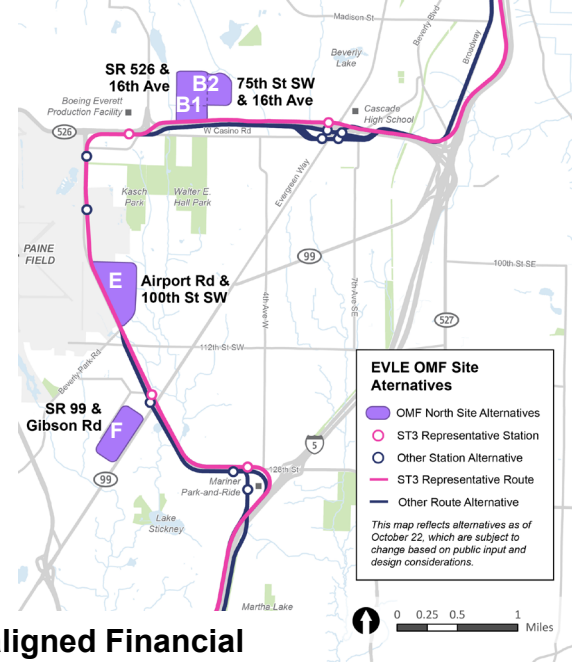
OMF North Comparative Cost Estimate*



ST Realigned Financial Plan Estimate \$1.43B

Estimate Range (-2% to +20%)

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



OMF Site Equity Considerations

Sites B-1 & B-2:

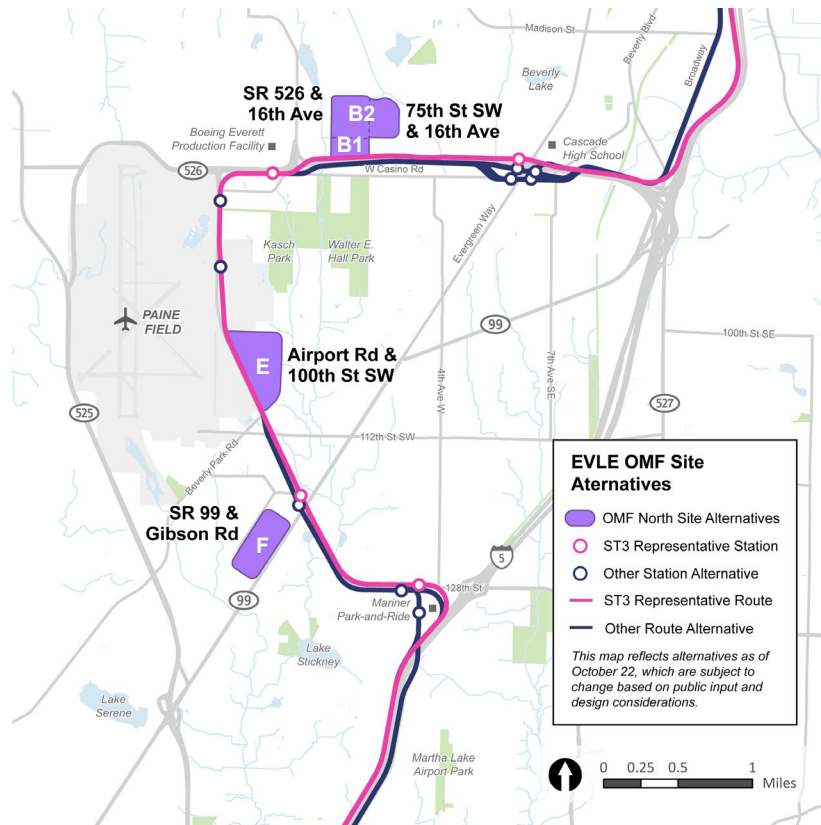
- Least potential to displace historically underserved populations
- Likely *some* impacts to wetlands and streams of importance to Tribes

Site E:

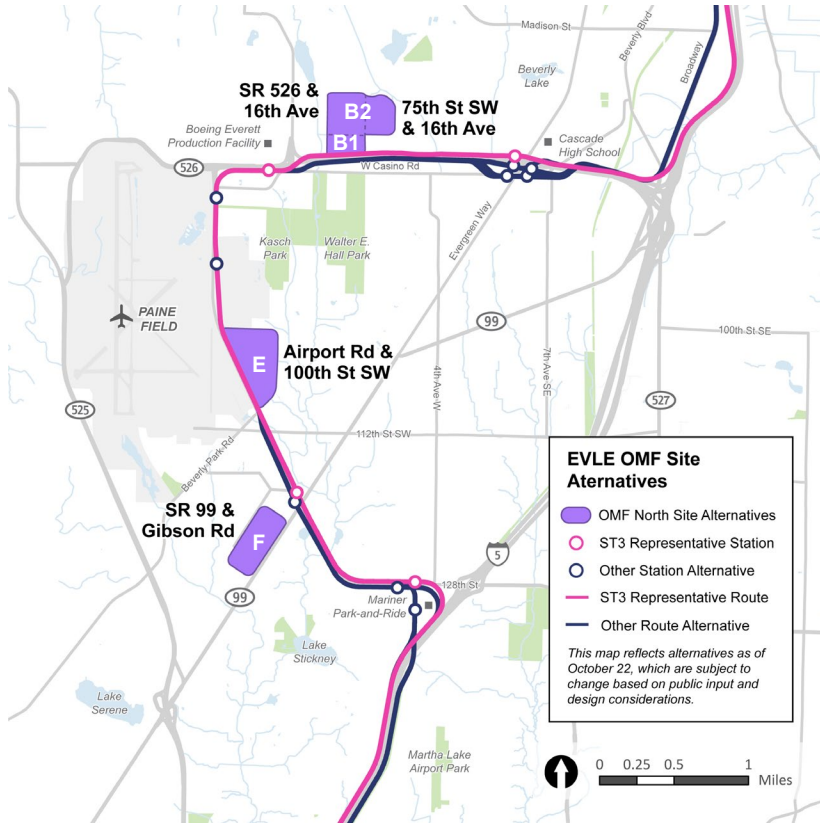
- Some potential to displace historically underserved populations
- Potential for *most* impact to wetlands and streams of importance to Tribes

Site F:

- Most potential to displace historically underserved populations



OMF North



Topography & Site Grading

Property Impacts

Property Value

Comparative Cost

Built Environment & Social Resources

Burden on Historically Underserved Communities

Natural Environment

Environmental Permitting

Utilities, Roadways and Public Infrastructure

Zoning & Land Use

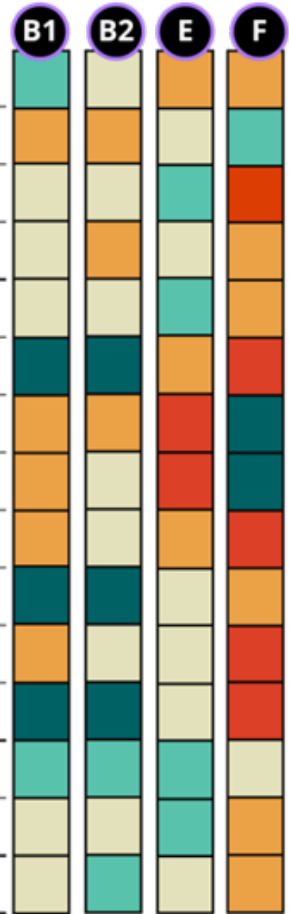
Employment Displacements

Residential Displacements

Facility Layout & Efficiency

Access for Light Rail Vehicle Deliveries

Lead Track Connections



Outreach and Public Scoping

Outreach for Public Scoping (January 23-March 10)

- Notifications to all property owners and tenants to arrive in mailboxes the week of the 23rd (approx. 30,000 mailers)
- Emails to Everett Link distribution list with details for learning about the project and giving feedback
- Flyers and posters distributed throughout the corridor
- Signage (sandwich boards/tables/materials) at each station area
- Pop-up tabling events informing people that scoping is open and how to comment
- Outreach includes in-language materials and translators on hand

Public Scoping (January 23 - March 10)

Scoping website launches Jan 23rd

- Open until March 10th
- everettlink.participate.online

Scoping events

- Virtual: Feb 7, 2023 (5:30-7:30 pm)
- In-Person: Feb 15, 2023 (5:30-7:30pm) at Cascade High School
- Virtual: Mar 1, 2023 (11:30 am-1:30 pm)

Please share with your networks!

Next Steps

ELG Recommendations Process

Alternative	Level 2 Findings	Scoping Feedback	CAG Recommendation	ELG Recommendation
MAR-A	Results of technical analyses	Input from the public during scoping	Recommendation to the ELG on Preferred Alternative and other alternatives to continue studying	Recommendation to the ST Board on Preferred Alternative and other alternatives to continue studying
MAR-B				
MAR-D				

Schedule look ahead

CAG Meeting: Jan 2023

- Part 2 Level 2 Findings

CAG Meeting: Mar 2023

- Public scoping results
- Recommendations to ELG

Scoping closes Mar 10th



ELG Meeting: Apr/May 2023

- Public scoping results and CAG recommendations
- Recommendations to ST Board

Sound Transit Board: June 2023

- ST Board decision for Preferred Alternative and other alternatives to study in Environmental Review

Thank you.



 [*soundtransit.org*](https://soundtransit.org)

