

Meeting Overview

Subject: Elected Leadership Group Meeting #7
Date: January 3, 2023
Time: 3:00 – 5:00 p.m.
Location: Zoom
Meeting purpose: To discuss results of Level 2 analyses, part 2 of 2.

Attendees

<u>ELG Members:</u>	<u>Sound Transit and Project Team:</u>
<input checked="" type="checkbox"/> Cassie Franklin, Co-Chair, Everett Mayor	<input checked="" type="checkbox"/> Julie Timm, CEO
<input type="checkbox"/> Dave Somers, Co-Chair, Snohomish County Executive	<input checked="" type="checkbox"/> Don Billen, Executive Director, Planning, Environment, and Project Development
<input checked="" type="checkbox"/> Nancy Backus, Auburn Mayor, Sound Transit Non-Subarea Board member representative	<input checked="" type="checkbox"/> Chelsea Levy, Acting Deputy Executive Director of Capital Project Development
<input checked="" type="checkbox"/> Christine Frizzell, Lynnwood Mayor	<input checked="" type="checkbox"/> Eric Widstrand, North Corridor Development Director
<input checked="" type="checkbox"/> Julie Meredith, WSDOT Assistant Secretary	<input checked="" type="checkbox"/> Lauryn Douglas, Deputy Project Director
<input checked="" type="checkbox"/> Shannon Sessions, City of Lynnwood Councilmember, Position 7	<input checked="" type="checkbox"/> Erik Ashlie-Vinke, Government & Community Relations Director
<input checked="" type="checkbox"/> Strom Peterson, Snohomish County Councilmember, District 3	<input checked="" type="checkbox"/> Miranda Redinger, Senior Project Manager
<input checked="" type="checkbox"/> Ben Zarlingo, City of Everett Councilmember, District 5	<input checked="" type="checkbox"/> Angie Thomson, Thomson Strategic Consulting, Facilitator
	<input checked="" type="checkbox"/> Paul Danielson, Kimley-Horn, Project Manager
	<input checked="" type="checkbox"/> Sean Long, EnviroIssues

Agenda

Time	Topic
3:00 p.m.	Welcome and introductions
3:10 p.m.	Schedule update and meeting objectives
3:15 p.m.	Level 2 station area results Mariner Ash Way West Alderwood OMF North
4:50 p.m.	Public Scoping and next steps
5:00 p.m.	Adjourn

Materials:

- Everett Link Extension Elected Leadership Group Meeting 7 agenda and PowerPoint presentation (distributed in advance)

Summary

Welcome and introductions

The seventh Elected Leadership Group (ELG) meeting began with a brief introduction from Julie Timm, Sound Transit CEO. Julie thanked ELG members for their continued leadership over the course of the project. Everett Mayor Cassie Franklin, ELG Co-Chair, commented that she is eager to dig into this work after the holidays.

Schedule update and meeting objectives

Eric Widstrand, North Corridor Development Director, reminded the group of the schedule for upcoming meetings and public scoping, building toward a recommendation from the ELG that will be forwarded to the Sound Transit Board. Eric also noted that the last meeting covered comparative cost estimates and reviewed tradeoffs of Everett Station, the I-5/Broadway light rail alignment, as well as the SR 526/Evergreen, SW Everett Industrial Center, and the provisional SR 99/Airport Road stations. This meeting will cover Mariner, Ash Way, and West Alderwood stations, as well as the Operations and Maintenance Facility (OMF) North options.

Level 2 station area results

Miranda Redinger, Senior Project Manager for the Everett Link Extension project, shared the alternatives for Mariner, Ash Way, and West Alderwood stations and routes. Advantages and disadvantages were shared for each alternative, as well as early design concepts for station areas. Each station area included a summary of how each alternative performed against the evaluation criteria.

Mariner

Everett City Councilmember Ben Zarlingo asked if any station can be connected to the tracks coming from West Alderwood.

- Sound Transit staff clarified that any of the track alternatives from Mariner can align with any of the track alternatives coming from West Alderwood (and from Ash Way).

Ash Way

Lynnwood Mayor Christine Frizzell asked for clarification on the elevation of ASH-D.

- Sound Transit responded that ASH-D station would be below street level and the tracks leading to ASH-D would go under 164th Street SW. By comparison, ASH-A would be elevated and tracks would go over 164th Street SW.

Mayor Frizzell asked about the cost differences between ASH-D and ASH-A.

- Sound Transit confirmed that the station areas and alignments are factored into the cost comparison. At this level of early design, comparative cost estimates do not appear as a differentiator between these alternatives. Some factors are that there is more publicly-owned right-of-way on the east side of I-5, whereas more private property would need to be acquired on the west.

Mayor Frizzell asked about impacts to Foursquare Church in the Ash Way station area and potential relocation.

- Sound Transit is currently in conversation with the church, though it is important to note that the station is still very early in design. Station concepts shown on the maps only illustrate potential property impacts and nothing has been decided with regard to property acquisitions.

Everett Mayor Cassie Franklin asked about the performance of ASH-D, noting that it is consistent with Snohomish County's transportation plan, but performs relatively lower for transit integration.

- Sound Transit responded that alternative ASH-D is the County's preliminary locally favored option, which is why it scored well in being consistent with the future transportation plan. It does perform lowest in transit integration if those improvements are not made. The County is working on an I-5 crossing study and results of the study will be reflected in future Sound Transit planning work.

Lynnwood Councilmember Shannon Sessions asked for clarification as to who preferred alternative ASH-D, noting that ASH-A seemed a better choice.

- Sound Transit replied that alternative ASH-D was identified as the preliminary locally favored option through a Snohomish County Council resolution following their Light Rail Communities Study, which included community engagement.
- Kelly Snyder, Snohomish County Public Works Director, clarified that the County conducted an extensive community engagement process in conjunction with the 164th Street SW overcrossing study prior to Sound Transit's current phase of work. ASH-D provides advantages in serving future riders coming from the east side of the freeway.

Mayor Franklin asked for clarification if ASH-D was the only station in the alignment being considered on the east side of I-5.

- Sound Transit confirmed that ASH-D is the only station alternative on the east side of I-5.

Councilmember Zarlingo asked how completing the new crossing (the "Texas T" just north of 164th) across I-5 would support access to the station alternatives.

- Sound Transit noted that the potential bridge crossing is still being studied and could provide a variety of access options including buses, carpools, pedestrians and bicycles.

Councilmember Zarlingo asked if ASH-A would displace some of the parking at the current park-and-ride, and whether structured parking is being considered at this station area.

- Sound Transit clarified that there would be some impacts to existing parking at the Ash Way Park-and-Ride. As part of ST3, new parking is only being considered at Everett Station and Mariner. Ash Way would not include new parking, but replacement parking may need to be considered.

West Alderwood

Councilmember Sessions commented that she prefers alternatives ALD-D, ALD-F, and ALD-B in that order, with Mayor Frizzell echoing that preference and strongly supporting alternative ALD-D.

OMF North

Lauryn Douglas, Deputy Project Director for the Everett Link Extension project, reviewed the advantages and disadvantages of each alternative site for the OMF North. She also shared site cost comparisons, equity considerations, and how the sites performed against the evaluation criteria.

Mayor Franklin expressed concerns about displacing specialized manufacturing employers as they are difficult to relocate due to the nature of their work. She expressed concerns with how displacements were weighted, preferring site E and expressing reservations with sites B1 and B2.

- Sound Transit explained that they worked with the Puget Sound Regional Council to get employment information within site boundaries, and the rating for employment displacements represents the number of jobs. However, Sound Transit also considered property impacts as a separate criterion and the specialized impacts to businesses is reflected there.

Councilmember Zarlingo reiterated Mayor Franklin's concerns that specialized businesses cannot be easily relocated, noting a danger of losing those jobs permanently and potentially out-of-state. He thought the risk is not sufficiently captured in the existing criteria. Zarlingo asked whether potential adjustments to the layout of site E could address some of the environmental concerns, stating that there may be more flexibility in methods to address potential environmental impacts than there are ways to avoid losing specialized businesses.

- Sound Transit responded that it may be possible to adjust the layout as the design continues to advance. However, at other OMF sites in the Sound Transit system the environmental impacts have been significant enough to impact project schedule and cost.

Mayor Franklin reiterated concerns about industrial job relocations and noted that the group should weigh those impacts carefully. Part of the purpose of this alignment is to serve the manufacturing industrial center and it is counterproductive to locate the OMF North in an area that disrupts that manufacturing center.

Councilmember Sessions asked how ELG comments and discussion are weighted in considering the performance of each station alternative.

- Sound Transit replied that the ELG will be discussing each of these station areas at the next meeting to make their recommendation, based on all the information that has been presented and discussed to date, public comments through the scoping period and a recommendation from the Community Advisory Group. Staff reiterated that no weighting is provided in the Level 2 evaluation and the ELG is expected to provide insight and weight to the evaluation factors.

Public scoping and next steps

Erik Ashlie-Vinke, Government & Community Relations Director, announced the public scoping process will begin on January 23, with notifications to property owners and tenants to arrive that week. The scoping website will be open from January 23 through March 10. Public engagement events for the scoping process will occur virtually on February 7 and March 1, with an in-person event on February 15.

Erik outlined the next steps for the ELG. Sound Transit will receive input from the public via public scoping comments. Those comments will be made available to advisory group and Board members. The Community Advisory Group will make a recommendation, and at the ELG's final meeting, the ELG will make a recommendation to the Sound Transit Board on which alternatives to move into environmental

review, including a preferred alternative. The Board is expected to make their decision at their June 2023 meeting. Erik is also scheduling a walking tour for the ELG of the station areas over the next few months.

Councilmember Zarlingo asked to receive a copy of the materials being sent to the CAG so he can be aware of what is being shared.

- Sound Transit confirmed they will share the requested information. It is helpful to note that Sound Transit meets quarterly with City and County Public Information Officers, so they are kept informed of how information is being shared with the public.