Level 1 Alternatives Development Report

January 2023

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Acronyms and Abbreviations

BRT	Bus Rapid Transit
CAG	Community Advisory Group
CECP	Community Engagement and Communications Plan
CT	Community Transit
DAHP	Department of Archaeology and Historic Preservation
EIS	Environmental Impact Statement
ELG	Elected Leadership Group
EVLE	Everett Link Extension
ESA	Endangered Species Act
FTA	Federal Transit Administration
HUD	U.S. Department of Housing and Urban Development
GHG	Greenhouse Gas
GIS	Geographic Information Systems
I	Interstate
IAG	Interagency Group
LIHTC	Low Income Housing Tax Credit program
NEPA	National Environmental Policy Act
NRHP	National Register of Historic Places
OMF	Operations and Maintenance Facility
PSRC	Puget Sound Regional Council
ROW	Right-of-way
SR	State Route
ST3	*Sound Transit 3* Plan
TOD	Transit Oriented Development
TPSS	Traction Power Substations
VMT	Vehicle Miles Traveled
WSDOT	Washington State Department of Transportation

1 INTRODUCTION

1.1 Overview

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 is part of the *Sound Transit 3 Plan* (ST3), financing for which was approved by voters in 2016. ST3 included a description of the "representative project", which identified the mode, station locations and related features, such as an OMF. This formed the basis for the scope, schedule and budget assumed for the expansion of light rail to Everett. The ST3 Representative Project itself is the result of extensive, multi-year planning and public involvement work.

A map of the ST3 Representative Project showing the extension and planned station areas is shown in **Figure 1-1** (Everett Link Extension Representative Project). The EVLE Project will extend the Lynnwood Link Extension, currently under construction, and will provide fast, reliable, frequent transit service to communities in the City of Lynnwood, Snohomish County, and the City of Everett. The EVLE Project provides important connections to major employment, population and activity centers, and connects to other local and regional transit services including Community Transit, Everett Transit, and Sounder commuter rail.

The OMF North is a component of the EVLE Project and is a critical system-wide facility needed to receive, store and service a larger train fleet to support light rail extensions to Everett and throughout the region. The OMF North is one of four system-wide OMFs that are required to support the current and future light rail system.

Sound Transit is in the Alternatives Development phase (Phase I) of the EVLE Project planning process. Agency partners, the public and other stakeholders will be involved throughout this process. The Alternatives Development phase identifies, evaluates and narrows down a wide range of alternatives. The information generated during this phase, as well as feedback from the public and stakeholders, is intended to assist the Sound Transit Board in identifying a Preferred Alternative and other alternatives for environmental review.

During the current Alternatives Development phase, Sound Transit initiates agency coordination and robust public engagement to identify alternatives for light rail routes and potential station and OMF North locations. Alternatives are analyzed through numerous detailed evaluation criteria that are based on the EVLE Project's purpose and need statement. Project staff also address consistency with Sound Transit's *System Expansion Implementation Plan* and federal funding program requirements.

Based on feedback received and the results of the Alternatives Evaluation, the Sound Transit Board is expected to identify a Preferred Alternative and other alternatives to advance into the next planning phase, environmental review and conceptual design (Phase II). **Figure 1-2** (EVLE General Timeline) provides an overview of the overall project process.

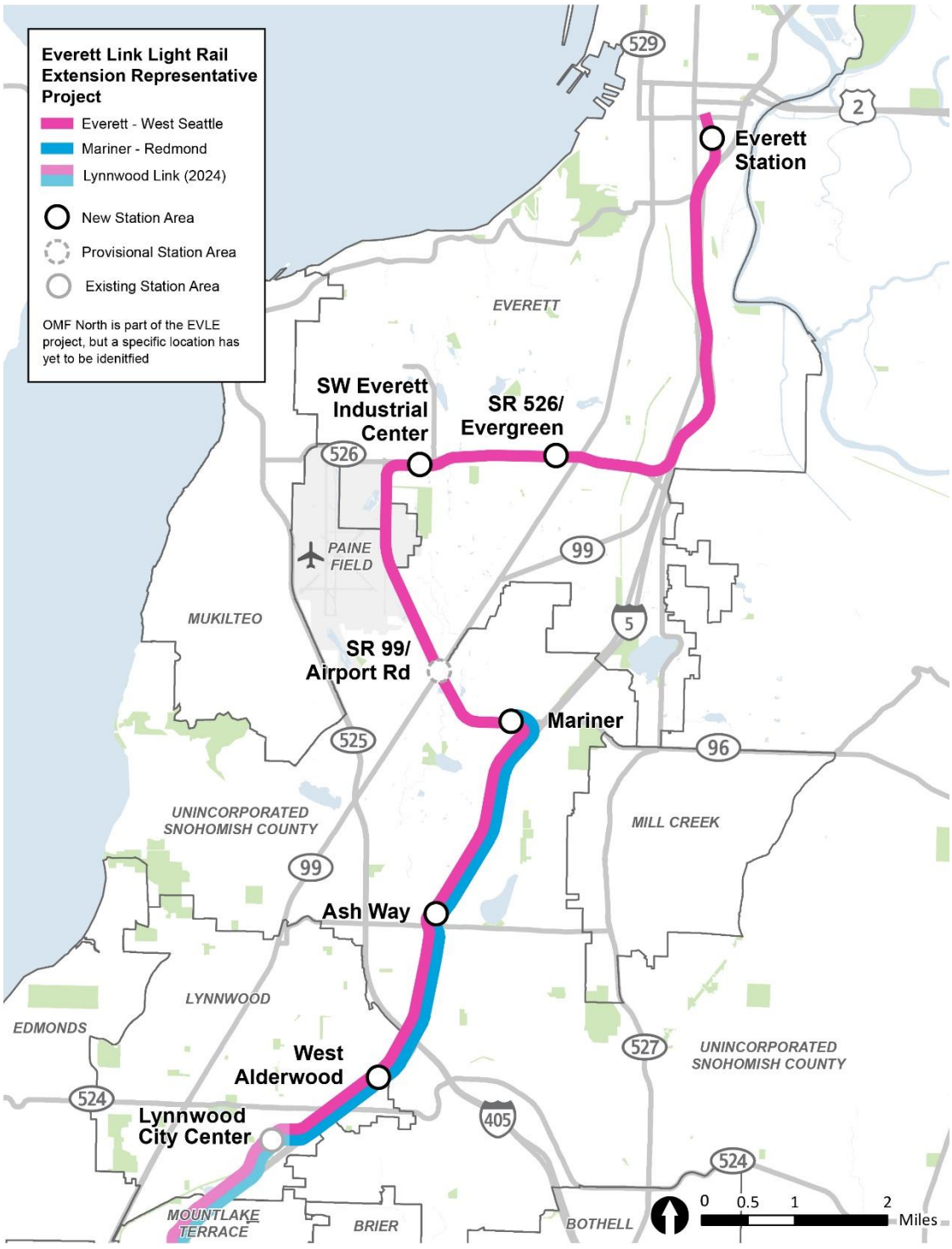


Figure 1-1 Everett Link Extension Representative Project

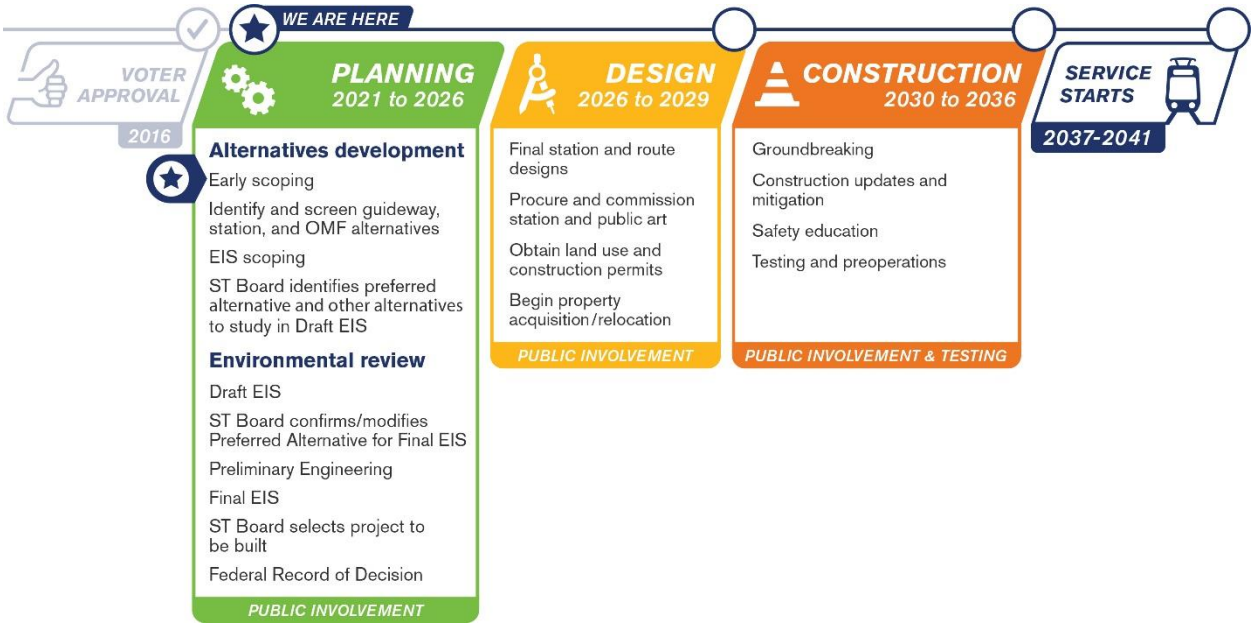


Figure 1-2 EVLE General Timeline

1.2 Purpose of report

The following sections describe the Alternatives Development activities for the EVLE Project and document the findings of the Level 1 Evaluation process. The alternatives found to warrant further study in the Screening evaluation summarized in the Alternatives Development Screening Technical Memorandum have been evaluated in further detail in this technical report. This report presents the evaluation criteria, measures and methods used to analyze the Level 1 alternatives, summarizes each alternative's performance relative to the evaluation criteria and measures, and provides conclusions about the performance of the alternatives relative to the Representative Project. The report concludes with the station, alignment and OMF North alternatives that warrant further study in the Level 2 Evaluation based on recommendations from the Community Advisory Group (CAG) and direction from the Elected Leadership Group (ELG).

2 PROJECT PURPOSE AND NEED STATEMENT

The preliminary purpose and need statement developed for the EVLE Project describes the purpose of the proposed project and the needs the project addresses. Sound Transit uses this statement and criteria derived from it to evaluate alternatives. The project team will continue to refine the purpose and need statement to reflect public and agency comments as the project moves forward.

2.1 Project purpose

The EVLE Project will expand the Link light rail system from the Lynnwood City Center Link Station to the Everett Station area and provide an OMF to achieve the purpose statements included in **Table 2-1** (EVLE Project Purpose and Criteria Categories). Each criteria category included in the table is assigned to a corresponding purpose statement. These categories are used to group together similar evaluation criteria and are referenced in Section 4.1 Stations and alignments and Section 4.2 OMF North.

Table 2-1 EVLE Project Purpose and Criteria Categories

EVLE Project Purpose	Criteria Category
Provide high-quality rapid, reliable, and efficient light rail transit service to communities in the project corridor as defined through the local planning process and reflected in ST3.	Service Performance and Reliability 
Improve regional mobility by increasing connectivity and capacity in the EVLE corridor from the Lynnwood Transit Center to the Everett station area to meet projected transit demand.	Increase Transit Connectivity and Capacity 
Connect regional centers as described in adopted regional and local land use, transportation, and economic development plans and Sound Transit's Regional Transit Long-Range Plan.	Connect Regional Centers 
Implement a system that is technically and financially feasible to build, operate, and maintain.	Technical and Financial Feasibility 
Expand mobility for the corridor and region's residents, including explicit consideration for transit-dependent, low-income and minority populations.	Equitable Mobility 
Encourage equitable and sustainable growth in station areas through support of transit-oriented development and multimodal integration in a manner that is consistent with local land use plans and policies, including Sound Transit's *Equitable Transit Oriented Development Policy and Sustainability Plan.*	Support Growth at Station Areas 

EVLE Project Purpose	Criteria Category
Encourage convenient, safe, and equitable non-motorized access to stations, such as bicycle and pedestrian connections, consistent with Sound *Transit's System Access Policy* and *Equity and Inclusion Policy.*	Equitable Non-Motorized Station Access 
Preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built, and social environments through sustainable and equitable practices.	Healthy Built, Natural and Social Environments 
Provide an operations and maintenance facility with the capacity to receive, test, commission, store, maintain, and deploy vehicles to support the intended level of service for system-wide light rail system expansion.	OMF Site Size and Suitability to Support Key OMF Functions 
Develop an operations and maintenance facility that supports efficient and reliable light rail service and minimizes system operating costs.	OMF Operational Considerations and Cost 

2.2 Need for proposed action

Specific needs to be addressed by the EVLE Project are as follows:

- Chronic roadway congestion on Interstate 5 and State Route 99 – two primary highways connecting communities along the corridor – delays today's travelers, including those using transit, and degrades the reliability of bus service traversing the corridor, particularly during commute periods.
- These chronic, degraded conditions are expected to continue to worsen as the region's population and employment grow.
- Puget Sound Regional Council (the regional metropolitan planning organization) and local plans call for high-capacity transit in the corridor consistent with VISION 2050 and the Sound Transit *Regional Transit Long-Range Plan*.
- Snohomish County residents and communities, including transit-dependent residents and low-income or minority populations, need long-term regional mobility and multimodal connectivity, as called for in the Washington State Growth Management Act.
- Regional and local plans call for increased residential and/or employment density at and around high-capacity stations and increased options for multimodal access.
- Environmental and sustainability goals of the state and region, as established in Washington state law and embodied in PSRC's VISION 2050 and Regional Transportation Plan, include reducing greenhouse gas emissions by prioritizing transportation investments that decrease vehicle miles traveled.
- The current regional system lacks an operations and maintenance facility with sufficient capacity and suitable location to support the efficient and reliable long-term operations

for system-wide light rail expansion, including the next phase of light rail expansion in Snohomish and King counties.

- New light rail maintenance and storage capacity needs to be available with sufficient time to accept delivery of and commission new vehicles to meet fleet expansion needs and to store existing vehicles while the new vehicles are tested and prepared.

3 ALTERNATIVES DEVELOPMENT PROCESS

The Alternatives Development process is intended to result in the Sound Transit Board identifying a Preferred Alternative and other alternatives to study in environmental review. The process is designed to identify and evaluate alternatives that meet purpose and need of the EVLE Project for environmental review and conceptual design in the next planning phase of the EVLE Project. The Alternatives Evaluation framework is structured as three sequential levels of evaluation: Screening, Level 1 and Level 2. Each level evaluates alternatives using criteria and measures that are based on the preliminary purpose and need, with the intent that the most promising alternatives advance to the next level of evaluation.

3.1 Alternatives evaluation

The measures and methods used to evaluate alternatives become increasingly detailed and rigorous with each subsequent evaluation level as additional information is collected and conceptual design advances. The process begins with a wide range of alternatives, and, through each level of evaluation, the lowest performing alternatives may be eliminated from consideration to arrive at a smaller number of the most promising alternatives. The initial evaluation criteria and measures are chosen to facilitate early elimination of those alternatives that have minimal ability to achieve the EVLE Project's preliminary purpose and need and/or have substantial challenges from a feasibility or regulatory standpoint. In Screening, ratings are based on each alternative's ability to satisfy the evaluation criteria and are measured relative to the ST3 Representative Project. In Level 1 and Level 2, the alternatives are rated based on their performance relative to the other alternatives in the same station area or section. An overview of the three successive evaluation levels is shown in **Figure 3-1** (Evaluation Process).

The Alternatives Development process gathers relevant project information, including an inventory of existing conditions, and local and regional transportation and land use plans. Planning work completed by local jurisdictions and project partners since the identification of the ST3 Representative Project has been considered in the development of alternatives.

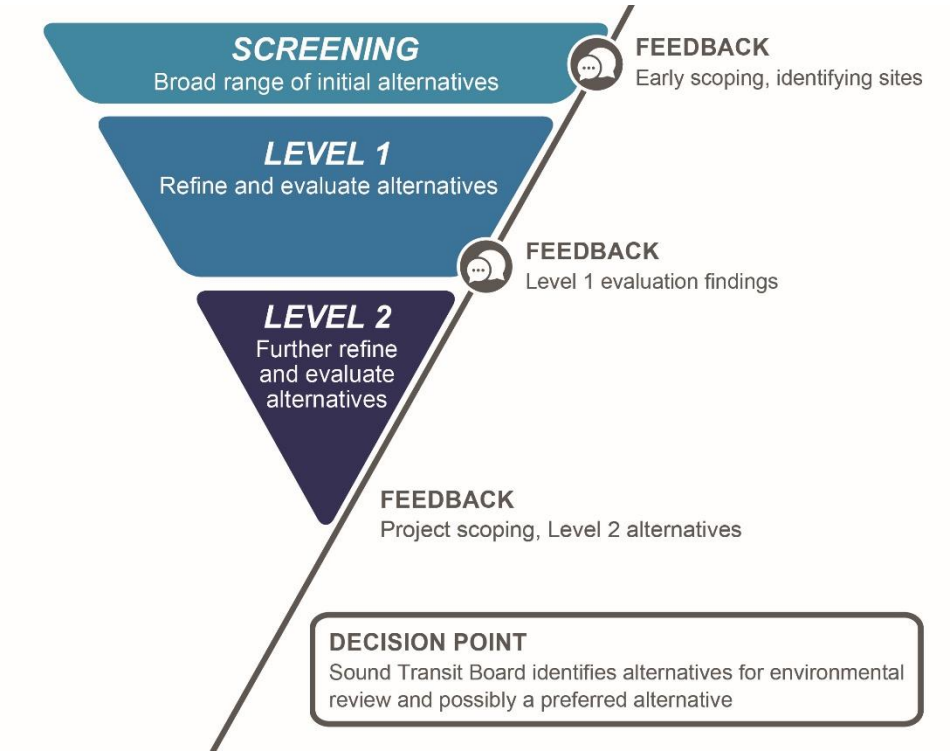


Figure 3-1 Evaluation Process

4 LEVEL 1 EVALUATION CRITERIA

4.1 Stations and alignments

Alternatives that warranted further study in the Screening level of evaluation were evaluated in Level 1. Elements of the Project purpose were used as the basis for the criteria categories in **Table 4-1** (Level 1 Criteria for Station and Alignment Alternatives). Level 1 criteria along with quantitative and qualitative measures were developed to evaluate each station and alignment's ability to meet the Project's purpose and need. New measures were applied in Level 1 to assess the alternatives in further detail and in response to agency and community feedback.

Alternatives for each alignment and station were measured on a color coded five-point scale with one (red) being the lowest performing and five (dark green) the highest. Criteria with quantitative measures were scored based on the percentages and/or absolute values, with the thresholds specified in Appendix A. In order to simplify the evaluation summary, similar variables were consolidated and reported as composite measures, which can be seen in Appendix A. Quantitative measures, such as those used for the Equitable Mobility criterion, were combined by creating a composite based on the average difference from the mean along multiple measures. Alternatives that were found to have major challenges or lower performance were rated as lower performing. Sites that performed well on but had some challenges identified were rated as mixed performing. Sites that performed well overall were rated as higher performing.

Table 4-1 Level 1 Criteria for Station and Alignment Alternatives

Category	Evaluation Criteria	Measure	Quantitative or Qualitative	Method
Service Performance and Reliability Provide high-quality rapid, reliable, and efficient light rail transit service to communities in the project corridor as defined through the local planning process and reflected in ST3.	Transit Service Performance and Reliability	Travel times on alignment sections	Quantitative	Estimated travel times based on alignment characteristics (minutes).
Increase Transit Connectivity and Capacity Improve regional mobility by increasing connectivity and capacity in the EVLE corridor from the Lynnwood Transit Center to the Everett station area to meet projected transit demand.	Regional Connectivity	Community facilities and services accessible from station areas	Qualitative	Gathering spaces, government services, clinics and medical centers, grocery stores, food banks, educational institutions, religious institutions, parks and recreational resources within the 10-minute walkshed of station alternatives.
	Modal Integration	Quality and capacity of transfers	Qualitative / Quantitative	Assessment of quality of bus-rail transfers based on distance and barriers between bus drop-off and station entrance and capacity to integrate bus transfers based on proximity to existing transit centers/park-and-rides, and/or capacity to accommodate direct drop-off or on-street transfers.
		Connectivity to high-capacity transit	Qualitative / Quantitative	Evaluation of ease of connections to existing and planned high-capacity transit stations and corridors, including Swift at station alternatives.
Connect Regional Centers Connect regional centers as described in adopted regional and local land use, transportation, and economic development plans and Sound Transit's *Regional Transit Long-Range Plan*.	Regional Centers Served	Proximity to PSRC-designated centers	Qualitative	Station is or is not within adjacent PSRC designated growth or manufacturing/industrial center.
	Consistency with Adopted Transportation Plans	Aligns with adopted transportation plans, including comprehensive and transit plans	Qualitative	Qualitative assessment of consistency with local transportation plans.
	Jobs and Housing	Population density	Quantitative	Existing and future PSRC-forecasted 2040 population within the 10-minute walkshed of station alternatives.
		Job density	Quantitative	Existing and future PSRC-forecasted 2040 jobs within the 10-minute walkshed of station alternatives.
Technical and Financial Feasibility Implement a system that is technically and financially feasible to build, operate, and maintain.	Technical Feasibility	Alignment compliance with Sound Transit Design Criteria	Qualitative	Alignment alternatives' compliance with Sound Transit Design Criteria Manual
		Constructability risks	Qualitative	Identification of major constructability issues based on potential conflicts and technical challenges (e.g., utility conflicts, existing infrastructure, geotechnical, etc.).
		Right-of-way constraints	Qualitative	Availability and potential to use publicly owned right-of-way and/or property.
		Operational considerations	Qualitative	Consideration of operational elements (e.g. potential reliability, track alignment, tail tracks, pocket tracks and crossovers as needed).
	Financial Feasibility	Conceptual capital cost comparison	Qualitative	Major cost elements beyond the representative project description.
		Operating cost comparison	Qualitative	Qualitative assessment of potential operations and maintenance (O&M) costs, including annual and lifecycle costs.

Category	Evaluation Criteria	Measure	Quantitative or Qualitative	Method
Equitable Mobility  Expand mobility for the corridor and region's residents, including explicit consideration for transit-dependent, low-income and minority populations.	Opportunities for Historically Underserved Populations	Proximity of station locations to minority populations	Quantitative	Existing minority populations within the 10-minute walkshed of station alternatives based on existing residential land uses: American Indian/Alaska Native, Asian, Black or African American, Hispanic or Latino and/or Native Hawaiian/Pacific Islander, including those identifying as two or more races.
		Proximity of station locations to low-income populations	Quantitative	Existing low-income individuals (200% federal poverty level) within 10-minute walkshed of station alternatives based on existing residential land uses.
		Proximity of station locations to employers of minority workers and jobs with lower wages	Quantitative	Existing jobs that employ minority workers and jobs with low wages ($1,250 monthly) within a 10-minute walkshed of station alternatives based on existing residential land uses.
		Population with limited English proficiency near stations	Quantitative	Existing populations of people with limited English proficiency within the 10-minute walkshed of station alternatives based on existing residential land uses.
		Population with a disability near stations	Quantitative	Existing populations of people with a disability within the 10-minute walkshed of station alternatives based on existing residential land uses.
		Proximity of station locations to zero-car households	Quantitative	Existing households without access to private vehicle within the 10-minute walkshed of station alternatives based on existing residential land uses.
		Proximity of station locations to youth populations	Quantitative	Existing populations of people under 18 years of age within the 10-minute walkshed of station alternatives based on existing residential land uses.
		Proximity of station locations to elderly populations	Quantitative	Existing populations of people 65 years of age or older within the 10-minute walkshed of station alternatives based on existing residential land uses.
		Proximity of station locations to existing subsidized affordable housing units	Quantitative	Number of assisted affordable housing units (HUD- funded LIHTC, 202, and 811 units) within the 10-minute walkshed of station alternatives.
Support Growth at Station Areas  Encourage equitable and sustainable growth in station areas through support of transit-oriented development and multimodal integration in a manner that is consistent with local land use plans and policies, including Sound Transit's *Equitable Transit Oriented Development Policy* and *Sustainability Plan*.	Station Area Land Use Plan Consistency	Compatibility and consistency of station locations with local long-range land use plans (existing and future plans)	Qualitative	Qualitative assessment of consistency of station location or alignment and compatibility with local land use plans, zoning and future land uses.
	Enable Transit Oriented Development based on Sound Transit's Policies and Plans	Transit-oriented development propensity in station areas	Qualitative/ Quantitative	Acres of land and key sites within the 10-minute walkshed of alternatives with high or moderate development propensity. Buildable Lands development capacity with buildable acres/potential units within the 10-minute walkshed based on available data.
Equitable Non-Motorized Station Access  Encourage convenient, safe, and equitable non-motorized access to stations, such as bicycle and pedestrian connections, consistent with Sound Transit's *System Access Policy* and *Equity and Inclusion Policy*.	Multi-Modal Circulation	Quality of Pedestrian Connections	Qualitative	Evaluation of the quality of pedestrian facilities within the 10-minute walkshed of station alternative including crossing and sidewalks conditions and intersection density.
		Quality of Bicycle Connections	Qualitative	Evaluation of the quality of bicycle facilities and roadway conditions within the bikeshed of station alternatives.

Category	Evaluation Criteria	Measure	Quantitative or Qualitative	Method
Healthy Built, Natural and Social Environments  Preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built, and social environments through sustainable and equitable practices.	Built Environment and Social Resources	Identify social resources, parks and recreation areas, historic and archaeological resources, hazardous waste sites, and noise and vibration sensitive receptors	Qualitative	Known historic resources eligible for or listed in the National Register of Historic Place or local registers; known archaeological resources; parks, trails and recreational resources; and sites with known contamination within 150 feet of track centerlines and station facilities. Category noise/vibration receptors within 350 feet of track centerlines and station facilities.
		Estimate of property acquisitions	Quantitative	Number of potentially impacted or acquired properties based on limits of right-of-way and facility extents
	Burdens to Historically Underserved Populations	Burden of acquisitions and displacements on historically underserved populations	Qualitative	Estimate of potential full and partial acquisitions in census block groups with high minority or low-income populations based on limits of right-of-way and facilities extents
	Non-Project Traffic Effects	Potential effects to traffic and congestion based on access to station alternatives	Qualitative	Qualitative evaluation of potential for vehicle conflicts and congestion based on access to station alternatives by car and characteristics of the surrounding roadway network
	Natural Environment Resources	Identify geologic hazard areas, floodplains, wetlands, and fish and wildlife habitat conservation areas	Quantitative	Known resources within 150 feet of track centerlines and station facilities: wetlands/streams and other waters of the US, floodplains, Endangered Species Act listed species/critical habitat, and fisheries or other natural habitat areas.

4.2 OMF North

OMF North alternatives that warranted further study in the Screening level of evaluation were evaluated in Level 1 using sixteen criteria developed from the EVLE Project's purpose and need statements and are listed in **Table 4-2** (OMF North Alternatives Evaluation Criteria, Methods, and Measures). Of the sixteen criteria applied at Level 1, ten were previously applied in the Screening level of evaluation. The newly added criteria were applied in Level 1 to assess the alternatives in further detail and in response to agency and community feedback.

Similar to alignment and stations, the alternatives were evaluated using a color-coded 5-point scale with one (red) being the lowest performing and five (dark green) being the highest performing. As in the alignment and stations evaluation, alternatives were measured against one another as opposed to a representative alternative. The basis for this analysis is outlined in **Table 4-2** which provides the quantitative and qualitative criteria used to evaluate the proposed sites. Sites that were found to have major challenges or lower performance on a number of criteria were rated as lower performing. Sites that performed well on a number of criteria but had some challenges identified were rated as mixed performing. Sites that performed well overall were rated as higher performing.

Table 4-2 OMF North Alternatives Evaluation Criteria, Methods, and Measures

Category	Evaluation Criteria	Measure	Quantitative or Qualitative	Method
Technical and Financial Feasibility  Implement a system that is technically and financially feasible to build, operate, and maintain.	Topographic and Geotechnical Considerations	Suitability of site topography for development as an OMF	Qualitative	Analyze site characteristics that present challenges for redevelopment. Assess challenging features of the site that could require substantial work and/or increase costs with a focus on topography and grading/excavation requirements.
	Property Impacts	Number of parcels and number of property owners	Quantitative	Number of parcels and type of properties that require relocation; identify properties with higher potential for challenging relocating
	Property Value	Cost per acre for each site	Quantitative	Cost per acre of each site relative to the average cost per acre of all OMF North candidate sites
	Site Development Challenges	Potential challenges (risks) that could have impacts to overall costs/schedule for delivery of the facility	Qualitative	Identify potential unique challenges associated with property impacts, regulatory approvals, environmental impacts etc. that could have impacts to overall costs/schedule for delivery of the facility
Healthy Natural, Built, and Social Environments  Preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built, and social environments through sustainable and equitable practices.	Built Environment and Social Resources	Identify social resources, parks and recreation areas, historic and archaeological resources, hazardous waste sites, aesthetics, and noise and vibration sensitive receptors	Qualitative	Identify historic resources eligible for or listed in the National Register of Historic Places or local registers within the site and on adjacent parcels; known archaeological resources within the site and on adjacent parcels; parks, trails, and recreational resources within the site and on adjacent parcels; Category 1 noise/vibration receptors on adjacent parcels; and sites with known contamination within the site
	Burden on Historically Underserved Communities	Potential burden on historically underserved communities	Quantitative	The presence of vulnerable/historically underserved populations within the site footprint and within a half-mile of the site, this includes minority, low income, and limited English proficiency populations.
	Natural Environment Resources	Identify potential impacts to wetlands, streams/culverts, floodplains, listed species, fish and wildlife habitat conservation areas, and geologic hazard areas	Qualitative	Evaluate the number and area of known environmental resources on site or in the footprint of the lead tracks: mapped wetlands, streams/culverts, and other waters of the US, floodplains, ESA-listed species/critical habitat, and fisheries or other natural habitat areas.
	Public Infrastructure, Facilities and Roadways	Impacts to existing or proposed public infrastructure and/or facilities	Qualitative	Extent to which the OMF footprint impacts existing or proposed public infrastructure and/or facilities, and residual impact to this infrastructure after incorporating mitigation (i.e. road realignment). This includes roadway networks, major utilities, and public facilities.
	Zoning and Land Use	Suitability of current and anticipated future zoning/land use for use as an OMF	Qualitative	Identify existing land use and any existing plans for future changes to zoning/land use and allowable density, and qualitatively assess compatibility of OMF with these land use. The OMF should not preclude TOD opportunities around future station areas.
	Adjacent Zoning and Land Use	Suitability of current and anticipated future zoning/land use for adjacent land for consistency with an OMF site	Qualitative	Existing zoning designation of adjacent properties within 0.5 miles of OMF site to determine if the existing land use is consistent with an OMF site.
	Employment Displacements	Number of potential business displacements	Qualitative	Evaluate the number of business and employees impacted.
	Residential Displacements	Number of potential residential displacements	Qualitative	Evaluate the number of residential units impacted.

Category	Evaluation Criteria	Measure	Quantitative or Qualitative	Method
OMF Site Size and Suitability to Support Key OMF functions  Provide an operations and maintenance facility with the capacity to receive, test, commission, store, maintain, and deploy vehicles to support the intended level of service for system-wide light rail system expansion.	Size and Configuration	Suitability of site shape to meet the programmatic requirements of OMF North	Qualitative	Develop conceptual layout including OMF tracks, storage, Maintenance of Way building, Maintenance building etc. Assess ability to accommodate the programmatic requirements of OMF North.
	Access for Light Rail Vehicle Deliveries	Access to the site to accommodate delivery truck access	Qualitative	Assess site access for a semi-trailer truck per ST specifications.
	Lead Track Connections	Assess the complexity of lead track connection	Qualitative	Develop conceptual lead track connections to the site from ST3 Representative Project and any other promising alignment alternative. Assess length and curvature of lead track and guideway structural requirements. A double yard lead connection is required.
OMF Operational Considerations and Cost Develop an operations and maintenance facility that supports efficient and reliable light rail service and minimizes system operating costs.	OMF Operational Considerations and Cost	Relative performance of operational efficiency and maintenance windows; as well as distance and orientation (crossing of I-5) relative to the ST3 Representative Project	Qualitative	Site location relative to operational efficiency performance and maintenance windows

5 LEVEL 1 EVALUATION OF ALIGNMENT AND STATION ALTERNATIVES

5.1 Summary of Alternatives Identification and Screening

5.1.1 Alternatives Identification

Identification of potential options for the EVLE Project began with a review of past plans and studies, including Sound Transit's *Lynnwood to Everett High-Capacity Transit Corridor Study*, *Regional Transit Long-Range Plan*, and *Sound Transit 3 System Plan*. Local plans relevant to the project include the *Metro Everett Subarea Plan* and Snohomish County's *Light Rail Communities* report. Since ST3 designated light rail as the mode to serve the Lynnwood-Everett corridor, only light rail options were considered for this project. Existing local planning efforts and the ST3 Representative Project were the first alternatives identified to bring into Screening.

After a thorough review of existing plans, the project team held a series of internal and jurisdiction workshops to identify alternatives for Screening. Over the course of three workshops in February of 2021, Sound Transit staff reviewed each of the seven station areas in depth, focusing on potential opportunities and constraints in each station area. During these workshops, staff identified additional alternatives to bring into Screening.

The alternatives identified from previous plans and the internal workshops were shared with the IAG partners in a series of three meetings in April 2021. These meetings focused on local planned improvements and conditions on the ground for each station area such as nonmotorized access, transit connections, development opportunities and community needs. During these meetings, the jurisdictions gave feedback on the alignment and station alternatives identified so far and suggested additional alternatives for consideration during Screening.

This section summarizes the project team's early screening efforts that led to the identification of Level 1 alternatives. Once Level 1 alternatives were identified, conceptual alignment and station areas were developed and presented to local jurisdictions and the public during the early scoping period. Public input received during the early scoping period was considered during the Level 1 evaluation process. Public suggestions for additional alternatives to study were considered for inclusion in Level 2 evaluation.

5.1.2 Related local planning

Local jurisdictions along the EVLE Project corridor have engaged in planning around the representative station areas shortly before and since the approval of ST3 financing by voters in 2016. Everett, Lynnwood and Snohomish County have all led local planning processes in station areas within their jurisdiction. These efforts culminated in preliminary local preferences for station locations in four station areas that are represented in this analysis as a "locally favored option". These local planning documents and processes are described below.

5.1.2.1 *Metro Everett Subarea Plan (2018)*

Metro Everett is the city of Everett's subarea plan for the area regionally designated as a Metropolitan Regional Growth Center by PSRC. The Center stretches from 25th Avenue to the north to 36th Avenue to the south between the waterfront and I-5 and includes downtown Everett as well as all the Everett Station alternatives. The plan centers on a light rail platform with bus interface that will serve both the downtown and Everett Station areas. The locally favored option for the station location identified in the plan is just south of Pacific Avenue between Broadway and McDougall Avenues. The plan envisions this station connecting to an alignment coming up either Broadway or McDougall with tail track extending north from the station to Hewitt Avenue.

5.1.2.2 *City of Lynnwood Resolution 2016-06 (2016)*

While the City of Lynnwood has not completed a subarea plan for the West Alderwood area, the City Council issued *Resolution 2016-06,* which affirmed support for extending light rail to Everett and identified a location favored by the City. The resolution expresses concern about locating a station next to I-5 and instead calls for a platform along 33rd Avenue W just south of 188th Street SW to take advantage of greater ridership and development potential from the mall area. The resolution also identifies two possible alignments to connect to Ash Way Park-and-Ride, one following 33rd Avenue W north and then turning east on 184th Street SW to join back up with I-5. The other alignment follows 33rd Avenue W and then crosses SR 525 to parallel Ash Way through the Swamp Creek area.

5.1.2.3 *Light Rail Communities – Station Area Planning (2020)*

Station Area Planning is the latest report in an ongoing Snohomish County project to proactively plan for the arrival of light rail in Snohomish County. The report identifies locally favored options for the two stations in unincorporated Snohomish County: Ash Way and Mariner. ST3 located a station at the Ash Way Park-and-Ride just north of 164th Street SW on the west side of I-5, connecting to an alignment running on the west side of I-5 from West Alderwood before turning west on 128th Street SW at the future Mariner station. The report picks a below-grade station on the east side of I-5 as the locally favored option. This location was selected due to limited redevelopment potential on the west side because of the Swamp Creek wetland, and a preliminary cost estimate that suggested shifting the alignment, including the two additional highway crossings, was only modestly more expensive than the alignment proposed in ST3.

Snohomish County's locally favored option for the Mariner Station is a north-south platform just south of 128th Street SW. This location assumes the construction of an extension of 130th Street SE to 8th Avenue W, creating another I-5 crossing south of 128th Street SW. The station would be an elevated platform stretching perpendicular across 130th Street SE, providing an easy connection to the Swift Green Line which would be rerouted from 128th Street SW to 130th Street SW.

5.1.3 Screening evaluation

5.1.3.1 West Alderwood

Screening evaluation for the West Alderwood station area included 13 station alternatives and 14 alignment alternatives. Alternatives east of I-5 did not warrant further study because they had lower performance on measures of population, jobs, and multi-modal access due to proximity to I-5 and lower population areas to the east. Alternatives farther east within Alderwood Mall offered less opportunity for Swift Orange Line integration, were less consistent with local plans, and had fewer existing and forecast jobs nearby and therefore did not warrant further study. The alternative on 184th St SW between 33rd Ave W and 36th Ave W did not warrant further study because it is less consistent with local plans. In addition, its location is close to single-family zoning districts that are unlikely to redevelop with limited potential for development nearby.

Six station alternatives and five alignment alternatives warranted further study in Level 1 Evaluation as shown in **Figure 5-1** (Level 1 Station and Alignment Alternatives and Screening Station Alternatives at West Alderwood). Two station alternatives along 36th Avenue W were consolidated into ALD-E, one station alternative closer to 190th Place SW, to be compatible with alignments turning east onto 188th Street SW. Five alignment alternatives warranted further study. The alternative on 33rd Avenue W was moved to the east side of the roadway and north of 188th Street to reflect input on location preference from Interagency Group partners and align more closely with local planning goals and engineering refinements.

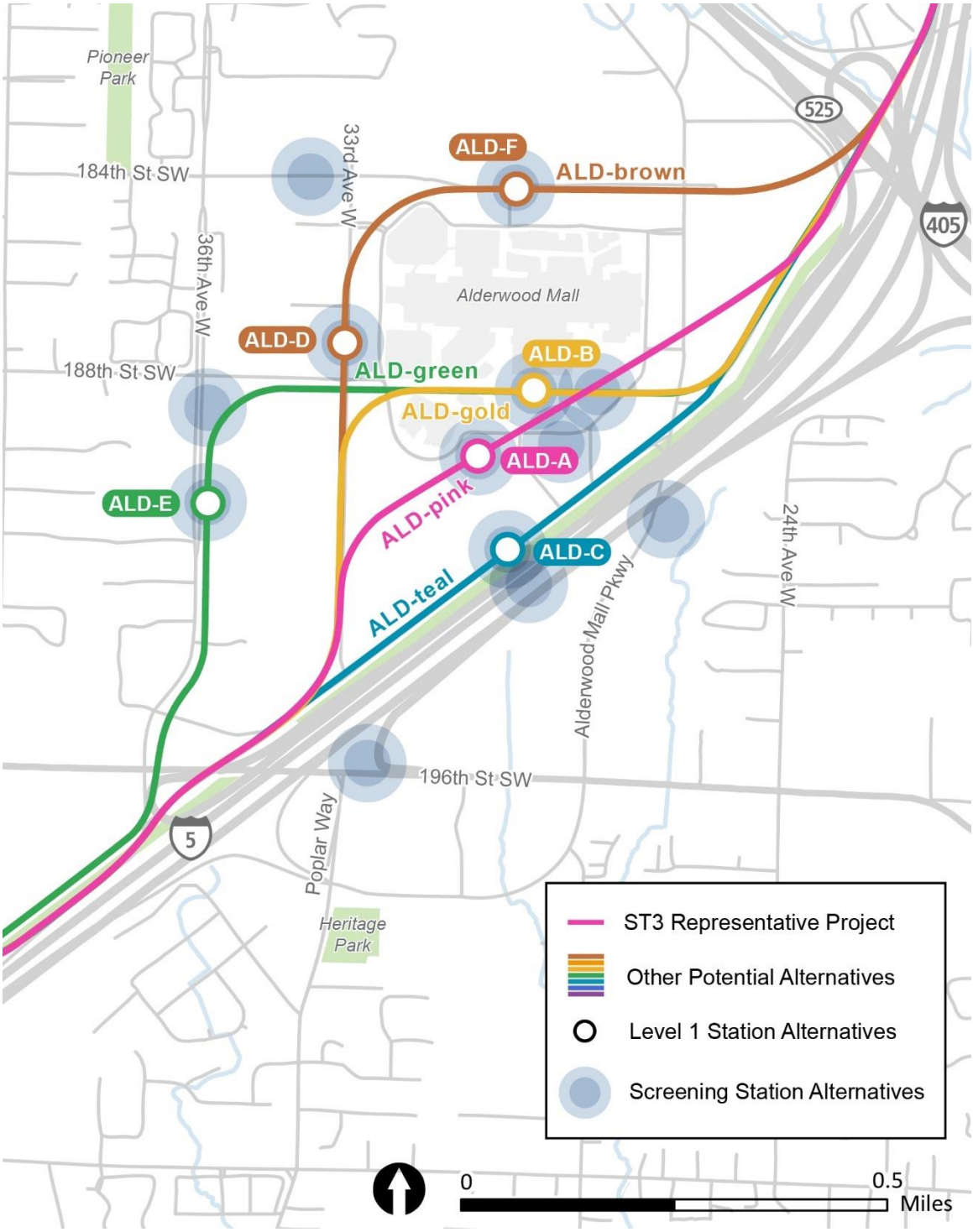


Figure 5-1 Level 1 Station and Alignment Alternatives and Screening Station Alternatives at West Alderwood

5.1.3.2 Ash Way

The Screening evaluation analyzed six station alternatives and seven alignment alternatives in the Ash Way station area. The alternative southeast of the 164th Street SW overpass did not warrant further study due to challenges integrating the station with the roadway and multimodal connections. The alternative north of the Ash Way Park and Ride had similar challenges with integration and did not warrant further study.

Four station and alignment alternatives warranted further study in Level 1 Evaluation as shown in **Figure 5-2** (Level 1 Station and Alignment Alternatives and Screening Station Alternatives at Ash Way). Alignment alternative ASH-orange was refined from its route in Screening to follow the east side of Ash Way to serve station alternative ASH-C. Alignment alternative ASH-blue was, in turn, refined to run through Ash Way Park-and-Ride and connect with station location ASH-B to provide more vertical clearance over the direct access ramps that serve the park-and-ride.

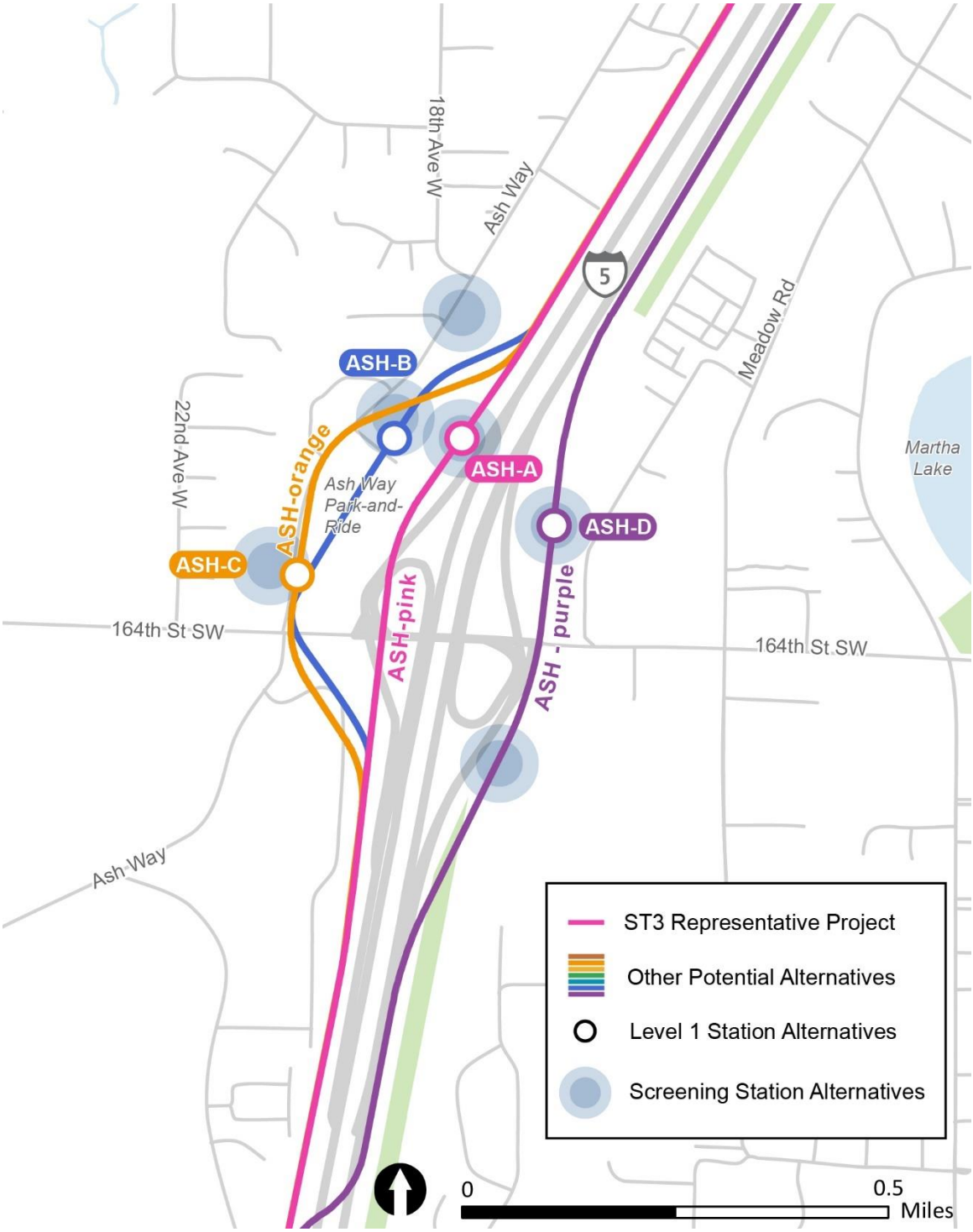


Figure 5-2 Level 1 Station and Alignment Alternatives and Screening Station Alternatives at Ash Way

5.1.3.3 Mariner

Six station alternatives and five alignment alternatives were analyzed in the Mariner station area as part of the Screening evaluation. Two station alternatives just to the west of I-5, one immediately south of Mariner Park-and-Ride and one near the southbound access ramps to I-5 at 128th Street SW, presented barriers for walking and biking connections. Both of these alternatives were less accessible for historically underserved communities in the station area. Therefore, these two alternatives did not warrant further study.

Four station and alignment alternatives warranted further study in the Level 1 evaluation as shown in **Figure 5-3** (Level 1 Station and Alignment Alternatives and Screening Station Alternatives at Mariner) below. MAR-purple was refined to follow the east side of I-5 south of Mariner with a crossing over I-5 that closely reflects the alignment in Snohomish County's Station Area Planning Report.

Figure 5-3 Level 1 Station and Alignment Alternatives and Screening Station Alternatives at Mariner

5.1.3.4 SR 99 / Airport Road

The Screening evaluation for the SR 99 / Airport Road station area included seven station alternatives and five alignment alternatives. The two Holly Drive station alternatives did not warrant further study because both had substantially lower forecasted population and historically underserved communities nearby than all other station alternatives. Both alternatives also had lower potential for TOD and were much farther from SR 99, limiting potential for connections with Swift Blue Line. The alternative farthest south on Airport Road also did not warrant further study due to the station's multimodal access challenges, distance from connecting streets, and challenges for integration with Swift Blue Line.

Four station alternatives warranted further study and were advanced as three separate station alternatives and three alignment alternatives in the Level 1 as shown in **Figure 5-4** (Level 1 Station and Alignment Alternatives and Screening Station Alternatives at SR 99 / Airport Road). Two substantially similar station locations on Airport Road near the northwest quadrant of the intersection with SR 99 were consolidated into AIR-A.

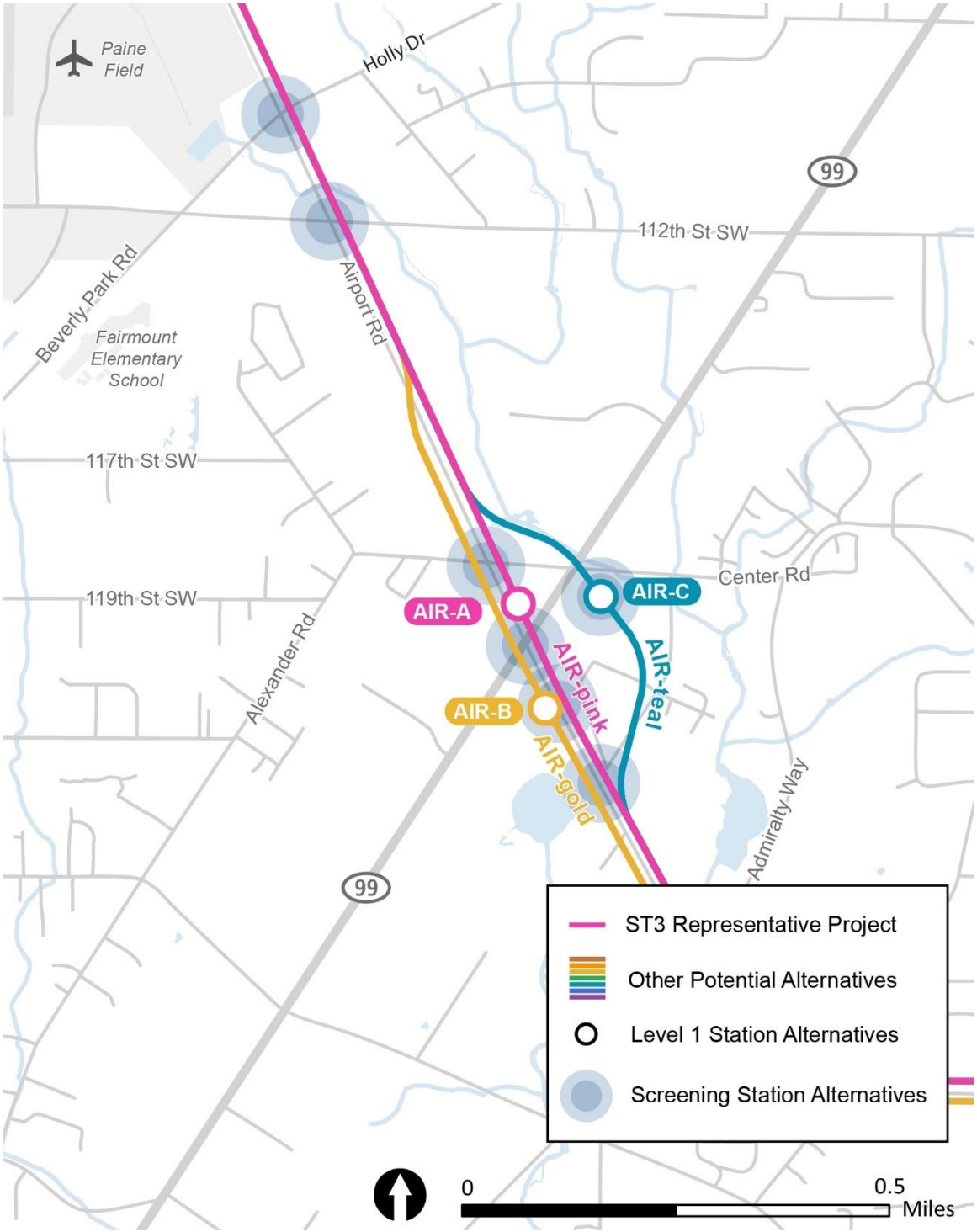


Figure 5-4 Level 1 Station and Alignment Alternatives and Screening Station Alternatives at SR 99 / Airport Road

5.1.3.5 SW Everett Industrial Center

The Screening evaluation for the SW Everett Industrial Center station area included six station alternatives and six alignment alternatives. Two station alternatives did not warrant further study. One station alternative was located on Boeing property in a security-controlled facility, and, as a result, would likely have limited public access via a pedestrian bridge over SR 526. The other station alternative was located east of Seaway Transit Center near 75th Ave but had technical and financial feasibility challenges for alignments to serve this station.

Four alternatives warranted further study and were advanced as three discrete station alternatives and four alignment alternatives in the Level 1 evaluation as shown in **Figure 5-5** (Level 1 Station and Alignment Alternatives and Screening Station Alternatives at SW Everett Industrial Center). Two alternatives on Airport Road were approximately 500 feet apart and performed similarly across all core station Screening measures. Therefore, these two station alternatives were consolidated into one station, SWI-B, located between Kasch Park Road and Casino Road.

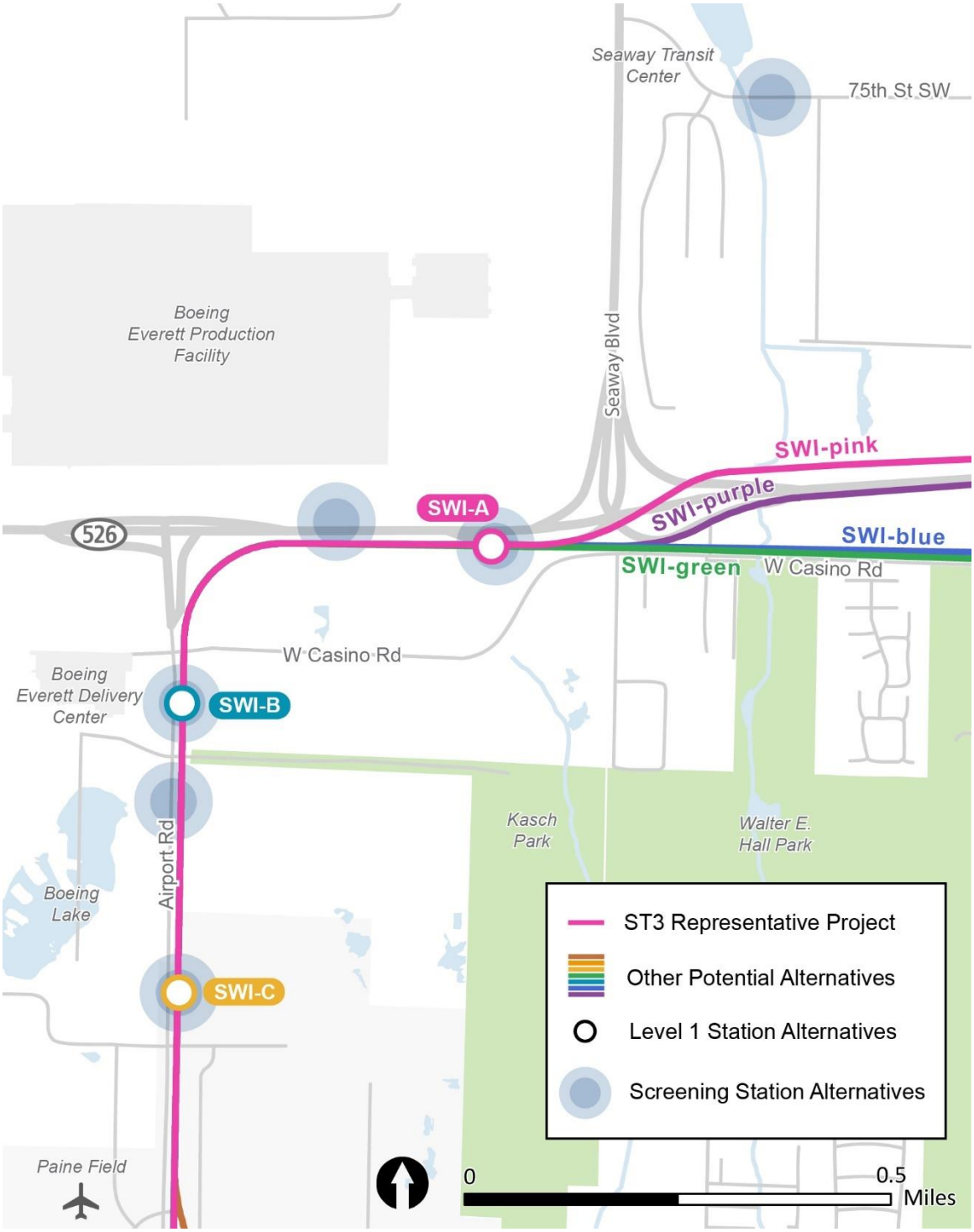


Figure 5-5 Level 1 Station and Alignment Alternatives and Screening Station Alternatives at SW Everett Industrial Center

5.1.3.6 SR 526 / Evergreen

Screening evaluation for the SR 526 / Evergreen station area included seven station alternatives and eight alignment alternatives. The station alternative on the northeast quadrant of the SR 526 / Evergreen interchange did not warrant further study because it would require extensive property acquisition and demolition on the Cascade High School campus and had lower potential for TOD nearby. The station alternative near the intersection of W Casino Road and 9th Avenue SE did not warrant further study because it had limited opportunities for TOD, limited opportunities for integration with the Swift Blue Line on Evergreen Way, fewer nearby community services and was located in an area with major barriers for cyclists and pedestrians.

Five station alternatives and four alignment alternatives warranted further study in Level 1 evaluation as shown in **Figure 5-6** (Level 1 Station and Alignment Alternatives and Screening Station Alternatives at SR 526/Evergreen).

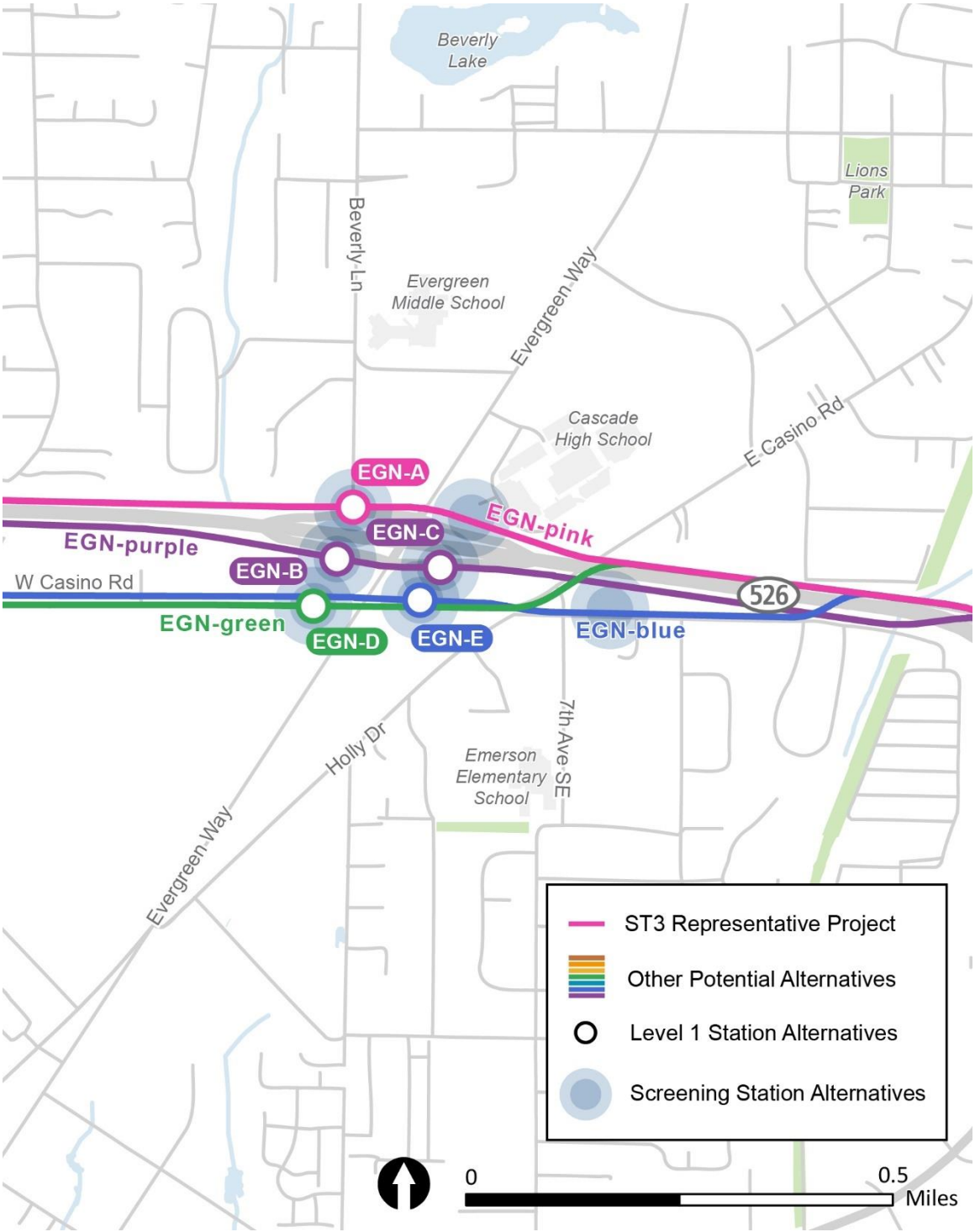


Figure 5-6 Level 1 Station and Alignment Alternatives and Screening Station Alternatives at SR 526/Evergreen

5.1.3.7 Everett Station

Screening evaluation for the Everett Station area included ten station alternatives and nine alignment alternatives. Four station alternatives did not warrant further study. The Rucker Avenue alternative, the farthest west of all the station alternatives, was not consistent with local and regional transportation planning and would be challenging to integrate with transit serving the existing Everett Station. The three station alternatives located east of the existing rail tracks also did not warrant further study as the rail line separated them from downtown and the existing Everett Station. Those three station alternatives had more challenging bicycle and pedestrian connections to the majority of destinations in Everett, limited potential for integration with transit and had fewer opportunities for development nearby.

Six station alternatives warranted further study in Level 1 evaluation and were advanced as four separate station alternatives after some consolidation along with four alignment alternatives as shown in **Figure 5-7** (Level 1 Station and Alignment Alternatives and Screening Station Alternatives at Everett Station). Three station alternatives near Pacific Avenue were all approximately 200-400 feet away from one another and performed very similarly across all core station Screening measures. These station alternatives were consolidated into one station, EVT-C, in between all three options, which aligns closely with the locally favored option from the *Metro Everett Plan.*

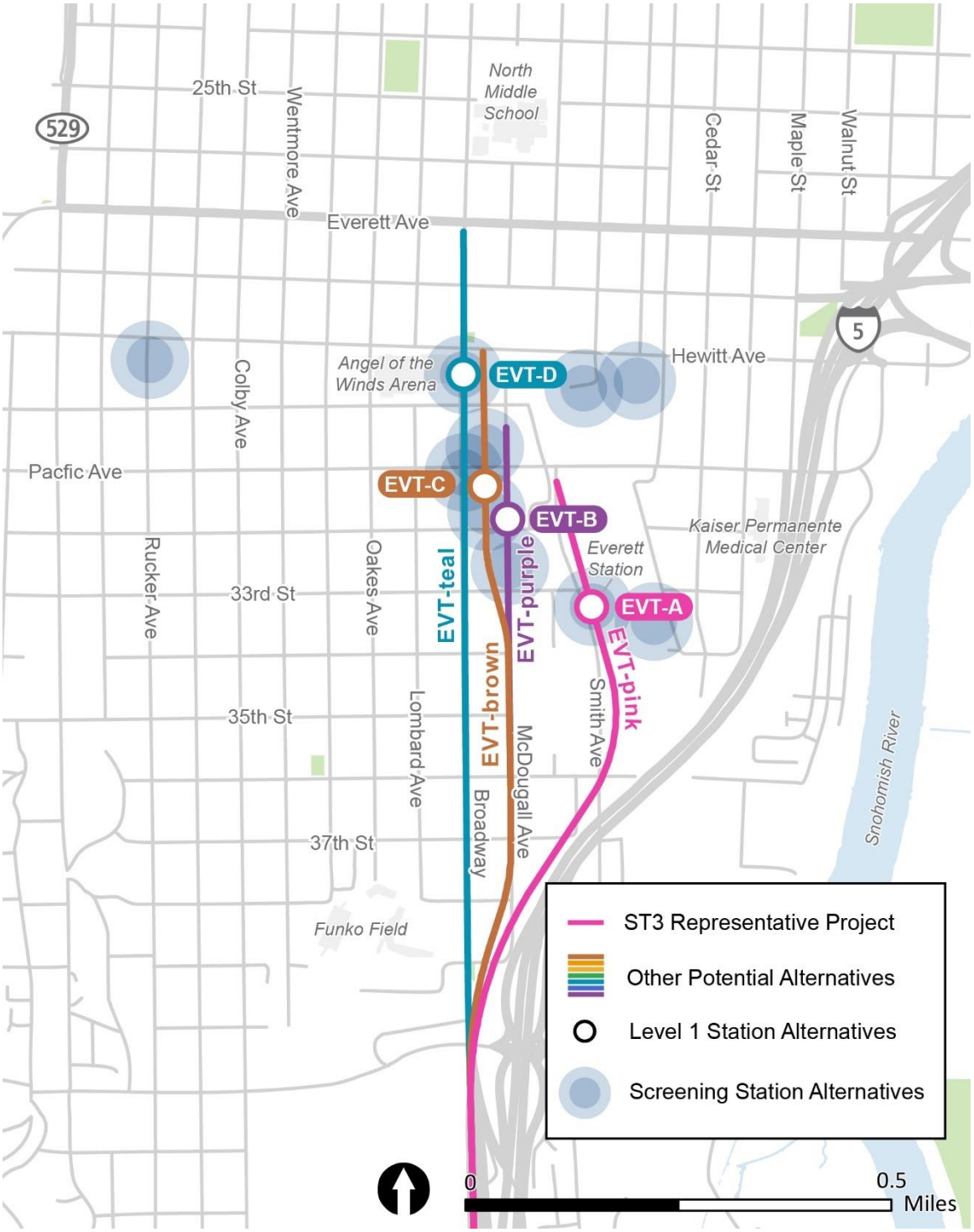


Figure 5-7 Level 1 Station and Alignment Alternatives and Screening Station Alternatives at Everett Station

5.2 Early scoping for stations and alignments

From November 1 through December 10, 2021, Sound Transit and the Federal Transit Administration (FTA) conducted an early scoping outreach effort to start the alternatives development and environmental processes for the EVLE project. The early scoping process engaged the public, Tribes, and agencies, to provide information and solicit feedback on project alternatives in order to inform the decision-making process. The early scoping process included a public comment period as noted above, and two virtual public meetings on November 17, 2021, and November 18, 2021. Sound Transit received comments on the general project, specific station and alignment options and OMF sites through open house comment forms, email and voicemail during the early scoping period.

Of the feedback received, Sound Transit received 69 communications and 112 comments suggesting new station, alignment and OMF options in addition to the alternatives presented during early scoping. Suggestions for stations and alignments are summarized in **Table 5-1** (Summary of Early Scoping Comments for Stations and Alignments) below.

Table 5-1 Summary of Early Scoping Comments for Stations and Alignments

Theme	Specific Comments/Suggestions
I-5 Alignment from Mariner to Everett	29 comments support a route up I-5 from Mariner to Everett Station. Some specified serving the SW Everett Industrial Center with BRT service or serving that area with a future light rail spur.
Create Stations at Existing Park-and-Ride Lot Locations (Various)	12 comments support a new station location at an existing park-and-ride facility, including: Mariner Park-and-Ride Lot, McCollum Park Park-and-Ride Lot, South Everett Park-and-Ride Lot, and Eastmont Park-and-Ride Lot.
Serve Paine Field Directly / Stop at 100th Street SW	23 comments call for a station either at Airport Road and 100th Street SW or directly at the Paine Field passenger terminal.
Route on SR 99 or Evergreen Way instead of Airport Road	10 comments suggest turning north after SR 99/Airport Road and bypassing SW Everett Industrial Center. They vary in whether to serve the SR 526/Evergreen station area as identified in ST3, with some alignments heading up Evergreen Way but others following SR 99 northeast to reconnect with I-5 around Everett Mall.
Station at Everett Mall (Various Alignments)	6 comments support a station at Everett Mall, with various alignments to reach it. Most involve an alignment along I-5 that bypasses the SW Everett Industrial Center swing, or an alignment coming north from SR 99/Airport Road on SR 99/Everett Mall Way.

Specific station and alignment alternatives suggested in early scoping comments will be addressed in the Level 2 Alternatives Development Report. Alternatives suggested in early scoping that warrant further study will be incorporated into the Level 2 evaluation.

5.3 Level 1 Evaluation

The following pages summarize the results of the Level 1 evaluation for stations and alignment alternatives, organized by the eight corridor sections identified above. These findings were presented to the CAG and ELG in March 2022 and April 2022, respectively. CAG and ELG recommendations regarding Level 1 alternatives to be advanced into Level 2 are presented in Section 7 of this report. The full Level 1 evaluation for stations and alignment alternatives is included in Appendix B.

Due to the unique characteristics of the study area for the EVLE Project, the corridor was divided into eight study sections for evaluation purposes during Screening and Level 1. Section break points were chosen at locations that are not complicated by station locations or alignment curves. Having individual study sections allows for a more focused analysis and comparison of alternatives in the initial levels of evaluation.

The eight study sections for Level 1 are delineated on **Figure 5-8** (Study Sections for Alternatives Development Level 1 and Screening) and noted below:

- West Alderwood
- Ash Way
- Mariner
- SR 99/Airport Road
- SW Everett Industrial Center
- SR 526/Evergreen
- Broadway/I-5
- Everett Station

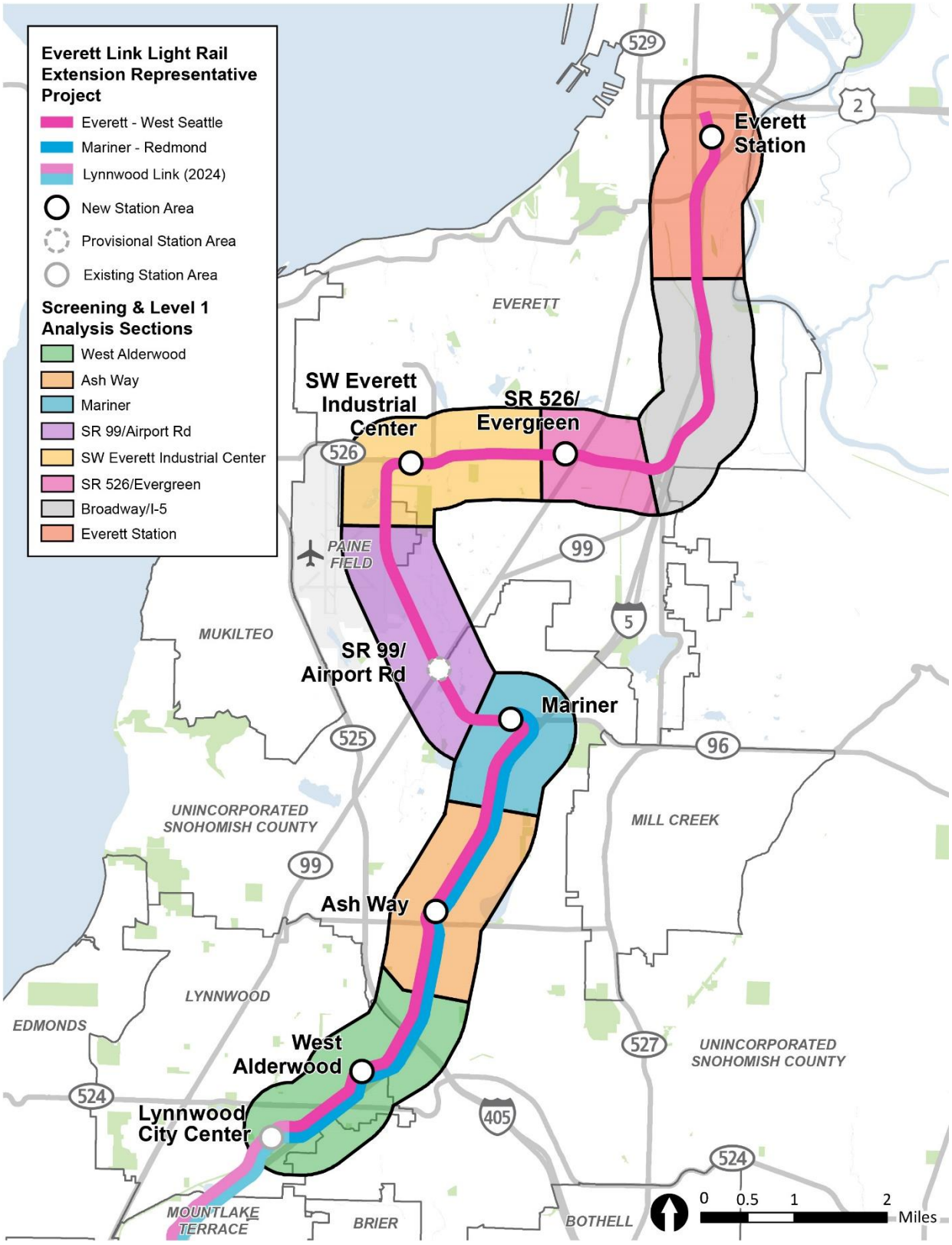
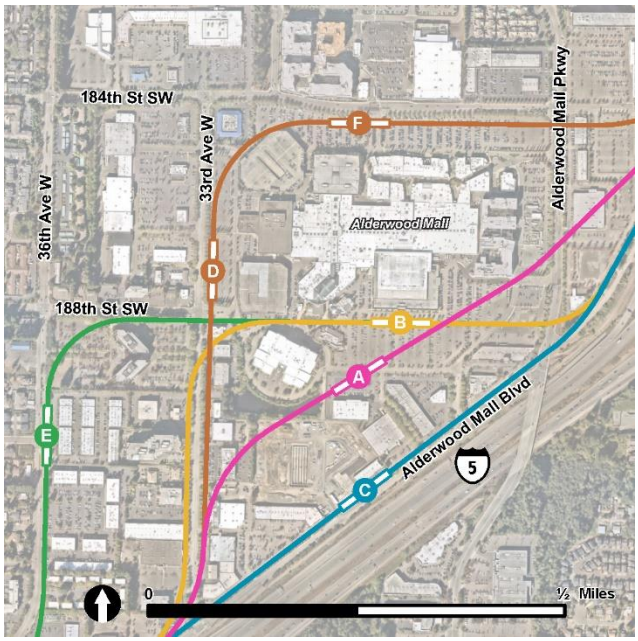


Figure 5-8 Study Sections for Alternatives Development Level 1 and Screening

5.3.1 West Alderwood
STATION & ALIGNMENT ALTERNATIVES



ALTERNATIVES DESCRIPTION

ALD-A / pink is the ST3 representative project running on a diagonal through Alderwood Mall with the station near the AMC theater.

ALD-B / gold runs north along 33rd Avenue W turning east through Alderwood Mall with a station near Macy's.

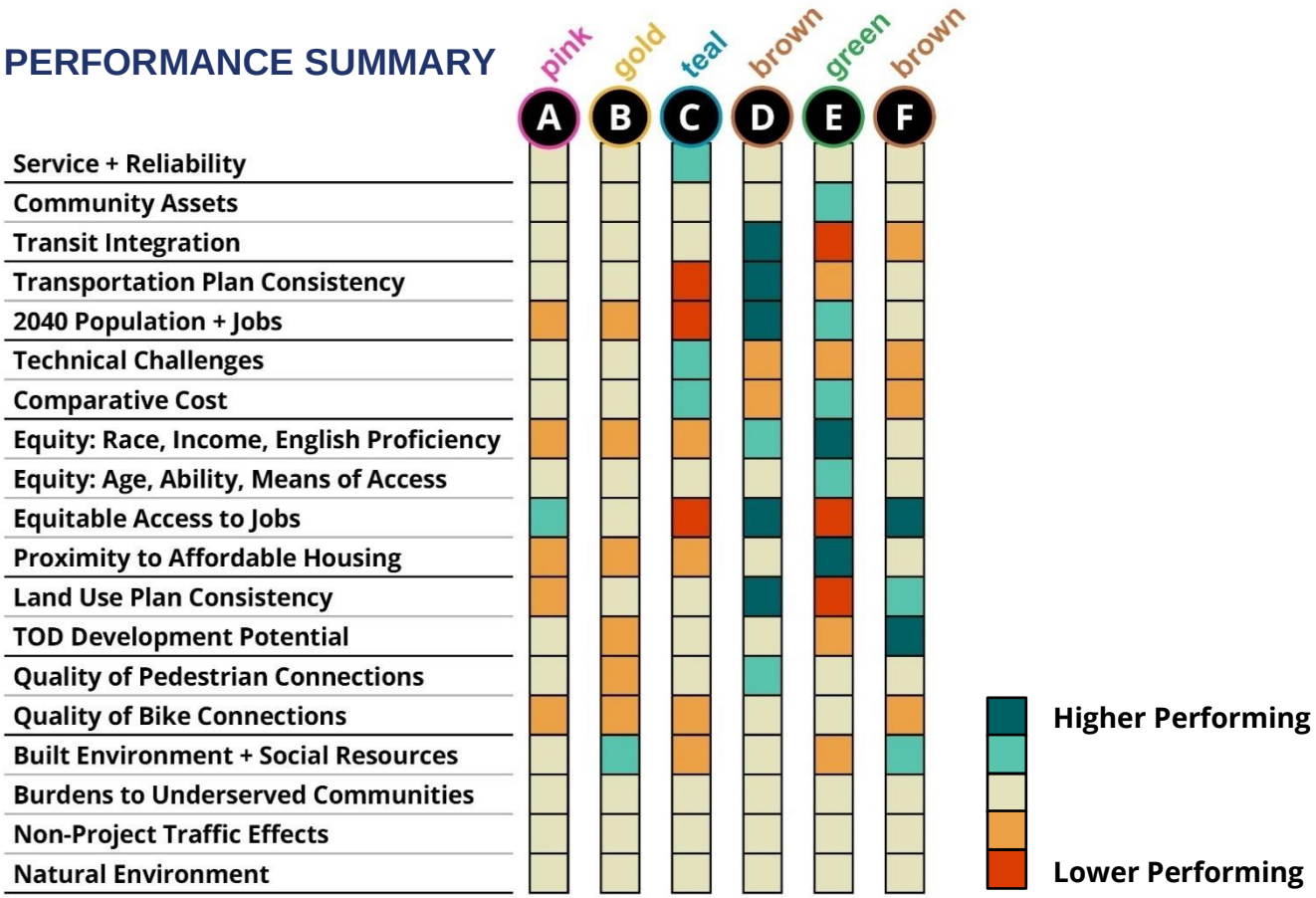
ALD-C / teal runs along the northwest side of I-5 with a station on Alderwood Mall Blvd.

ALD-D / brown runs along 33rd Avenue W turning east on 184th Street SW with a station on 33rd Avenue W.

ALD-E / green runs north along 36th Avenue W, turning east onto 188th Street SW through Alderwood Mall with a station on 36th Avenue W south of 188th Street SW.

ALD-F / brown runs north along 33rd Avenue W turning on 184th Street SW with a station on 184th Street SW.

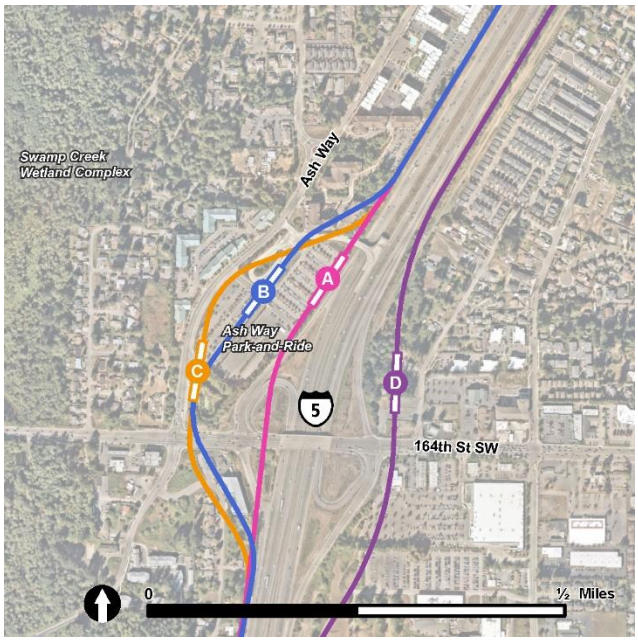
PERFORMANCE SUMMARY



The project team developed the key findings presented here from a detailed qualitative and quantitative evaluation of station and alignment alternatives within the West Alderwood section based on measures and criteria described in Section 4.1. The factors that offer the clearest differentiation between alternatives are summarized as key findings.

ALTERNATIVE	KEY FINDINGS
ALD-A	▪ Closest to existing jobs that employ people of color and jobs that are low wage. ▪ More challenging bicycle and pedestrian connections to the station. ▪ Less accessible to (farther from) historically underserved communities and affordable housing.
ALD-B	▪ More challenging bicycle and pedestrian connections to the station. ▪ Less accessible to (farther from) historically underserved communities and affordable housing. ▪ Farther from forecasted job and population growth areas.
ALD-C	▪ Fewer potential property acquisitions. ▪ Most direct route with lower potential cost and faster travel time. ▪ Least accessible to (farthest from) historically underserved communities and forecasted job and population growth areas. ▪ Farthest from existing jobs that employ people of color and jobs that are low wage. ▪ More challenging pedestrian connections to the station.
ALD-D	▪ Closest to the planned Swift Orange Line on 33rd Avenue W. ▪ Closest to forecasted job and population growth areas. ▪ More existing pedestrian connections nearby. ▪ Higher potential costs for property acquisition on the edges of the mall. ▪ City of Lynnwood's locally favored option.
ALD-E	▪ Closest to existing residential development. ▪ More challenging to connect to local and Swift bus service. ▪ Lower potential for development opportunities near the station. ▪ Farther from existing jobs that employ people of color and jobs that are low wage.
ALD-F	▪ Most potential for development opportunities near the station. ▪ More challenging to connect to local and Swift bus service. ▪ Higher potential costs for property acquisition on the edges of the mall.

5.3.2 Ash Way
STATION & ALIGNMENT ALTERNATIVES



ALTERNATIVES DESCRIPTION

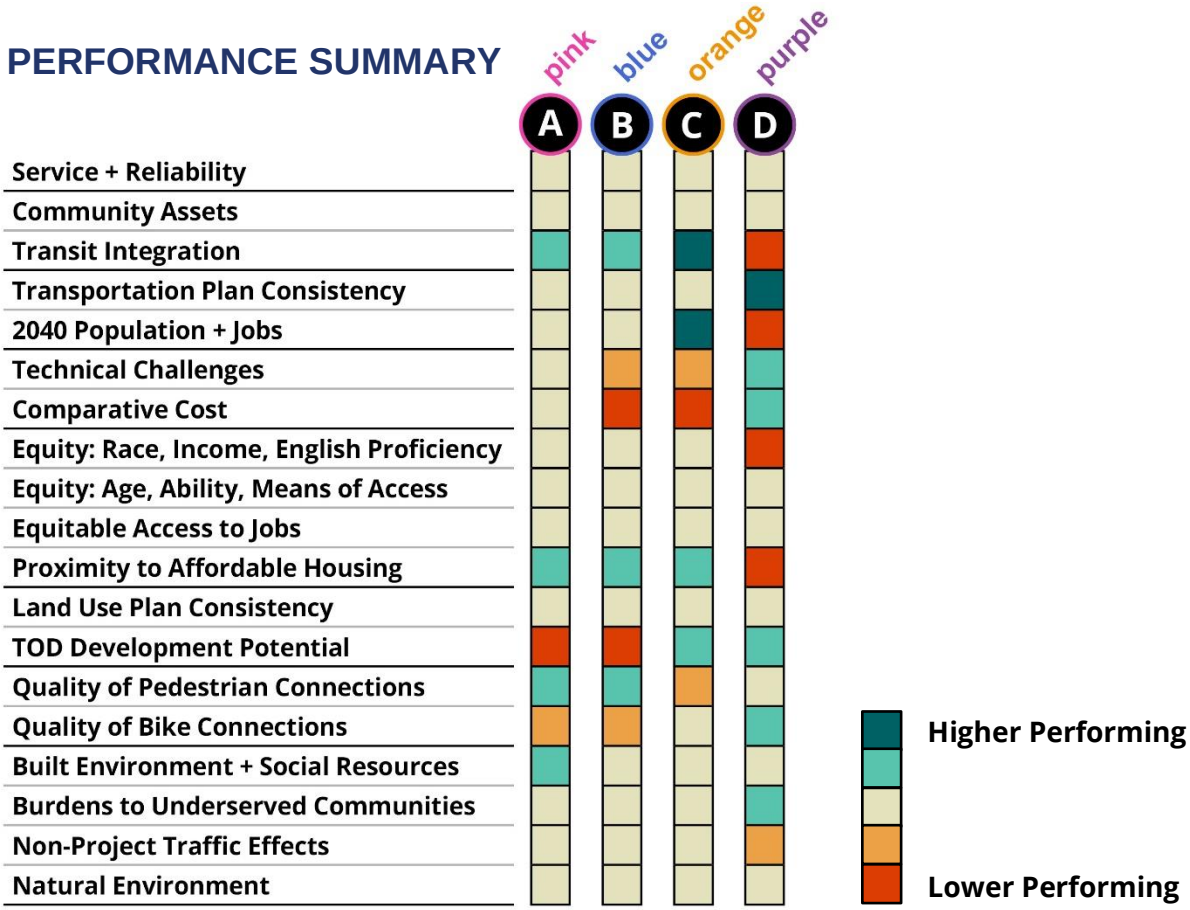
ASH-A / pink is the ST3 representative project running along the west side of I-5 with a station on the eastern edge of Ash Way park-and-ride.

ASH-B / blue runs along the west side of I-5, diverting from the highway south of 164th Street SW with a station near the existing bus loop at Ash Way park-and-ride.

ASH-C / orange runs along the west side of I-5, diverting from the highway south of 164th Street SW with a station near the intersection of Ash Way and 164th Street SW.

ASH-D / purple runs along the east side of I-5 with a station north of 164th Street SW near Motor Place.

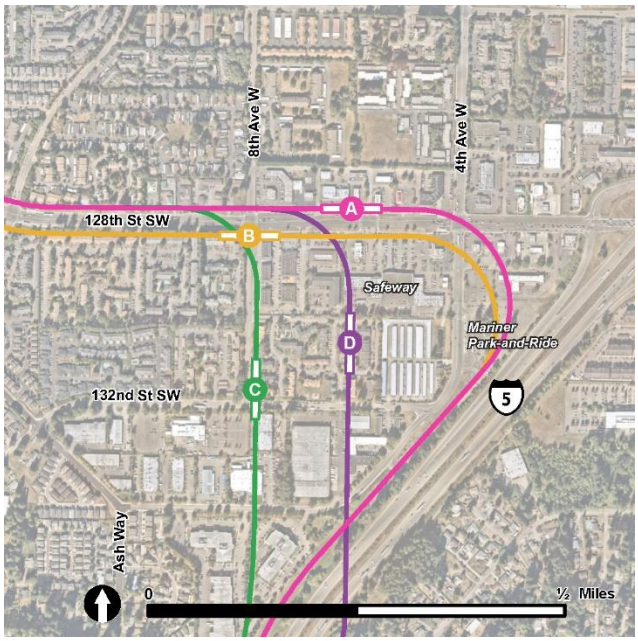
PERFORMANCE SUMMARY



The project team developed the key findings presented here from a detailed qualitative and quantitative evaluation of all station and alignment alternatives within the Ash Way section based on measures and criteria described in Section 4.1. The factors that offer the clearest differentiation between alternatives are summarized as key findings.

ALTERNATIVE	KEY FINDINGS
ASH-A	▪ Easier to connect to bus service at Ash Way Park-and-Ride. ▪ More existing pedestrian connections nearby. ▪ Limited potential for development opportunities near the station.
ASH-B	▪ Easier to connect to bus service at Ash Way Park-and-Ride. ▪ More existing pedestrian connections nearby. ▪ Limited potential for development opportunities near the station. ▪ Much higher potential costs to purchase property and challenges maintaining bus operations at Park-and-Ride during construction.
ASH-C	▪ Easier to connect to bus service at Ash Way Park-and-Ride. ▪ Closest to forecasted job and population growth areas. ▪ Most potential for development opportunities near the station. ▪ Much higher potential costs to purchase property and challenges maintaining bus operations at Ash Way Park-and-Ride during construction.
ASH-D	▪ More potential for development opportunities near the station. ▪ Most direct connection to the Interurban Trail. ▪ Lowest potential costs and easier to construct with less aerial track. ▪ Least accessible to (farthest from) historically underserved communities and affordable housing. ▪ Challenging to connect with bus service at Ash Way Park-and-Ride across I-5. ▪ Snohomish County's locally favored option.

5.3.3 Mariner
STATION & ALIGNMENT ALTERNATIVES



ALTERNATIVES DESCRIPTION

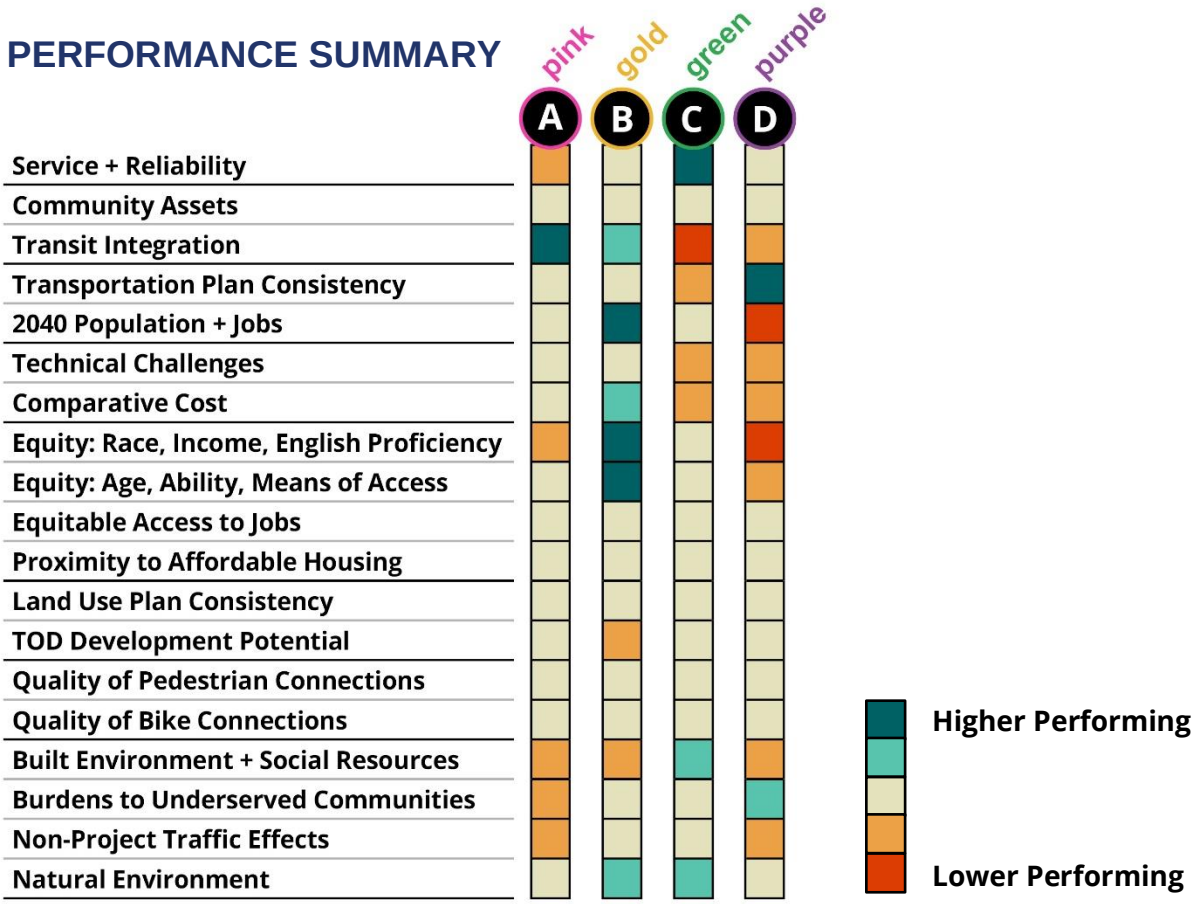
MAR-A / pink is the ST3 representative project running along the west side of I-5 and turning east onto 128th Street SW with a station between 8th Avenue W and 4th Avenue W.

MAR-B / gold runs along the west side of I-5 and turns east onto 128th Street SW with a station near the intersection with 8th Ave W.

MAR-C / green runs along the west side of I-5, diverting from the highway south of 134th Street SW and turning east onto 128th Street SW with a station near the intersection of 8th Avenue W and 132nd Street SW.

MAR-D / purple runs along the east side of I-5, crosses the interstate south of 134th Street SW and turn east onto 128th Street SW with a station north of 132nd Street SW between 8th Avenue W and 4th Avenue W.

PERFORMANCE SUMMARY

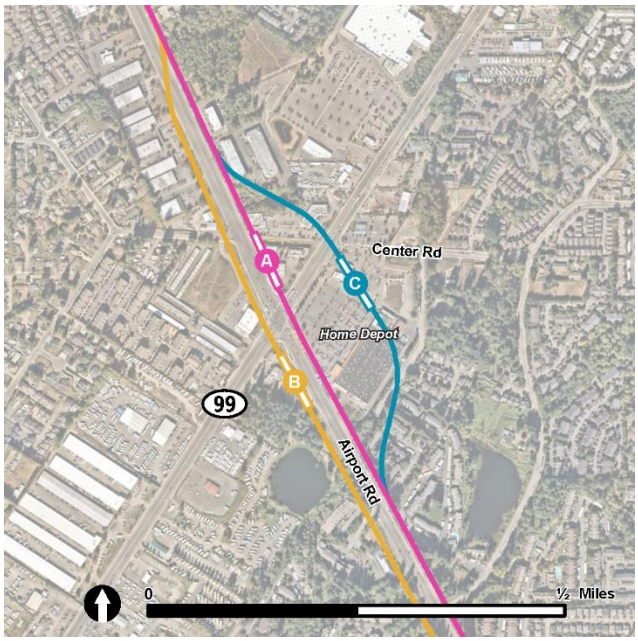


The project team developed the key findings presented here from a detailed qualitative and quantitative evaluation of all station and alignment alternatives within the Mariner section based on measures and criteria described in Section 4.1. The factors that offer the clearest differentiation between alternatives are summarized as key findings.

ALTERNATIVE	KEY FINDINGS
MAR-A	▪ Easiest to connect to existing local and Swift bus service. ▪ Greater potential for property acquisitions in historically underserved communities. ▪ Longest route.
MAR-B	▪ Most accessible (closest) to historically underserved communities. ▪ Closest to forecasted job and population growth areas. ▪ Least potential for development opportunities near the station.
MAR-C	▪ Most direct route. ▪ Most challenging to connect to Swift buses and buses traveling on I-5.
MAR-D	▪ Less potential for property acquisitions in historically underserved communities. ▪ Least accessible to (farthest from) historically underserved communities and affordable housing. ▪ Most consistent with local planning. ▪ Snohomish County's locally favored option.

5.3.4 SR 99 / Airport Road

STATION & ALIGNMENT ALTERNATIVES



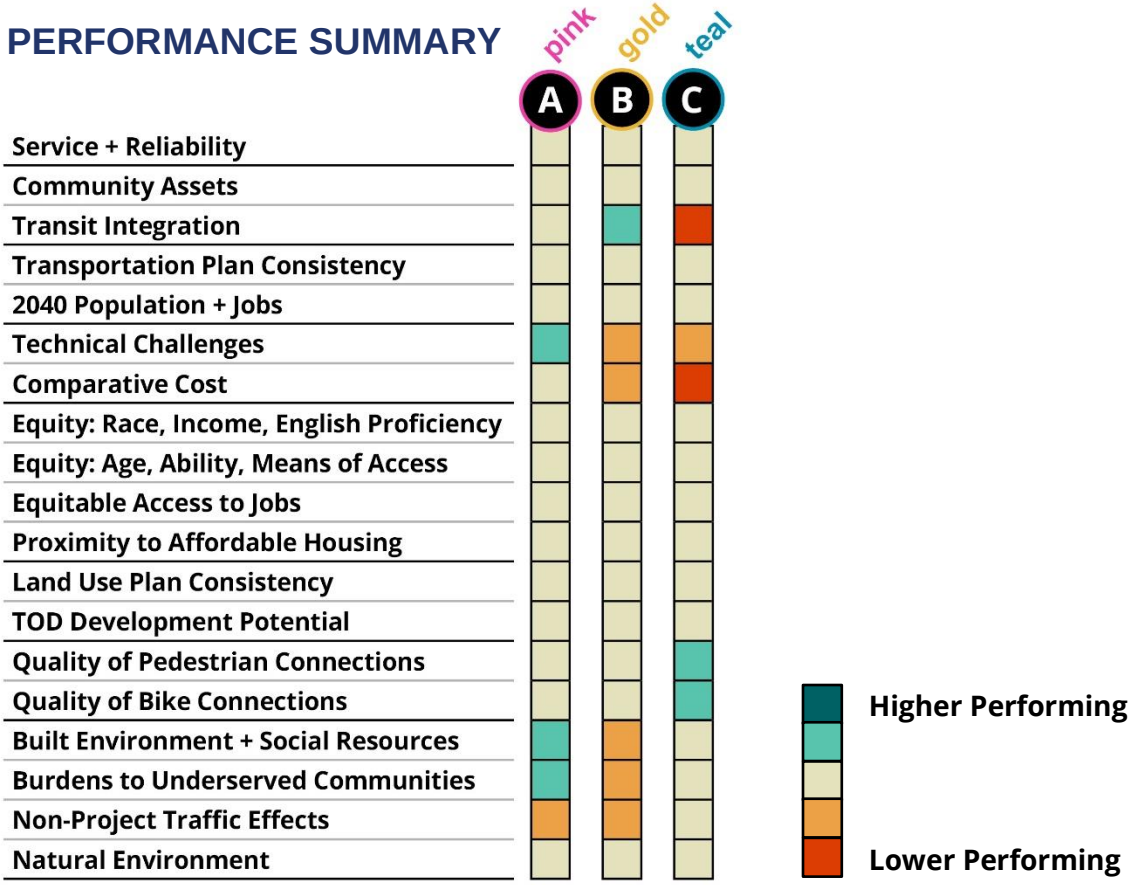
ALTERNATIVES DESCRIPTION

AIR-A / pink is the ST3 representative project running along the northeast side of Airport Road with a station near the intersection with SR 99.

AIR-B / gold runs along the southwest side of Airport Road with a station near the intersection with SR 99.

AIR-C / teal runs along the northeast side of Airport Road, swinging northeast near Avondale Road and returning to the northeast side of Airport Road north of Center Road with a station near the intersection of SR 99 and Center Road.

PERFORMANCE SUMMARY

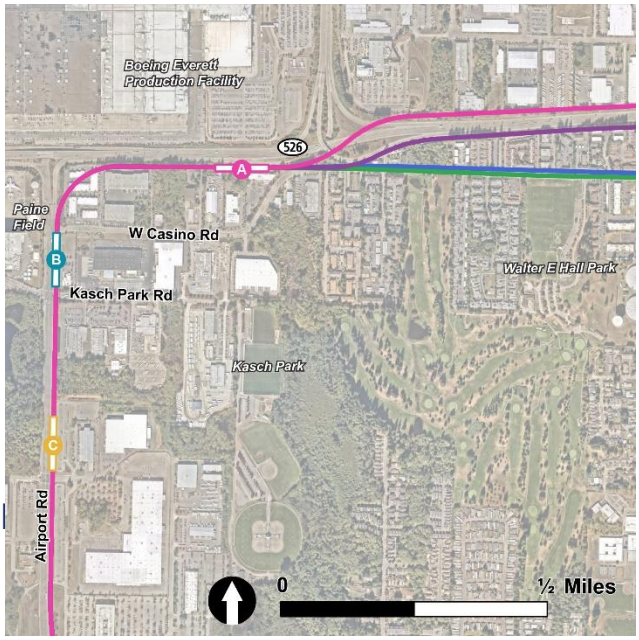


The project team developed the key findings presented here from a detailed qualitative and quantitative evaluation of all station and alignment alternatives within the SR 99/Airport Road section based on measures and criteria described in Section 4.1. The factors that offer the clearest differentiation between alternatives are summarized as key findings.

ALTERNATIVE	KEY FINDINGS
AIR-A	▪ Lowest potential for property acquisition in historically underserved communities. ▪ Less potential to affect businesses and community through property acquisition. ▪ Least challenging construction with fewer transmission lines.
AIR-B	▪ Easiest to connect to local and Swift bus service. ▪ Higher construction cost with long span bridge crossing over Airport Road. ▪ Greater potential to affect businesses and community through property acquisition. ▪ Greater potential construction challenges because of transmission lines and difficulty maintaining access to local businesses during construction.
AIR-C	▪ Roadway configuration precludes a direct bus connection at this location. ▪ Slower travel time due to curve away from main track. ▪ Highest potential costs for property acquisition and greater construction challenges.

5.3.5 SW Everett Industrial Center

STATION & ALIGNMENT ALTERNATIVES



ALTERNATIVES DESCRIPTION

Stations

SWI-A is a station alternative along the south side of SR 526 near the curve to the south in Casino Road.

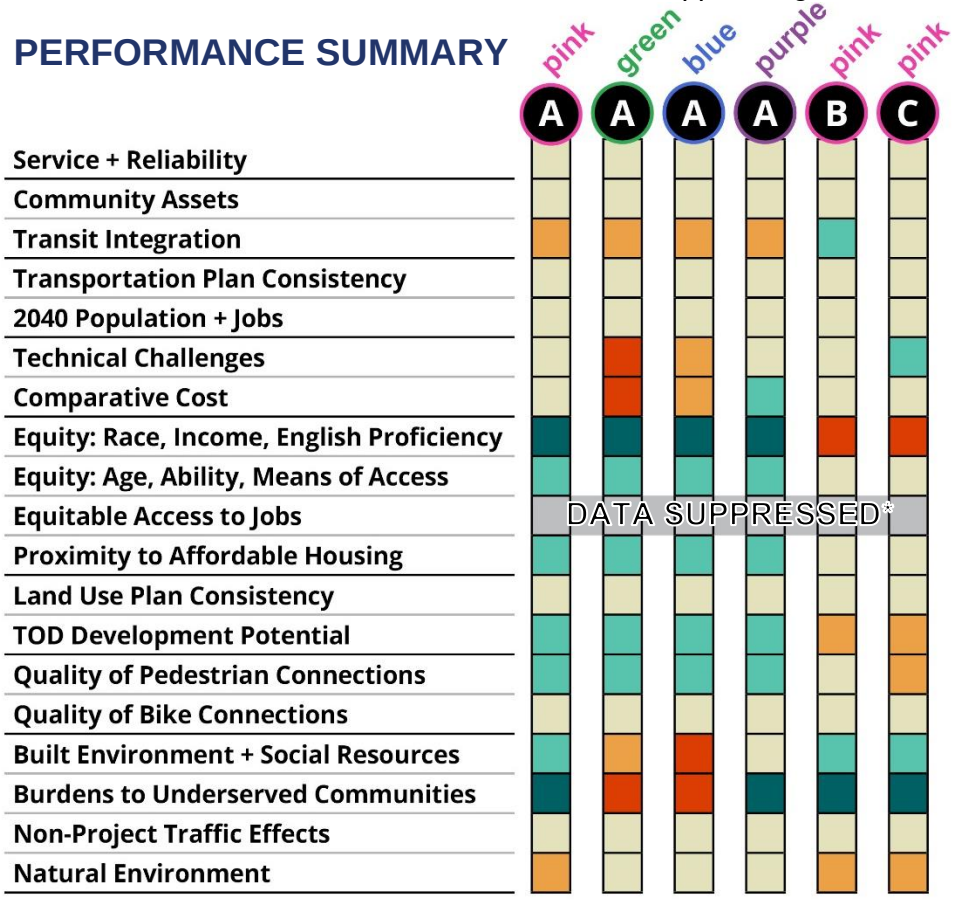
SWI-B is a station alternative on the east side of Airport Road north of the intersection with Kasch Park Road.

SWI-C is a station alternative on the east side of Airport Road north of the entrance to Paine Field passenger terminal near 94th Street SW.

Alignments

All alignments in this section run along the east side of Airport Road, turning east along south side of SR 526 to the Seaway Boulevard access ramps and diverge to follow different routes east connecting with the SR 526/Evergreen section near Upper Ridge Road.

PERFORMANCE SUMMARY



The **pink alignment** crosses SR 526 and runs east along the north side of the highway to the SR 526/Evergreen station area.

The **purple alignment** runs east along the south side of SR 526 to the SR 526/Evergreen station area.

The **blue alignment** runs east along the north side of Casino Road to the SR 526/Evergreen station area.

The **green alignment** runs east along Casino Road down the middle of the roadway to the SR 526/Evergreen station area.

Higher Performing

Lower Performing

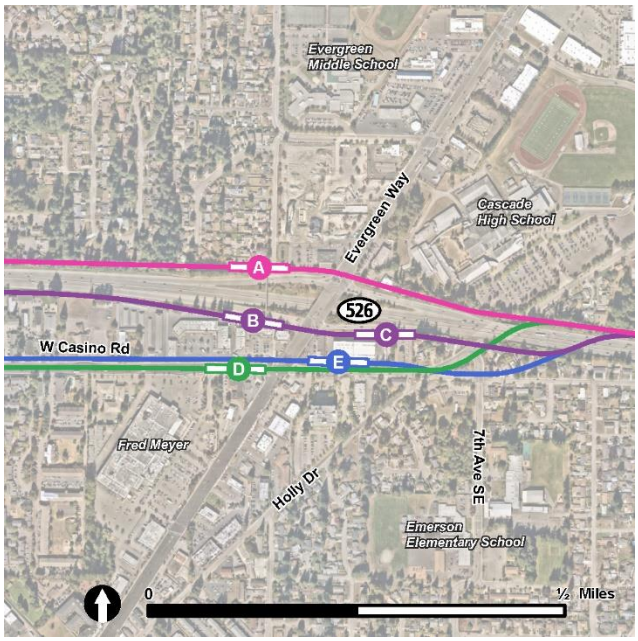
*employment data suppressed by the Census Bureau due to size of nearby employers.

The project team developed the key findings presented here from a detailed qualitative and quantitative evaluation of all station and alignment alternatives within the SW Everett Industrial Center section based on measures and criteria described in Section 4.1. The factors that offer the clearest differentiation between alternatives are summarized as key findings. This is the only section where alignments and stations can be analyzed separately because each station location can be paired with all four alignment alternatives.

ALTERNATIVE	KEY FINDINGS
Stations	
SWI-A	▪ Most accessible (closest) to historically underserved communities. ▪ More existing pedestrian connections nearby due to proximity to Casino Road. ▪ Most challenging to connect to local and Swift buses. ▪ Closest to Boeing Everett Production Facility.
SWI-B	▪ Easiest to connect to existing local and Swift buses. ▪ More challenging pedestrian connections to the station.
SWI-C	▪ Closest to Paine Field Airport. ▪ More challenging pedestrian connections to the station.
Alignments	
pink	▪ Fewer potential property acquisitions. ▪ Less potential for property acquisitions in historically underserved communities.
purple	▪ Lowest comparative costs. ▪ More potential for property acquisitions.
blue	▪ North side Casino Road route. ▪ More potential for property acquisitions and higher costs. ▪ Greater potential for property acquisitions in historically underserved communities. ▪ Greater potential for construction challenges maintaining access to businesses and homes along Casino Road.
green	▪ Casino Road median route. ▪ Most potential for property acquisitions and higher costs. ▪ Greatest potential for property acquisitions in historically underserved communities. ▪ Greatest potential construction challenges maintaining access to businesses and homes along Casino Road. ▪ Greatest potential for utility conflicts.

5.3.6 SR 526 / Evergreen

STATION & ALIGNMENT ALTERNATIVES



ALTERNATIVES DESCRIPTION

EGN-A / pink is the ST3 representative project, running along the north side of SR 526 with a station west of Evergreen Way.

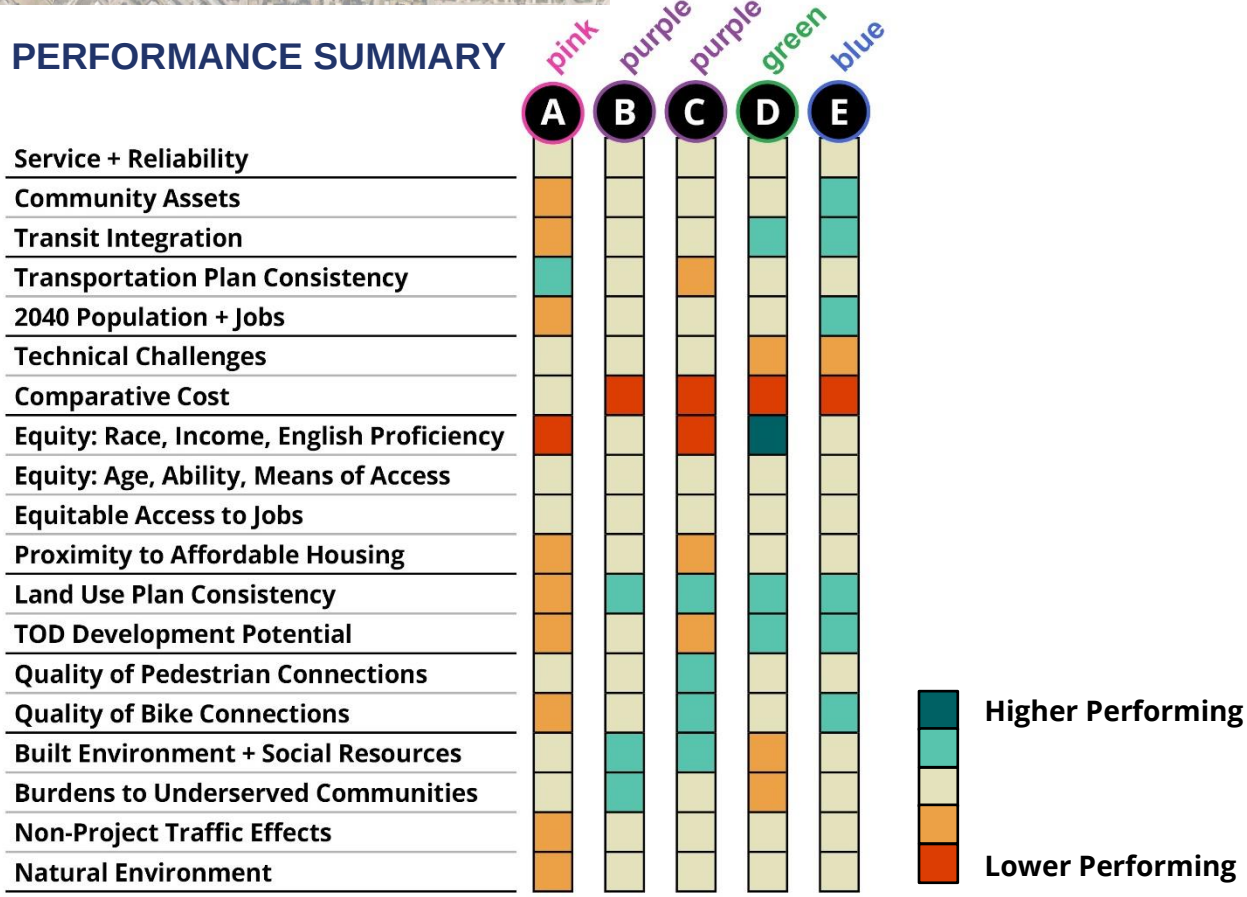
EGN-B / purple runs along the south side of SR 526 with a station west of Evergreen Way.

EGN-C / purple runs along the south side of SR 526 with a station east of Evergreen Way.

EGN-D / green runs along the median of W Casino Road with a station east of the intersection with Evergreen Way.

EGN-E / blue runs along the north side of W Casino Road with a station west of the intersection with Evergreen Way.

PERFORMANCE SUMMARY

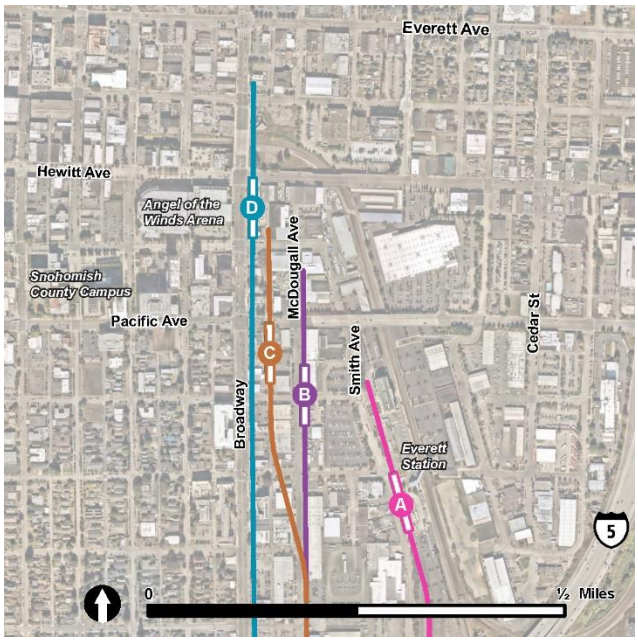


The project team developed the key findings presented here from a detailed qualitative and quantitative evaluation of all station and alignment alternatives within the SR 526/Evergreen section based on measures and criteria described in Section 4.1. The factors that offer the clearest differentiation between alternatives are summarized as key findings.

ALTERNATIVE	KEY FINDINGS
EGN-A	▪ Fewer potential property acquisitions. ▪ Lowest comparative cost. ▪ Less accessible to (farther from) historically underserved communities and affordable housing. ▪ Farthest from forecasted job and population growth areas. ▪ Lowest potential for development opportunities near the station. ▪ Most challenging to connect to Swift and local bus service. ▪ Most challenging to connect to the Interurban Trail.
EGN-B	▪ Fewest potential property acquisitions, but with higher costs. ▪ Highest potential to affect businesses through property acquisition.
EGN-C	▪ Better existing bicycle and pedestrian connections nearby and access to the Interurban Trail despite distance from the pedestrian bridge over SR 526. ▪ Least accessible to (farthest from) historically underserved communities and affordable housing. ▪ Less potential for development opportunities near the station. ▪ Highest potential to affect businesses through property acquisitions. ▪ Higher potential costs to acquire property.
EGN-D	▪ Most accessible (closest) to historically underserved communities. ▪ Easiest to connect to local and Swift bus service. ▪ Most potential for development opportunities near the station. ▪ Highest potential for property acquisitions, particularly in historically underserved communities. ▪ Greater potential for construction challenges maintaining access to businesses and homes along Casino Road.
EGN-E	▪ Closest to forecasted job and population growth areas. ▪ More potential for development opportunities near the station. ▪ More existing bicycle and pedestrian connections nearby and access to the Interurban Trail. ▪ Greater potential for construction challenges maintaining access to businesses and homes along Casino Road.

5.3.7 Everett Station

STATION & ALIGNMENT ALTERNATIVES



ALTERNATIVES DESCRIPTION

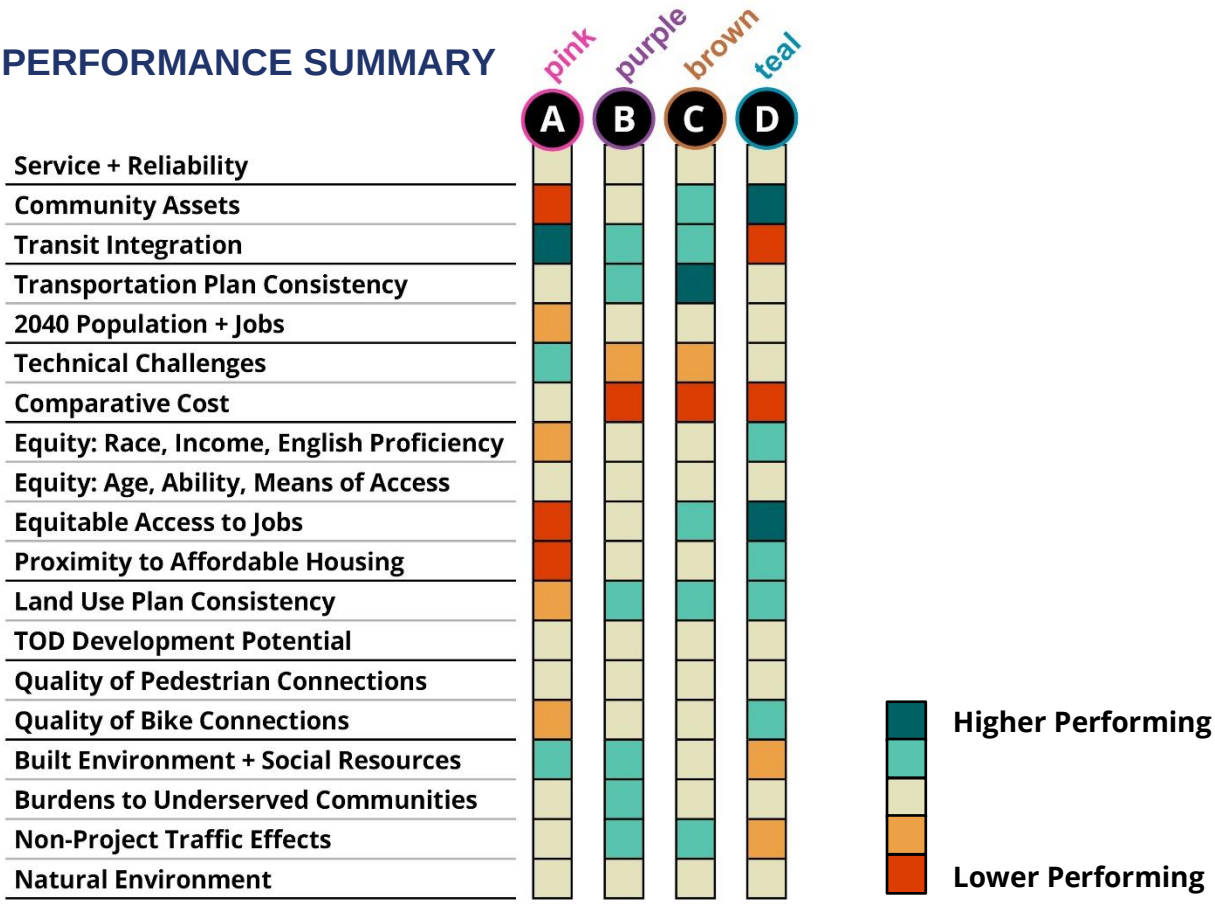
EVT-A / pink is the ST3 representative project, running along the west side of I-5 and paralleling the existing rail tracks with a station near the existing Everett Station.

EVT-B / purple runs along the west side of I-5, turning north onto McDougall Avenue with a station near 32nd Street.

EVT-C / brown runs along the west side of I-5, turns north onto McDougall Avenue and shifts midblock to the alley between McDougall and Broadway.

EVT-D / teal runs along the west side of I-5 and turns north on Broadway with a station near Hewitt Avenue.

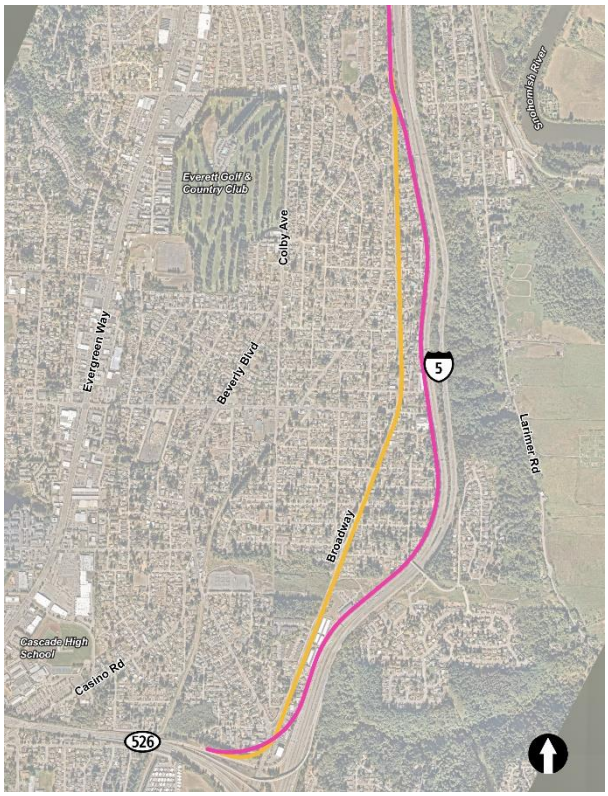
PERFORMANCE SUMMARY



The project team developed the key findings presented here from a detailed qualitative and quantitative evaluation of all station and alignment alternatives within the Everett section based on measures and criteria described in Section 4.1. The factors that offer the clearest differentiation between alternatives are summarized as key findings.

ALTERNATIVE	KEY FINDINGS
EVT-A	▪ Less potential to affect known historic resources and for property acquisitions. ▪ Easiest connection to existing transit hub at Everett Station. ▪ Fewest construction challenges with less constrained space for construction. ▪ Farthest from downtown. ▪ Least accessible to (farthest from) historically underserved communities and affordable housing.
EVT-B	▪ Least potential to affect known historic resources and for property acquisitions. ▪ Lowest potential for property acquisitions in historically underserved communities. ▪ Greater construction challenges because of transmission lines on McDougall Avenue and substation to the east. ▪ Balances distance to downtown and existing transit center.
EVT-C	▪ Greater construction challenges because of transmission lines on McDougall Avenue and substation to the east. ▪ Balances distance to downtown and existing transit center. ▪ City of Everett's locally favored option.
EVT-D	▪ Closest to downtown. ▪ Most accessible (closest) to historically underserved communities and affordable housing. ▪ Most challenging to connect to existing bus service. ▪ Most potential to affect known historic resources and for property acquisitions.

5.3.8 Broadway / I-5
ALIGNMENT ALTERNATIVES



ALTERNATIVES DESCRIPTION

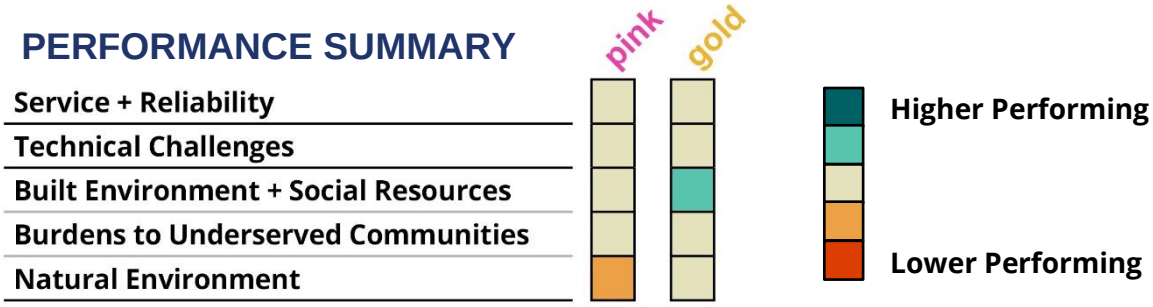
Alignments

BROADWAY/I-5 pink is the ST3 representative project, turning from SR 526 to the west side of I-5 and running along the west side of I-5 to 52nd Street SE before shifting to Broadway.

BROADWAY/I-5 gold is an alignment that turns north from SR 526 onto Broadway and runs along the east side of Broadway to SE 52nd Street SE where it continues north on Broadway.

The Broadway/I-5 section between SR 526/Evergreen and Everett Station is the only project section without station alternatives. These alignment alternatives do not present clear differentiation at this level of design and will continue to be studied in Level 2.

PERFORMANCE SUMMARY



5.3.9 Summary of findings for stations and alignments

The tables to follow summarize the technical performance of Level 1 station and alignment alternatives based on the overall evaluation of the factors presented in the key findings for each station area. Technical findings for the Broadway/I-5 alignment section are not included here, as there is no differentiation between alternatives at this level of design.

Table 5-2 Summary of Technical Findings for West Alderwood

ALTERNATIVE	TECHNICAL FINDINGS
ALD-A	Mixed Performance
ALD-B	Mixed Performance
ALD-C	Greater Challenges
ALD-D	More Potential
ALD-E	Greater Challenges
ALD-F	More Potential

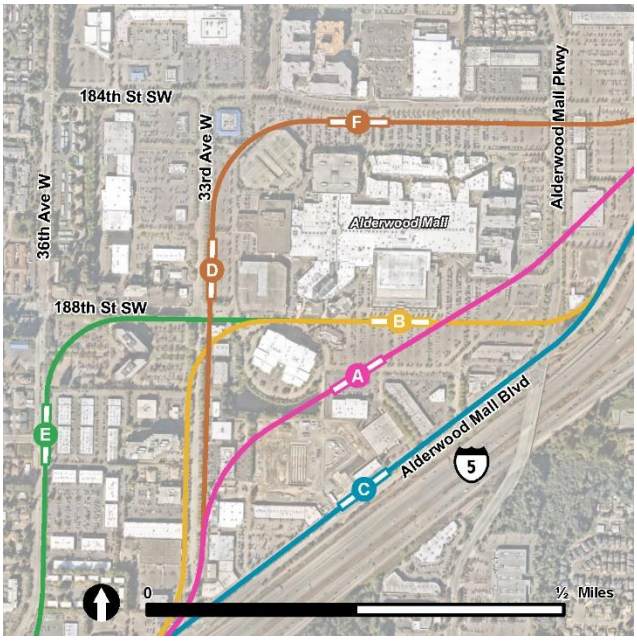


Table 5-3 Summary of Technical Findings for Ash Way

ALTERNATIVE	TECHNICAL FINDINGS
ASH-A	Mixed Performance
ASH-B	Greater Challenges
ASH-C	Mixed Performance
ASH-D	Mixed Performance

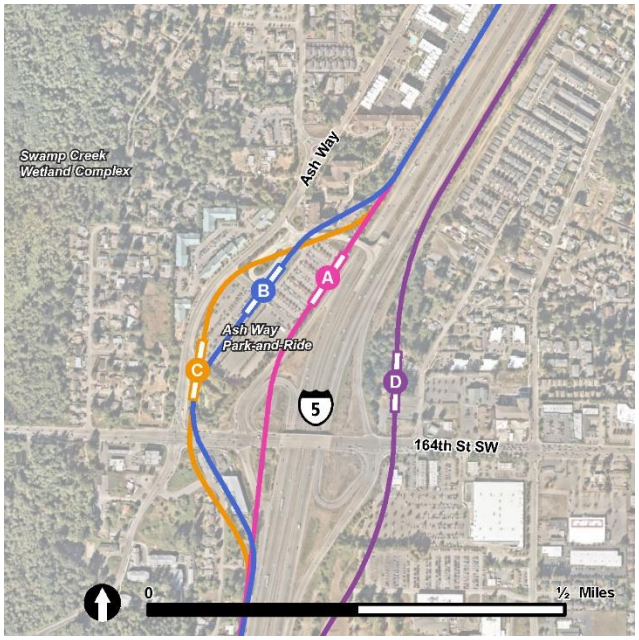


Table 5-4 Summary of Technical Findings for Mariner

ALTERNATIVE	TECHNICAL FINDINGS
MAR-A	Mixed Performance
MAR-B	More Potential
MAR-C	Greater Challenges
MAR-D	Mixed Performance

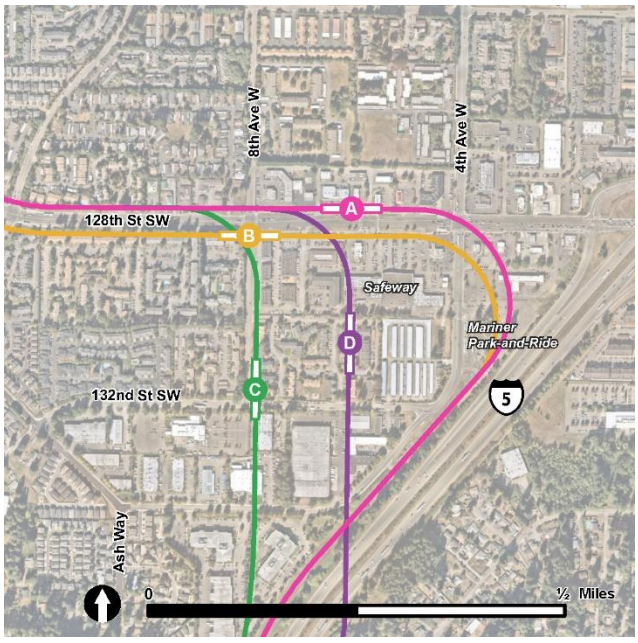


Table 5-5 Summary of Technical Findings for SR 99/Airport Road

ALTERNATIVE	TECHNICAL FINDINGS
AIR-A	More Potential
AIR-B	Mixed Performance
AIR-C	Greater Challenges

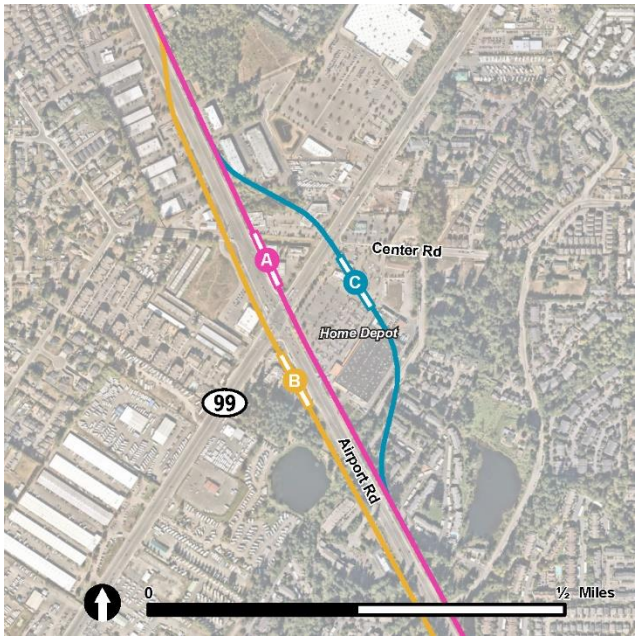


Table 5-6 Summary of Findings for SW Everett Industrial Center Stations

ALTERNATIVE	TECHNICAL FINDINGS
SWI-A	More Potential
SWI-B	More Potential
SWI-C	Mixed Performance

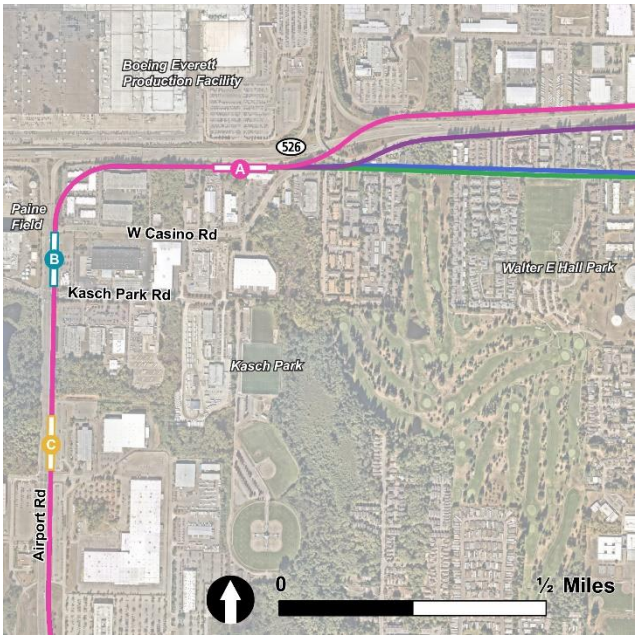


Table 5-7 Summary of Findings for SW Everett Industrial Center Alignments

ALTERNATIVE	TECHNICAL FINDINGS
pink	More Potential
purple	More Potential
green	Greater Challenges
blue	Greater Challenges

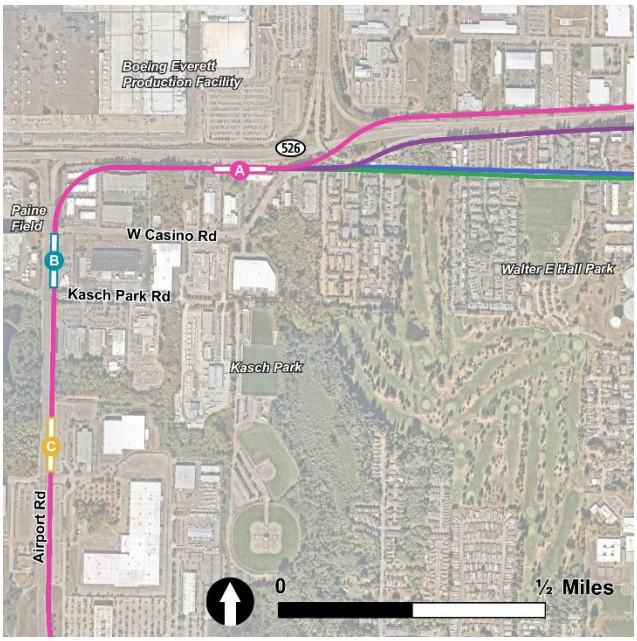


Table 5-8 Summary of Findings for SR 526 / Evergreen Way

ALTERNATIVE	TECHNICAL FINDINGS
EGN-A	Mixed Performance
EGN-B	More Potential
EGN-C	Greater Challenges
EGN-D	Greater Challenges
EGN-E	More Potential

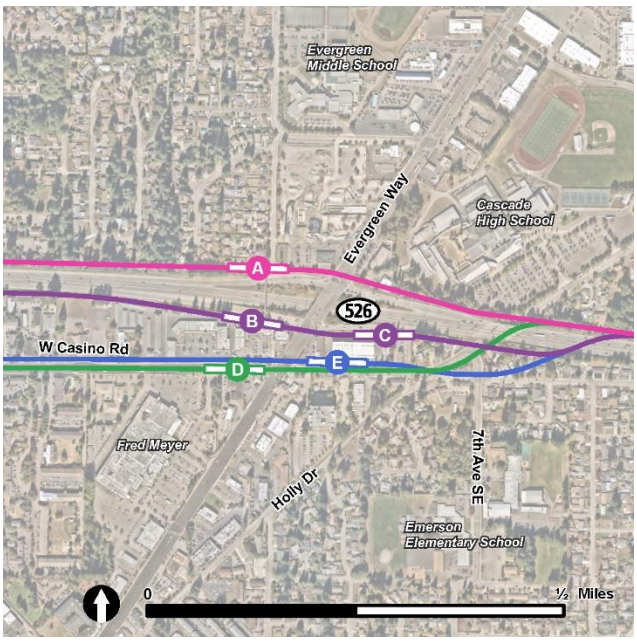
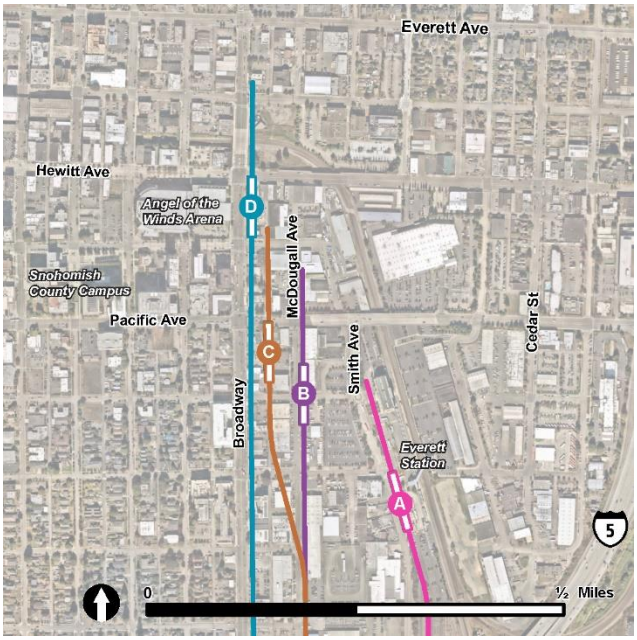


Table 5-9 Summary of Findings for Everett Station

ALTERNATIVE	TECHNICAL FINDINGS
EVT-A	Mixed Performance
EVT-B	More Potential
EVT-C	More Potential
EVT-D	Mixed Performance



6 LEVEL 1 OMF NORTH EVALUATION

6.1 Summary of Alternatives Identification and Screening

The *OMF North Early Planning Study* operations analysis completed in 2019 identified five 'zones' to evaluate for site locations based on target operational performance and infrastructure maintenance windows. Based on these findings, the OMF site search spanned from just north of I-405 north to the SR 526/Evergreen Station, with a one-half mile buffer around the alignment to support operational efficiency as shown in **Figure 6-1** (OMF North Alternatives Identification Study Area).

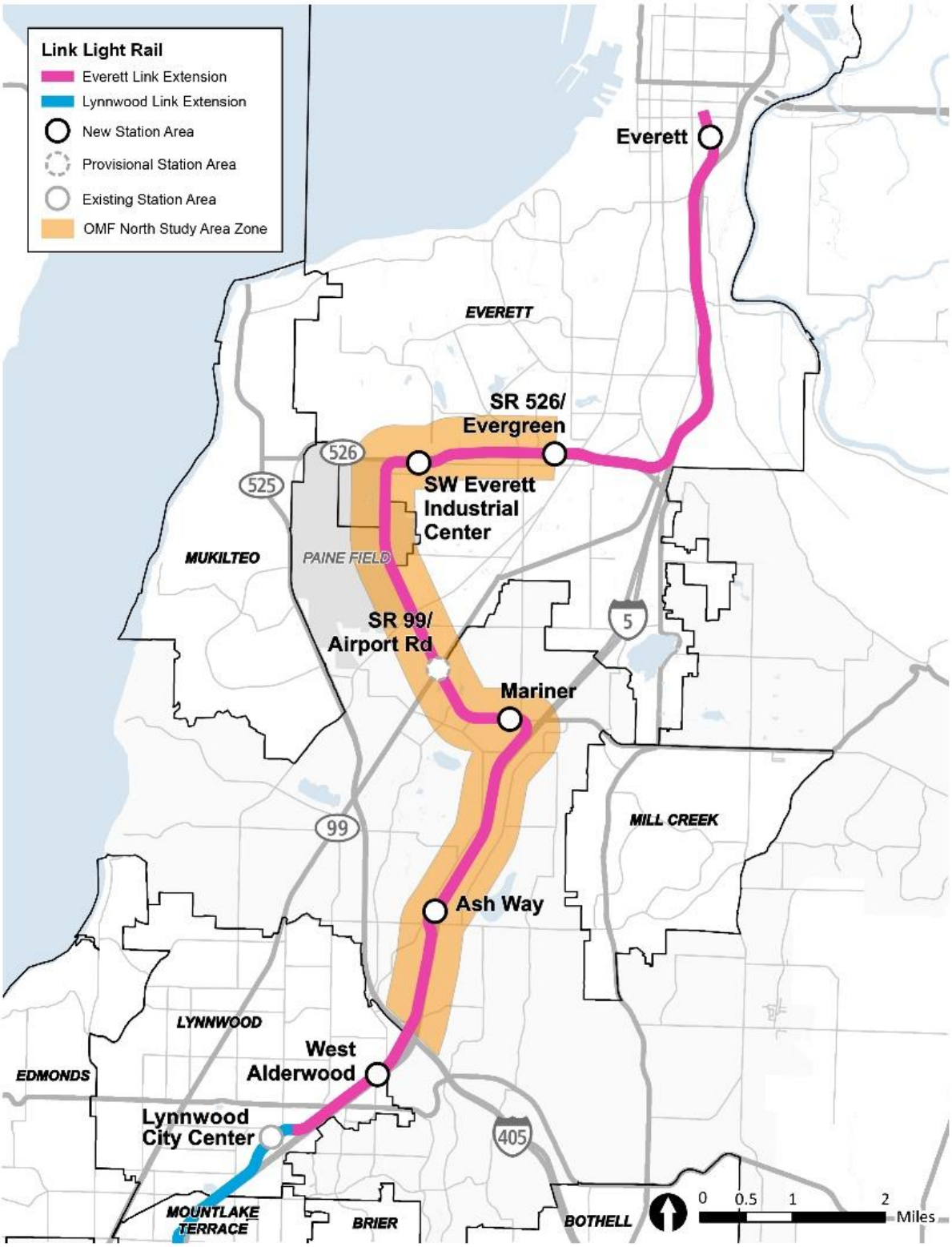


Figure 6-1 OMF North Alternatives Identification Study Area

Initial identification of sites focused on the OMF North study area described above and was based on input from Sound Transit staff, key stakeholders and community partners. Sites needed to meet a set of minimum requirements captured in four criteria. This included a minimum site size of 60 acres and no farther than one-half mile in distance from the ST3 Representative Project alignment. In addition to these criteria, the site identification process also sought to identify sites that do not have major environmental and residential impacts. Through the process, a total of 18 OMF North candidate sites were identified.

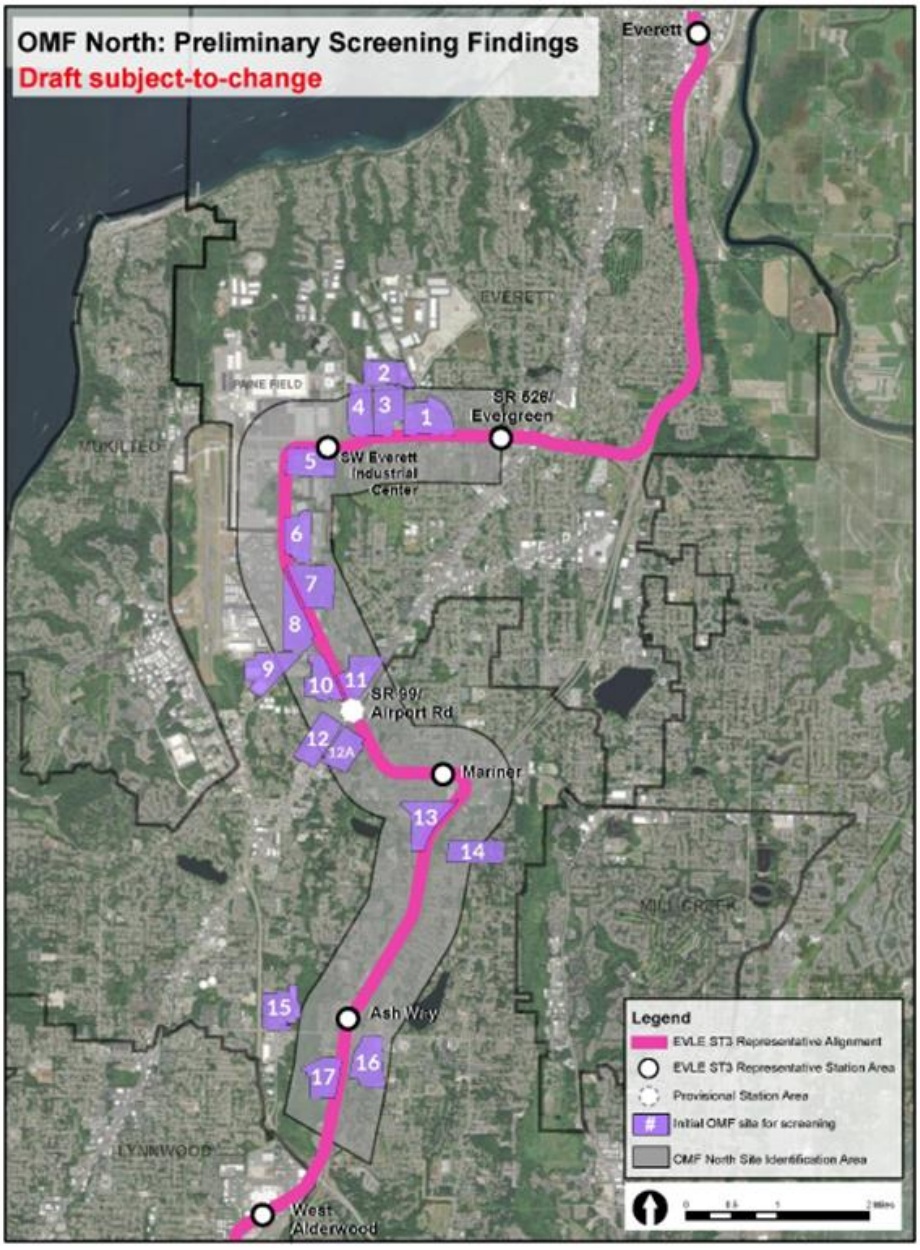


Figure 6-2 OMF North Screening Candidate Sites

All feasible site alternatives that met the minimum requirements during alternatives identification advanced to the Screening evaluation. During Screening, the 18 candidate sites were evaluated based on ten criteria. To support the screening analysis, a typical site shape was applied in advance of further refinement of the programming requirements and conceptual site layouts that were developed in Level 1. Sites that performed poorly on many criteria or had major challenges were determined to not warrant further analyses. **Figure 6-3** (OMF North Level 1 Candidate Sites) identifies the eight sites that were determined to warrant further study in the Level 1 evaluation. The eight sites were named given the nearby cross streets. For easy reference, a letter identifier has been assigned to each site as well.

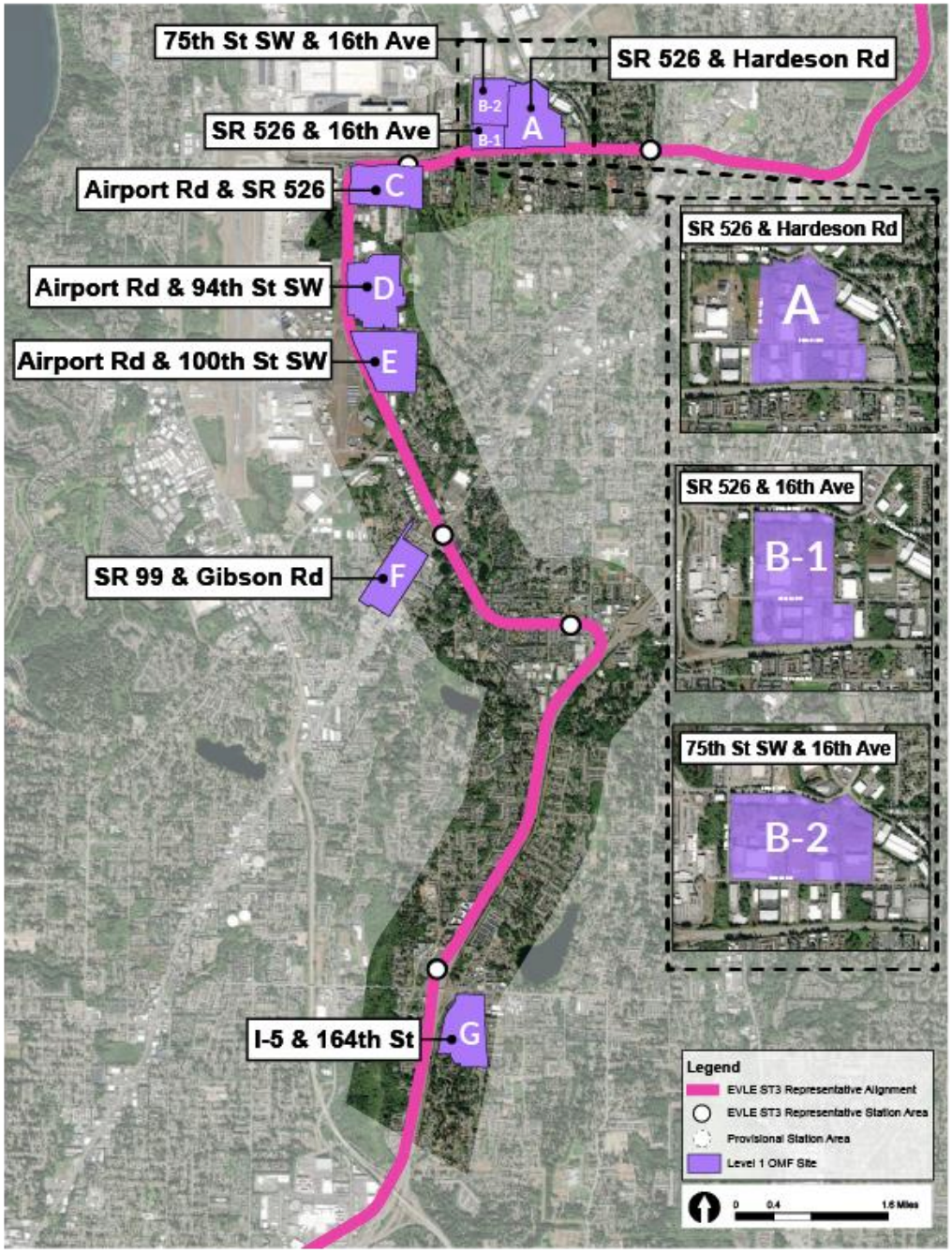


Figure 6-3 OMF North Level 1 Candidate Sites

6.2 Early Scoping for OMF North

From November 1 through December 10, 2021, Sound Transit and the Federal Transit Administration (FTA) conducted an early scoping outreach effort to start the alternatives development and environmental processes for the EVLE project. The early scoping process engaged the public, agencies and Tribes in order to provide information and solicit feedback on project alternatives in order to inform the decision-making process. The early scoping process included a public comment period and two virtual public meetings on November 17, 2021 and November 18, 2021. Sound Transit received comments on the general project, specific station and alignment option and OMF sites through open house comment forms, email and voicemail during the early scoping period.

Sound Transit received 54 communications and 98 comments related to OMF North site alternatives, and of those, 4 comments suggested new OMF locations in addition to those presented during early scoping. The suggestions applicable to the OMF are summarized in **Table 6-1** (Summary of Early Scoping Comments for OMF North).

Table 6-1 Summary of Early Scoping Comments for OMF North

Theme	Specific Comments/Suggestions
OMF North	4 comments support three potential OMF North locations. Suggestions include the BNSF Railway Delta Terminal in Everett, the old Kimberly-Clark site along the Snohomish River, and the Avis Car Rental and adjacent recreational vehicle sites on SR 99 south of Airport Road.

OMF sites suggested in early scoping comments were evaluated against four site identification screening criteria.

- Distance from alignment alternatives
- Site size
- Operational efficiency and performance
- Major physical and environmental constraints

Of the three new site options suggested in early scoping comments, none met the minimum operational requirements outlined in the four site identification screening criteria.

The project team looked for OMF sites that could support the I-5/Interurban or SR 99/Evergreen alignment options evaluated following early scoping, including sites eliminated in previous levels of evaluation and six new potential OMF sites. OMF North site options for new alignments were evaluated against key Site Identification and Screening criteria for OMF-North. Of the potential OMF sites compatible with the new alignment options, all presented greater challenges or had mixed performance. No new OMF North site options evaluated in response to early scoping comments warranted further study in Level 2.

6.3 Level 1 Alternatives Development

To support the Level 1 alternatives evaluation, conceptual layouts were developed for each of the eight potential OMF North sites. The concept layouts applied the typical OMF North layout developed as part of the Level 1 Programming effort, with modifications made depending on the specific site configuration. The typical layout developed for Level 1 is shown in **Figure 6-4** (Typical OMF North Layout).

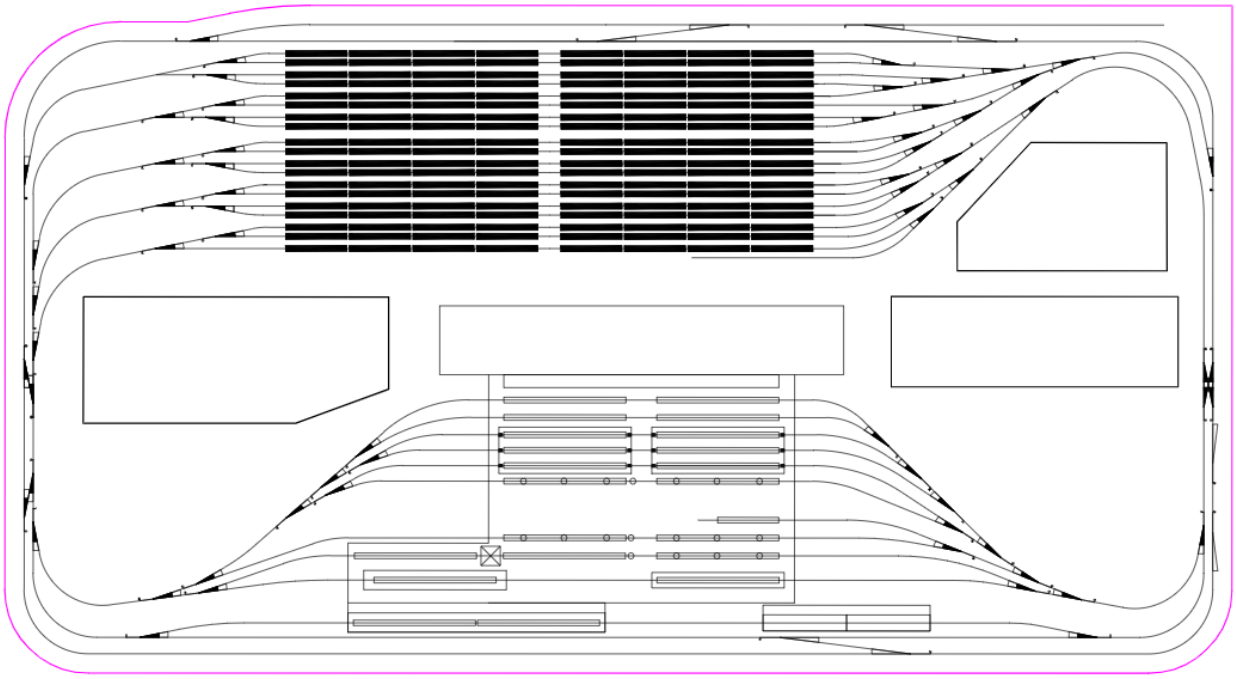


Figure 6-4 Typical OMF North Layout for Level 1

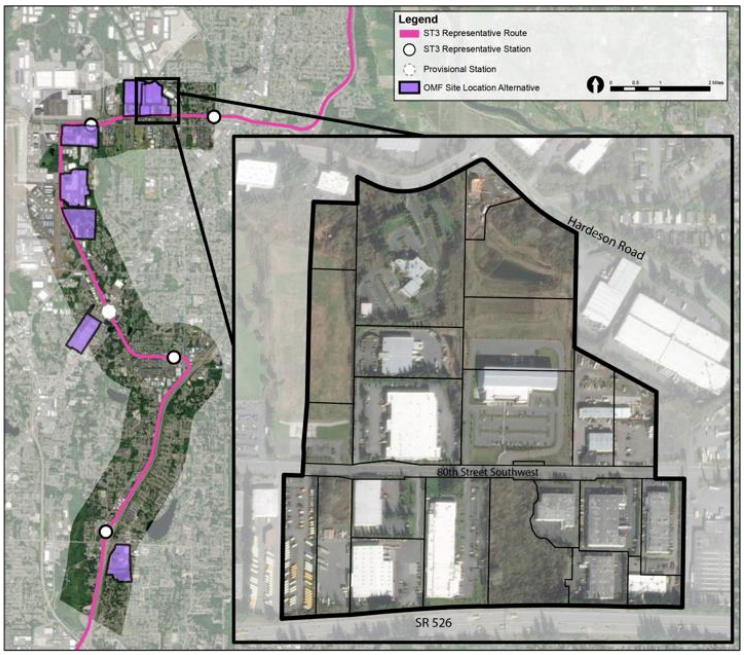
For each site, an existing surface was created in CAD to assess potential grading requirements and establish an approximate site grading elevation. Using this target elevation, a layout of the facilities and storage tracks were established for each site along with two potential site access locations and four independent lead track connections to the mainline alignment.

6.4 Level 1 Evaluation

Following the completion of the development of the OMF North alternatives, the sites were evaluated using the sixteen criteria outlined in **Table 4-2** (OMF North Alternatives Evaluation Criteria, Methods, and Measures). The following sections provide an overview of the technical findings for the Level 1 evaluation. The full Level 1 evaluation of OMF North alternatives is included in Appendix C.

6.4.1 OMF Site: SR 526 & Hardeson Rd (Site A)

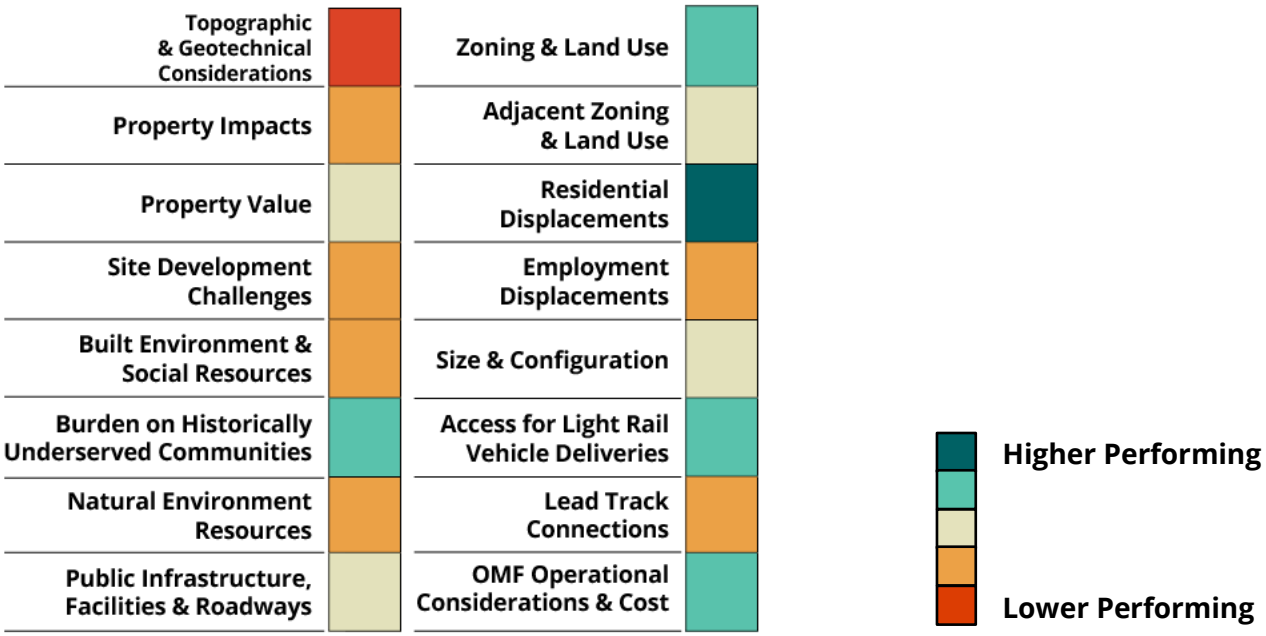
OMF North Level 1 Sites



Site Description

SR 526 & Hardeson is about 75 acres with SR 526 bordering the site to the south and Hardeson Road running along the north-eastern border. The site is located within the City of Everett. The site encompasses a portion of 80th Ave.

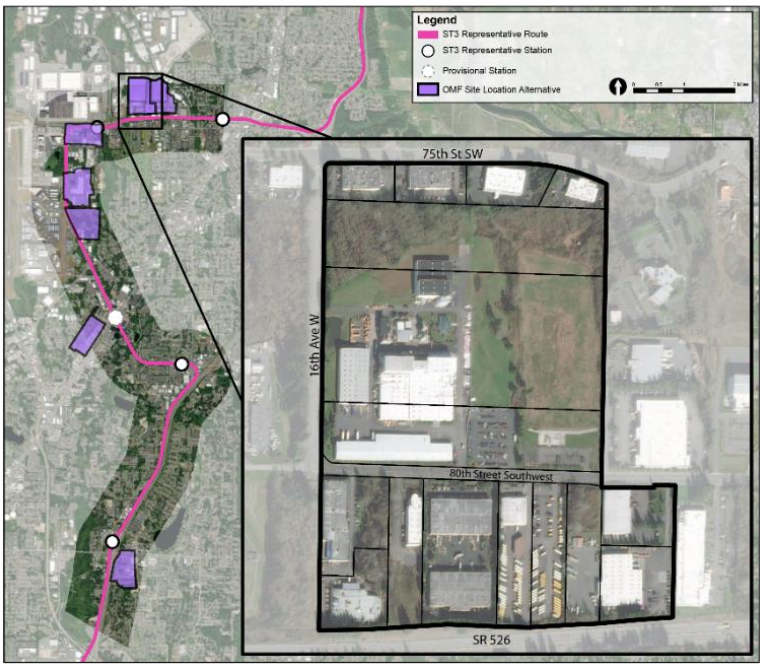
PERFORMANCE SUMMARY



Evaluation Criteria	Key Findings
SR 526 & Hardeson Rd	
Technical and Financial Feasibility 	**Topographic and Geotechnical Considerations** Major topographic challenges, large retaining structures to the north. Site is mostly developed. Limited opportunity to improve site grading. **Property Impacts** Property impacts to specialized manufacturing facilities and employers (29 parcels) with potential for challenging relocations. **Property Value** Average cost per acre. **Site Development Challenges** Unique challenges for site development that could impact schedule and cost.
Healthy Natural, Built and Social Environment 	**Built Environment and Social Resources** 1 site with known contamination. **Burden on Historically Underserved Communities** Low number of historically underserved populations within ½ mile of the site. No residential units within the site. **Natural Environment Resources** Site contains ~4 acres of wetlands and ~1500 linear feet of unnamed streams. **Public Infrastructure, Facilities and Roadways** 80th Street bisects the site as well as impacts to the Snohomish County Emergency Operations Center. The emergency operations center is a lease. **Zoning and Land Use** Zoned light industrial; no residential; (commercial/ industrial, vacant). **Adjacent Zoning and Land Use** Mostly commercial and residential uses within ½ mile. **Residential Displacements** No anticipated residential unit displacements. **Employment Displacements** 13 employers; ~900-960 potential job displacements.
OMF Site Size and Suitability to support key OMF functions 	**Size and Configuration** Site will accommodate the OMF North layout with some constraints. **Access for Light Rail Vehicle Deliveries** Site has 2 dedicated access points; one which will function for LRV delivery. **Lead Track Connections** Site does not fully meet ST operational requirements for lead track connections.
OMF Operational Considerations and Cost 	**OMF Operation Considerations and Cost** Site performs moderately in terms of maintenance windows and total sweep times.

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

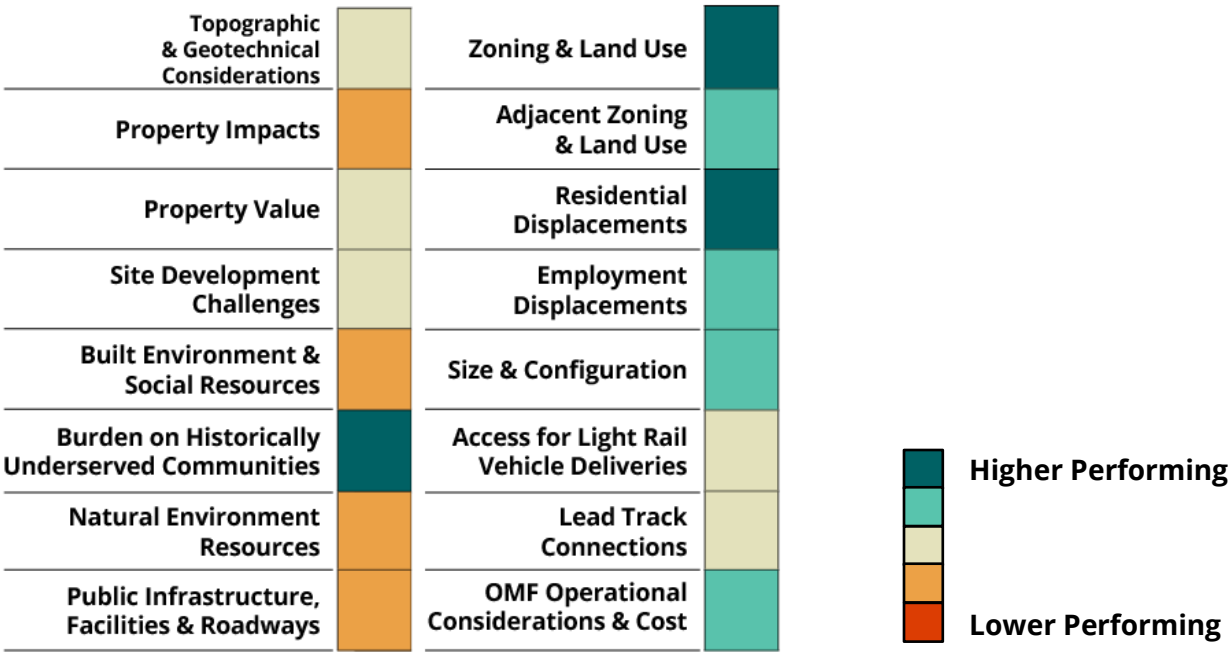
OMF North Level 1 Sites



Site Description

SR 526 & 16th Ave is about 75 acres with SR 526 bordering the site to the south, 16th Ave W along the west side and 75th St SW to the north of the site. The site is located within the City of Everett. The site encompasses a portion of 80th St SW.

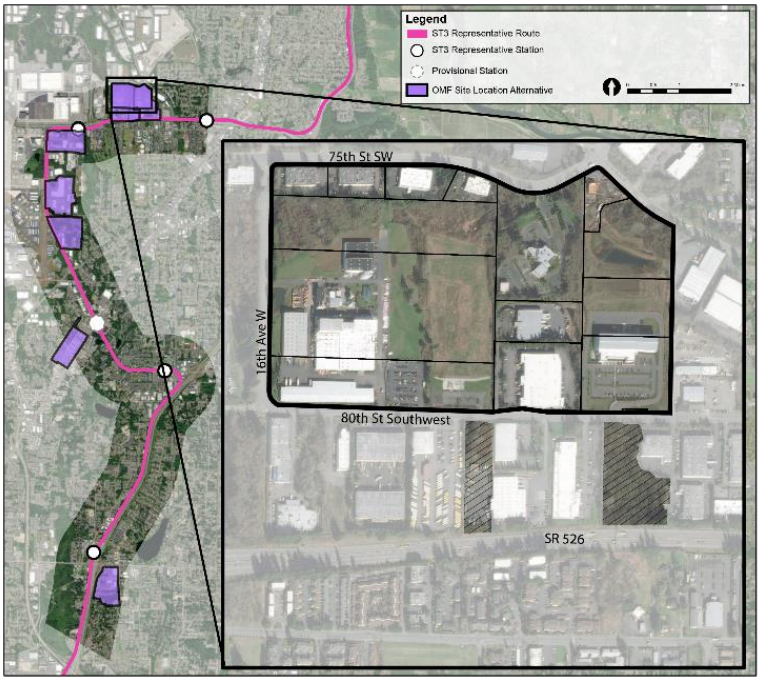
PERFORMANCE SUMMARY



Evaluation Criteria	Key Findings
SR 526 & 16th Ave	
Technical and Financial Feasibility 	**Topographic and Geotechnical Considerations:** Topographic challenges, large retaining structures (north), site is partially developed. **Property Impacts:** Property impacts to specialized manufacturing facilities and employers (26 parcels) with potential for challenging relocations. **Property Value:** Average cost per acre. **Site Development Challenges:** Some challenges for site development that could impact schedule and cost.
Healthy Natural, Built and Social Environment 	**Built Environment and Social Resources:** 1 site with known contamination that has a no further action determination. 1 vibration sensitive manufacturing site adjacent. **Burden on Historically Underserved Communities:** Very low number of historically underserved populations within ½ mile of the site. No residential units within site boundary. **Natural Environment Resources:** Site contains ~1.5 acres of wetlands and ~1,100 linear feet of unnamed streams. **Public Infrastructure, Facilities and Roadways:** Impacts to 80th St and City of Everett School District Property. **Zoning and Land Use:** Zoned light industrial; no residential; (commercial/ industrial, vacant). **Adjacent Zoning and Land Use:** Mostly commercial uses within ½ mile. **Residential Displacements:** No anticipated residential unit displacements. **Employment Displacements:** 16 employers; ~420-480 potential job displacements.
OMF Site Size and Suitability to support key OMF functions 	**Size and Configuration:** Site will accommodate the OMF North layout with no constraints. **Access for Light Rail Vehicle Deliveries:** Site has 2 dedicated access points with some challenges; one which will function for LRV delivery. **Lead Track Connections:** Site meets ST operational requirements for lead track connections with some challenges.
OMF Operational Considerations and Cost 	**OMF Operation Considerations and Cost:** Site performs moderately in terms of maintenance windows and total sweep times.

6.4.3 OMF Site: 75th St & 16th Ave (Site B-2)

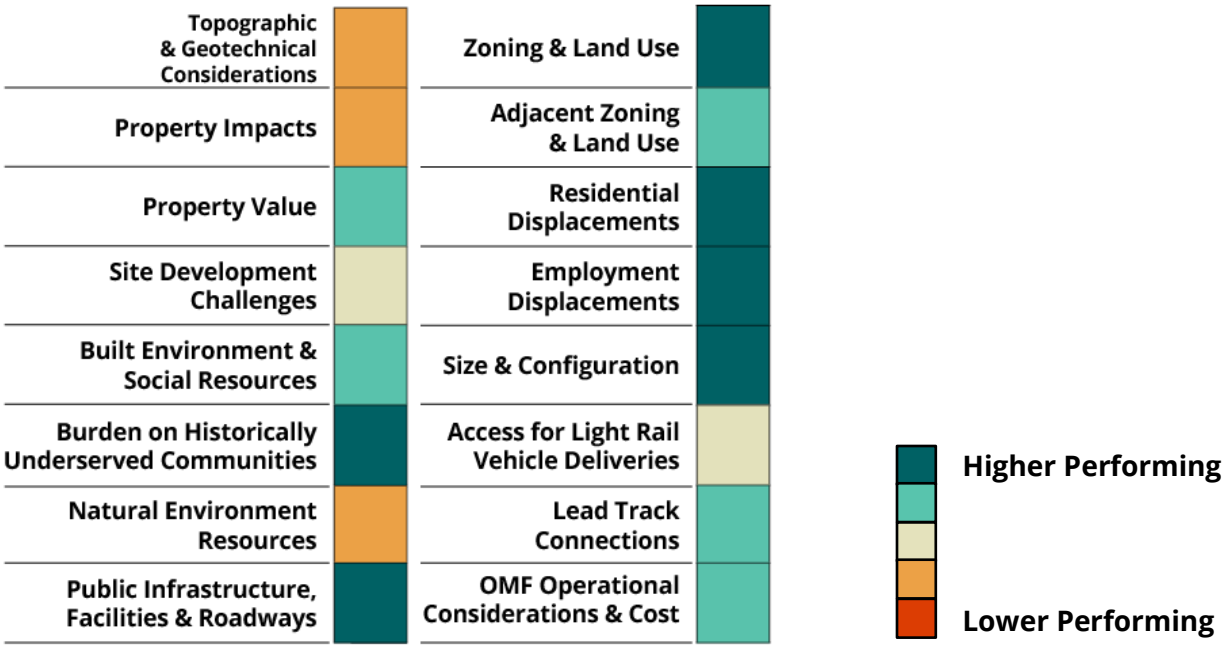
OMF North Level 1 Sites



Site Description

75th St SW & 16th Ave is about 80 acres with 80th Ave SW bordering the site to the south, 16th Ave W along the west side and 75th St SW to the north of the site. The site is located within the City of Everett.

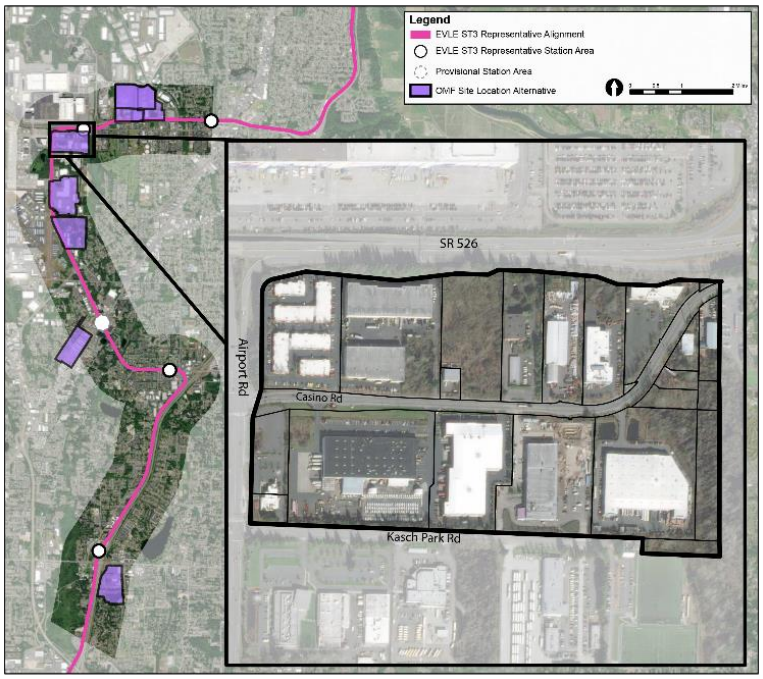
PERFORMANCE SUMMARY



Evaluation Criteria	Key Findings
SR 75th St & 16th Ave	
Technical and Financial Feasibility 	**Topographic and Geotechnical Considerations:** Major topographic challenges, large retaining structures (north), site is partially developed. Opportunities to improve site grading requirements. **Property Impacts:** Property impacts to specialized manufacturing facilities and employers (20 parcels) with potential for challenging relocations. **Property Value:** Lower than average cost per acre. **Site Development Challenges:** Some challenges for site development that could impact schedule and cost.
Healthy Natural, Built and Social Environment 	**Built Environment and Social Resources:** 1 vibration-sensitive manufacturing site adjacent. **Burden on Historically Underserved Communities:** Very low number of historically underserved populations within ½ mile of the site. No residential units within site boundary. **Natural Environment Resources:** Site contains ~2.5 acres of wetlands and ~1,200 linear feet of unnamed streams. **Public Infrastructure, Facilities and Roadways:** No impacts identified yet. **Zoning and Land Use:** Zoned light industrial; no residential; (commercial/ industrial, vacant**).** **Adjacent Zoning and Land Use:** Mostly commercial uses within ½ mile. **Residential Displacements:** No anticipated residential unit displacements. **Employment Displacements:** 7 employers; ~230-290 potential job displacements.
OMF Site Size and Suitability to support key OMF functions 	**Size and Configuration:** Site will accommodate the OMF North layout with no constraints. **Access for Light Rail Vehicle Deliveries:** Site has 2 dedicated access points with some challenges; one which will function for LRV delivery. **Lead Track Connections:** Site meets ST operational requirements for lead track connections.
OMF Operational Considerations and Cost 	**OMF Operation Considerations and Cost:** Site performs moderately in terms of maintenance windows and total sweep times.

6.4.4 OMF Site: Airport Rd & SR 526 (Site C)

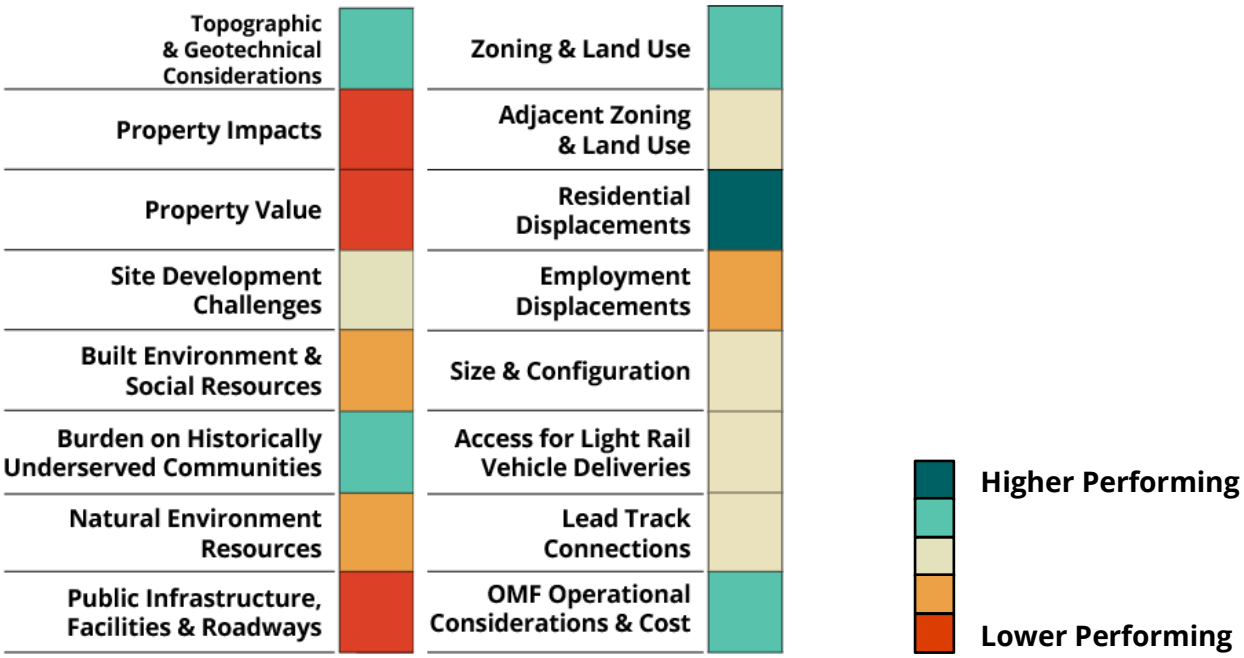
OMF North Level 1 Sites



Site Description

Airport Rd & SR 526 is about 70 acres with SR 526 bordering the site to the north and Kasch Park Road to the south. The site is located within the City of Everett. The site encompasses a portion of Casino Road which would require realignment.

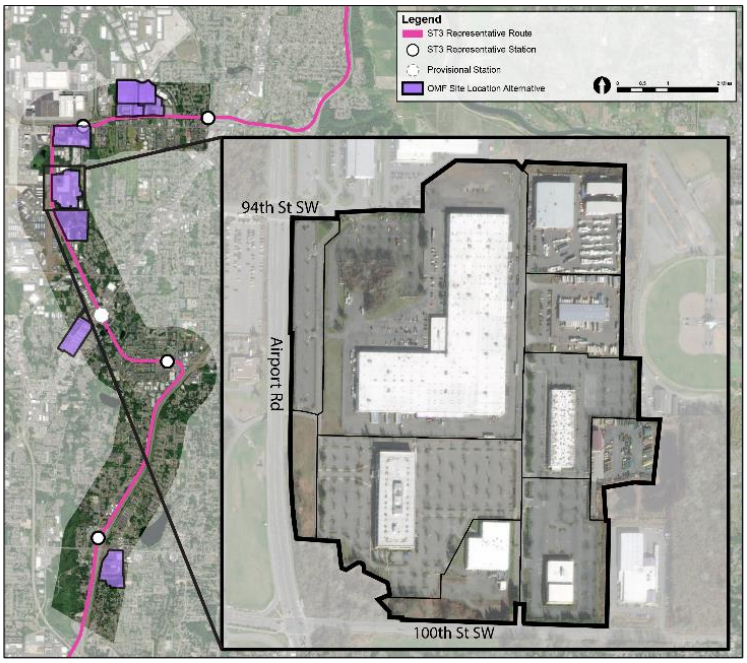
PERFORMANCE SUMMARY



Evaluation Criteria	Key Findings
Airport Rd & SR 526	
Technical and Financial Feasibility 	**Topographic and Geotechnical Considerations:** Minimal topographic challenges. Majority of site is developed. **Property Impacts:** 23 parcels, site contains commercial/industrial properties, CT facilities: potential very challenging relocation. **Property Value:** Higher than average cost per acre. **Site Development Challenges:** Some challenges for site development that could impact schedule and cost.
Healthy Natural, Built and Social Environment 	**Built Environment and Social Resources:** 4 sites with known contamination that have a no further action determination. Adjacent to Kasch Park. **Burden on Historically Underserved Communities:** Low number of historically underserved populations within ½ mile of the site. No residential units within the site. **Natural Environment Resources:** Site contains ~3.5 acres of wetlands and ~250 linear feet of Swamp Creek. **Public Infrastructure, Facilities and Roadways:** Impacts to two Community Transit facilities, Storm Drain and Casino Road re-alignment. **Zoning and Land Use:** Zoned light industrial; no residential; Site contains majority commercial uses. **Adjacent Zoning and Land Use:** Mostly commercial uses within ½ mile with some minimal residential to the east. **Residential Displacements:** No anticipated residential unit displacements. **Employment Displacements:** 26 employers, ~740-790 potential job displacements.
OMF Site Size and Suitability to support key OMF functions 	**Size and Configuration:** Site will accommodate the OMF North layout with some challenges. **Access for Light Rail Vehicle Deliveries:** Site has 2 dedicated access points with some challenges due to Casino Road re-alignment; one which will function for LRV delivery. **Lead Track Connections:** Site meets ST operational requirements for lead track connections with some challenges.
OMF Operational Considerations and Cost 	**OMF Operation Considerations and Cost:** Site performs moderately well in terms of maintenance windows and total sweep times.

6.4.5 OMF Site: Airport Rd & 94th St SW (Site D)

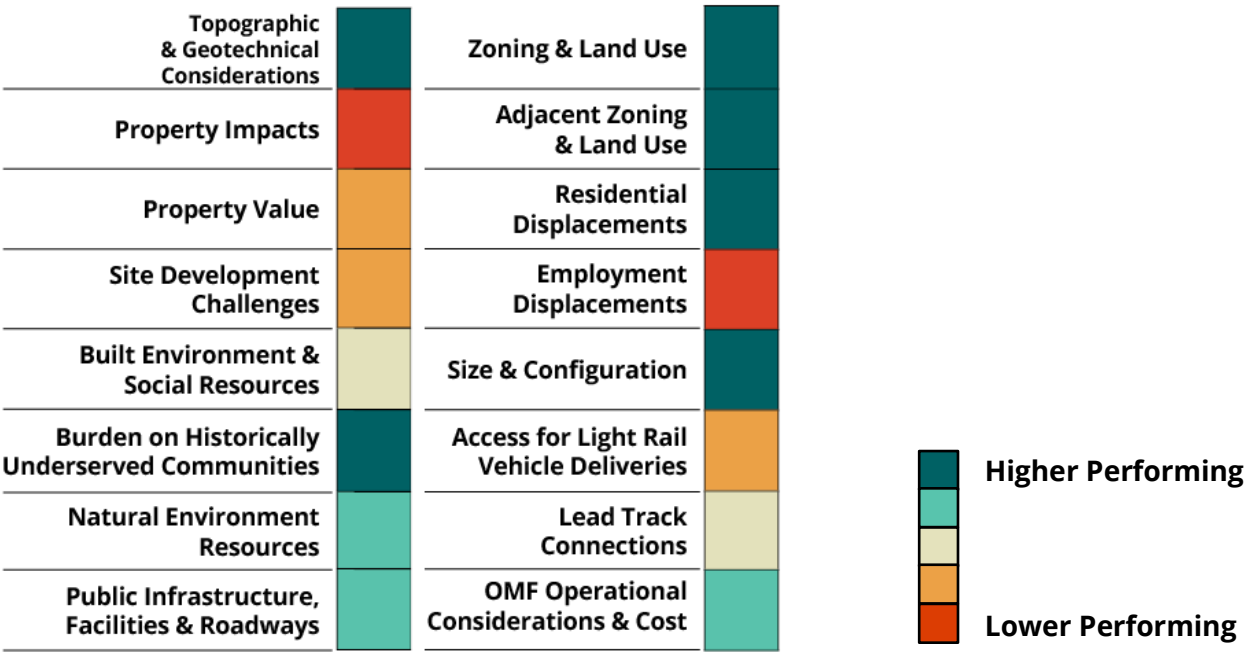
OMF North Level 1 Sites



Site Description

Airport Road & 94th St SW is about 85 acres with 100th St SW bordering the site to the south and 94th St SW to the north. The site is located within the Unincorporated Snohomish County, is adjacent to the Paine Field Airport and contains airport property.

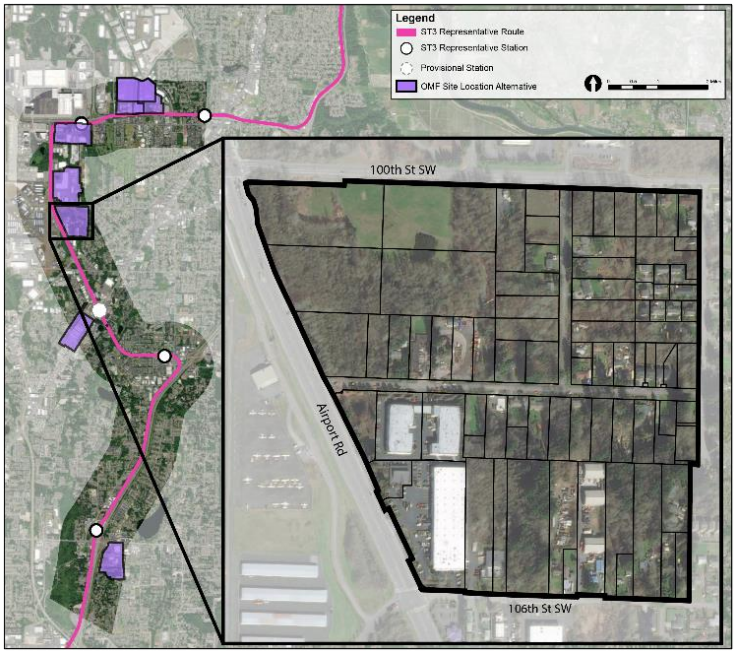
PERFORMANCE SUMMARY



Evaluation Criteria	Key Findings
Airport Rd & 94th St SW	
Technical and Financial Feasibility 	**Topographic and Geotechnical Considerations:** No topographic challenges noted. All of site is developed. **Property Impacts:** 10 parcels; commercial properties with potential for major challenges for relocation. FAA approval required for release of airport property. **Property Value:** Average cost per acre. **Site Development Challenges:** Unique challenges for site development that could impact schedule and/or cost. FAA Approval Required.
Healthy Natural, Built and Social Environment 	**Built Environment and Social Resources:** 1 site with known contamination that has a no further action determination. Adjacent to Kasch Park. **Burden on Historically Underserved Communities:** Very low number of historically underserved populations within ½ mile of the site. No residential units within the site. **Natural Environment Resources:** Site contains ~0.5 acres of wetlands. **Public Infrastructure, Facilities and Roadways:** Site contains airport property and is partially within the RPZ. SnoPUD transmission lines on east boundary of site. **Zoning and Land Use:** Zoned light industrial; no residential; (commercial/ industrial). **Adjacent Zoning and Land Use:** Mostly commercial uses within ½ mile. **Residential Displacements:** No anticipated residential unit displacements. **Employment Displacements:** 5 employers; ~1,810-1,870 potential job displacements.
OMF Site Size and Suitability to support key OMF functions 	**Size and Configuration:** Site will accommodate the OMF North layout with no configuration challenges. **Access for Light Rail Vehicle Deliveries:** Site has 2 dedicated access points with some challenges due to at-grade crossing of lead tracks to the north. **Lead Track Connections:** Site meets ST operational requirements for lead track connections with some challenges.
OMF Operational Considerations and Cost 	**OMF Operation Considerations and Cost:** Site performs moderately in terms of maintenance windows and total sweep times.

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

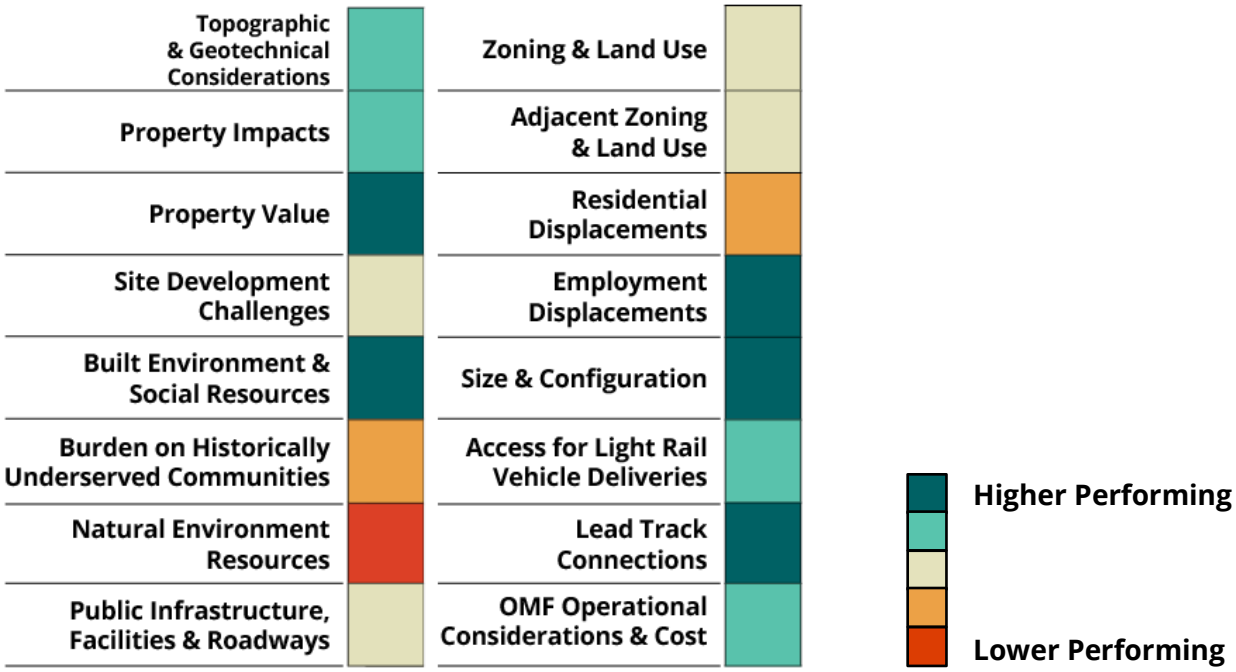
OMF North Level 1 Sites



Site Description

Airport Road & 100th St SW is about 75 acres with 106th St SW bordering the site to the south and 100th St SW to the north. The site is located within both the City of Everett and Unincorporated Snohomish County. The site is adjacent to Paine Field Airport and contains airport property.

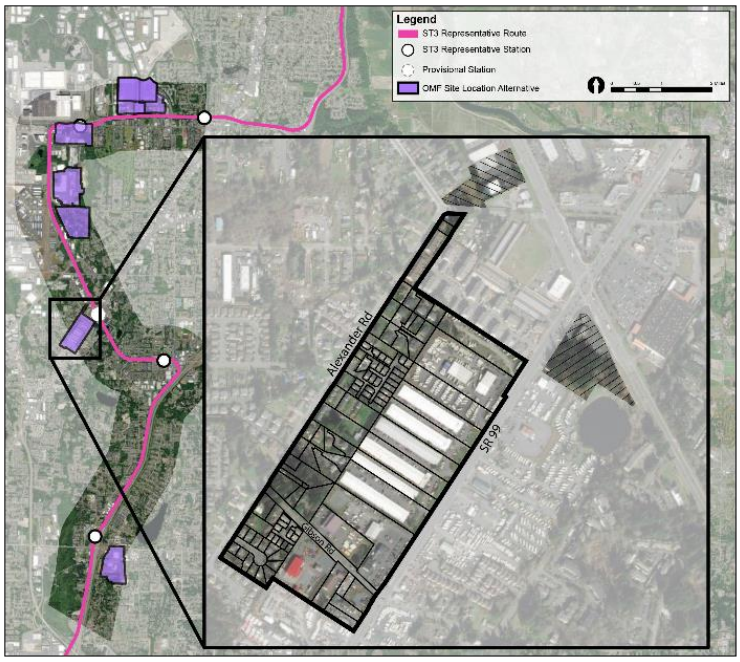
PERFORMANCE SUMMARY



Evaluation Criteria	Key Findings
Airport Rd & 100th St SW	
Technical and Financial Feasibility 	**Topographic and Geotechnical Considerations:** Minimal topographic challenges noted. Site is partially developed. **Property Impacts:** 87 parcels; no major relocation challenges identified. **Property Value:** Lower than average cost per acre. **Site Development Challenges:** Some challenges for site development that could impact schedule and cost. FAA Approval required for undeveloped land.
Healthy Natural, Built and Social Environment 	**Built Environment and Social Resources:** 1 site with known contamination that has a no further action determination. **Burden on Historically Underserved Communities:** Higher number of historically underserved populations within ½ mile of the site. Residential units within the site. **Natural Environment Resources:** Site contains ~7 acres of wetlands and ~1,600 linear feet of tributaries to Swamp Creek. **Public Infrastructure, Facilities and Roadways:** Site contains Airport property and SnoPUD transmission lines. **Zoning and Land Use:** Zoned business park, light industrial and single family residential. Contains Airport property. **Adjacent Zoning and Land Use:** Majority is zoned for industrial and residential uses within ½ mile. **Residential Displacements:** About 50-60 residential units potentially displaced. **Employment Displacements:** 8 employers; ~150-210 potential job displacements.
OMF Site Size and Suitability to support key OMF functions 	**Size and Configuration:** Site will accommodate the OMF North layout with no configuration challenges. **Access for Light Rail Vehicle Deliveries:** Site has 2 dedicated access points with minimal challenges. **Lead Track Connections:** Site meets ST operational requirements for lead track connections within site boundary.
OMF Operational Considerations and Cost 	**OMF Operation Considerations and Cost:** Site performs moderately in terms of maintenance windows and total sweep times.

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

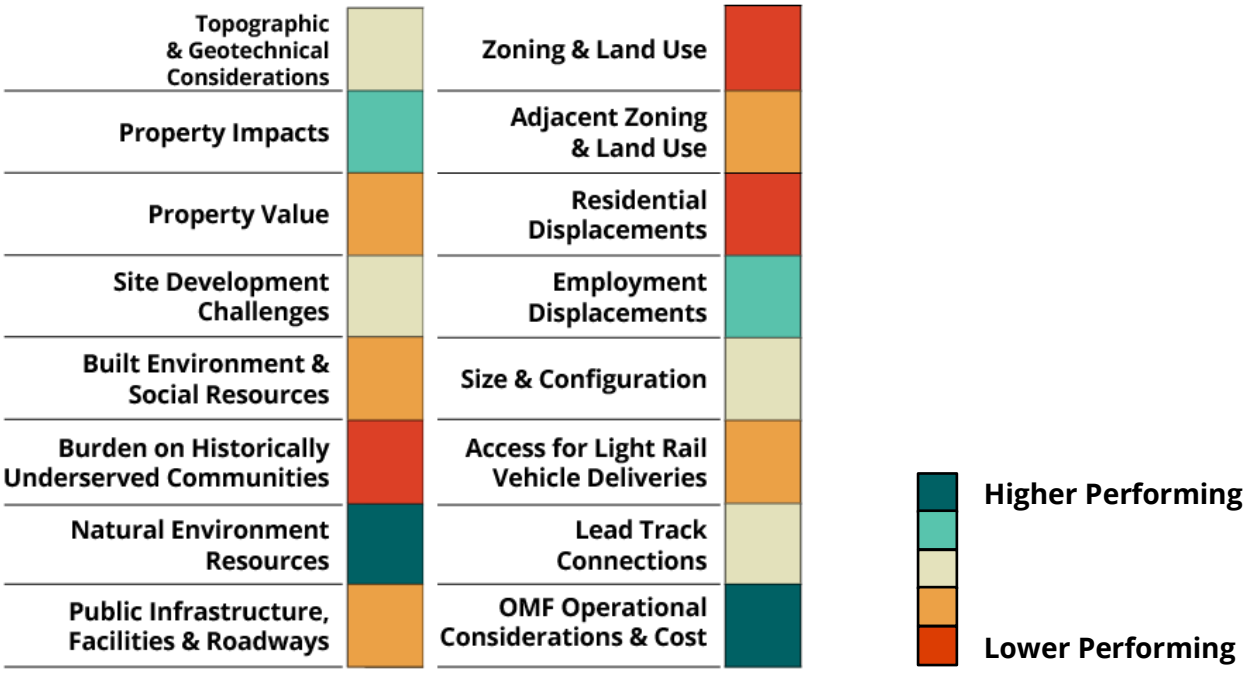
OMF North Level 1 Sites



Site Description

SR 99 & Gibson Road is about 60 acres with Alexander Road bordering the site to the north-west and SR 99 along the south-eastern border. The site is located within unincorporated Snohomish County and is south of Airport Road.

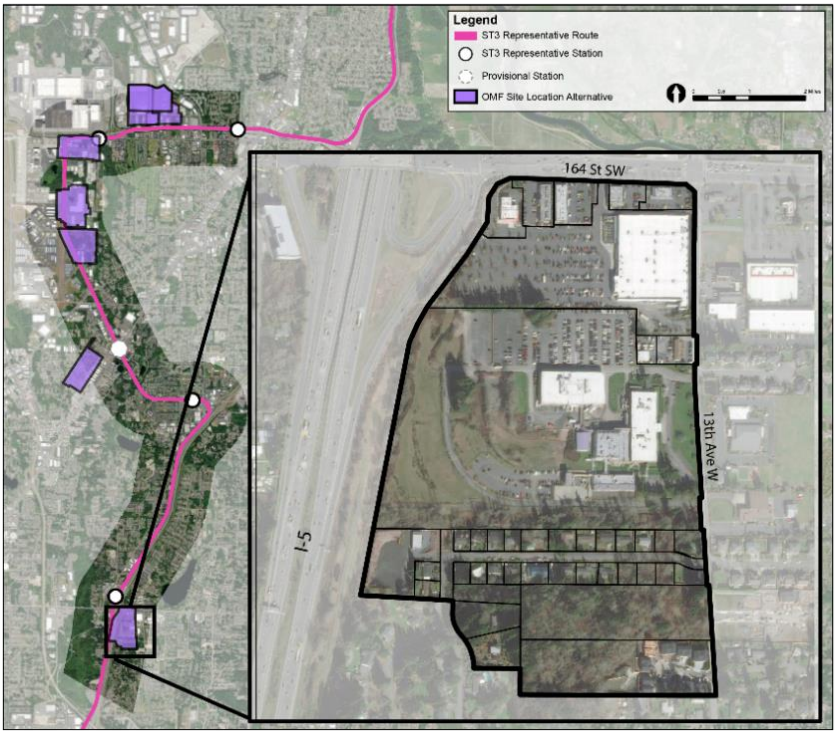
PERFORMANCE SUMMARY



Evaluation Criteria	Key Findings
SR 99 & Gibson Rd	
Technical and Financial Feasibility 	**Topographic and Geotechnical Considerations:** Moderate topographic challenges noted. Site is developed. **Property Impacts:** 132 parcels; no major relocation challenges identified. **Property Value:** Higher than average cost per acre. **Site Development Challenges:** Some challenges for site development that could impact schedule and/or cost.
Healthy Natural, Built and Social Environment 	**Built Environment and Social Resources:** 1 site with known contamination and 1 site with known contamination that has a no further action determination. **Burden on Historically Underserved Communities:** High number of historically underserved populations within ½ mile of the site. Residential units within the site. Site contains a small mobile home park. **Natural Environment Resources:** No known environmental resources. **Public Infrastructure, Facilities and Roadways:** Site bisects Gibson Rd. **Zoning and Land Use:** Zoned commercial and residential and contains a mix of residential and commercial. **Adjacent Zoning and Land Use:** Mostly residential uses within ½ mile. **Residential Displacements:** ~140-150 residential units potentially displaced. **Employment Displacements:** 39 employers; ~400-480 potential job displacements.
OMF Site Size and Suitability to support key OMF functions 	**Size and Configuration:** Site will accommodate the OMF North layout with potential constraints on width. **Access for Light Rail Vehicle Deliveries:** Site has adequate access with challenges due to grade and width constraints. **Lead Track Connections:** Site meets ST operational requirements for lead track connections within site boundary but has complex lead track connections.
OMF Operational Considerations and Cost 	**OMF Operation Considerations and Cost:** Site performs well in terms of maintenance windows and total sweep times.

6.4.8 OMF Site: I-5 & 164th St (Site G)

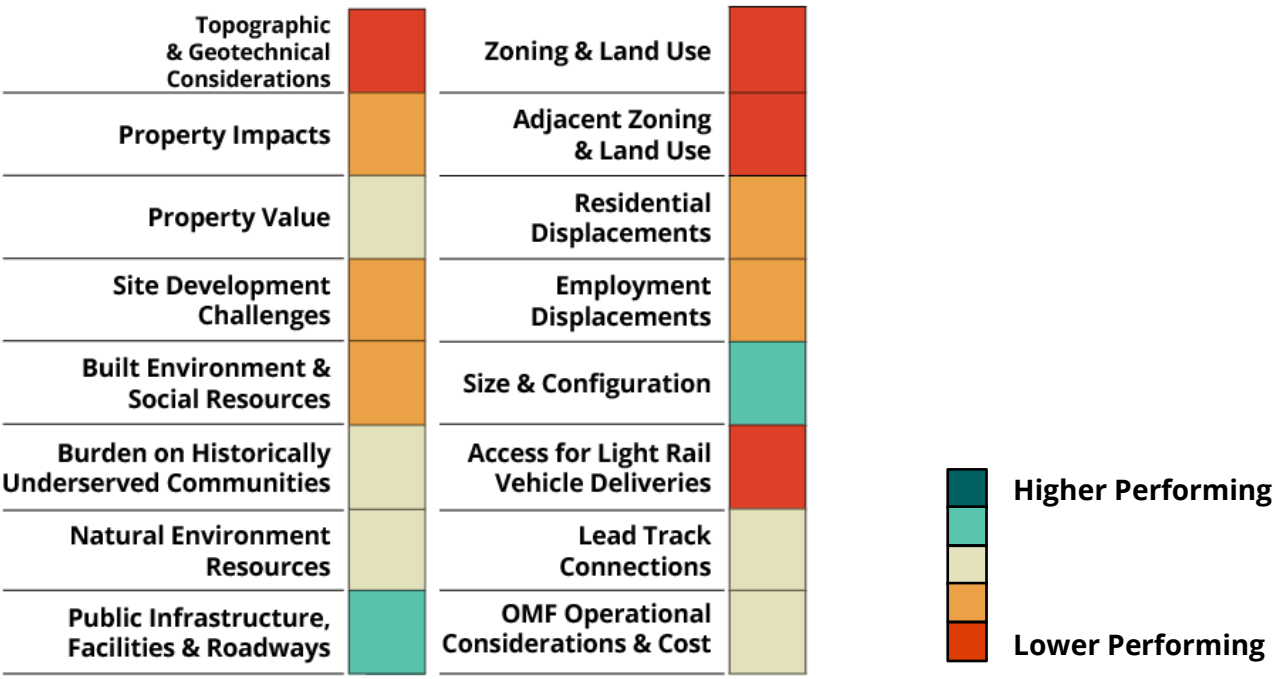
OMF North Level 1 Sites



Site Description

I-5 & 164th St is about 65 acres with 164th St SW bordering the site to the north, I-5 to the west an 13th Ave W to the east. The site is located within unincorporated Snohomish County.

PERFORMANCE SUMMARY



Evaluation Criteria	Key Findings
I-5 & 164th St	
Technical and Financial Feasibility 	**Topographic and Geotechnical Considerations:** Major topographic challenges noted. Site is partially developed. Limited opportunity to improve site grading. **Property Impacts:** 59 parcels, commercial/industrial properties with potential challenging relocation. **Property Value:** Average cost per acre. **Site Development Challenges** Unique challenges for site development that could impact schedule and cost.
Healthy Natural, Built and Social Environment 	**Built Environment and Social Resources:** 1 site with known contamination that has a no further action determination. ~1,500 feet of the Interurban Trail on site. **Burden on Historically Underserved Communities:** Vulnerable populations within ½ mile of the site. Populations within site boundary. **Natural Environment Resources:** ~825 linear feet of streams (Alder Creek and a tributary to Alder Creek). **Public Infrastructure, Facilities and Roadways:** Storm drain & SnoPUD transmission lines on west boundary of site. Adjacent to I-5. **Zoning and Land Use:** Zoned for urban center. Contains commercial and residential uses. **Adjacent Zoning and Land Use:** Mostly zoned for residential and urban center within ½ mile. **Residential Displacements:** About ~40-50 residential units potentially displaced. **Employment Displacements:** 14 employers; 1,050-1,080 potential job displacements.
OMF Site Size and Suitability to support key OMF functions 	**Size and Configuration:** Site will accommodate the OMF North layout with minimal constraints to the north boundary and due to site grade. **Access for Light Rail Vehicle Deliveries:** Site has a single access point with challenges due to grade. **Lead Track Connections:** Site meets ST operational requirements for lead track connections but has complex lead track connections.
OMF Operational Considerations and Cost 	**OMF Operation Considerations and Cost:** Site performs less well in terms of maintenance windows and total sweep times.

6.4.9 Summary of Findings

Figure 6-5 (OMF North Level 1 Evaluation Results by Criteria) and **Table 6-2** (Summary of OMF North Level 1 Evaluation Results) below provide a summary of the performance for the eight OMF North sites based on the evaluation of each of the sixteen Level 1 evaluation criteria. Following this summary are site descriptions for each of the eight sites and more detailed information on the Level 1 evaluation findings.

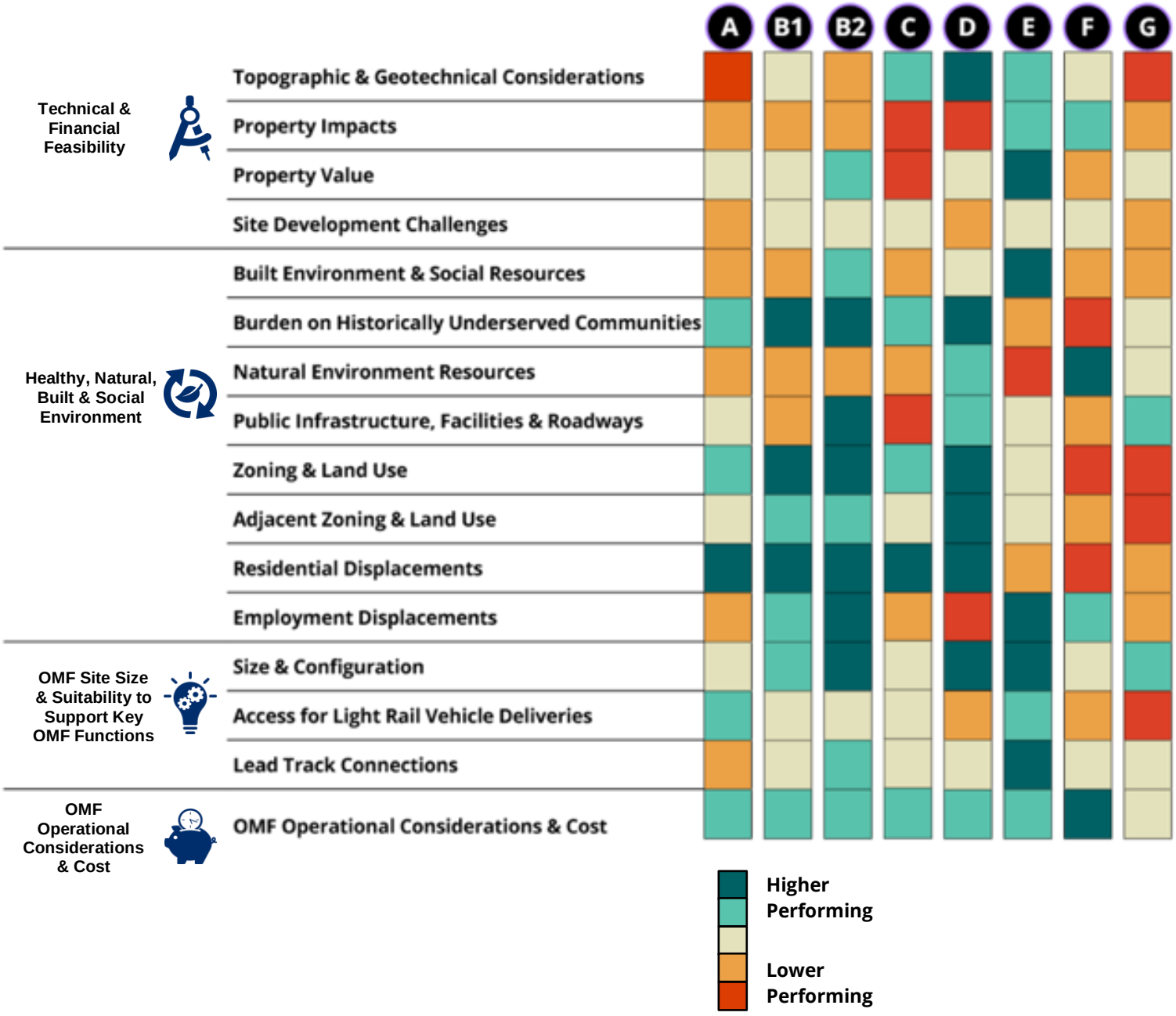


Figure 6-5 OMF North Level 1 Evaluation Results by Criteria

Table 6-2 Summary of OMF North Level 1 Evaluation Results

Site Name and Location	Site Letter	Jurisdiction	Evaluation Results Summary	Technical Performance
SR 526 & Hardeson Rd	Site A	Everett	Site has high employment displacement and major topographical challenges. Site has no residential impacts but challenges with lead track connection configuration. Zoning is consistent with future use as an OMF.	Mixed Performance
SR 526 & 16th Ave	Site B.1	Everett	Site has high employment displacement as well as impacts to a school district property. Site has no residential impacts and zoning is consistent with future use as an OMF. Site has some topographical challenges.	More Potential
75th St SW & 16th Ave	Site B.2	Everett	Site has high employment displacement and moderate topographical challenges. Site has no residential impacts and zoning is consistent with future use as an OMF.	More Potential
SR 526 & Airport Rd	Site C	Everett	Site displaces specialized manufacturing facilities and requires realignment of Casino Road. Site has high employment displacement and high property costs but has no residential displacement.	Greater Challenges
Airport Rd & 94th St SW	Site D	Snohomish County	Site has no residential displacement but impacts airport property. Site has minimal environmental impacts but the highest employment displacement and will require Federal Aviation Administration approval.	Mixed Performance
Airport Rd & 100th St SW	Site E	Everett	Site has lower employment displacement and lowest property costs. Site incurs some residential displacement and has a high potential impact to underserved communities. Site has likely major impacts to wetlands and streams.	More Potential
SR 99 & Gibson Rd	Site F	Snohomish County	Site has the highest residential displacement and potential impacts to historically underserved communities. Site has some site access and configuration constraints but no impacts to wetlands or streams.	Mixed Performance
I-5 & 164th ST SW	Site G	Snohomish County	Site has residential displacement and displacement of commercial businesses and a specialized manufacturing employer. Site has topographical challenges and challenges for access and light rail vehicle delivery.	Greater Challenges

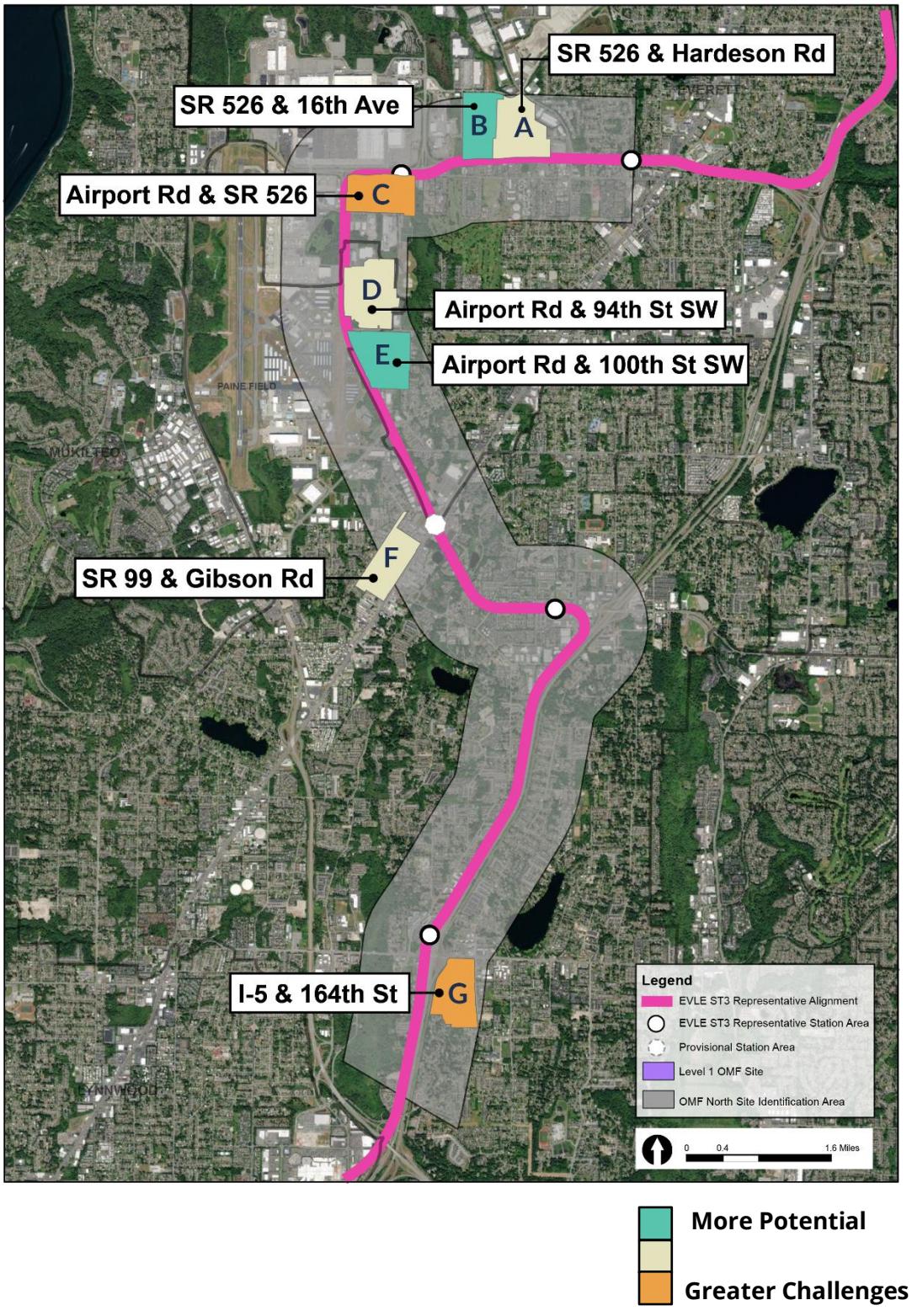


Figure 6-6 OMF North Level 1 Alternatives Technical Performance

7 CONCLUSION

Preliminary results from the Level 1 evaluation were available for public comment on the EVLE project participate.online website from March 14 through April 3, 2022. The CAG made recommendations to the ELG, who gave direction on which station, alignment and OMF site alternatives warrant further study in Level 2.

7.1 Station and Alignment Alternatives

On March 24 the CAG recommended station and alignment alternatives for further study. Informed by the CAG recommendation, on April 19, the ELG gave direction on the alternatives to be advanced from Level 1 to Level 2. Station and alignment findings from the project team, input from the public, the recommendation from the CAG and direction from the ELG are shown in the tables below. Station and alignment alternatives and technical performance in Level 1 can also be referenced in Section 1.

Table 7-1 West Alderwood Recommendations for Alternatives that Warrant Further Study

ALTERNATIVE	TECHNICAL FINDINGS	PUBLIC INPUT	CAG RECOMMENDATION	ELG DIRECTION
ALD-A	Mixed Performance	Mixed Support	Does not warrant further study	Does not warrant further study
ALD-B	Mixed Performance	Mixed Support	Warrants further study	**Warrants further study**
ALD-C	Greater Challenges	Less Support	Does not warrant further study	Does not warrant further study
ALD-D	More Potential	More Support	Warrants further study	**Warrants further study**
ALD-E	Greater Challenges	Less Support	Does not warrant further study	Does not warrant further study
ALD-F	More Potential	More Support	Warrants further study	**Warrants further study**

Table 7-2 Ash Way Recommendations for Alternatives that Warrant Further Study

ALTERNATIVE	TECHNICAL FINDINGS	PUBLIC INPUT	CAG RECOMMENDATION	ELG DIRECTION
ASH-A	Mixed Performance	More Support	Warrants further study	**Warrants further study**
ASH-B	Greater Challenges	More Support	Does not warrant further study	Does not warrant further study - combine elements with ASH-A if beneficial.
ASH-C	Mixed Performance	Mixed Support	Does not warrant further study	Does not warrant further study
ASH-D	Mixed Performance	Less Support	Warrants further study	**Warrants further study**

Table 7-3 Mariner Recommendations for Alternatives that Warrant Further Study

ALTERNATIVE	TECHNICAL FINDINGS	PUBLIC INPUT	CAG RECOMMENDATION	ELG DIRECTION
MAR-A	Mixed Performance	More Support	Warrants further study	**Warrants further study**
MAR-B	More Potential	Mixed Support	Warrants further study	**Warrants further study**
MAR-C	Greater Challenges	Mixed Support	Does not warrant further study	Does not warrant further study
MAR-D	Mixed Performance	Mixed Support	Warrants further study	**Warrants further study**

Table 7-4 SR 99 / Airport Rd Recommendations for Alternatives that Warrant Further Study

ALTERNATIVE	TECHNICAL FINDINGS	PUBLIC INPUT	CAG RECOMMENDATION	ELG DIRECTION
AIR-A	More Potential	More Support	Warrants further study	**Warrants further study**
AIR-B	Mixed Performance	More Support	Warrants further study	**Warrants further study**
AIR-C	Greater Challenges	Less Support	Does not warrant further study	Does not warrant further study

Table 7-5 SW Everett Industrial Center Station Recommendations for Alternatives that Warrant Further Study

ALTERNATIVE	TECHNICAL FINDINGS	PUBLIC INPUT	CAG RECOMMENDATION	ELG DIRECTION
SWI-A	More Potential	Mixed Support	Warrants further study	**Warrants further study**
SWI-B	More Potential	Mixed Support	Warrants further study	**Warrants further study**
SWI-C	Mixed Performance	Mixed Support	Warrants further study	**Warrants further study**

Table 7-6 SW Everett Industrial Center Alignment Recommendations for Alternatives that Warrant Further Study

ALTERNATIVE	TECHNICAL FINDINGS	PUBLIC INPUT	CAG RECOMMENDATION	ELG DIRECTION	
pink	More Potential		Mixed Support	Warrants further study	**Warrants further study**
purple	More Potential		Mixed Support	Warrants further study	**Warrants further study**
green	Greater Challenges		Mixed Support	Does not warrant further study	Does not warrant further study
blue	Greater Challenges		Mixed Support	Does not warrant further study	Does not warrant further study

Table 7-7 SR 526 / Evergreen Way Recommendations for Alternatives that Warrant Further Study

ALTERNATIVE	TECHNICAL FINDINGS	PUBLIC INPUT	CAG RECOMMENDATION	ELG DIRECTION
EGN-A	Mixed Performance	Mixed Support	Warrants further study	**Warrants further study**
EGN-B	More Potential	Mixed Support	Warrants further study	Does not warrant further study
EGN-C	Greater Challenges	Mixed Support	Does not warrant further study	**Warrants further study**
EGN-D	Greater Challenges	Mixed Support	Warrants further study	**Warrants further study**
EGN-E	More Potential	Less Support	Warrants further study	**Warrants further study**

Table 7-8 Everett Station Recommendations for Alternatives that Warrant Further Study

ALTERNATIVE	TECHNICAL FINDINGS	PUBLIC INPUT	CAG RECOMMENDATION	ELG DIRECTION
EVT-A	Mixed Performance	More Support	Warrants further study	**Warrants further study**
EVT-B	More Potential	Mixed Support	Warrants further study	Does not warrant further study – combine elements with EVT-C if beneficial
EVT-C	More Potential	Mixed Support	Warrants further study	**Warrants further study**
EVT-D	Mixed Performance	Mixed Support	Does not warrant further study	**Warrants further study**

7.2 OMF Site Alternatives

Following the Level 1 evaluation, the CAG recommended OMF North alternatives for further study. Based on the recommendation of the CAG and direction from the ELG, four sites were advanced to the Level 2 evaluation. The ELG direction represents the final determination of alternatives to be advanced from Level 1 to Level 2. OMF North findings from the technical team, input from the public and recommendations from both the CAG and ELG are shown in **Table 7-9** below. The site locations and technical performance in Level 1 can also be referenced on the map shown in **Figure 6-6** (OMF North Level 1 Alternatives Technical Performance).

Table 7-9 OMF North Alternatives that Warrant Further Study

OMF NORTH ALTERNATIVE	TECHNICAL FINDINGS	PUBLIC INPUT	CAG RECOMMENDATION	ELG DIRECTION
Site A: SR 526 & Hardeson Rd	Mixed Performance	Mixed Support	Does Not Warrant Further Study	Does Not Warrant Further Study
Site B1: SR 526 & 16th	More Potential	Mixed Support	Warrants further study	**Warrants further study**
Site B2: 75th St & 16th Ave	More Potential	Mixed Support	Warrants further study	**Warrants further study**
Site C: Airport Rd & SR 526	Greater Challenges	Less Support	Does Not Warrant Further Study	Does Not Warrant Further Study
Site D: Airport Rd & 94th St	Mixed Performance	Mixed Support	Warrants further study	Does Not Warrant Further Study
Site E: Airport Rd & 100th St	More Potential	More Support	Warrants further study	**Warrants further study**
Site F: SR 99 & Gibson Rd	Mixed Performance	Mixed Support	Does Not Warrant Further Study	**Warrants further study**
Site G: I-5 & 164th St	Greater Challenges	Mixed Support	Does Not Warrant Further Study	Does Not Warrant Further Study

8 REFERENCES

Everett. 2018. *Metro Everett Subarea Plan.*

Lynnwood. 2016. *City of Lynnwood Resolution 2016-06.*

Snohomish County. 2020. *Light Rail Communities – Station Area Planning.*

Sound Transit. 2013. *Resolution No. R2013-03 System Access Policy.*

Sound Transit. 2014. *Regional Long-Range Plan.*

Sound Transit. 2018. *Resolution No. R2018-10 Adopting an Equitable Transit Oriented Development Policy.*

Sound Transit. 2019. *Equity and Inclusion Policy.*

Sound Transit. 2019. *2019 Sustainability Plan.*

Sound Transit. 2019. *OMF North Early Planning Study*

APPENDIX A

Station, Alignment and OMF North Evaluation Ratings Thresholds

Table A-1 Consolidated Measures and Thresholds for Level 1 Ratings

Category and Consolidated Measures		Summary Data	Thresholds
Service Performance and Reliability			
	**Travel Times**	- Estimated travel time within the section based on major horizontal alignment characteristics (alignment profiles have not yet been developed)	Average percent difference from the section mean in seconds: Red - >20% below the mean travel time within the section. Orange - 10% - 20% below the mean travel time within the section. Beige - within 10% of the mean travel time within the section. Light Green - 10% - 20% above the mean travel time within the section. Dark Green - >20% above the mean travel time within the section.
Connect Regional Centers			
	**Transportation Plan Consistency**	- Light Rail Communities Report - Metro Everett - Community Transit Long Range Plan - Snohomish County Comprehensive Plan - Everett Comprehensive Plan - Lynnwood Comprehensive Plan	Qualitative consistency rating with transportation plans: Red - lower performing; less consistent with local transportation plans in comparison to other alternatives in the same section. Orange - low performing. Beige - moderate performing; somewhat consistent with local transportation plans in comparison to other alternatives in the same section. Light Green - high performing. Dark Green - higher performing; more consistent with local transportation plans compared to other alternatives in the same section.
	Population and Jobs	- PSRC 2040 forecast population and jobs - 10-minute walksheds	Average percent difference from the section mean for both 2040 population and 2040 jobs: Red - 20%+ lower forecast 2040 population and jobs within the 10-minute walkshed compared to the mean of alternatives in the same station area. Orange - 10%-20% lower forecast 2040 population and jobs within the 10-minute walkshed compared to the mean of alternatives in the same station area. Beige - Under 10% lower or higher forecast 2040 population and jobs within the 10-minute walkshed compared to the mean of alternatives in the same station area. Light Green - 10%-20% higher forecast 2040 population and jobs within the 10-minute walkshed compared to the mean of alternatives in the same station area. Dark Green - 20%+ higher forecast 2040 population and jobs within the 10-minute walkshed compared to the mean of alternatives in the same station area.

Category and Consolidated Measures		Summary Data	Thresholds
Equitable Mobility			
	**Age, Ability, Means of Access**	- Households without a vehicle - People with a disability - People under age 18 - People age 65 or older - 10-minute walksheds	Average percent or number difference from the section mean for all four measures. Composite includes households, for which the mean difference was doubled for comparable scale with measures of individuals: Red - >20% below the mean within the section or an average of 200 fewer people, whichever is greater. Orange - 10% - 20% below the mean within the section or an average of 100 fewer people, whichever is greater. Beige - within 10% above or below the mean within the section or a less than 100-person average difference. Light green - 10% - 20% above the mean within the section or an average of 100 more people, whichever is greater. Dark Green - >20% above the mean within the section or an average of 200 more people, whichever is greater.
	Equitable Access to Jobs	- Current minority employment - Low-wage jobs ($1,250 or less monthly) - 10-minute walksheds	Average percent or number difference from the section mean for both measures: Red - >20% below the mean within the section or 200 fewer jobs, whichever is greater. Orange - 10% - 20% below mean within the section or 100 fewer jobs, whichever is greater. Beige - within 10% above or below mean within the section or less than a 100-job average difference. Light Green - 10% - 20% above the mean within the section or an average of 100 more jobs, whichever is greater. Dark Green - >20% above the mean within the section or an average of 200 more jobs, whichever is greater.
	Affordable Housing	- HUD subsidized affordable housing units (LIHTC, Housing Authority and other HUD programs) - 10-minute walksheds	Mean percent or number difference from section mean of affordable units: Red - >50% below the mean within the section or 200 fewer units, whichever is greater. Orange - 25% - 50% below mean within the section or 100 fewer units, whichever is greater. Beige - within 25% above or below mean within the section or less than a 100-unit difference. Light Green - 25% - 50% above the mean within the section or 100 more units, whichever is greater. Dark Green - >50% above the mean within the section average of 200 more units, whichever is greater.

Category and Consolidated Measures		Summary Data	Thresholds
Increase Transit Connectivity and Capacity			
	**Quality of Bike Connections**	- Existing bike facilities - Class of bike facilities - Roadway characteristics - Bike shed size	Red – lower performing; lower quality bicycle connections and fewer dedicated facilities connecting to or near the station compared to other alternatives in the same section. Orange – low performing. Beige – moderate performing; moderate or similar quality bicycle connections and dedicated facilities connecting to or near the station compared to other alternatives in the same section. Light Green – high performing. Dark Green – high performing; better quality bicycle connections and/or more dedicated facilities connecting to or near the station compared to other alternatives in the same section.
	Quality of Pedestrian Connections	- Sidewalk data - Roadway characteristics - Existing crossings and crossing gaps - Sidewalk buffers - Intersection density	Red – lower performing; lower quality pedestrian connections and more challenging walking conditions within the 10-minute walkshed compared to other alternatives in the same section. Orange – low performing. Beige – moderate performing; moderate quality pedestrian connections and similar walking conditions within the 10-minute walkshed compared to other alternatives in the same section. Light Green – high performing. Dark Green – higher performing; better quality pedestrian connections and safer and more comfortable walking conditions within the 10-minute walkshed compared to other alternatives.
Increase Transit Connectivity and Capacity			
	**Quality and Capacity of Transfers**	- Swift Line routes and stops - Other planned Swift lines - Existing Everett Station (Sounder/Amtrak) - Snohomish County Roadway Data - Community Transit and Everett Transit routes and stops - Vertical circulation assumptions	Red - lower performing; less potential for transit integration compared to other alternatives within the same section. Orange - low performing. Beige- moderate performing; moderate potential for transit integration compared to other alternatives within the same section. Light Green - high performing. Dark Green - higher performing; more potential for transit integration compared to other alternatives within the same section.
	Accessible Community Assets	-Community assets based on land use (as defined in **Table 4-1**) -10-minute walksheds	Red - 5 or more fewer than the mean within the alignment section. Orange - 3 or 4 fewer than the mean within the alignment section. Beige - similar number to the mean within the alignment section. Light Green - 3 or 4 more than the mean within the alignment section. Dark Green - 5 or more than the mean within the alignment section.

Category and Consolidated Measures		Summary Data	Thresholds
Technical and Financial Feasibility			
	**Technical Challenges**	Qualitative assessment based on: - Construction access - Utilities and right-of-way - Potential parcel acquisitions or demolition - Long-span or tall bridges - Soil conditions - Other construction challenges	Summary is a qualitative composite including of compliance with Sound Transit's Design Criteria Manual, constructability risks, right-of-way constraints, and operational Considerations: Red – lower performing; more constructability risks and challenges. Orange – low performing. Beige – moderate performing; some constructability risks and challenges. Light Green – high performing. Dark Green – higher performing; fewer constructability risks and challenges.
	Comparative Costs	Qualitative assessment based on: - Potential right-of-way acquisitions - Potential utility relocations - Potential roadway reconstruction - Complicated bridge construction - Length and type of track guideway - Operations and maintenance cost elements	Conceptual cost evaluation based on major cost elements compared to the ST3 representative project approved by voters. Red - >20% above conceptual cost evaluation for the representative project. Orange - 10% - 20% above the conceptual cost evaluation for the representative project. Beige - less than 10% difference from the conceptual cost evaluation for the representative project. Light Green - 10% - 20% below the conceptual cost evaluation for the representative project. Dark Green - >20% below the conceptual cost evaluation for the representative project.
Support Growth at Station Areas			
	**Land Use Plan Consistency**	- Snohomish County Future Land Use Map - Lynnwood Future Land Use Map - Everett Unified Development Code - Snohomish County Unified Development Code - Lynnwood Zoning Code - Metro Everett Plan	Qualitative consistency rating with local land use plans: Red - lower performing; less consistent with land use plans compared to other alternatives within the same section. Orange - low performing. Yellow - moderate performing; somewhat consistent with land use plans compared to other alternatives within the same section. Light Green - high performing. Dark Green - higher performing; more consistent with local land use plans compared to other alternatives within the same section.
	TOD Development Potential	- Development Propensity by Parcel - Buildable Lands Data - 10-minute walksheds	Quantitative composite of acres with high and moderate development propensity, additional capacity for residential units and additional capacity for jobs from the County's buildable lands data. Red - >20% average difference below the mean within the alignment section . Orange - 10% - 20% average difference below the mean within the alignment section Beige - less than 10% average difference from the mean within the alignment section. Light Green - 10% - 20% average difference above the mean within the alignment section. Dark Green - >20% average difference above the mean within the alignment section.

Category and Consolidated Measures		Summary Data	Thresholds
Healthy Natural, Built and Social Environment			
	Natural Environment	- Wetlands and waterbodies within 150 ft of track centerlines and station facilities - 100-year floodplains within 150 ft of track centerlines and station facilities - ESA Species habitat, fisheries and other wildlife habitat within 150 ft of track centerlines and station facilities - Habitat areas within 150 ft of track centerlines and station facilities - Geological hazards including steep slopes, landslide hazard areas and liquefaction areas within 150 ft of track centerlines and station facilities - Other natural resources such as wellhead protection and aquifer recharge areas within 150 ft of track centerlines and station facilities	Red - lower performing; more natural resources within 150 feet of the alignment compared to the ST3 representative project. Orange - low performing. Beige - moderate performing; similar natural resources within 150 feet of the alignment compared to the ST3 representative project. Light Green - high performing. Dark Green - higher performing; fewer natural resources within 150 feet of the alignment compared to the ST3 representative project.
	Built Environment	- NRHP listed or eligible properties and local historic resources within 150 ft of track centerlines and station facilities - Known archaeological resources within 150 ft of track centerlines and station facilities - Parks, trails and recreational resources within 150 ft of track centerlines and station facilities - Category 1 sensitive noise/vibration receptors within 350 ft of track centerlines and station facilities - Known major hazardous waste sites within 150 ft of track centerlines and station facilities - Potential full and partial property acquisitions	Red - higher potential for impacts to the built environment based on alignment proximity to identified resources. Orange – high-moderate potential for impacts to the built environment based on alignment proximity to identified resources. Beige - moderate potential for impacts to the built environment based on alignment proximity to identified resources. Light Green - low-moderate potential for impacts to the built environment based on alignment proximity to identified resources. Dark Green - lower potential for impacts to the built environment based on alignment proximity to identified resources.
	Non-Project Traffic Effects	- Existing traffic volumes - Snohomish County roadways - Planned roadway improvements	Red – lower performing; more potential for vehicular conflicts and/or congestion based on access to station facilities. Orange – low performing. Yellow – moderate performing; moderate potential for vehicular conflicts and/or congestion based on access to station facilities. Light Green – high performing. Dark green – higher performing; lower potential for vehicular conflicts and/or congestion based on access to station facilities.
	Burden on Historically Underserved Populations	- Alternative right-of-way limits and preliminary station footprints - Snohomish County parcel data	Potential full and partial property acquisitions in block groups with high minority or low-income population based on guideway limits for Level 1 alternatives. Red - >20 more total full and partial acquisitions than the mean for all alternatives within the section. Orange - 10-20 more total full and partial acquisitions than the mean for all alternatives within the section. Beige - less than 10 more or fewer total full and partial acquisitions than the mean for all alternatives within the section. Light Green - 10-20 fewer total full and partial acquisitions than the mean for all alternatives in the section. Dark Green - >20 fewer total full and partial acquisitions than the mean for all alternatives in the section.

Table A-2 OMF North Measure Thresholds and Summary Data

Category and Consolidated Measures		Summary Data	Thresholds
Technical and Financial Feasibility			
	**Topographic and Geotechnical Considerations**	- Aerial imagery and elevation data points	Qualitative Red - Major topographic challenges with high cost and schedule implications Orange - Topographic challenges, large volume of cut/fill and high retaining structures Beige - Moderate topographic challenges, moderate volume of cut/fill and retaining structures Light Green - Moderate to minimal topographic challenges, some volume of cut/fill and no major retaining structures Dark Green - Minimal topographic challenges, small volume of cut/fill and no retaining structures
	Property Impacts	- Snohomish County Online Property Information (SCOPI)	Quantitative rating of number of parcels and property owners Red - Higher number of properties that are anticipated to be major challenges to relocate or negotiate for purchase Orange - High number of properties that are anticipated to be challenging to relocate or negotiate for purchase Beige - Moderate number of properties with some moderate challenges to relocate or negotiate for purchase Light Green - Low number of properties with some moderate challenges to relocate or negotiate for purchase Dark Green - Low number of properties, large portion of single family residential
	Property Value	- Snohomish County Online Property Information (SCOPI)	Quantitative cost per acre of each site Red - Property cost per acre is over $4M Orange - Property cost per acre is between $3.4M - $3.9M Beige - Property cost per acre is between $2.8M - $3.4M Light Green - Property cost per acre is between $2M - $2.8M Dark Green - Property cost per acre is under $2M
	Site Development Challenges	- Snohomish County Online Property Information (SCOPI)	Qualitative potential challenges and risks Red - Major challenges identified which could impact cost/schedule Orange - Unique challenges identified which could impact cost/schedule Beige - Some challenges identified which could impact cost/schedule Light Green - Few challenges identified which could impact cost/schedule Dark Green - No challenges identified which could impact cost/schedule

Category and Measure		Summary Data	Thresholds
Healthy, Natural, Built, and Social Environments			
	Built Environment and Social Resources	- National Register Properties	Qualitative based on number and type of resources and challenges present Red - Lower performing (higher number of resources and/or challenges present) Orange - Low performing Beige - Moderate performing Light Green - High performing Dark Green - Higher performing (lower number of resources and/or challenges present)
	Burden on Historically Underserved Communities	- ACS 2019 data for (a) people of color (b) people 200% below the federal poverty line (3) people who speak English less than well	Quantitative based on number of historically underserved populations within site footprint Red - Lower performing (presence of vulnerable/historically underserved populations within the site footprint and within a half-mile of the site) Orange - Low performing (presence of vulnerable/historically underserved populations within the site footprint and within a half-mile of the site) Beige - Moderate performing (presence of vulnerable/historically underserved populations within the site footprint and within a half-mile of the site) Light Green - High performing (presence of vulnerable/historically underserved populations within the site footprint and within a half-mile of the site) Dark Green - Higher performing (presence of vulnerable/historically underserved populations within the site footprint and within a half-mile of the site)
	Natural Environment Resources	- National Register of Historic Places - Snohomish County parks GIS layer - City of Everett parks GIS layer - City of Lynnwood parks GIS layer - Mapped wetlands, streams/culverts, and other waters of the US - ESA listed species and critical habitat	Qualitative based on number and challenges of environmental impacts Red - Lower performing (major challenges with cost and schedule implications) Orange - Low performing (an Individual Permit is likely required from the US Army Corps of Engineers due to the extent of waters of the US) Beige - Moderate performing (a Nationwide Permit is likely required from the US Army Corps of Engineers since less than 0.5 acres of aquatic habitat is present) Light Green - High performing (a Nationwide Permit is likely required and impacts would be minor) Dark Green - Higher performing (no resources mapped on site)
	Public Infrastructure, Facilities and Roadways	- City of Everett Utilities data - Snohomish County Public Works drainage and NPDES data - Snohomish County General Reference Map	Qualitative based severity of impacts to public infrastructure Red - High Potential Effects and Lower Performing: Impacts to major public utilities, utility properties and/or major arterial roadways Orange - Low Performing: Moderate impacts to public utilities, utility properties and/or major arterial roadways Beige - Moderate Performing: Minor impacts to public utilities and/or arterial roadways Light Green - High Performing: No impact to public utilities and minimal impact to arterial roadways Dark Green - Low Potential Effects and Higher Performing (No Potential Effects noted): No noted impacts to public infrastructure
	Zoning and Land Use	- Snohomish County Online Property Information (SCOPI)	Qualitative base current zoning and land use consistency with OMF Red - lowest suitability (High development proposed zoning and high density mixed use or residential land use (>50%)) Orange - low suitability (Moderate to high density commercial zoning with conflicting uses or proposed development plans) Beige - moderate suitability (low to moderate density commercial zoning with few conflicting uses or proposed development plans, moderate potential for TOD and station area opportunities and low residential uses (<25%)) Light Green - highest suitability (majority of the site zoning allows OMF and/or industrial uses, some commercial uses, minimal conflicting development plans and low residential uses (<10%)) Dark Green - highest suitability (Development proposed zoning is suitable for an OMF and no residential uses)

Category and Measure		Summary Data	Thresholds
Healthy, Natural, Built, and Social Environments			
	**Adjacent Zoning and Land Use**	- Snohomish County Online Property Information (SCOPI)	Qualitative based on adjacent zoning consistency with OMF Red - lowest suitability (high density mixed use or residential land use (>50%) or zoning, High TOD and station area opportunities) Orange - low suitability (Moderate to high density commercial zoning with conflicting uses or proposed development plans) Beige - moderate suitability (low residential uses (<25%), low to moderate density commercial zoning with few conflicting uses or proposed development plans, moderate potential for TOD and station area opportunities) Light Green - highest suitability (low residential uses (<10%), majority of the site zoning allows OMF and/or industrial uses, some commercial uses, minimal conflicting development plans) Dark Green - highest suitability (no residential uses, zoning allows OMF and/or industrial uses, no conflicting development plans, low TOD and station area opportunities)
	Employment Displacements	- Puget Sound Regional Council (PSRC) Employment Estimates	Qualitative based on numbers of employees potentially displaced Red - Lower Performing (more than 1500 employees displaced) Orange - Low Performing (800-1499 employees displaced) Beige - Moderate Performing (400-800 employees displaced) Light Green - High Performing (100-400 employees displaced) Dark Green - Higher Performing (fewer than 100 employees displaced)
	Residential Displacements	- Snohomish County Online Property Information (SCOPI)	Qualitative based on number of residential units potentially displaced Red - Lower Performing (more than 90 residential units displaced) Orange - Low Performing (31-90 residential units displaced) Beige - Moderate Performing (16-30 residential units displaced) Light Green - High Performing (1-15 residential units displaced) Dark Green - Higher Performing (no residential units displaced)
	**Size and Configuration**	- OMF Site Conceptual Layouts	Qualitative based on site size and ability to meet programming requirements Red - Lower Performing; site does not meet programming requirements Orange - Low Performing; site meets programming requirements with major technical challenges Beige - Moderate Performing; site meets programming requirements with some challenges Light Green - High Performing; site meets programming requirements minimal challenges Dark Green - Higher Performing; site meets programming requirements with no challenges
	Access for Light Rail Vehicle Deliveries	- OMF Site Conceptual Layouts - Snohomish County Road Layer	Qualitative based on site access options Red – Site does not accommodate 2 independent access points Orange – Site does accommodate 2 independent access points with major challenges anticipated Beige - Site does accommodate 2 independent access points with some challenges anticipated Light Green - Site does accommodate 2 independent access points with minimal challenges anticipated Dark Green – Site accommodates 2 independent access points which no challenges anticipated
	Lead Track Connections	- OMF Site Conceptual Layouts	Qualitative based on complexity of track connections Red - Lower Performing; configuration and technical challenges, does not meet operational requirements Orange - Low Performing; configuration and technical challenges, potential to not meet operational requirements Beige - Moderate Performing; moderate configuration and technical challenges, meets operational requirements Light Green - High Performing; some configuration and technical challenges, meets operational requirements Dark Green - Higher Performing; Meets operational requirements

Category and Consolidated Measures		Summary Data	Thresholds
OMF Operational Considerations and Cost			
	**OMF Operational Considerations and Costs**	- OMF North Analysis v4.0	Site location relative to operational efficiency performance and maintenance windows Beige - Zone B/C Light Green - Zone E Dark Green - Zone D

APPENDIX B

Level 1 Alignments and Stations Alternatives Evaluation

Evaluation Measures	Level 1 Alternatives					
	ALD-A	ALD-B	ALD-C	ALD-D	ALD-E	ALD-F
Increase Transit Connectivity and Capacity						
Community services and facilities						
Number services and facilities	7 facilities	5 facilities	5 facilities	10 facilities	12 facilities	6 facilities
Rating	Moderate	Moderate	Moderate	Moderate	High	Moderate
Transit Integration						
Quality and capacity of transfers	- Does not directly connect to existing transit lines on Alderwood Mall Parkway and 33rd Ave W, but diversion of routes through Alderwood Mall appears feasible to allow for direct connection. - Station alternative is nearly 0.25 miles from bus service on 33rd Ave W. - Station is aerial with vertical circulation required for transfer.	- Does not directly connect to existing transit lines on Alderwood Mall Parkway and 33rd Ave W, but diversion of routes through Alderwood Mall appears feasible to allow for direct connection. - Station alternative is nearly 0.25 miles from bus service on 33rd Ave W. - Station is aerial with vertical circulation required for transfer.	- Provides direct connection to existing bus service on Alderwood Mall Boulevard - Station alternative is approximately 0.3 miles from existing bus service on 33rd Avenue. - Station alterative is about 0.3 miles from existing bus service on Alderwood Mall Pkwy service that crosses I-5. - Station is aerial with vertical circulation required for transfer.	- Connects directly to bus service on 33rd Ave W. The majority of routes are on Alderwood Mall Pkwy and would need to be evaluated for rerouting to 33rd Ave W to 184th St SW. - Station alternatives is approximately 0.45 miles from bus service on Alderwood Mall Pkwy that crosses I-5, and about 0.4 miles from bus service on Alderwood Mall Blvd. - Station is aerial with vertical circulation required for transfer.	- Does not connect with an existing bus routing. Limited street network would make bus re-routing to serve the station very challenging with significant out of direction travel. - Bus stops on 33rd Ave W are over 1,000 feet from station alternative. - Bus stops on 196th Street SW and Alderwood Mall Blvd are about 0.5 miles from station alternative - No apparent re-routing opportunity for routes on 33rd Ave W to 36th Ave W.	- Does not connect with existing bus routing. - Bus stops on 184th Street SW at the intersection with 33rd Ave W are approximately 1,000 feet from the station alternative. - Bus stops on Alderwood Mall Pkwy are over 0.2 miles from the station alternatives. - May be opportunities for re-routing Alderwood Mall Blvd routes via 184th St SW and 33rd Ave W, albeit with out of direction travel.
Connectivity to high-capacity transit	- Challenging integration with Swift Orange Line planned along 33rd Ave W. Approximately 1,100 feet walking distance. May require significant diversion of Swift Orange Line and relocation of planned stops.	- Challenging integration with Swift Orange Line planned along 33rd Ave W. Approximately 1,200 feet walking distance. May require significant diversion of Swift Orange Line and relocation of planned stops.	- Challenging integration with Swift Orange Line planned along 33rd Ave W. Approximately 0.4 mi walking distance. May require significant diversion of Swift Orange Line and relocation of planned stops.	- Closest station alternative to Swift Orange Line with opportunity for convenient integration with planned stations at 33rd Ave W/188th St SW.	- Challenging integration with Swift Orange Line with planned stations over 0.3 miles from station alternative on 33rd Ave W. - Limited rerouting opportunity for Swift Orange Line down 36th Ave W.	- Opportunities to re-route Swift Orange Line service to station alternative with specific bus design elements integrated in the station area.
Rating	Low	Low	Moderate	Higher	Lower	High

Evaluation Measures	Level 1 Alternatives					
	ALD-A	ALD-B	ALD-C	ALD-D	ALD-E	ALD-F
Connecting Regional Centers						
Transportation Plan Consistency						
Transportation Plan Consistency	- Nearer to the locally favored option. - Consistent with Lynnwood Comprehensive Plan (2015). transportation element with the goal of providing a station location with TOD in the Alderwood Mall area, but no specific location included. - Generally aligns with Community Transit goals of providing access to light rail stations with Swift BRT in the 2021 Transit Development Plan, but farther from planned Orange Line.	-Similar distance from the 2015 Resolution location as other alternatives. - Consistent with Lynnwood Comprehensive Plan (2015) transportation element with the goal of providing a station location with TOD in the Alderwood Mall area, but no specific location included. - Generally aligns with Community Transit goals of providing access to light rail stations with Swift BRT in the 2021 Transit Development Plan, but farther from planned Orange Line.	- Farthest from the locally favored option and conflicts with City of Lynnwood 2016 resolution on adequate service for the Lynnwood Regional Growth Center. - Consistent with Lynnwood Comprehensive Plan (2015) transportation element with the goal of providing a station location with TOD in the Alderwood Mall area, but no specific location included. - Generally aligns with Community Transit goals of providing access to light rail stations with Swift BRT in the 2021 Transit Development Plan, but farther from planned Orange Line.	- Location is the closest to locally favored option included in 2016 resolution in support of ST3. - Consistent with Lynnwood Comprehensive Plan (2015) transportation element with the goal of providing a station location with TOD in the Alderwood Mall area, but no specific location included. - Aligns closely with Community Transit goals of providing access to light rail stations with Swift BRT in the 2021 Transit Development Plan.	- Similar distance from 2016 Resolution location as other alternatives, but is not consistent in terms of alignment on 36th Ave W, outside of the Mall and 33rd Ave W. - Consistent with Lynnwood Comprehensive Plan (2015) transportation element with the goal of providing a station location with TOD in the Alderwood Mall area, but no specific location included. - Generally aligns with Community Transit goals of providing access to light rail stations with Swift BRT in the 2021 Transit Development Plan, but farther from planned Orange Line.	- Similar distance from 2016 Resolution location as other alternatives. - Consistent with Lynnwood Comprehensive Plan (2015) transportation element with the goal of providing a station location with TOD in the Alderwood Mall area, but no specific location included. - Generally aligns with Community Transit goals of providing access to light rail stations with Swift BRT in the 2021 Transit Development Plan, but farther from planned Orange Line.
Rating	Moderate	Moderate	Lower	Higher	Low	Moderate
Projected population and jobs						
Projected 2040 population	2345	1668	1624	3313	3407	2128
Projected 2040 jobs	1502	1829	1664	3115	2638	2333
- Near 1,500 units in entitlement or under construction around Alderwood Mall.	- Near 1,500 units in entitlement or under construction around Alderwood Mall.	- Less effective at serving growth on the north side of Alderwood Mall, with new development under construction north of 184th.	- Near 1,500 units in entitlement or under construction around Alderwood Mall.	- Less effective at serving projected employment growth and development around Alderwood Mall.	- Near 1,500 units in entitlement or under construction around Alderwood Mall.	- Near 1,500 units in entitlement or under construction around Alderwood Mall.
Rating	Low	Low	Lower	Higher	High	Moderate
Technical and Financial Feasibility						
Technical challenges						
Compliance with Sound Transit design criteria	- Compliant with Sound Transit DCM.	- Compliant with Sound Transit DCM.	- Compliant with Sound Transit DCM.	- Compliant with Sound Transit DCM.	- Compliant with Sound Transit DCM.	- Compliant with Sound Transit DCM.
Constructability risks	- Challenging construction through the busy area around Alderwood Mall. - An adjacent development project found poor soil conditions in the area near the station.	- Challenging construction through the busy area around Alderwood Mall. Runs parallel to the Williams gas pipeline.	- This alternative has the fewest constructability risks. - New City of Lynnwood pump station adjacent to station area may conflict with this alternative.	- Challenging construction through the busy area around Alderwood Mall.	- Challenging construction through the busy area around Alderwood Mall. Runs parallel to the Williams gas pipeline.	- Challenging construction through the busy area around Alderwood Mall.

Evaluation Measures	Level 1 Alternatives					
	ALD-A	ALD-B	ALD-C	ALD-D	ALD-E	ALD-F
Right-of-way constraints	- Requires ROW through the center of Alderwood Mall.	- Requires ROW through and around Alderwood Mall.	- Impacts new multi-family housing currently under construction, requiring at least partial demolition of the new housing.	- Requires ROW around and along the edges of Alderwood Mall. -Conflicts with existing parking structure and will require partial demolition.	- Requires ROW through and around Alderwood Mall.	- Requires ROW around and along the edges of Alderwood Mall. -Conflicts with existing parking structure and will require partial demolition.
Operational considerations	- Generally efficient route. - Running diagonally through Alderwood Mall parking lot may be less desirable for inspecting guideway.	- Most challenging alternative to place required pocket track.	- Shortest route with fewest curves.	- Longest route with the slowest run time through this section of the project.	- Runs through mall parking lot in a better configuration for inspecting guideway.	- Longest route with the slowest run time through this section of the project.
Rating	Moderate	Moderate	High	Low	Low	Low
Financial feasibility						
Estimated total cost	- Lowest capital costs. - Lower operating cost due to shorter alignment.	- Higher capital cost and lower ROW cost than ALD-A/Pink. - Higher operating cost due to longer alignment.	- Lower capital costs, but requires. - Lower operating cost due to short alignment.	- Highest ROW cost. - Higher operating costs due to longer alignment.	- Highest capital cost but significantly lower ROW cost. - Higher operating cost due to longer alignment.	- Highest ROW cost. - Higher operating cost due to longer alignment.
Rating	Moderate	Moderate	High	Low	High	Low
Equitable Mobility						
Minority, low income and people with limited English proficiency						
Minority population	78	1	0	478	750	219
Low income population	53	1	0	362	585	145
Limited English proficiency	19	0	0	137	286	38
Rating	Low	Low	Low	High	Higher	Moderate
Low-wage and minority employment						
Low-wage employment	1862	1745	854	2064	584	1829
Minority employment	1445	1305	506	2512	996	2288
Rating	High	Moderate	Lower	Higher	Lower	Higher
Age, ability, and means of access						
Population with a disability	15	0	0	98	187	36
Zero-car households	8	0	0	119	99	21
Youth population (under 18)	28	0	0	179	304	75
Senior population (65 or older)	31	0	0	222	381	80
Rating	Moderate	Moderate	Moderate	Moderate	High	Moderate
Subsidized affordable housing						
Number of subsidized units	0	0	0	128	473	128
Rating	Low	Low	Low	Moderate	Higher	Moderate

Evaluation Measures	Level 1 Alternatives					
	ALD-A	ALD-B	ALD-C	ALD-D	ALD-E	ALD-F
Support Urban at Station Areas						
Land use plan consistency						
Land use plan consistency	- Conflicts with planned and ongoing redevelopment in Alderwood Mall. - In the Planned Regional Center zoning, with higher intensity zoning that correspond to higher intensity land uses in Lynnwood's Future Lane use map.	- In the Planned Regional Center zoning, with higher intensity zoning that corresponds to higher intensity land uses in Lynnwood's Future Lane use map.	- In Planned Commercial Development zoning district, but near high intensity zoning districts in and around Alderwood Mall and Alderwood Mall - City Center Transition Area. - Lynnwood's Future Land Use map shows this area as split between the regional center with high intensity development and the City Transition Area	- Between two large blocks Planned Regional Center zoning district that corresponds to higher intensity land uses in Lynnwood's Future Lane use map.	- Adjacent to single family residential zoning districts to the west that are unlikely to change. - Within Alderwood-City Center transition area, not expected to change based on Lynnwood Future Land Use map.	- In high intensity Planned Regional Center zoning district at Alderwood Mall and adjacent to mixed use Residential-Commercial zoning at Lynnwood Place.
Rating	Low	Moderate	Moderate	Higher	Lower	High
TOD development potential						
TOD development propensity including infill sites (acres)	134.6	133.9	118.4	125.8	119.2	139.8
Buildable Lands Report residential capacity (units)	1316	1297	1378	1356	666	1479
Buildable Lands Report employment capacity (jobs)	514	481	605	810	1071	1335
Other Qualitative Factors	- High intensity zoning predominantly around Alderwood Mall. - Development propensity accounts for projects that are in entitlement but have not yet broken ground.	- High intensity zoning predominantly around Alderwood Mall. - Development propensity accounts for projects that are in entitlement but have not yet broken ground.	- High intensity zoning predominantly around Alderwood Mall. - Development propensity accounts for projects that are in entitlement but have not yet broken ground.	- High intensity zoning predominantly around Alderwood Mall. - Development propensity accounts for projects that are in entitlement but have not yet broken ground.	- Single family areas immediately west of station and transitional regulations between zones limited development potential immediately around station area. - Development propensity accounts for projects that are in entitlement but have not yet broken ground.	- High intensity zoning predominantly around Alderwood Mall. - Development propensity accounts for projects that are in entitlement but have not yet broken ground.
Rating	Moderate	Low	Moderate	Moderate	Low	Higher

Evaluation Measures	Level 1 Alternatives					
	ALD-A	ALD-B	ALD-C	ALD-D	ALD-E	ALD-F
Non-Motorized Station Access						
Quality of pedestrian connections						
Quality of pedestrian connections	- Few sidewalk gaps. - 0.35 intersections per acre within the walkshed.	- Few sidewalk gaps. - Walkshed includes all crossing gaps in the area. - 0.28 intersections per acre within the walkshed.	- Few sidewalk gaps. - Walkshed includes all crossing gaps in the area. - 0.259 intersections per acre within the walkshed.	- Few sidewalk gaps. - Closest to the surrounding residential grid system. -Farther from Alderwood Mall Parkway. - 0.48 intersections per acre within the walkshed.	- Few sidewalk gaps, but somewhat more challenging pedestrian environment with 6+ lane roadways. - Closer to the surrounding residential grid system. -Farther from Alderwood Mall Parkway. - 0.48 intersections per acre within the walkshed.	- Few sidewalk gaps. - 0.36 intersections per acre within the walkshed.
Rating	Moderate	Low	Low	High	Moderate	Moderate
Quality of bike connections						
Quality of bike connections	- The 4.8-square-mile, 10-minute bike shed extends to 164th St SW in the north, Larch Way in the south, Locust Way and I-405 in in the east, and 52nd Ave W in the west. - Existing on-street bike facilities are limited to 33rd Ave W and a shared use path that runs from 188th St SW to pioneer Park and the Interurban Trail. Planned bicycle facilities would provide connections between the Mall and surrounding neighborhoods. - I-5, I-405 and SR 525 are barriers to the south and east, and access to this alternative is more constrained by I-5.	- The 4.7 square-mile, 10-minute bike shed extends to 164th St SW in the north, Larch Way in the south, Locust Way and I-405 in in the east, and 52nd Ave W in the west. - Existing on-street bike facilities are limited to 33rd Ave W, a shared use path that runs from 188th St SW to pioneer Park and the Interurban Trail. Planned bicycle facilities would provide connections between the Mall and surrounding neighborhoods. - I-5 , I-405 and SR525 are barriers to the south and east, and access to this alternative is more constrained by I-5.	- The 5.5 square-mile, 10-minute bike shed extends to 164th St SW in the north, Larch Way in the south, Locust Way and I-405 in in the east, and 52nd Ave W in the west. - Existing on-street bike facilities are limited to 33rd Ave W and a shared use path that runs from 188th St SW to pioneer Park. Planned bicycle facilities would provide connections between the Mall and surrounding neighborhoods. - I-5, I-405 and SR525 are barriers to the south and east, and access to this alternative is more constrained by I-5. - This station alternative has direct access to the Interurban Trail.	- The 5.4 square-mile 10-minute bike shed extends to 164th St SW in the north, Larch Way in the south, Locust Way and I-405 in in the east, and 52nd Ave W in the west. . - Existing on-street bike facilities are limited to 33rd Ave W, a shared use path close to this station alternative that runs from 188th St SW to pioneer Park and the Interurban Trail. Planned bicycle facilities would provide connections between the Mall and surrounding neighborhoods. - I-5 and I-405 are barriers to the south and east, both farther from this station alternative.	- The 5.4-square-mile, 10-minute bike shed extends to 164th St SW in the north, Larch Way in the south, Filbert Rd and I-405 in in the east, and 52nd Ave W in the west. - Existing on-street bike facilities are limited to 33rd Ave W, a shared use path close to this station alternative that runs from 188th St SW to pioneer Park and the Interurban Trail. Planned bicycle facilities would provide connections between the Mall and surrounding neighborhoods. - I-5, I-405 and SR 525 are barriers to the south and east, both farther from this station alternative.	- The 4.5 square-mile, 10-minute bike shed extends to 164th St SW in the north, Larch Way in the south, Locust Way and I-405 in in the east, and 52nd Ave W in the west. - Existing on-street bike facilities are limited to 33rd Ave W, a shared use path close to this station alternative that runs from 188th St SW to pioneer Park and the Interurban Trail. Planned bicycle facilities would provide connections between the Mall and surrounding neighborhoods. - I-5 and I-405 are barriers to the south and east, and this station alternative is more constrained but I-405/SR 525
Rating	Low	Low	Moderate	Moderate	Moderate	Low

Evaluation Measures	Level 1 Alternatives					
	ALD-A	ALD-B	ALD-C	ALD-D	ALD-E	ALD-F
Healthy Built, Natural and Social Environments						
Built environment and social resources						
Built environment and social resources	- No Category 1 noise or vibration receptors. - 2 known historic resources and 1 known historic-era archaeological resource. - 1 recreational resource (4,300 linear feet of the Interurban Trail). - 1 site with known contamination (has No Further Action determination). - 10 full and 32 partial acquisitions (42 total).	- No sites with known contamination or Category 1 noise or vibration receptors. - 2 known historic resources and 1 known historic-era archaeological resource. - 1 recreational resource (5,800 linear feet of the Interurban Trail). - 8 full and 46 partial acquisitions (54 total).	- No Category 1 noise or vibration receptors. - 2 known historic resources and 1 known historic-era archaeological resource. - 1 recreational resource (9,000 linear feet of the Interurban Trail). - 6 sites with known contamination (1 has No Further Action determination). - 4 full and 37 partial acquisitions (41 total).	- No Category 1 noise or vibration receptors. - 2 known historic resources and 1 known historic-era archaeological resource. - 1 recreational resource (4,300 linear feet of the Interurban Trail). - 1 site with known contamination (has No Further Action determination). - 8 full and 40 partial acquisitions (48 total).	- No known archaeological resources or Category 1 noise or vibration receptors. - 5 known historic resources. - 1 recreational resource (4,600 linear feet of the Interurban Trail). - 3 sites with known contamination. - 6 full and 38 partial acquisitions (44 total).	- No sites with known contamination or Category 1 noise or vibration receptors. - 2 known historic resources and 1 known historic-era archaeological resource. - 1 recreational resource (4,300 linear feet of the Interurban Trail). - 11 full and 38 partial acquisitions (49 total).
Rating	Moderate	High	Low	Moderate	Low	High
Burdens to historically underserved populations						
Potential partial acquisitions in high minority and low-income areas	24	26	28	30	23	29
Potential full acquisitions in high minority and low-income areas	8	4	3	8	3	9
Rating	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate
Traffic effects						
Traffic effects	- Access is less direct to the station with interior circulation for Alderwood Mall and surrounding areas serving as primary access.	- Access is less direct to the station with interior circulation for Alderwood Mall and surrounding areas serving as primary access.	- Access from a major street that currently provides access and circulation to local uses and business. - Not challenging for station access.	- Access from a major street that currently provides access and circulation to local uses and business. - Not challenging for station access.	- Access from a major street that currently provides access and circulation to local uses and business. - Not challenging for station access.	- Access from a major street that currently provides access and circulation to local uses and business. - Not challenging for station access.
Rating	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate

Evaluation Measures	Level 1 Alternatives					
	ALD-A	ALD-B	ALD-C	ALD-D	ALD-E	ALD-F
Natural environment						
Natural environment (resources within 150 feet of the alignment and station)	- No fish passage barriers. - 1 mapped wetland unit totaling 0.1 acres (could be rated Category 1). - 2 stream segments totaling 533 linear feet (508 linear feet of Type F stream (Swamp Creek) and 25 linear feet of Type F stream (Swamp Creek)). - 1.4 acres of floodplain associated with Swamp Creek. - Swamp Creek provides habitat for federally listed salmonids. - Within the Southern Whidbey Island Fault Zone, area of liquefaction prone soils.	- No fish passage barriers. -1 mapped wetland unit totaling 0.1 acres (could be rated Category 1). - 2 stream segments totaling 533 linear feet (506 linear feet of Type F stream (Swamp Creek) and 27 linear feet of Type F stream (Swamp Creek)). - 1.4 acres of floodplain associated with Swamp Creek. - Swamp Creek provides habitat for federally listed salmonids. - Within the Southern Whidbey Island Fault Zone, area of liquefaction prone soils.	- No fish passage barriers. - 1 mapped wetland unit totaling 0.1 acres (could be rated Category 1). - 2 stream segments totaling 533 linear feet (506 linear feet of Type F stream (Swamp Creek) and 27 linear feet of Type F stream (Swamp Creek)). - 1.4 acres of floodplain associated with Swamp Creek. - Swamp Creek provides habitat for federally listed salmonids. - Within the Southern Whidbey Island Fault Zone, area of liquefaction prone soils.	- No fish passage barriers. - 1 mapped wetland unit totaling 0.1 acres (could be rated Category 1). - 2 stream segments totaling 533 linear feet (506 linear feet of Type F stream (Swamp Creek) and 27 linear feet of Type F stream (Swamp Creek)). - 1.4 acres of floodplain associated with Swamp Creek. - Swamp Creek provides habitat for federally listed salmonids. - Within the Southern Whidbey Island Fault Zone, area of liquefaction prone soils.	- No fish passage barriers - 1 mapped wetland unit totaling 0.1 acres (could be rated Category 1) . - 2 stream segments totaling 533 linear feet (506 linear feet of Type F stream (Swamp Creek) and 27 linear feet of Type F stream (Swamp Creek)). - 1.4 acres of floodplain associated with Swamp Creek. - Swamp Creek provides habitat for federally listed salmonids. - Within the Southern Whidbey Island Fault Zone, area of liquefaction prone soils.	- No fish passage barriers. - 1 mapped wetland unit totaling 0.1 acres (could be rated Category 1). - 2 stream segments totaling 533 linear feet (506 linear feet of Type F stream (Swamp Creek) and 27 linear feet of Type F stream (Swamp Creek)). - 1.4 acres of floodplain associated with Swamp Creek. - Swamp Creek provides habitat for federally listed salmonids. - Within the Southern Whidbey Island Fault Zone, area of liquefaction prone soils.
Rating	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate

Evaluation Measures	Level 1 Alternatives			
	ASH-A	ASH-B	ASH-C	ASH-D
Increase Transit Connectivity and Capacity				
Community services and facilities				
Number services and facilities	4 facilities	5 facilities	3 facilities	5 facilities
Rating	Moderate	Moderate	Moderate	Moderate
Transit Integration				
Quality and capacity of transfers	- Convenient opportunity for integration with existing local bus service at Ash Way Park-and-Ride with existing bus loop about 350 feet from this station alternative. - Regional service relocation to Mariner would refocus service to local service. Alternative is further from 164th St SW. - Station is aerial with vertical circulation required for transfer.	- Convenient opportunity for integration with existing local bus service at Ash Way Park-and-Ride with existing bus loop adjacent to this station alternative. - Regional service relocation to Mariner would refocus service to local service. Alternative is further from 164th St SW. - Station is aerial with vertical circulation required for transfer.	- Convenient opportunity for integration with existing local bus service at Ash Way Park-and-Ride with existing bus loop about 650 feet from this station alternative. - Regional service relocation to Mariner would refocus service to local service. Alternative is close to 164th St SW. - Station is aerial with vertical circulation required for transfer.	- Challenging transit connection relative to existing facility. Without additional improvements, bus access to east side of I-5 requires travel through 164th St SW interchange in both directions. - Opportunity for integration with east-west service on 164th St SW, with existing stops about 750 feet to 1,200 feet from station alternative. However, routes would be challenged to access off-street facilities due to challenging routing from 164th St SW. - Would be completely disconnected from existing parking facilities. - Station is retained cut with vertical circulation required for transfer.
Connectivity to high-capacity transit	- Direct connection to Swift Orange Line at Ash Way Park-and-Ride.	- Direct connection to Swift Orange Line at Ash Way Park-and-Ride.	- Direct connection to Swift Orange Line at Ash Way Park-and-Ride. Would require relocation of planned BRT stop.	- Long transfer distance (800-900 feet) to planned Swift Orange Line stops. Relocating or adding stops may be difficult due to proximity to interchange.
Rating	High	High	Higher	Lower

Evaluation Measures	Level 1 Alternatives			
	ASH-A	ASH-B	ASH-C	ASH-D
Connecting Regional Centers				
Transportation Plan Consistency				
Transportation Plan Consistency	- Consistent with Light Rail Communities west of I-5 station location recommended for further analysis, but not adopted as locally favored option. - Snohomish County Comprehensive Plan (2016) supports the ST3 Plan but does not specify a location. - Aligns with Community Transit goals of providing access to light rail stations with Swift BRT in the 2021 Transit Development Plan.	- Generally consistent with Light Rail Communities west of I-5 station location recommended for further analysis, but not adopted as locally favored option. - Snohomish County Comprehensive Plan (2016) supports the ST3 Plan but does not specify a location. - Aligns with Community Transit goals of providing access to light rail stations with Swift BRT in the 2021 Transit Development Plan.	- Generally consistent with Light Rail Communities west of I-5 station location recommended for further analysis, but not adopted as locally favored option. - Snohomish County Comprehensive Plan (2016) supports the ST3 Plan but does not specify a location. - Aligns with Community Transit goals of providing access to light rail stations with Swift BRT in the 2021 Transit Development Plan.	- Consistent with Light Rail Communities east of I-5 station location recommended for further analysis and adopted as locally favored option. - Snohomish County Comprehensive Plan (2016) supports the ST3 Plan but does not specify a location. - Aligns with Community Transit goals of providing access to light rail stations with Swift BRT in the 2021 Transit Development Plan.
Rating	Moderate	Moderate	Moderate	Higher
Projected population and jobs				
Projected 2040 population	1647	1720	2070	829
Projected 2040 jobs	461	491	987	171
Rating	Moderate	Moderate	Higher	Lower
Technical and Financial Feasibility				
Technical challenges				
Compliance with Sound Transit design criteria	- Compliant with Sound Transit Design Construction Manual.	- Compliant with Sound Transit DCM.	- Compliant with Sound Transit DCM.	- Compliant with Sound Transit DCM.
Constructability risks	- Greatest constructability challenges due to proximity to I-5 and direct access ramp.	- Challenging construction with maintenance of park-and-ride operations during construction.	- Challenging construction with maintenance of park-and-ride operations during construction.	- Requires staged closures of 164th St SW to construct cut and cover tunnel.
Right-of-way constraints	- Few ROW constraints with this alternative as it runs mostly in/along WSDOT ROW.	- Alignment requires acquisition of large multi-family property.	- Alignment requires acquisition of large multi-family property.	- Few ROW constraints in the SnoPUD corridor.
Operational considerations	- High elevated station platform to span over direct access ramp.	- Most disruptive to existing park-and-ride operations.	- Crosses through existing bus loading area, likely requiring reconfiguration.	- Crosses I-5 in south of the station alternative and runs through cut-and-cover crossing under 164th St SW.
Rating	Moderate	Low	Low	High
Financial feasibility				
Estimated total cost	- Lowest ROW cost. - Slightly lower operating cost due to shorter alignment.	- Significantly higher ROW cost due to impacts to apartment buildings north of the station. - Slightly higher operating costs due to longer alignment.	- Significantly higher ROW cost due to impacts to apartment buildings north of the station. - Slightly higher operating costs due to longer alignment.	- Lowest capital cost due to less aerial guideway and an at-grade station, but includes a crossing of I-5 and 164th St SW. - Slightly lower operating costs due to shorter alignment.
Rating	Moderate	Lower	Lower	High

Evaluation Measures	Level 1 Alternatives			
	ASH-A	ASH-B	ASH-C	ASH-D
Equitable Mobility				
Minority, low income and people with limited English proficiency				
Minority population	991	1036	918	261
Low-income population	249	261	237	56
Limited English proficiency	168	175	150	61
Rating	Moderate	Moderate	Moderate	Lower
Low-wage and minority employment				
Low-wage employment	9	9	1	73
Minority employment	12	12	9	75
Rating	Moderate	Moderate	Moderate	Moderate
Age, ability, and means of access				
Population with a disability	122	128	129	45
Zero-car households	22	23	17	3
Youth population (under 18)	326	341	322	146
Senior population (65 or older)	78	82	92	43
Rating	Moderate	Moderate	Moderate	Moderate
Subsidized affordable housing				
Number of subsidized units	393	393	393	0
Rating	High	High	High	Lower
Support Urban at Station Areas				
Land use plan consistency				
Land use plan consistency	- Located in an area designated for Urban Village uses in Snohomish County's Future Land Use Map and surrounded by Urban Center and medium and high-density multi-family future land uses. - Within Snohomish County's Urban Center zone, closer to the more expansive western portion of the Urban Center zoning district at Ash Way. - Near areas zoned for a mix of single- and multi-family residential development and business park development, but constrained by Swamp Creek wetlands.	- Located in an area designated for Urban Village uses in Snohomish County's FLUM and surrounded by Urban Center and medium and high-density multi-family future land uses. - Within Snohomish County's Urban Center zone, closer to the more expansive western portion of the Urban Center zoning district at Ash Way. - Near areas zoned for a mix of single- and multi-family residential development and business park development, but constrained by Swamp Creek wetlands.	- Located in an area designated for Urban Village uses in Snohomish County's FLUM and surrounded by Urban Center and medium and high-density multi-family future land uses. - Within Snohomish County's Urban Center zone, closer to the more expansive western portion of the Urban Center zoning district at Ash Way. - Near areas zoned for a mix of single- and multi-family residential development and business park development, but constrained by Swamp Creek wetlands.	- Located in an area designated for Urban Center uses in Snohomish County's FLUM and surrounded by Urban Village, urban commercial and medium and high density multi-family future land uses. - Within Snohomish County's Urban Center zone, nearer to the less expansive eastern portion of the Urban Center zoning district at Ash Way. - Near areas zoned for a mix of single- and multi-family residential development and community business development, but constrained by Martha Lake.
Rating	Moderate	Moderate	Moderate	Moderate

Evaluation Measures	Level 1 Alternatives			
	ASH-A	ASH-B	ASH-C	ASH-D
TOD development potential				
TOD development propensity including infill sites (acres)	24.1	24.1	40.5	56.6
Buildable Lands Report residential capacity (units)	1490	1512	2451	1692
Buildable Lands Report employment capacity (jobs)	601	614	989	579
Rating	Lower	Lower	High	High
Non-Motorized Station Access				
Quality of pedestrian connections				
Quality of pedestrian connections	- Recent improvements along Ash Way north of 164th St SW. - Newer sidewalks buffered from the roadway with minimal walkshed around 164th St SW. - Closest to connections with residential neighborhoods to the north of this station alternative. - 0.48 intersections per acre within the walkshed.	- Recent improvements along Ash Way north of 164th St SW. - Newer sidewalks buffered from the roadway with minimal walkshed around 164th St SW. - More residential connections to the north of this station alternative. - 0.47 intersections per acre within the walkshed.	- Walkshed includes large section of 164th St SW, a large roadway with 6+ lanes and high speed traffic. - Includes major sidewalk gaps south of 164th St SW and 22nd Ave. - 0.3 intersections per acre within the walkshed.	- Walkshed includes large section of 164th St SW, a large roadway with 6+ lanes and high speed traffic. - Closest to connections to residential areas north of 164th Street SW and east of I-5 with more complete sidewalks. - 0.4 intersections per acre within the walkshed.
Rating	High	High	Low	Moderate
Quality of bike connections				
Quality of bike connections	- The 2.3-square-mile, 10-minute bike shed extends north to 134th St SW, south to SR 525, east to Larch Way, and west to SR 525. - I-5 is a barrier to the east and Swamp Creek is a barrier to the west. The only crossing over I-5 is via 164th St SW, which has no existing bike infrastructure and has heavy traffic. - Existing dedicated bike facilities are on Ash Way, Oak Rd, 18th Ave W, and on 164th St SW excluding the portion that crosses over I-5.Planned new bike connections across I-5 would increase connectivity on both sides of the interstate. - The Interurban Trail is within the bike shed.	- The 2.2-square-mile, 10-minute bike shed extends north to 134th St SW, south to SR 525, east to Larch Way, and west to SR 525. - I-5 is a barrier to the east and Swamp Creek is a barrier to the west. The only crossing over I-5 is via 164th St SW, which has no existing bike infrastructure and has heavy traffic. - Existing dedicated bike facilities are on Ash Way, Oak Rd, 18th Ave W, and on 164th St SW excluding the portion that crosses over I-5.Planned new bike connections across I-5 would increase connectivity on both sides of the interstate. - The Interurban Trail is within the bike shed.	- The 3.6-square-mile, 10-minute bike shed extends north to 134th St SW, south to SR 525, east to Larch Way, and west to SR 525. - I-5 is a barrier to the east and Swamp Creek is a barrier to the west. The only crossing over I-5 is via 164th St SW, which has no existing bike infrastructure and has heavy traffic. - Existing dedicated bike facilities are on Ash Way, Oak Rd, 18th Ave W, and on 164th St SW excluding the portion that crosses over I-5.Planned new bike connections across I-5 would increase connectivity on both sides of the interstate. - The Interurban Trail is within the bike shed.	- The 3.3-square-mile, 10-minute bike shed extends north to 146th St SW, south to 178th St SW, east to Cascadian Way, and west to 35th Ave W. - I-5 is a barrier to the west. The only crossing over I-5 is via 164th St SW, which has no existing bike infrastructure and has heavy traffic. - Existing dedicated bike facilities are on Ash Way, Oak Rd, 18th Ave W, and on 164th St SW excluding the portion that crosses over I-5. Planned new bike connections across I-5 would increase connectivity on both sides of the interstate. - The Interurban Trail is within the bike shed and closer to this station alternative than others.
Rating	Low	Low	Moderate	High
Healthy Built, Natural and Social Environments				

Evaluation Measures	Level 1 Alternatives			
	ASH-A	ASH-B	ASH-C	ASH-D
Built environment and social resources				
Built environment and social resources	- No known historic or archaeological resources, recreational resources, sites with known contamination, or Category 1 noise or vibration receptors. - 6 full and 40 partial acquisitions (46 total).	- No known historic or archaeological resources, recreational resources, or Category 1 noise or vibration receptors. - 1 site with known contamination (has No Further Action determination). - 8 full and 36 partial acquisitions (44 total).	- No known historic or archaeological resources, recreational resources, or Category 1 noise or vibration receptors. - 2 sites with known contamination (both have No Further Action determination). - 8 full and 41 partial acquisitions (49 total).	- No known historic or archaeological resources or Category 1 noise or vibration receptors. - 1 recreational resource (7,200 linear feet of the Interurban Trail). - 2 sites with known contamination (both have No Further Action determination). - 11 full and 5 partial acquisitions (16 total).
Rating	High	Moderate	Moderate	Moderate
Burdens to historically underserved populations				
Potential partial acquisitions in high minority and low-income areas	14	16	15	3
Potential full acquisitions in high minority and low-income areas	4	1	2	1
Rating	Moderate	Moderate	Moderate	High
Traffic effects				
Traffic effects	-Access from Ash Way, which supports existing park-and-ride and drop off activities for the Ash Way Park-and-Ride.	-Access from Ash Way, which supports existing park-and-ride and drop off activities for the Ash Way Park-and-Ride.	-Access from Ash Way, which supports existing park-and-ride and drop off activities for the Ash Way Park-and-Ride.	- Access to station is longer and less direct, and access from Motor Place is constrained by proximity to interchange and connecting is more challenging.
Rating	Moderate	Moderate	Moderate	Low

Evaluation Measures	Level 1 Alternatives			
	ASH-A	ASH-B	ASH-C	ASH-D
Natural environment				
Natural environment (resources within 150 feet of the alignment and station)	- No wetlands, floodplains, listed species, or habitat areas. - 5 stream segments totaling 2,440 linear feet (4 linear feet of Type F stream [Ash Way Creek]), 508 linear feet of Type Np stream (Ash Way Creek), 524 linear feet of Type Np stream (Alder Creek), 161 linear feet of Type U stream, 1,243 linear feet of Type U stream). - 2 fish passage barriers (1 on WSDOT's injunction list). - Within the Southern Whidbey Island Fault Zone.	- No wetlands, floodplains, listed species, or habitat areas. - 4 stream segments totaling 2,439 linear feet (511 linear feet of Type Np stream [Ash Way Creek]), 524 linear feet of Type Np stream (Alder Creek), 161 linear feet of Type U stream, 1,243 linear feet of Type U stream. - 2 fish passage barriers (1 on WSDOT's injunction list). - Within the Southern Whidbey Island Fault Zone.	- No wetlands, floodplains, listed species, or habitat areas. - 5 stream segments totaling 2,440 linear feet (4 linear feet of Type F stream [Ash Way Creek]), 508 linear feet of Type Np stream (Ash Way Creek), 524 linear feet of Type Np stream (Alder Creek), 161 linear feet of Type U stream, 1,243 linear feet of Type U stream. - 2 fish passage barriers (1 on WSDOT's injunction list). - Within the Southern Whidbey Island Fault Zone.	- No wetlands, floodplains, listed species, or habitat areas. - 3 stream segments totaling 3,018 linear feet (720 linear feet of Type Np stream [Alder Creek]), 1,328 linear feet of Type U stream, 970 linear feet of Type U stream. - 1 fish passage barrier (on WSDOT's injunction list). - Within the Southern Whidbey Island Fault Zone.
Rating	Moderate	Moderate	Moderate	Moderate

Evaluation Measures	Level 1 Alternatives			
	MAR-A	MAR-B	MAR-C	MAR-D
Increase Transit Connectivity and Capacity				
Community services and facilities				
Number services and facilities	11 facilities	11 facilities	7 facilities	8 facilities
Rating	Moderate	Moderate	Moderate	Moderate
Transit Integration				
Quality and capacity of transfers	- Best opportunity to integrate with bus routes operating on 128th St SW and 4th Ave W. - Opportunities for direct access from 128th St into off-street bus facilities. - Closest distance to existing 128th St intersection to minimize travel distance for express routes operating on I-5. - Moderate walk distance from Mariner Park-and-Ride, about 0.25 miles from Mariner bus bays. - Station is aerial with vertical circulation required for transfer.	- Convenient integration with local bus service along 128th St SW and minimal out-of-direction travel with routes operating on 4th Ave W. - Somewhat longer access routing for routes on I-5, but still along 128th St to allow for convenient access. - Farther from Mariner Park-and-Ride, about 0.35 miles from Mariner bus bays, which may require routes to stop at both locations. - Station is aerial with vertical circulation required for transfer.	- Would require greater deviation for local bus service along 128th Street SW and 4th Ave W. - Requires greatest deviation for any routes along I-5, potentially precluding this as the main bus transfer point. - Farther from Mariner Park-and-Ride, about 0.35 miles from Mariner bus bays, which may require routes to stop at both locations. - Station is aerial with vertical circulation required for transfer.	- Convenient integration with local routes on 4th Ave W but would require challenging deviation for bus service along 128th St SW. - Requires challenging deviation for any routes on I-5, but may still be feasible as main bus transfer point. - Closest to Mariner Park-and-Ride, about 0.2 miles from Mariner bus bays. - Station is aerial with vertical circulation required for transfer.
Connectivity to high-capacity transit	- Potential to connect directly to existing Swift Green Line station along 128 Street SW. - Requires crossing of 128th St SW to access eastbound stop.	- Potential to connect directly to Swift Green Line service along 128th Street SW with BRT station relocation. - Requires crossing of 128th St SW to access westbound stop.	- Not proximate to Swift Green Line service along 128th Street SW. -Approximately 900 feet from closest potential stop placement and about 0.4 miles to existing stops. Re-routing of Green Line to better serve station may be challenging.	- Not proximate to Swift Green Line service along 128th Street SW. Approximately 1,000 feet from existing stops. Re-routing of Green Line to better serve station may be challenging.
Rating	Higher	High	Lower	Low

Evaluation Measures	Level 1 Alternatives			
	MAR-A	MAR-B	MAR-C	MAR-D
Connecting Regional Centers				
Transportation Plan Consistency				
Transportation Plan Consistency	- Consistent with Light Rail Communities 128th St station location recommended for further analysis, but not adopted as locally favored option. - Snohomish County Comprehensive Plan (2016) supports the ST3 Plan but does not specify a location. - Aligns with Community Transit goals of providing access to light rail stations with Swift BRT in the 2021 Transit Development Plan.	- Farther from Snohomish County's locally favored option but more consistent with Light Rail Communities and East-West HCT Access Study plans for 130th St SW to be transit/multimodal street. - Snohomish County Comprehensive Plan (2016) supports the ST3 Plan but does not specify a location. - Aligns with Community Transit goals of providing access to light rail stations with Swift BRT in the 2021 Transit Development Plan.	- Similar distance from Snohomish County's locally favored option as other alternatives and less consistent with Light Rail Communities and East-West HCT Access Study plans for 130th St SW to be transit/multimodal street. - Snohomish County Comprehensive Plan (2016) supports the ST3 Plan but does not specify a location. - Aligns with Community Transit goals of providing access to light rail stations with Swift BRT in the 2021 Transit Development Plan.	- Consistent with Light Rail Communities 130th St station location recommended for further analysis and adopted as locally favored option. - Snohomish County Comprehensive Plan (2016) supports the ST3 Plan but does not specify a location. - Aligns with Community Transit goals of providing access to light rail stations with Swift BRT in the 2021 Transit Development Plan.
Rating	Moderate	Moderate	Low	Higher
Projected population and jobs				
Projected 2040 population	4312	5067	3541	2534
Projected 2040 jobs	1024	1113	893	711
Rating	Moderate	Higher	Moderate	Lower
Technical and Financial Feasibility				
Technical challenges				
Compliance with Sound Transit design criteria	- Compliant with Sound Transit Design Construction Manual.	- Compliant with Sound Transit DCM.	- Compliant with Sound Transit DCM.	- Separate Operator Facility required off end of station due to geometry requirements of track alignment
Constructability risks	- Requires relocation of SnoPUD transmission line.	- Requires relocation of SnoPUD transmission line.	- More private access or businesses and residences to maintain and re-establish during construction.	- Requires a crossing of I-5.
Right-of-way constraints	- Uses part of the existing SnoPUD ROW. - Will require relocation of the Transmission line, but few spatial constraints for relocation.	- Uses part of the existing SnoPUD ROW. - Will require relocation of the Transmission line, but few spatial constraints for relocation.	- Requires acquiring and demolishing properties through large portion of the alignment.	- Requires acquiring and demolishing properties through large portion of the alignment.
Operational considerations	- Operationally, the longest route with longest running time.	- Longer route and running time.	- Most operationally efficient as this alignment has fewest curves and shorter track length.	- More operationally efficient as it has fewer curves and shorter track length.
Rating	Moderate	Moderate	Moderate	Moderate

Evaluation Measures	Level 1 Alternatives			
	MAR-A	MAR-B	MAR-C	MAR-D
Financial feasibility				
Estimated total cost	- Highest capital costs. - Higher operating costs due to longer alignment.	- Lower ROW costs due to fewer commercial building impacts. - Higher operating costs due to longer alignment.	- High ROW costs, but lower capital cost. - Lower Operating costs due to shorter alignment.	- High ROW costs, but lower capital cost. - Lower Operating costs due to shorter alignment.
Rating	Moderate	High	Low	Low
Equitable Mobility				
Minority, low income and people with limited English proficiency				
Minority population	1210	2585	1675	1055
Low-income population	921	1671	1060	613
Limited English proficiency	238	400	207	107
Rating	Higher	Low	Low	Low
Low-wage and minority employment				
Low-wage employment	229	244	280	279
Minority employment	245	265	405	401
Rating	Moderate	Moderate	Moderate	Moderate
Age, ability, and means of access				
Population with a disability	437	595	308	145
Zero-car households	109	170	123	68
Youth population (under 18)	612	1296	880	553
Senior population (65 or older)	339	603	388	220
Rating	Moderate	Higher	Moderate	Low
Subsidized affordable housing				
Number of subsidized units	341	341	341	341
Rating	Moderate	Moderate	Moderate	Moderate
Support Urban at Station Areas				
Land use plan consistency				
Land use plan consistency	- Located in an area designated for Urban Center uses in Snohomish County's Future Land Use Map, with high and medium density multifamily residential in surrounding areas. - Closer to pockets of multi-family residential zoning north of 128th St SW and near the center of the Urban Center zoning district at Mariner which provides for denser mixed use development.	- Located in an area designated for Urban Center uses in Snohomish County's FLUM, with high and medium density multifamily residential in surrounding areas. - Toward the west of the Urban Center zoning district at Mariner which provides for denser mixed use development, closer to large sections of higher density multi-family zoning along Airport Rd.	- Located in an area designated for Urban Center uses in Snohomish County's FLUM, with high and medium density multifamily residential in surrounding areas. - Toward the southern end of the Urban Center zoning district at Mariner which provides for denser mixed use development, and nearer to lower density multi-family and higher density single-family zoning near Lake Stickney.	- Located in an area designated for Urban Center uses in Snohomish County's FLUM, with high and medium density multifamily residential in surrounding areas. - Nearest to the center of the Urban Center zoning district at Mariner which provides for denser mixed use development with zoning for denser single family residential development and pockets of multi-family to the north and south.
Rating	Moderate	Moderate	Moderate	Moderate
TOD development potential				

Evaluation Measures	Level 1 Alternatives			
	MAR-A	MAR-B	MAR-C	MAR-D
TOD development propensity including infill sites (acres)	14.2	9.7	15.3	14.3
Buildable Lands Report residential capacity (units)	1695	1572	1591	1616
Buildable Lands Report employment capacity (jobs)	754	740	751	763
Rating	Moderate	Low	Moderate	Moderate
Non-Motorized Station Access				
Quality of pedestrian connections				
Quality of pedestrian connections	- Many housing communities without internal sidewalks. - Near major sidewalk gaps and crossing gaps along 128th St SW. - 0.62 intersections per acre within the walkshed.	- Many housing communities without internal sidewalks. - Near major sidewalk gaps and crossing gaps along 128th St SW. - 0.62 intersections per acre within the walkshed.	- Many housing communities without internal sidewalks. - Near major sidewalk gaps and crossing gaps along 128th St SW. - 0.52 intersections per acre within the walkshed.	- Many housing communities without internal sidewalks. - Near major sidewalk gaps and crossing gaps along 128th St SW. - 0.51 intersections per acre within the walkshed.
Rating	Moderate	Moderate	Moderate	Moderate
Quality of bike connections				
Quality of bike connections	- The 5.7-square-mile, 10-minute bike shed extends north to SR 99 and SW Everett Mall Way, south to 148th St SW, east to SR 527, and west to Gibson Road. - I-5 is a barrier to the east. 128th St SW is the only crossing over I-5 and there are no existing or planned bike facilities. - There are existing bike lanes on 128th St SW west of 8th Ave W, Ash Way, and E Gibson Rd. The bike lane on 128th St SW is high stress with no physical separation from traffic. East of I-5 there is an existing bike lane on Meridian Ave S. - The Interurban Trail is on the east side of I-5 and connects to 128th St SW on the west side as well.	- The 6.2-square-mile, 10-minute bike shed extends north to SR 99 and SW Everett Mall Way, south to 148th St SW, east to SR 527, and west to Beverly Park Rd. - I-5 is a barrier to the east. 128th St SW is the only crossing over I-5 and there are no existing or planned bike facilities. - There are existing bike lanes on 128th St SW west of 8th Ave W, Ash Way, and E Gibson Rd. The bike lane on 128th St SW is high stress with no physical separation from traffic, but does provide direct access to the station. East of I-5 there is an existing bike lane on Meridian Ave S. - The Interurban Trail is on the east side of I-5 and connects to 128th St SW on the west side as well.	- The 5.7-square-mile, 10-minute bike shed extends north to SR 99 and SW Everett Mall Way, south to Ash Way Park and Ride, east to SR 527, and west to Beverly Park Rd and SR 99. - I-5 is a barrier to the east. 128th St SW is the only crossing over I-5 and there are no existing or planned bike facilities. - There are existing bike lanes on 128th St SW west of 8th Ave W, Ash Way, and E Gibson Rd. The bike lane on 128th St SW is high stress with no physical separation from traffic. East of I-5 there is an existing bike lane on Meridian Ave S. - The Interurban Trail is on the east side of I-5 and connects to 128th St SW on the west side as well.	- The 5.5-square-mile, 10-minute bike shed extends north to SR 99 and SW Everett Mall Way, south to Ash Way Park-and-Ride, east to SR 527, and west to Beverly Park Rd and SR 99. - I-5 is a barrier to the east. 128th St SW is the only crossing over I-5 and there are no existing or planned bike facilities. - There are existing bike lanes on 128th St SW west of 8th Ave W, Ash Way, and E Gibson Rd. The bike lane on 128th St SW is high stress with no physical separation from traffic. East of I-5 there is an existing bike lane on Meridian Ave S. - The Interurban Trail is on the east side of I-5 and connects to 128th St SW on the west side as well.
Rating	Moderate	Moderate	Moderate	Moderate

Evaluation Measures	Level 1 Alternatives			
	MAR-A	MAR-B	MAR-C	MAR-D
Healthy Built, Natural and Social Environments				
Built environment and social resources				
Built environment and social resources	- No known historic resources, recreational resources, or Category 1 noise or vibration receptors. - 1 known historic-era archaeological resource. - 4 sites with known contamination (4 have No Further Action determinations). - 14 full and 112 partial acquisitions (126 total).	- No known historic resources, recreational resources, or Category 1 noise or vibration receptors. - 1 known historic-era archaeological resource. - 1 site with known contamination. - 4 full and 42 partial acquisitions (46 total).	- No known historic or archaeological resources, recreational resources, sites with known contamination, or Category 1 noise or vibration receptors. - 5 full and 75 partial acquisitions (80 total).	- No known historic resources, sites with known contamination, or Category 1 noise or vibration receptors. - 1 known historic-era archaeological resource. - 1 recreational resource (3,100 linear feet of the Interurban Trail). - 9 full and 113 partial acquisitions (122 total).
Rating	Low	Low	High	Low
Burdens to historically underserved populations				
Potential partial acquisitions in high minority and low-income areas	20	15	18	10
Potential full acquisitions in high minority and low-income areas	15	1	2	2
Rating	Low	Moderate	Moderate	High
Traffic effects				
Traffic effects	- Access from 4th Ave W for this station alternative has more potential for conflicts and congestion, with the highest traffic volumes on 128th St SW nearer to I-5.	- Access from 8th Ave W for this station alternative has somewhat less potential for conflicts and congestion, with lower traffic volumes farther from I-5.	- Access from 8th Ave W for this station alternative has somewhat less potential for conflicts and congestion, with lower traffic volumes farther from I-5.	- Access from 4th Ave W for this station alternative has more potential for conflicts and congestion, with the highest traffic volumes on 128th St SW nearer to I-5.
Rating	Low	Moderate	Moderate	Low
Natural environment				
Natural environment (resources within 150 feet of the alignment and station)	- No streams, waterbodies, fish passage barriers, floodplains, listed species, or habitat areas. - 2 mapped wetland units totaling 1.1 acres (expected to be rated Category 2-3); most of mapped area appears developed, reducing expected wetland area to 0.05 acres. - Within the Southern Whidbey Island Fault Zone.	- No streams, waterbodies, fish passage barriers, floodplains, listed species, or habitat areas. - 1 mapped wetland unit totaling 1.2 acres; mapped area appears fully developed and no longer exists. - Within the Southern Whidbey Island Fault Zone.	- No wetlands, streams, waterbodies, fish passage barriers, floodplains, listed species, or habitat areas. - Within the Southern Whidbey Island Fault Zone.	- No wetlands, fish passage barriers, floodplains, listed species, or habitat areas. - 657 linear feet of Type U stream (tributary to North Creek). - Within the Southern Whidbey Island Fault Zone.
Rating	Moderate	High	High	Moderate

Evaluation Measures	Level 1 Alternatives		
	AIR-A	AIR-B	AIR-C
Increase Transit Connectivity and Capacity			
Community services and facilities			
Number services and facilities	6 facilities	5 facilities	5 facilities
Rating	Moderate	Moderate	Moderate
Transit Integration			
Quality and capacity of transfers	- Allows for connections to routes on both Airport Rd and SR 99. Likely will be very difficult for routes to access off-street bus facilities due to intersection spacing requirements. Likely requires transfers across Airport Rd and/or SR 99 for one direction of travel. - Station alternative is aerial and requires vertical circulation for transfer.	- Allows for connections to routes on both Airport Rd and SR 99. - May be challenging, but potentially feasible, for routes to access off-street bus facilities with placement of a new signal along Airport Rd which would limit need to transfer across Airport and/or SR 99 for one direction of travel. - Station alternative is aerial and requires vertical circulation for transfer.	- Transit access contingent on a new signal at Center Rd, which may be challenging due to proximity to Airport Rd signal. Without it, would require long transfer distances to all southbound routes on SR 99. - Transfer distances of 500-700 to connect to routes on Airport Rd. Unlikely to deviate routes through routes due to significant travel time penalty having to pass through Airport Rd/SR 99 intersection multiple times. - Station alternative is aerial and requires vertical circulation for transfer.

Evaluation Measures	Level 1 Alternatives		
	AIR-A	AIR-B	AIR-C
Connectivity to high-capacity transit	- Connects directly with northbound Swift Green Line service and across both Airport Rd and SR 99 from the southbound Swift Green Line station. - Integration with the southbound station could be improved by relocating the station northwest of SR 99, but would require transit queue jump and would still require crossing Airport Rd to transfer. - Across SR 99 from the northbound Swift Blue Line station, and across Airport Rd from the southbound Swift Blue Line Station. Access to the southbound station could be improved by relocating the station northeast of Airport Rd.	- Connects directly with southbound Swift Green Line service and across both Airport Rd and SR 99 from the northbound Swift Green Line station. - Integration with the northbound station could be improved by relocating the station southeast of SR 99, but would require transit queue jump and would still require crossing Airport Rd to transfer. - Across SR 99 from the southbound Swift Blue Line station, and across Airport Rd from the northbound Swift Blue Line Station. Access to the northbound station could be improved by relocating the station southwest of Airport Rd, which may require a transit queue jump.	- Requires long transfer distance and crossing at least SR 99 to connect with Swift Green Line (additional crossing of airport to access southbound station) - About 400 feet from northbound Swift Blue Line station at the intersection of SR 99 and Airport Rd and 700 feet from southbound Swift Blue Line station. Due to anticipated need to maintain Blue-Green transfers and lack of signalized crossings, unlikely to relocate BRT stations.
Rating	Moderate	High	Lower
Connecting Regional Centers			
Transportation Plan Consistency			
Transportation Plan Consistency	- Consistent with general location of SR 99/Airport Rd station supported in the Snohomish County Comprehensive Plan. - Aligns with Community Transit goals of providing access to light rail stations with Swift BRT in the 2021 Transit Development Plan.	- Consistent with general location of SR 99/Airport Rd station supported in the Snohomish County Comprehensive Plan. - Aligns with Community Transit goals of providing access to light rail stations with Swift BRT in the 2021 Transit Development Plan.	- Consistent with general location of SR 99/Airport Rd station supported in the Snohomish County Comprehensive Plan. - Aligns with Community Transit goals of providing access to light rail stations with Swift BRT in the 2021 Transit Development Plan.
Rating	Moderate	Moderate	Moderate
Projected population and jobs			
Projected 2040 population	4025	4257	4261
Projected 2040 jobs	1689	1335	1208
Rating	Moderate	Moderate	Moderate

Evaluation Measures	Level 1 Alternatives		
	AIR-A	AIR-B	AIR-C
Technical and Financial Feasibility			
Technical challenges			
Compliance with Sound Transit design criteria	- Compliant with Sound Transit DCM.	- Compliant with Sound Transit DCM.	- Compliant with Sound Transit DCM.
Constructability risks	- SnoPUD transmission line conflicts with alignment and will need to be relocated.	- Requires long span aerial crossing over Airport Rd. - SnoPUD transmission line conflicts with alignment and will need to be relocated - Likely poor soils near pond/park area south of SR 99.	- Alignment requires many buildings to be demolished to construct the guideway and there is the risk of unknown contaminates in those buildings.
Right-of-way constraints	- Alignment preserves planned widening of Airport Rd which causes more ROW impacts.	- Alignment preserves planned widening of Airport Rd which causes more ROW impacts. - More challenging business access.	- Construction through Home Depot, requires acquisition and demolition. - Requires acquiring and demoing an apartment development.
Operational considerations	- Efficient alignment operationally.	- Efficient alignment operationally.	- Additional curves slow down runtime.
Rating	High	Low	Low
Financial feasibility			
Estimated total cost	- Lowest capital cost. - Similar operating costs to other alternatives.	- Highest capital cost due to long span bridge. - Similar operating costs to other alternatives.	- Highest overall cost due to high ROW cost. - Similar operating costs to other alternatives.
Rating	Moderate	Low	Lowest
Equitable Mobility			
Minority, low income and people with limited English proficiency			
Minority population	1718	1779	1596
Low-income population	927	1023	859
Limited English proficiency	476	473	388
Rating	Moderate	Moderate	Moderate
Low-wage and minority employment			
Low-wage employment	382	235	338
Minority employment	385	200	322
Rating	Moderate	Moderate	Moderate
Age, ability, and means of access			
Population with a disability	417	460	419
Zero-car households	155	162	145
Youth population (under 18)	680	702	611
Senior population (65 or older)	297	339	272
Rating	Moderate	Moderate	Moderate
Subsidized affordable housing			

Evaluation Measures	Level 1 Alternatives		
	AIR-A	AIR-B	AIR-C
Number of subsidized units	386	386	386
Rating	Moderate	Moderate	Moderate
Support Urban at Station Areas			
Land use plan consistency			
Land use plan consistency	- Located in an area designated for Urban Center uses in Snohomish County's future land use map, with Urban Commercial along SR 99, and Urban Residential Multifamily farther from arterials. - Within Everett's mixed urban zoning on the northwest corner of the intersection between SR 99 and Airport Rd, with nearby Business, Light Industrial and Urban Residential zoning. - Near Snohomish County's Urban Center zone with General Commercial zoning along SR 99 mostly Multiple Residential zoning farther from SR 99 and limited Business Park zoning near Paine Field.	- Located in an area designated for Urban Center uses in Snohomish County's future land use map, with Urban Commercial along SR 99, and Urban Residential Multifamily farther from arterials. - Within Snohomish County's Urban Center zone with General Commercial zoning along SR 99 mostly Multiple Residential zoning farther from SR 99 and limited Business Park zoning near Paine Field. - Located just south of Everett's mixed urban zoning on the northwest corner of the intersection between SR 99 and Airport Rd, with nearby Business, Light Industrial and Urban Residential zoning.	- Located in an area designated for Urban Center uses in Snohomish County's future land use map, with Urban Commercial along SR 99, and Urban Residential Multifamily farther from arterials. - Within Snohomish County's Urban Center zone with General Commercial zoning along SR 99 mostly Multiple Residential zoning farther from SR 99 and limited Business Park zoning near Paine Field. - Located just south of Everett's mixed urban zoning on the northwest corner of the intersection between SR 99 and Airport Rd, with nearby Business, Light Industrial and Urban Residential zoning.
Rating	Moderate	Moderate	Moderate
TOD development potential			
TOD development propensity including infill sites (acres)	88.9	79	64.6
Buildable Lands Report residential capacity (units)	3265	3216	3124
Buildable Lands Report employment capacity (jobs)	2039	1788	1763
Rating	Moderate	Moderate	Moderate

Evaluation Measures	Level 1 Alternatives		
	AIR-A	AIR-B	AIR-C
Non-Motorized Station Access			
Quality of pedestrian connections			
Quality of pedestrian connections	- Limited street grid connectivity with some sidewalk gaps. - Main throughfares are high speed and do not have buffer areas between pedestrians and high-speed traffic. - 0.35 intersections per acre within the walkshed.	- Limited street grid connectivity with some sidewalk gaps. - Main throughfares are high speed and don't offer buffers for pedestrians. - This station alternative is closest to major crossing gaps and challenging intersections on Hwy 99 south of Airport Road. - 0.38 intersections per acre within the walkshed.	- Limited street grid connectivity with some sidewalk gaps. - Main throughfares are high speed and don't offer buffers for pedestrians. - Station location is furthest from busy intersection at Hwy 99 and Airport Road. - 0.36 intersections per acre within the walkshed.
Rating	Moderate	Moderate	High
Quality of bike connections			
Quality of bike connections	- The 6.7-square-mile, 10-minute bike shed extends north to 100th St SW, south to 148th St SW, east to I-5, and west to SR 525, including a significant portion of the bike shed includes the Mariner station area. -There are existing bike facilities on Airport Rd, Beverly Park Rd, and 112th St SW. These roads are high stress with lots of traffic and no physical separation from traffic. - Station alternative directly connects to bike facilities on Airport Rd, but is located on two arterials with high traffic volumes and speeds. - A planned bike facility on SR 99 can augment bike connections in the station area.	- The 6.5-square-mile, 10-minute bike shed extends north to 100th St SW, south to 148th St SW, east to I-5, and west to SR 525, including a significant portion of the bike shed includes the Mariner station area. - There are existing bike facilities on Airport Rd, Beverly Park Rd, and 112th St SW. These roads are high stress with lots of traffic and no physical separation from traffic. - Station alternative directly connects to bike facilities on Airport Rd, but is located on two arterials with high traffic volumes and speeds. - A planned bike facility on SR 99 can augment bike connections in the station area.	- The 6.6-square-mile 10-minute bike shed extends north to 100th St SW, south to 148th St SW, east to I-5, and west to SR 525, including a significant portion of the bike shed includes the Mariner station area. - There are existing bike facilities near this station alternative on Airport Rd, Beverly Park Rd, and 112th St SW. These roads are high stress with lots of traffic and no physical separation from traffic. - Station alternative is farther from bike facilities on Airport Rd, but has lower stress connections through local streets. - A planned bike facility on SR 99 can augment bike connections in the station area.
Rating	Moderate	Moderate	High

Evaluation Measures	Level 1 Alternatives		
	AIR-A	AIR-B	AIR-C
Healthy Built, Natural and Social Environments			
Built environment and social resources			
Built environment and social resources	- No known historic or archaeological resources, recreational resources, sites with known contamination, or Category 1 noise or vibration receptors. - 19 full and 37 partial acquisitions (56 total).	- No known historic or archaeological resources, recreational resources, or Category 1 noise or vibration receptors. - 1 site with known contamination. - 38 full and 38 partial acquisitions (76 total).	- No known historic or archaeological resources, recreational resources, sites with known contamination, or Category 1 noise or vibration receptors. - 24 full and 38 partial acquisitions (62 total).
Rating	High	Low	Moderate
Burdens to historically underserved populations			
Potential partial acquisitions in high minority and low-income areas	11	18	11
Potential full acquisitions in high minority and low-income areas	3	23	7
Rating	High	Low	Moderate
Traffic effects			
Traffic effects	- Most challenging for access with proximity to major intersection between SR 99 and Airport Rd, with more potential for vehicular conflicts and congestion.	- Most challenging for access with proximity to major intersection between SR 99 and Airport Rd, with more potential for vehicular conflicts and congestion.	- Accessible from Center Rd with more options for access other than SR 99 that have less potential for conflicts and congestion.
Rating	Low	Low	Moderate

Evaluation Measures	Level 1 Alternatives		
	AIR-A	AIR-B	AIR-C
Natural environment			
Natural environment (resources within 150 feet of the alignment and station)	- No floodplains, listed species, or habitat areas. - 10 mapped wetland units totaling 5.44 acres (expected to be rated Category 2-3); 1 wetland unit appears filled, reducing expected wetland area to 5.37 acres. - 5 stream segments totaling 2,666 linear feet (2 segments totaling 559 linear feet of Type F stream (Swamp Creek), 2 segments totaling 1,407 linear feet of Type NS stream (tributary to Swamp Creek), and 700 linear feet of Type U stream (tributary to Swamp Creek)). - 1 fish passage barrier with unknown passability. - Extends into the Southern Whidbey Island Fault Zone .	- No floodplains, listed species, or habitat areas. - 9 mapped wetland units totaling 7.9 acres (expected to be rated Category 2-3); 1 wetland unit appears filled, reducing expected wetland area to 7.8 acres. - 4 stream segments totaling 1,908 linear feet (2 segments totaling 560 linear feet of Type F stream (Swamp Creek), 649 linear feet of Type NS stream (tributary to Swamp Creek), and 699 linear feet of Type U stream (tributary to Swamp Creek)). - 1 fish passage barrier with unknown passability. - Extends into the Southern Whidbey Island Fault Zone.	- No floodplains, listed species, or habitat areas. - 9 mapped wetland units totaling 6.0 acres (expected to be rated Category 2-3); 1 acre appears to be previously developed, reducing expected wetland area to 5.0 acres. - 5 stream segments totaling 3,816 linear feet (2 segments totaling 560 linear feet of Type F stream (Swamp Creek), 2 segments totaling 2,558 linear feet of Type NS stream (tributary to Swamp Creek), and 699 linear feet of Type U stream (tributary to Swamp Creek)). - 1 fish passage barrier with unknown passability. - Extends into the Southern Whidbey Island Fault Zone.
Rating	Moderate	Moderate	Moderate

Evaluation Measures	Level 1 Alternatives					
	SWI-A	SWI-B	SWI-C	SWI-A	SWI-A	SWI-A
Increase Transit Connectivity and Capacity						
Community services and facilities						
Number services and facilities	2 facilities	2 facilities	0 facilities	2 facilities	2 facilities	2 facilities
Rating	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate
Transit Integration						
Quality and capacity of transfers	-Connects with local bus service on Casino Rd, but would require significant re-routing to connect to service on Airport Rd/SR 526. - Would likely require re-envisioning the role and purpose of Seaway TC as connections between the two would be challenging - Station alternative is aerial and requires vertical circulation for transfer.	- Would allow for connections to all routes in the area, including continuing service to Seaway. - Would allow for easy connections from SR 526 routes as alternative to Seaway - Station alternative is aerial and requires vertical circulation for transfer.	- Connects with local bus service on Airport Rd, but would require out-of-direction travel for routes that operate on Casino Rd. - Allows for continuing service to Seaway for most routes. Would require somewhat greater trip length as SR 526 routes are re-routed here instead of Seaway. - Station alternative is aerial and requires vertical circulation for transfer.	-Connects with local bus service on Casino Rd, but would require significant re-routing to connect to service on Airport Road/SR 526. - Would likely require re-envisioning role and purpose of Seaway TC as connections between the two would be challenging - Station alternative is aerial and requires vertical circulation for transfer.	-Connects with local bus service on Casino Rd, but would require significant re-routing to connect to service on Airport Road/SR 526. - Would likely require re-envisioning role and purpose of Seaway TC as connections between the two would be challenging. - Station alternative is aerial and requires vertical circulation for transfer.	-Connects with local bus service on Casino Rd, but would require significant re-routing to connect to service on Airport Road/SR 526. - Would likely require re-envisioning role and purpose of Seaway TC as connections between the two would be challenging. - Station alternative is aerial and requires vertical circulation for transfer.
Connectivity to high-capacity transit	- Much farther from existing Swift Green Line stations, over 0.5 miles east of this station alternative. - Would require consideration of deviating Swift Green Line to instead terminate at station instead of Seaway but would make accommodating future Green Line extension on SR 526 challenging.	- Connects directly to northbound Swift Green Line Station, and about 300 feet from the southbound Swift Green Line station. - Connection to southbound Swift Green Line station could be strengthened with improved pedestrian connection to existing stop just south of Kasch Park Rd or by diverting southbound route into station.	- Farther from existing Swift Green Line stations about 0.25 miles north. Would recommend relocating or adding Swift station near 94th St SW. - Access to southbound Swift Green Line requires crossing Airport Rd or diverting the bus into station-related multimodal facilities.	- Much farther from existing Swift Green Line stations, over 0.5 miles east of this station alternative. - Would require consideration of deviating Swift Green Line to instead terminate at station instead of Seaway but would make accommodating future Green Line extension on SR 526 challenging.	- Much farther from existing Swift Green Line stations, over 0.5 miles east of this station alternative. - Would require consideration of deviating Swift Green Line to instead terminate at station instead of Seaway but would make accommodating future Green Line extension on SR 526 challenging.	- Much farther from existing Swift Green Line stations, over 0.5 miles east of this station alternative. - Would require consideration of deviating Swift Green Line to instead terminate at station instead of Seaway but would make accommodating future Green Line extension on SR 526 challenging.
Rating	Low	High	Moderate	Low	Low	Low

Evaluation Measures	Level 1 Alternatives					
	SWI-A	SWI-B	SWI-C	SWI-A	SWI-A	SWI-A
Connecting Regional Centers						
Transportation Plan Consistency						
Transportation Plan Consistency	- Near northern station location in the manufacturing/industrial center shown in shown in Everett Comprehensive Plan (2016). - Aligns with Everett Transit growth network.	- Between northern and southern manufacturing/industrial center station locations shown in Everett Comprehensive Plan (2016). - Aligns with Everett Transit growth network.	- Nearest to the southern station location in the manufacturing/industrial center shown in shown in Everett Comprehensive Plan (2016). - Aligns with Everett Transit growth network.	- Near northern station location in the manufacturing/industrial center shown in shown in Everett Comprehensive Plan (2016). - Aligns with Everett Transit growth network.	- Near northern station location in the manufacturing/industrial center shown in shown in Everett Comprehensive Plan (2016). - Aligns with Everett Transit growth network.	- Near northern station location in the manufacturing/industrial center shown in shown in Everett Comprehensive Plan (2016). - Aligns with Everett Transit growth network.
Rating	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate
Projected population and jobs						
Projected 2040 population	1202	1307	1229	1202	1202	1202
Projected 2040 jobs	960	1317	1299	960	960	960
Rating	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate
Technical and Financial Feasibility						
Technical challenges						
Compliance with Sound Transit design criteria	- Compliant with Sound Transit DCM.	- Compliant with Sound Transit DCM.	- Compliant with Sound Transit DCM.	- Compliant with Sound Transit DCM.	- Compliant with Sound Transit DCM.	- Compliant with Sound Transit DCM.
Constructability risks	- Long span bridge crossing over SR 526 and Seaway Blvd.	- Long span bridge crossing over SR 526 and Seaway Blvd.	- Long span bridge crossing over SR 526 and Seaway Blvd.	- Assumes full reconstruction of Casino Road and construction of LRT down the center. - Will likely require full utility relocation down Casino Rd.	- Constructing along Casino Rd and maintaining the private accesses will make construction more difficult.	- Long span bridge crossing over SR 526 and Seaway Blvd.
Right-of-way constraints	- Tight construction along SR 526 - Pinch point conflict along the post office would require acquiring that site.	- Tight construction along SR 526 - Pinch point conflict along the post office would require acquiring that site.	- Tight construction along SR 526 - Pinch point conflict along the post office would require acquiring that site.	- Full roadway widening and reconstruction assumed for this alternative would require most ROW acquisition of all the alternatives.	- Requires significant ROW acquisition on the north side of Casino Rd, including several multi-family housing units.	- Tight construction along SR 526. - Few building impacts along the SR 526 section of this alignment.
Operational considerations	- Long span crossing with reverse curves over Seaway Blvd and SR 526 is challenging for operations.	- Long span crossing with reverse curves over Seaway Blvd and SR 526 is challenging for operations.	- Long span crossing with reverse curves over Seaway Blvd and SR 526 is challenging for operations.	- Operationally more efficient alignment.	- Operationally more efficient alignment.	- Operations access is more difficult along SR 526.
Rating	Moderate	Moderate	High	Lower	Low	Moderate
Financial feasibility						
Estimated total cost	- Long span crossing of SR 526 causes increased capital cost, but ROW cost is lower. - Similar operating costs to other alternatives.	- Long span crossing of SR 526 causes increased capital cost, but ROW cost is lower. - Similar operating costs to other alternatives.	- Long span crossing of SR 526 causes increased capital cost, but ROW cost is lower. - Similar operating costs to other alternatives.	- Highest ROW and capital costs due to expansion of Casino Rd. - Similar operating costs to other alternatives.	-Higher ROW and Capital cost due to impact on north side of Casino Rd. - Similar operating costs to other alternatives.	- Lowest ROW and capital costs. - Similar operating costs to other alternatives.
Rating	Moderate	Moderate	Moderate	Lower	Low	High

Evaluation Measures	Level 1 Alternatives					
	SWI-A	SWI-B	SWI-C	SWI-A	SWI-A	SWI-A
Equitable Mobility						
Minority, low income and people with limited English proficiency						
Minority population	772	0	0	772	772	772
Low-income population	682	0	0	682	682	682
Limited English proficiency	137	0	0	137	137	137
Rating	Higher	Lower	Lower	Higher	Higher	Higher
Low-wage and minority employment						
Low-wage employment	336	0	0	336	336	336
Minority employment	8321	0	0	8321	8321	8321
Rating	N/A	N/A	N/A	N/A	N/A	N/A
Age, ability, and means of access						
Population with a disability	199	0	0	199	199	199
Zero-car households	58	0	0	58	58	58
Youth population (under 18)	433	0	0	433	433	433
Senior population (65 or older)	75	0	0	75	75	75
Rating	High	Moderate	Moderate	High	High	High
Subsidized affordable housing						
Number of subsidized units	165	0	0	165	165	165
Rating	High	Moderate	Moderate	High	High	High
Support Urban at Station Areas						
Land use plan consistency						
Land use plan consistency	- Within Everett's Light Industrial 2 zoning district, near areas zoned for denser multi-family development farther east along Casino Rd. - In Everett's 6-8 story height district and near the City's 7-9 story height district to the west and 4-6 story height district to the east.	- Between Everett's Light Industrial 2 zoning district and Heavy Industrial District, with primarily Park/Open Space zoning to the east. - Between Everett's 6-8 story and 7-9 story height districts.	- In Snohomish County's Light Industrial zoning district near the City of Everett's Heavy Industrial an Light Industrial zoning districts. - Snohomish County zoning permits 50 feet of height with no setbacks, but height is more limited by Airport Compatibility Zone and RPZ.	- Within Everett's Light Industrial 2 zoning district, near areas zoned for denser multi-family development farther east along Casino Rd. - In Everett's 6-8 story height district and near the City's 7-9 story height district to the west and 4-6 story height district to the east.	- Within Everett's Light Industrial 2 zoning district, near areas zoned for denser multi-family development farther east along Casino Rd. - In Everett's 6-8 story height district and near the City's 7-9 story height district to the west and 4-6 story height district to the east.	- Within Everett's Light Industrial 2 zoning district, near areas zoned for denser multi-family development farther east along Casino Rd. - In Everett's 6-8 story height district and near the City's 7-9 story height district to the west and 4-6 story height district to the east.
Rating	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate
TOD development potential						
TOD development propensity including infill sites (acres)	25	9.9	1.7	25	25	25
Buildable Lands Report residential capacity (units)	0	0	0	0	0	0
Buildable Lands Report employment capacity (jobs)	26191	7940	8404	26191	26191	26191
Rating	High	Low	Low	High	High	High

Evaluation Measures	Level 1 Alternatives					
	SWI-A	SWI-B	SWI-C	SWI-A	SWI-A	SWI-A
Non-Motorized Station Access						
Quality of pedestrian connections						
Quality of pedestrian connections	- Limited walkshed due to large lot industrial land uses and poor connectivity. - Walkshed is primarily along Casino Rd, a 3 lane roadway with lower speeds through this area. - Connection to Boeing Everett Production Facility would expand ped access to industrial areas to the north. - 0.6 intersections per acre within the walkshed.	- Limited walkshed due to large lot industrial land uses and poor connectivity. - Walkshed is split between Casino Rd and Airport Rd - Casino Rd is only 3 lanes and low speed through this area, Airport Rd is 4+ lanes with higher speeds. - 0.41 intersections per acre within the walkshed.	- Limited walkshed due to large lot industrial land uses and poor connectivity. - Walkshed is primarily along Airport Rd, a 4+ lane roadway with higher speeds through this area. - 0.34 intersections per acre within the walkshed.	- Limited walkshed due to large lot industrial land uses and poor connectivity. - Walkshed is primarily along Casino Rd, a 3-lane roadway with lower speeds through this area. - Connection to Boeing Everett Production Facility would expand ped access to industrial areas to the north. - 0.6 intersections per acre within the walkshed.	- Limited walkshed due to large lot industrial land uses and poor connectivity. - Walkshed is primarily along Casino Rd, a 3-lane roadway with lower speeds through this area. - Connection to Boeing Everett Production Facility would expand ped access to industrial areas to the north. - 0.6 intersections per acre within the walkshed.	- Limited walkshed due to large lot industrial land uses and poor connectivity. - Walkshed is primarily along Casino Rd, a 3-lane roadway with lower speeds through this area. - Connection to Boeing Everett Production Facility would expand ped access to industrial areas to the north. - 0.6 intersections per acre within the walkshed.
Rating	High	Moderate	Low	High	High	High
Quality of bike connections						
Quality of bike connections	- The 2.2-square-mile, 10-minute bike shed follows Airport Rd. and Casino Rd. - Existing bike infrastructure is limited but concentrated on the key routes around the station. Planned bike facilities will improve connections to existing bike facilities on Airport Rd and Casino Rd. - Airport Rd is a high-traffic, high stress road with no separation from traffic. Casino Rd provides direct access to the station. - Less constrained by SR 526 as a barrier with potential crossing improvements to the Boeing Everett production facility.	- The 2.5-square-mile, 10-minute bike shed follows Airport Rd and Casino Rd. - Existing bike infrastructure is limited but concentrated on the key routes around the station. Planned bike facilities will improve connections to existing bike facilities on Airport Rd and Casino Rd. - Airport Rd is a high-traffic, high stress road with no separation from traffic and would provide direct access to this station alternative. - SR 526 is a barrier to the north with no direct crossings.	- The 3.1-square-mile, 10-minute bike shed follows Airport Rd and Casino Rd. - Existing bike infrastructure is limited but concentrated on the key routes around the station. Planned bike facilities will improve connections to existing bike facilities on Airport Rd and Casino Rd. - Airport Rd is a high-traffic, high stress road with no separation from traffic and would provide direct access to this station alternative. - SR 526 is a barrier to the north with no direct crossings.	- The 2.2-square-mile, 10-minute bike shed follows Airport Rd and Casino Rd. - Existing bike infrastructure is limited but concentrated on the key routes around the station. Planned bike facilities will improve connections to existing bike facilities on Airport Rd and Casino Rd. - Airport Rd is a high-traffic, high stress road with no separation from traffic. Casino Rd provides direct access to the station	- The 2.2-square-mile, 10-minute bike shed follows Airport Rd and Casino Rd. - Existing bike infrastructure is limited but concentrated on the key routes around the station. Planned bike facilities will improve connections to existing bike facilities on Airport Rd and Casino Rd. - Airport Rd is a high-traffic, high stress road with no separation from traffic. Casino Rd provides direct access to the station	- The 2.2-square-mile, 10-minute bike shed follows Airport Rd and Casino Rd. - Existing bike infrastructure is limited but concentrated on the key routes around the station. Planned bike facilities will improve connections to existing bike facilities on Airport Rd and Casino Rd. - Airport Rd is a high-traffic, high stress road with no separation from traffic. Casino Rd provides direct access to the station
Rating	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate

Evaluation Measures	Level 1 Alternatives					
	SWI-A	SWI-B	SWI-C	SWI-A	SWI-A	SWI-A
Healthy Built, Natural and Social Environments						
Built environment and social resources						
Built environment and social resources	- No known historic or archaeological- resources or sites with known contamination. - 1 recreational resource (0.2 acres of Kasch Park). -3 Category 1 receptors (vibration sensitive manufacturing sites). - 7 full and 35 partial acquisitions (42 total).	- No known historic or archaeological resources or sites with known contamination. - 1 recreational resource (0.6 acres of Kasch Park). - 3 Category 1 receptors (vibration sensitive manufacturing sites). - 6 full and 37 partial acquisitions (43 total).	- No known historic or archaeological resources or sites with known contamination. - 1 recreational resource (0.2 acres of Kasch Park). - 3 Category 1 receptors (vibration sensitive manufacturing sites). - 6 full and 37 partial acquisitions (43 total).	- No known historic or archaeological resources or sites with known contamination. - 2 recreational resources (0.2 acres of Kasch Park and 4.7 acres of Walter E Hall Park). - 3 Category 1 receptors (vibration sensitive manufacturing sites). - 21 full and 341 partial acquisitions (362 total).	- No known historic or archaeological resources. - 2 recreational resources (0.2 acres of Kasch Park and 2.4 acres of Walter E Hall Park). - 5 sites with known contamination (1 has a No Further Action determination). - 3 Category 1 receptors (vibration sensitive manufacturing sites). - 23 full and 128 partial acquisitions (151 total).	- No known historic or archaeological resources or sites with known contamination. - 1 recreational resource (0.2 acres of Kasch Park). - 3 Category 1 receptors (vibration sensitive manufacturing sites). - 8 full and 168 partial acquisitions (176 total).
Rating	High	High	High	Low	Higher	Moderate
Burdens to historically underserved populations						
Potential partial acquisitions in high minority and low-income areas	15	17	17	60	28	31
Potential full acquisitions in high minority and low-income areas	4	3	3	105	90	8
Rating	Higher	Higher	Higher	Lower	Lower	Higher
Traffic effects						
Traffic effects	- Access to station alternative from Casino Rd, with less potential for conflicts and congestion.	- Potential access to station alternative from Kasch Park Rd with less potential for conflicts or congestion.	- Potential access to station alternative from 94th St SW or 27th Ave W with, less potential for conflicts or congestion.	- Access to station alternative from Casino Rd, with limited potential for conflicts and congestion.	- Access to station alternative from Casino Rd, with limited potential for conflicts and congestion.	- Access to station alternative from Casino Rd, with limited potential for conflicts and congestion.
Rating	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate

Evaluation Measures	Level 1 Alternatives					
	SWI-A	SWI-B	SWI-C	SWI-A	SWI-A	SWI-A
Natural environment						
Natural environment (resources within 150 feet of the alignment and station)	- No floodplains, listed species, or geologic hazards. - 9 mapped wetland units totaling 1.9 acres (expected to be rated Category 2-3); 2 wetland units appear filled, reducing expected wetland area to 1.7 acres. - 3 stream segments totaling 1,175 linear feet (512 linear feet of Type Ns stream (Merrill and Ring Creek), 405 linear feet of Type U stream (tributary to Narbeck Creek), 258 linear feet of Type U stream). - 1 total fish passage barrier likely within study area (on WSDOT's injunction list). - 1 biodiversity area associated with mapped wetland.	- No floodplains, listed species, or geologic hazards. - 9 mapped wetland units totaling 1.9 acres (expected to be rated Category 2-3); 2 wetland units appear filled, reducing expected wetland area to 1.7 acres. - 3 stream segments totaling 1,175 linear feet (512 linear feet of Type Ns stream (Merrill and Ring Creek), 405 linear feet of Type U stream (tributary to Narbeck Creek), 258 linear feet of Type U stream). - 1 total fish passage barrier likely within study area (on WSDOT's injunction list). - 1 biodiversity area associated with mapped wetland.	- No floodplains, listed species, or geologic hazards. - 9 mapped wetland units totaling 1.9 acres (expected to be rated Category 2-3); 2 wetland units appear filled, reducing expected wetland area to 1.7 acres. - 3 stream segments totaling 1,175 linear feet (512 linear feet of Type Ns stream (Merrill and Ring Creek), 405 linear feet of Type U stream (tributary to Narbeck Creek), 258 linear feet of Type U stream). - 1 total fish passage barrier likely within study area (on WSDOT's injunction list). - 1 biodiversity area associated with mapped wetland.	- No fish passage barriers, floodplains, listed species, or geologic hazards. - 10 mapped wetland units totaling 1.7 acres (expected to be rated Category 2-3); 2 wetland units appear filled, reducing expected wetland area to 1.5 acres. - 3 stream segments totaling 1,218 linear feet (220 linear feet of Type Ns stream (Merrill and Ring Creek), 571 linear feet of Type Ns stream, 156 linear feet of Type Ns stream; assumed to be tributary to Swamp Creek). - 1 biodiversity area associated with mapped wetland.	- No fish passage barriers, floodplains, listed species, or geologic hazards. - 10 mapped wetland units totaling 1.5 acres (expected to be rated Category 2-3); 2 wetland units appear filled, reducing expected wetland area to 1.4 acres. - 3 stream segments totaling 817 linear feet (227 linear feet of Type Ns stream (Merrill and Ring Creek), 571 linear feet of Type Ns stream, 19 linear feet of Type Ns stream; assumed to be tributary to Swamp Creek). - 1 biodiversity area associated with mapped wetland.	- No fish passage barriers, floodplains, listed species, or geologic hazards. - 9 mapped wetland units totaling 1.3 acres (expected to be rated Category 2-3); 2 wetland units appear filled, reducing expected wetland area to 1.2 acres. - 2 stream segments totaling 800 linear feet (535 linear feet of Type Ns stream (Merrill and Ring Creek) and 265 linear feet of Type Ns stream (believed to be tributary to Swamp Creek). - 1 biodiversity area associated with mapped wetland.
Rating	Low	Low	Low	Moderate	Moderate	Moderate

Evaluation Measures	Level 1 Alternatives				
	EGN-A	EGN-B	EGN-C	EGN-D	EGN-E
Increase Transit Connectivity and Capacity					
Community services and facilities					
Number services and facilities	11 facilities	14 facilities	15 facilities	15 facilities	17 facilities
Rating	Low	Moderate	Moderate	Moderate	High
Transit Integration					
Quality and capacity of transfers	- Connects with local transit on Evergreen Way, but limited opportunities to integrate with local bus service on Casino Rd. - Would require crossing Evergreen Way or time-intensive re-routing for access to/from northbound routes. - Provides opportunity for potential in-line station for express routes on SR 526 - Station alternative is at or near grade and requires only limited vertical circulation for transfer.	- Connects with local transit on both Evergreen Way and Casino Rd. - May require transfers to/from northbound routes to cross Evergreen Way due to challenging intersection spacing. - Provides opportunity for potential in-line station for express routes on SR 526. - Station alternative is aerial and requires vertical circulation for transfer.	- Connects with local transit on Casino Rd, but would require re-routing local bus services on Evergreen Way and Casino Rd to/from the west. - Likely most feasible alternative for bus access to station-adjacent off-street facilities given spacing to nearest major intersection. - Provides opportunity for potential in-line station for express routes on SR 526. - Station alternative is aerial and requires vertical circulation for transfer.	- Connects with local transit on both Evergreen Way and Casino Rd. - May be very challenging to accommodate ingress/egress for bus movements to off-street transit facility. Likely requires transfers across Evergreen Way and/or Casino Rd - Station alternative is aerial and requires vertical circulation for transfer.	- Connects with local transit on both Evergreen Way and Casino Rd. - May be very challenging to accommodate ingress/egress for bus movements to off-street transit facility. Likely requires transfers across Evergreen Way and/or Casino Rd - Provides opportunity for potential in-line station for express routes on SR 526 - Station alternative is aerial and requires vertical circulation for transfer.
Connectivity to high-capacity transit	- Approximately 0.2 miles from northbound and southbound Swift stations and requires crossing both SR 526 and Casino Rd. - May be limited opportunities to add a new Blue Line stop adjacent to this station alternative due to proximity to interchange. - Access to northbound Swift Blue Line requires crossing Evergreen Way. - Provides opportunity for potential in-line station for Future Swift Green Line	- Approximately 550-700 feet from existing northbound and southbound Swift Blue Line stations on Evergreen Way. - Relocation of Swift stops closer to the station (north of Casino Rd) could be considered, although may be challenging due to closely spaced intersections. - Access to northbound Swift Blue Line requires crossing Evergreen Way. - Provides opportunity for potential in-line station for Future Swift Green Line	- Station platform is approximately 900 feet from existing northbound and southbound Swift stations. - Relocation of Swift stops closer to the station (north of Casino Rd) could be considered, although may be challenging due to closely spaced intersections. - Access to southbound Swift Blue Line requires crossing Evergreen Way. - Provides opportunity for potential in-line station for Future Swift Green Line	- Closest to existing Swift Blue Line stations, easier opportunities for integration. - Approximately 200-350 feet from existing northbound and southbound Swift Blue Line stations. - Access to northbound Swift Blue Line requires crossing Evergreen Way.	- Approximately 450-550 feet from existing northbound and southbound Swift Blue Line stations. - Relocation of Swift stops closer to the station (north of Casino Rd) could be considered, although may be challenging due to closely spaced intersections. - Access to southbound Swift Blue Line requires crossing Evergreen Way. - Provides opportunity for potential in-line station for Future Swift Green Line.
Rating	Low	Moderate	Moderate	High	High

Evaluation Measures	Level 1 Alternatives				
	EGN-A	EGN-B	EGN-C	EGN-D	EGN-E
Connecting Regional Centers					
Transportation Plan Consistency					
Transportation Plan Consistency	- Identical to location shown in Everett Comprehensive Plan (2016). - Aligns with Everett Transit growth network and Community Transit BRT/rail integration priorities.	- Near location shown in Everett Comprehensive Plan (2016). - Aligns with Everett Transit growth network and Community Transit BRT/rail integration priorities.	- Farthest from location shown in Everett Comprehensive Plan (2016). - Farther from SR99 but aligns with Everett Transit growth network and Community Transit BRT/rail integration priorities overall.	- Near location shown in Everett Comprehensive Plan (2016). - Aligns with Everett Transit growth network and Community Transit BRT/rail integration priorities.	- Near location shown in Everett Comprehensive Plan (2016). - Aligns with Everett Transit growth network and Community Transit BRT/rail integration priorities.
Rating	High	Moderate	Low	Moderate	Moderate
Projected population and jobs					
Projected 2040 population	4438	5027	4485	4485	5260
Projected 2040 jobs	1718	1991	2329	2329	2423
Rating	Low	Moderate	Moderate	Moderate	High
Technical and Financial Feasibility					
Technical challenges					
Compliance with Sound Transit design criteria	- Compliant with Sound Transit DCM.	- Compliant with Sound Transit DCM.	- Compliant with Sound Transit DCM.	- Compliant with Sound Transit DCM.	- Compliant with Sound Transit DCM.
Constructability risks	- Cut-and-cover tunnel crossing under Evergreen Way will make construction more challenging due to maintenance of traffic required.	- Long span bridge over SR 526. - Construction at the intersection of Evergreen and SR 526 interchange will be challenging.	- Long span bridge over SR 526. - Construction at the intersection of Evergreen and SR 526 interchange will be challenging.	- Challenging construction down the busy Casino Road corridor. - Long span bridge over SR 526. - Will likely require full utility relocation down Casino Rd..	- Constructing along Casino Rd and maintaining the private accesses will make construction more difficult.
Right-of-way constraints	- Very little ROW acquisition needs for this alternative.	- Less available ROW on south side of SR 526.	- Less available ROW on south side of SR 526.	Assumes the most ROW acquisition of all the alternatives, including many apartments.	- Assumes significant ROW acquisition, including several apartments.
Operational considerations	- This alternative has some at-grade portions which have more frequent maintenance activities	- Operationally less efficient alignment.	- Operationally less efficient alignment.	- Operationally less efficient alignment.	- Operationally less efficient alignment.
Rating	Moderate	Moderate	Moderate	Low	Low
Financial feasibility					
Estimated total cost	- Lowest potential capital and ROW costs. - Similar operating costs to other alternatives.	- Highest overall cost and highest ROW cost. - Similar operating costs to other alternatives.	- Highest overall cost and highest ROW cost. - Similar operating costs to other alternatives.	- Highest capital costs and high ROW costs. - Similar operating costs to other alternatives.	- High capital costs and high ROW costs. - Similar operating costs to other alternatives.
Rating	Moderate	Lower	Lower	Lower	Lower
Equitable Mobility					
Minority, low income and people with limited English proficiency					
Minority population	997	1421	962	1673	1423
Low-income population	757	1095	688	1300	1059
Limited English proficiency	298	486	326	625	511
Rating	Lower	Moderate	Lower	Higher	Moderate

Evaluation Measures	Level 1 Alternatives				
	EGN-A	EGN-B	EGN-C	EGN-D	EGN-E
Low-wage and minority employment					
Low-wage employment	255	279	181	186	182
Minority employment	293	398	265	270	265
Rating	Moderate	Moderate	Moderate	Moderate	Moderate
Age, ability, and means of access					
Population with a disability	329	387	308	398	383
Zero-car households	43	72	28	97	66
Youth population (under 18)	469	618	460	685	617
Senior population (65 or older)	225	248	242	236	263
Rating	Moderate	Moderate	Moderate	Moderate	Moderate
Subsidized affordable housing					
Number of subsidized units	214	392	214	392	392
Rating	Low	Moderate	Low	Moderate	Moderate
Support Urban at Station Areas					
Land use plan consistency					
Land use plan consistency	- Within the Mixed Urban zoning district with surrounding areas zoned for single-family residential and across SR 526 from denser multi-family zoning. - In Everett's 7-9 story height district and surrounded by areas with lower permitted heights of 3 stories.	- Within the Mixed Urban zoning district with areas to the west zoned for denser multi-family development and single-family residential east of Holly Dr. - In Everett's 7-9 story height district and near 4-5 and 4-6 story districts to the west.	- Within the Mixed Urban zoning district, but slightly farther from multi-family zoning to the west. - In Everett's 7-9 story height district abutting the 3 story height district to the east and south, and across SR99 from nearby 4-5 and 4-6 story districts.	- Within the Mixed Urban zoning district with areas to the west zoned for denser multi-family development. - In Everett's 7-9 story height district and near 4-5 and 4-6 story districts to the west.	- Within the Mixed Urban zoning district, but farther from multi-family zoning to the west and closer to single-family residential. - In Everett's 7-9 story height district with the 3 story height district to the south and east, and 4-5 and 4-6 story districts farther to the west.
Rating	Low	High	High	High	High
TOD development potential					
TOD development propensity including infill sites (acres)	21.6	26.5	28.1	26.9	26.9
Buildable Lands Report residential capacity (units)	1290	1628	1338	1755	1737
Buildable Lands Report employment capacity (jobs)	415	617	386	617	617
Rating	Low	Moderate	Low	High	High

Evaluation Measures	Level 1 Alternatives				
	EGN-A	EGN-B	EGN-C	EGN-D	EGN-E
Non-Motorized Station Access					
Quality of pedestrian connections					
Quality of pedestrian connections	- Many crossing gaps and missing sidewalks especially on residential streets. - Challenging intersections around the Evergreen Way/SR 526 interchange. - 0.33 intersections per acre within the walkshed. - Connects directly to pedestrian bridge over SR 526.	- Many crossing gaps and missing sidewalks especially on residential streets. - Challenging intersections around the Evergreen Way/SR 526 interchange. - 0.35 intersections per acre within the walkshed. - Connects directly to pedestrian bridge over SR 526.	- Many crossing gaps and missing sidewalks especially on residential streets. - Challenging intersections around the Evergreen Way/SR 526 interchange. - Fewer crossing gaps and 4+lane roadways than the other station alternatives. - 0.35 intersections per acre within the walkshed. - Farther from pedestrian bridge but near crossings over SR 526 on the east side of Evergreen Way.	- Many crossing gaps and missing sidewalks especially on residential streets. - Challenging intersections around the Evergreen Way/SR 526 interchange. - 0.38 intersections per acre within the walkshed. - Somewhat farther from existing pedestrian bridge over SR 526.	- Many crossing gaps and missing sidewalks especially on residential streets. - Challenging intersections around the Evergreen Way/SR 526 interchange. - 0.38 intersections per acre within the walkshed. - Farther from pedestrian bridge but near crossings over SR 526 on the east side of Evergreen Way.
Rating	Moderate	Moderate	High	Moderate	Moderate

Evaluation Measures	Level 1 Alternatives				
	EGN-A	EGN-B	EGN-C	EGN-D	EGN-E
Quality of bike connections					
Quality of bike connections	- The 5.4-square-mile, 10-minute bike shed extends north to Madison St, south to 100th St SW, east to I-5, and west to the Boeing facility. - Existing dedicated bike facilities are primarily along Casino Rd and 7th Ave SE, and the Interurban Trail which crosses SR 526 to the east. Planned bike facilities will greatly increase north-south and east-west connectivity to the station. - SR 526 is a barrier for north-south connectivity that constrains access to this station alternative from the south, where there is greater population. The crossing over SR 526 from Casino Rd is a dedicated shared-use path, but roads getting there are high-stress, high speed and have no separation from traffic. - Evergreen Way is a very challenging crossing for cyclists and acts as a barrier between this station alternative and the Interurban Trail.	- The 5.4-square-mile, 10-minute bike shed extends north to Madison St, south to 100th St SW, east to I-5, and west to the Boeing facility. - Existing dedicated bike facilities are primarily along Casino Rd and 7th Ave SE, and the Interurban Trail which crosses SR 526 to the east. Planned bike facilities will greatly increase north-south and east-west connectivity to the station. - SR 526 is a barrier for north-south connectivity that constrains access to this station alternative from the north. The crossing over SR 526 from Casino Rd is a dedicated shared-use path, but roads getting there are high-stress, high speed and have no separation from traffic. - Evergreen Way is a very challenging crossing for cyclists and acts as a barrier between this station alternative and the Interurban Trail.	- The 5.7-square-mile, 10-minute bike shed extends north to Madison St, south to 100th St SW, east to I-5, and west to the Boeing facility. - Existing dedicated bike facilities are primarily along Casino Rd and 7th Ave SE, and the Interurban Trail which crosses SR 526 to the east. Planned bike facilities will greatly increase north-south and east-west connectivity to the station. - Closer to potential connections to bike facilities on 7th Ave SE, and the Interurban Trail, with access to both less constrained by Evergreen Way, a major barrier.	- The 5.7-square-mile, 10-minute bike shed extends north to Madison St, south to 100th St SW, east to I-5, and west to the Boeing facility. - Existing dedicated bike facilities are primarily along Casino Rd and 7th Ave SE, and the Interurban Trail which crosses SR 526 to the east. Planned bike facilities will greatly increase north-south and east-west connectivity to the station. - SR 526 is a barrier for north-south connectivity that constrains access to this station alternative from the north. The crossing over SR 526 from Casino Rd is a dedicated shared-use path, but roads getting there are high-stress, high speed and have no separation from traffic. - Evergreen Way is a very challenging crossing for cyclists and acts as a barrier between this station alternative and the Interurban Trail.	- The 5.9-square-mile, 10-minute bike shed extends north to Madison St, south to 100th St SW, east to I-5, and west to the Boeing facility. - Existing dedicated bike facilities are primarily along Casino Rd and 7th Ave SE, and the Interurban Trail which crosses SR 526 to the east. Planned bike facilities will greatly increase north-south and east-west connectivity to the station. - Closer to potential connections to bike facilities on 7th Ave SE, and the Interurban Trail, with access to both less constrained by Evergreen Way, a major barrier.
Rating	Low	Moderate	High	Moderate	High
Healthy Built, Natural and Social Environments					
Built environment and social resources					
Built environment and social resources	- No known historic or archaeological resources or Category 1 noise or vibration receptors. - 1 recreational resource (3,100 linear feet of the Interurban Trail). - 2 sites with known contamination (1 has a No Further Action determination). - 12 full and 21 partial acquisitions (33 total).	- No known historic or archaeological resources, sites with known contamination, or Category 1 noise or vibration receptors. - 1 recreational resource (2,400 linear feet of the Interurban Trail). - 7 full and 17 partial acquisitions (24 total).	- No known historic or archaeological resources, sites with known contamination, or Category 1 noise or vibration receptors. - 1 recreational resource (2,400 linear feet of the Interurban Trail). - 16 full and 17 partial acquisitions (33 total).	- No known historic resources, archaeological resources, or Category 1 noise or vibration receptors. - 1 recreational resource (2,600 linear feet of the Interurban Trail). - 1 site with known contamination. - 11 full and 107 partial acquisitions (118 total).	- No known historic or archaeological resources, or Category 1 noise or vibration receptors. - 1 recreational resource (2,500 linear feet of the Interurban Trail). - 4 sites with known contamination (3 have a No Further Action determination). - 13 full and 16 partial acquisitions (29 total).
Rating	Moderate	High	High	Low	Moderate
Burdens to historically underserved populations					

Evaluation Measures	Level 1 Alternatives				
	EGN-A	EGN-B	EGN-C	EGN-D	EGN-E
Potential partial acquisitions in high minority and low-income areas	18	10	18	25	15
Potential full acquisitions in high minority and low-income areas	12	14	15	22	23
Rating	Moderate	High	Moderate	Low	Moderate
Traffic effects					
Traffic effects	- Access from Evergreen Way has more potential for congestion and conflicts.	-Access from Casino Rd has somewhat less potential for congestion and conflicts.	-Access from Casino Rd has somewhat less potential for congestion and conflicts.	-Access from Casino Rd has somewhat less potential for congestion and conflicts.	-Access from Casino Rd has somewhat less potential for congestion and conflicts.
Rating	Low	Moderate	Moderate	Moderate	Moderate
Natural environment					
Natural environment (resources within 150 feet of the alignment and station)	- No fish passage barriers, floodplains, listed species, or geologic hazards. - 1 wetland unit totaling 0.6 acres (expected to be rated Category 2-3). - 2 stream segments totaling 1,119 linear feet (309 linear feet of Type Ns stream and 810 linear feet of Type U stream (tributary to Wood Creek)). - Little brown bat and Yuma myotis PHS habitat.	- No fish passage barriers, floodplains, listed species, or geologic hazards. - 2 wetland units totaling 0.6 acres (expected to be rated Category 2-3). - 1 stream segment (813 linear feet of Type U stream (tributary to Wood Creek). - Little brown bat and Yuma myotis PHS habitat.	- No fish passage barriers, floodplains, listed species, or geologic hazards. - 2 mapped wetland units totaling 0.6 acres (expected to be rated Category 2-3). - 1 stream segment (813 linear feet of Type U stream (tributary to Wood Creek). - Little brown bat and Yuma myotis PHS habitat.	- No fish passage barriers, floodplains, listed species, or geologic hazards. - 1 mapped wetland unit totaling 0.6 acres (expected to be rated Category 2-3). - 1 stream segment (810 linear feet of Type U stream (tributary to Wood Creek). - Little brown bat and Yuma myotis PHS habitat.	- No fish passage barriers, floodplains, listed species, or geologic hazards. - 2 mapped wetland units totaling 0.6 acres (expected to be rated Category 2-3). - 1 stream segment (811 linear feet of Type U stream (tributary to Wood Creek). - Little brown bat and Yuma myotis PHS habitat .
Rating	Low	Moderate	Moderate	Moderate	Moderate

Evaluation Measures	Level 1 Alternatives	
	Broadway	I-5
Technical and Financial Feasibility		
Technical challenges		
Compliance with Sound Transit design criteria	- Compliant with Sound Transit DCM.	- Compliant with Sound Transit DCM.
Constructability risks	- Construction under transmission line corridor.	
Right-of-way constraints		Difficult construction adjacent to I-5.
Operational considerations	- Straighter alignment but runs through more residential setting.	- More curves in alignment.
Rating	Moderate	Moderate
Estimated total cost	- Much higher capital cost due to significantly more elevated guideway, but lower ROW cost. - Operating costs similar to other alternative.	- Lower capital cost but higher ROW cost due to partial impacts to properties along I-5. - Operating costs similar to other alternative.
Rating	Moderate	Moderate
Healthy Built, Natural and Social Environments		
Built environment and social resources		
Built environment and social resources	- No known historic or archaeological resources or Category 1 noise or vibration receptors. - 1 recreational resource (300 linear feet of the Interurban Trail). - 1 site with known contamination. - 1 full and 29 partial acquisitions (30 total).	- No known historic or archaeological resources, recreational resources, sites with known contamination, or Category 1 noise or vibration receptors. - 22 full and 41 partial acquisitions (63 total).
Rating	Moderate	Moderate
Burdens to historically underserved populations		
Potential partial acquisitions in high minority and low-income areas	5	10
Potential full acquisitions in high minority and low-income areas	1	12
Rating	Moderate	Moderate

Evaluation Measures	Level 1 Alternatives	
	Broadway	I-5
Natural environment		
Natural environment (resources within 150 feet of the alignment and station)	- No fish passage barriers, floodplains, listed species, or geologic hazards. - 1 mapped wetland unit totaling 0.1 acres (expected to be rated Category 2-3). - 3 stream segments totaling 1,689 linear feet (451, 605, and 633 linear feet of Type U streams (tributaries to Wood Creek)). - Little brown bat and Yuma myotis PHS habitat.	- No wetlands, floodplains, listed species, or geologic hazards. - 3 stream segments totaling 1,301 linear feet (541, 284, and 476 linear feet of Type U streams (tributaries to Wood Creek)). - 1 total fish passage barrier likely within study area (on WSDOT's injunction list). - Little brown bat and Yuma myotis PHS habitat.
Rating	Moderate	Moderate

Evaluation Measures	Level 1 Alternatives			
	EVT-A	EVT-B	EVT-C	EVT-D
Increase Transit Connectivity and Capacity				
Community services and facilities				
Number services and facilities	8 facilities	24 facilities	28 facilities	40 facilities
Rating	Lower	Moderate	High	Higher
Transit Integration				
Quality and capacity of transfers	-Directly adjacent to Everett station bus facilities, with northern entrance connecting to bus bays. - Most streamlined transit operating scheme. - Approximately 100 feet from Amtrak and Sounder platform. - Station alternative is aerial and requires vertical circulation for transfer.	-Approximately 500 feet from Everett station bus facilities, with northern entrance connecting to bus bays and 700 feet from Amtrak and Sounder platform. - Likely would require re-routing several routes to McDougall Ave, albeit with minimal additional route length, to accommodate transfers. - Station alternative is aerial and requires vertical circulation for transfer.	- Approximately 800 feet from Everett Station bus facilities and 850 feet from Amtrak and Sounder platform. - Likely would require re-routing several routes, albeit with minimal additional route length, to accommodate transfers - Station alternative is aerial and requires vertical circulation for transfer.	- Approximately 0.35 miles from Everett Station bus facilities and Amtrak and Sounder platform. - Opportunities to integrate with transit on Broadway, but would require out-of-direction travel or a longer transfer distance for any routes on Pacific Ave. - Station alternative is aerial and requires vertical circulation for transfer.
Connectivity to high-capacity transit	- Directly adjacent to Blue Line terminus at Everett Station. - Direct connection to Sounder and Amtrak.	- May be able to provide convenient access to planned Gold Line and existing Blue Line service shorter walking transfers. -Would not offer direct connection to Sounder and Amtrak.	- Would provide convenient access to planned Gold Line and existing Blue Line service on Pacific Ave. - Would not offer direct connection to Sounder and Amtrak.	- Limited opportunity to connect with Blue Line without rerouting onto Hewitt Ave and Broadway, requiring out of direction travel. May be feasible to relocate the planned Gold Line station along Broadway instead of Pacific Ave. - Would not connect with Sounder and Amtrak at existing Everett Station.
Rating	Higher	High	High	Lower
Connecting Regional Centers				
Transportation Plan Consistency				
Transportation Plan Consistency	- Farthest from Metro Everett favored station location. - Close to LRT locations shown in Everett Comprehensive Plan (2016). - Aligns with Everett Transit growth network, and Community Transit plans for Swift Gold Line.	- Consistent with Metro Everett favored station location. - Meets Metro Everett intent to serve both downtown and Everett Station. - Close to LRT locations shown in Everett Comprehensive Plan (2016). - Aligns with Everett Transit growth network, and Community Transit plans for Swift Gold Line.	- Most consistent with Metro Everett favored station location. - Meets Metro Everett intent to serve both downtown and Everett Station. - Close to LRT locations shown in Everett Comprehensive Plan (2016). - Aligns with Everett Transit growth network, and Community Transit plans for Swift Gold Line.	- Generally consistent with Metro Everett favored station location. - Closest to northern LRT location in Everett Comprehensive Plan (2016). - Farthest from locations shown in ST3 Plan. - Aligns with Everett Transit growth network, and Community Transit plans for Swift Gold Line.
Rating	Moderate	High	Higher	Moderate

Evaluation Measures	Level 1 Alternatives			
	EVT-A	EVT-B	EVT-C	EVT-D
Projected population & Jobs				
Projected 2040 population	7387	9174	9309	9094
Projected 2040 jobs	7494	9339	9540	9387
Rating	Low	Moderate	Moderate	Moderate
Technical and Financial Feasibility				
Technical challenges				
Compliance with Sound Transit design criteria	- Compliant with Sound Transit Design Construction Manual.	- Compliant with Sound Transit DCM.	- Compliant with Sound Transit DCM.	- Compliant with Sound Transit DCM.
Constructability risks	- Will be challenging to construct around bus and rail operations.	- More conflicts with SnoPUD transmission infrastructure requiring long lead time coordination.	- More conflicts with SnoPUD transmission infrastructure requiring long lead time coordination.	- Construction challenges along Broadway without impacting traffic.
Right-of-way constraints	- No Significant ROW constraints.	- Requires extensive property acquisition and demolition to construct the guideway.	- Requires extensive property acquisition and demolition to construct the guideway.	- Requires extensive property acquisition and demolition along Broadway to construct the guideway.
Operational considerations	- More curves requiring slower runtime.	- More curves requiring slower runtime.	- More curves requiring slower runtime.	- Most operationally efficient alignment.
Rating	High	Low	Low	Moderate
Financial feasibility				
Estimated total cost	- Lowest capital and ROW costs. - Similar operating costs to other alternatives.	- Significantly higher ROW costs. - Similar operating costs to other alternatives.	- Significantly higher ROW costs. - Similar operating costs to other alternatives.	- Significantly higher ROW costs. - Similar operating costs to other alternatives.
Rating	Moderate	Lower	Lower	Lower
Equitable Mobility				
Minority, low income and people with limited English proficiency				
Minority population	300	437	422	757
Low-income population	598	746	718	961
Limited English proficiency	44	70	66	106
Rating	Low	Moderate	Moderate	High
Low-wage and minority employment				
Low-wage employment	745	1115	1269	1537
Minority employment	407	1060	1156	1383
Rating	Lower	Moderate	High	Higher
Age, ability, and means of access				
Population with a disability	346	436	419	464
Zero-car households	288	362	340	468
Youth population (under 18)	116	171	155	219
Senior population (65 or older)	270	350	318	374
Rating	Moderate	Moderate	Moderate	Moderate

Evaluation Measures	Level 1 Alternatives			
	EVT-A	EVT-B	EVT-C	EVT-D
Subsidized affordable housing				
Number of subsidized units	278	557	605	810
Rating	Lower	Moderate	Moderate	High
Support Urban at Station Areas				
Land use plan consistency				
Land use plan consistency	- Within the Mixed Urban zoning district with surrounding areas zoned primarily light industrial. - In Everett's 7-11 story height district near areas with lower permitted building heights, particularly west of the station and farther from the 12-25 story height district.	- Within the Mixed Urban zoning district, abutting light industrial zoning and very close to urban multi-family zones. - In Everett's 7-11 story height district closer to the 12-25 story height district to the north, but also near areas with lower permitted building heights to the southwest.	- Within the Mixed Urban zoning district with other multi-family and light industrial zoning districts close by. - In Everett's 7-11 story height district, and very close to the 12-25 story height district and near areas with lower permitted building heights to the southwest.	- Within the Mixed Urban zoning district with multi-family and light industrial zones farther from Everett Station than other alternatives. - Within Everett's 12-25 story height district and closest to the City's downtown core with greater building heights, with lower building heights farther from this alternative.
Rating	Low	High	High	High
TOD development potential				
TOD development propensity including infill sites (acres)	37.4	41.2	42	26.6
Buildable Lands Report residential capacity (units)	3916	4696	4697	5900
Buildable Lands Report employment capacity (jobs)	2044	2307	2274	2167
Rating	Moderate	Moderate	Moderate	Moderate
Non-Motorized Station Access				
Quality of pedestrian connections				
Quality of pedestrian connections	- Close to industrial areas with poor connectivity. - Surrounded by larger roadways with poor crossings. - 0.29 intersections per acre within the walkshed.	- Close to industrial areas with poor connectivity. - Surrounded by larger roadways with poor crossings. - 0.28 intersections per acre within the walkshed.	- Close to industrial areas with poor connectivity. - Surrounded by larger roadways with poor crossings. - 0.28 intersections per acre within the walkshed.	- Closer to residential areas with better connectivity, but surrounded by larger roadways (4+ lanes, higher speeds) with poor crossings. - 0.32 intersections per acre within the walkshed.
Rating	Moderate	Moderate	Moderate	Moderate

Evaluation Measures	Level 1 Alternatives			
	EVT-A	EVT-B	EVT-C	EVT-D
Quality of bike connections				
Quality of bike connections	- The 5.2-square-mile, 10-minute bike shed extends north to 16th St, south to 52nd St, east over I-5, and west to the waterfront. - Existing dedicated bike facilities are limited, primarily along Smith Ave, Hoyt Ave, California St, and along the waterfront and Snohomish River. Planned bike facilities will help complete the network in downtown and in surrounding neighborhoods. - I-5 and the Snohomish River are barriers to the east, closer to this station alternative. Crossings under I-5 and connections to the US 2 bike trail are high-stress with high speed and heavy truck traffic and no physical separation.	- The 5.6-square-mile, 10-minute bike shed extends north to 16th St, south to 52nd St, east over I-5, and west to the waterfront. - Existing dedicated bike facilities are limited, primarily along Smith Ave, Hoyt Ave, California St, and along the waterfront and Snohomish River. Planned bike facilities will help complete the network in downtown and in surrounding neighborhoods. - I-5 and the Snohomish River are barriers to the east of this station alternative. Crossings under I-5 and connections to the US 2 bike trail are high-stress with high speed and heavy truck traffic and no physical separation.	- The 5.6-square-mile, 10-minute bike shed extends north to 16th St, south to 52nd St, east over I-5, and west to the waterfront. - Existing dedicated bike facilities are limited, primarily along Smith Ave, Hoyt Ave, California St, and along the waterfront and Snohomish River. Planned bike facilities will help complete the network in downtown and in surrounding neighborhoods. - I-5 and the Snohomish River are barriers to the east of this station alternative. Crossings under I-5 and connections to the US 2 bike trail are high-stress with high speed and heavy truck traffic and no physical separation.	- The 5.7-square-mile, 10-minute bike shed extends north to Everett Community College, south to 52nd St, east over I-5, and west to the waterfront. -Existing dedicated bike facilities are limited, primarily along Smith Ave, Hoyt Ave, California St, and along the waterfront and Snohomish River. Planned bike facilities will help complete the network in downtown and in surrounding neighborhoods. - This station alternative is closer to existing and planned bike facilities in downtown Everett. - I-5 and the Snohomish River are barriers farther to the east of this station alternative. Crossings under I-5 and connections to the US 2 bike trail are high-stress with high speed and heavy truck traffic and no physical separation.
Rating	Low	Moderate	High	High
Healthy Built, Natural and Social Environments				
Built environment and social resources				
Built environment and social resources	- No known historic resources, recreational resources, or Category 1 noise or vibration receptors. - 2 known archaeological resources (1 pre-contact and 1 cemetery). - 7 sites with known contamination (2 have a No Further Action determination). - 15 full and 18 partial acquisitions (33 total).	- No recreational resources or Category 1 noise or vibration receptors. - 1 known historic resource and 2 known archaeological resources (1 pre-contact and 1 cemetery). - 2 sites with known contamination. - 15 full and 11 partial acquisitions (26 total).	- No recreational resources or Category 1 noise or vibration receptors. - 2 known historic resources and 2 known archaeological resources (1 pre-contact and 1 cemetery). - 15 sites with known contamination (9 have a No Further Action determination). - 24 full and 20 partial acquisitions (44 total).	- No Category 1 noise or vibration receptors. - 4 known historic resources and 1 known archaeological resource (a cemetery). - 1 park (JJ Hill Park). - 9 sites with known contamination (4 have a No Further Action determination). - 36 full and 22 partial acquisitions (58 total).
Rating	High	High	Moderate	Low

Evaluation Measures	Level 1 Alternatives			
	EVT-A	EVT-B	EVT-C	EVT-D
Burdens to historically underserved populations				
Potential partial acquisitions in high minority and low-income areas	15	0	9	25
Potential full acquisitions in high minority and low-income areas	6	15	24	7
Rating	Moderate	High	Moderate	Moderate
Traffic effects				
Traffic effects	- Access from Smith Ave with potential bus conflicts.	- Access from McDougall Ave with lower potential for conflicts and congestion.	- Access from McDougall Ave with lower potential for conflicts and congestion.	-Access from Hewitt Ave or Broadway with greater potential for conflicts and congestion on both major roadways.
Rating	Moderate	High	High	Moderate
Natural environment				
Natural environment (resources within 150 feet of the alignment and station)	- No wetlands, streams, waterbodies, fish passage barriers, floodplains, listed species, or habitat areas. - Seismic hazard areas present	- No wetlands, streams, waterbodies, fish passage barriers, floodplains, listed species, or habitat areas. - Seismic hazard areas present.	- No wetlands, streams, waterbodies, fish passage barriers, floodplains, listed species, or habitat areas. - Seismic hazard areas present.	- No wetlands, streams, waterbodies, fish passage barriers, floodplains, listed species, or habitat areas. - Seismic hazard areas present.
Rating	Moderate	Moderate	Moderate	Moderate

APPENDIX C

Level 1 OMF Evaluation

Evaluation Measures	Level 1 Alternatives							
Site	**OMF Site A**	**OMF Site B-1**	**OMF Site B-2**	**OMF Site C**	**OMF Site D**	**OMF Site E**	**OMF Site F**	**OMF Site G**
Site Location (Jurisdiction)	Everett	Everett	Everett	Everett	Unincorporated Snohomish County	Everett and Unincorporated Snohomish County	Unincorporated Snohomish County	Unincorporated Snohomish County
Site Size (Acres)	74	75	78	68	84	76	61	67
Major Cross Streets	SR 526 & Hardeson Rd	SR 526 & 16th Ave	SR 75th St & 16th Ave	Airport Rd & SR 526	Airport Rd & 94th St SW	Airport Rd & 100th St SW	SR 99 & Gibson Rd	I-5 & 164th St SW
Technical and Financial Feasibility								
Technical challenges								
Topographic and Geotechnical Consideration	Major topographic challenges, large retaining structures (north). Site is mostly developed. Limited opportunity to improve site grading.	Topographic challenges, large retaining structures (north), site is partially developed	Major topographic challenges, large retaining structures (north), site is partially developed. Limited opportunities to improve site grading,	Minimal topographic challenges. Majority of site is developed	No topographic challenges noted. All of site is developed	Minimal topographic challenges noted. Site is partially developed	Moderate topographic challenges noted. Site is developed.	Major topographic challenges noted. Site is partially developed. Limited opportunity to improve site grading
Rating	Lower	Moderate	Low	High	Higher	High	Moderate	Lower
Costs								
Property Impacts	Property impacts to specialized manufacturing facilities and employers (29 parcels) with potential for challenging Relocations	Property impacts to specialized manufacturing facilities and employers (26 parcels) with potential for challenging relocations	Property impacts to specialized manufacturing facilities and employers (20 parcels) with potential for challenging Relocations	23 parcels, site contains commercial/industrial properties, CT facilities: potential very challenging relocation	10 parcels; commercial properties with potential for major challenges for relocation. FAA approval required for release of airport property	87 parcels; no major relocation challenges identified	132 parcels; no major relocation challenges identified.	59 parcels, commercial/industrial properties with potential challenging relocation
Rating	Low	Low	Low	Lower	Lower	High	High	Low
Property Value	Average cost per acre	Average cost per acre	Lower than average cost per acre	Higher than average cost per acre	Average cost per acre	Lower than average cost per acre	Higher than average cost per acre.	Average cost per acre
Rating	Moderate	Moderate	High	Lower	Moderate	Higher	Low	Moderate
Site Development Challenges	Unique challenges for site development which could impact schedule and/or cost.	Some challenges for site development which could impact schedule and/or cost.	Some challenges for site development which could impact schedule and/or cost.	Some challenges for site development which could impact schedule and/or cost.	Unique challenges for site development which could impact schedule and/or cost. FAA Approval Required	Some challenges for site development which could impact schedule and/or cost. FAA Approval required for undeveloped land	Some challenges for site development which could impact schedule and/or cost	Unique challenges for site development which could impact schedule and/or cost
Rating	Low	Moderate	Moderate	Moderate	Low	Moderate	Moderate	Low

Evaluation Measures	Level 1 Alternatives							
Site	**OMF Site A**	**OMF Site B-1**	**OMF Site B-2**	**OMF Site C**	**OMF Site D**	**OMF Site E**	**OMF Site F**	**OMF Site G**
Site Location (Jurisdiction)	Everett	Everett	Everett	Everett	Unincorporated Snohomish County	Everett and Unincorporated Snohomish County	Unincorporated Snohomish County	Unincorporated Snohomish County
Site Size (Acres)	74	75	78	68	84	76	61	67
Major Cross Streets	SR 526 & Hardeson Rd	SR 526 & 16th Ave	SR 75th St & 16th Ave	Airport Rd & SR 526	Airport Rd & 94th St SW	Airport Rd & 100th St SW	SR 99 & Gibson Rd	I-5 & 164th St SW
Healthy Natural, Built and Social Environment								
Built Environment								
Built Environment and Social Resources	1 site with known contamination	1 site with known contamination that has a no further action determination. 1 vibration sensitive manufacturing site adjacent.	1 vibration sensitive manufacturing site adjacent	4 sites with known contamination that have a no further action determination. Adjacent to Kasch Park.	1 site with known contamination that has a no further action determination. Adjacent to Kasch Park	1 site with known contamination that has a no further action determination	1 site with known contamination and 1 site with known contamination that has a no further action determination	1 site with known contamination that has a no further action determination. ~1,500 feet of the Interurban Trail on site.
Rating	Low	Low	High	Low	Moderate	Higher	Low	Low
Social Environment								
Burden on Historically Underserved Communities	Low number of historically underserved populations within ½ mile of the site. No residential units within the site.	Very low number of historically underserved populations within ½ mile of the site. No residential units within site boundary.	Very low number of historically underserved populations within ½ mile of the site. No residential units within site boundary.	Low number of historically underserved populations within ½ mile of the site. No residential units within the site.	Very low number of historically underserved populations within ½ mile of the site. No residential units within the site.	Higher number of historically underserved populations within ½ mile of the site. Residential units within the site.	High number of historically underserved populations within ½ mile of the site. Residential units within the site. Site contains a small mobile home park.	Vulnerable populations within ½ mile of the site. Populations within site boundary.
Rating	High	Higher	Higher	High	Higher	Low	Lower	Moderate
Natural Environment								
Natural Environment Resources	Site contains ~4 acres of wetlands and ~1500 linear feet of unnamed streams	Site contains ~1.5 acres of wetlands and ~1,100 linear feet of unnamed streams	Site contains ~2.5 acres of wetlands and ~1,200 linear feet of unnamed streams	Site contains ~3.5 acres of wetlands and ~250 linear feet of Swamp Creek	Site contains ~0.5 acres of wetlands	Site contains ~7 acres of wetlands and ~1,600 linear feet of tributaries to Swamp Creek	No environmental resources mapped on site	~825 linear feet of streams (Alder Creek and a tributary to Alder Creek)
Rating	Low	Low	Low	Low	High	Lower	Higher	Moderate
Public Infrastructure								
Public Infrastructure and Facilities and Roadways	Impacts to 80th St, County Emergency Ops Center (lease)	Impacts to 80th St and City of Everett School District Property	No impacts identified yet	Impacts to two Community Transit facilities, Storm Drain and Casino Road re-alignment	Site contains airport property and is within an RPZ. SnoPUD transmission lines on east boundary of site	Site contains Airport property and SnoPUD transmission lines	Site bisects Gibson Rd	Storm drain and SnoPud transmission lines on west boundary of site. Adjacent to I-5
Rating	Moderate	Low	Higher	Lower	High	Moderate	Low	High
Zoning and Land Use								

Evaluation Measures	Level 1 Alternatives							
Site	**OMF Site A**	**OMF Site B-1**	**OMF Site B-2**	**OMF Site C**	**OMF Site D**	**OMF Site E**	**OMF Site F**	**OMF Site G**
Site Location (Jurisdiction)	Everett	Everett	Everett	Everett	Unincorporated Snohomish County	Everett and Unincorporated Snohomish County	Unincorporated Snohomish County	Unincorporated Snohomish County
Site Size (Acres)	74	75	78	68	84	76	61	67
Major Cross Streets	SR 526 & Hardeson Rd	SR 526 & 16th Ave	SR 75th St & 16th Ave	Airport Rd & SR 526	Airport Rd & 94th St SW	Airport Rd & 100th St SW	SR 99 & Gibson Rd	I-5 & 164th St SW
Zoning and Land Use	Zoned light industrial; no residential; (commercial/ industrial, vacant)	Zoned light industrial; no residential; (commercial/ industrial, vacant)	Zoned light industrial; no residential; (commercial/ industrial, vacant)	Zoned light industrial; no residential; Site contains majority commercial uses.	Zoned light industrial; no residential; (commercial/ industrial)	Zoned business park, light industrial and single family residential. Contains Airport property	Zoned commercial and residential and contains a mix of residential and commercial	Zoned for urban center. Contains commercial and residential uses
Rating	High	Higher	Higher	High	Higher	Moderate	Lower	Lower
Adjacent Zoning and Land Use	Mostly commercial and residential uses within ½ mile	Mostly commercial uses within ½ mile	Mostly commercial uses within ½ mile	Mostly commercial uses within ½ mile with some minimal residential to the east	Mostly commercial uses within ½ mile	Majority is zoned for industrial and residential uses within ½ mile	Mostly residential uses within ½ mile	Mostly zoned for residential and urban center within ½ mile
Rating	Moderate	High	High	Moderate	Higher	Moderate	Low	Lower
Displacements								
Residential Displacements	No anticipated residential unit displacements	No anticipated residential unit displacements	No anticipated residential unit displacements	No anticipated residential unit displacements	No anticipated residential unit displacements	About 50-60 residential units potentially displaced	~140-150 residential units potentially displaced	About ~40-50 residential units potentially displaced
Rating	Higher	Higher	Higher	Higher	Higher	Low	Lower	Low
Employment Displacements	13 employers; ~900-960 potential job displacements	16 employers; ~420-480 potential job displacements	7 employers; ~230-290 potential job displacements	26 employers, ~740-790 potential job displacements	5 employers; ~1,810-1,870 potential job displacements	8 employers; ~150-210 potential job displacements	39 employers; ~400-480 potential job displacements	14 employers; 1,050-1,080 potential job displacements
Rating	Low	High	Higher	Low	Lower	Higher	High	Lower
OMF Site Size & Suitability to Support Key OMF Functions								
Site Size								
Size and Configuration	Site will accommodate the OMF North layout with some constraints	Site will accommodate the OMF North layout with minimal constraints	Site will accommodate the OMF North layout with no constraints	Site will accommodate the OMF North layout with some challenges	Site will accommodate the OMF North layout with no configuration challenges	Site will accommodate the OMF North layout with no configuration challenges	Site will accommodate the OMF North layout with potential constraints on width	Site will accommodate the OMF North layout with minimal constraints to the north boundary and due to site grade
Rating	Moderate	High	Higher	Moderate	Higher	Higher	Moderate	High
Site Access								

Evaluation Measures	Level 1 Alternatives							
Site	**OMF Site A**	**OMF Site B-1**	**OMF Site B-2**	**OMF Site C**	**OMF Site D**	**OMF Site E**	**OMF Site F**	**OMF Site G**
Site Location (Jurisdiction)	Everett	Everett	Everett	Everett	Unincorporated Snohomish County	Everett and Unincorporated Snohomish County	Unincorporated Snohomish County	Unincorporated Snohomish County
Site Size (Acres)	74	75	78	68	84	76	61	67
Major Cross Streets	SR 526 & Hardeson Rd	SR 526 & 16th Ave	SR 75th St & 16th Ave	Airport Rd & SR 526	Airport Rd & 94th St SW	Airport Rd & 100th St SW	SR 99 & Gibson Rd	I-5 & 164th St SW
Access for Light Rail Vehicle Deliveries	Site has 2 dedicated access points; one which will function for LRV delivery	Site has 2 dedicated access points with some challenges; one which will function for LRV delivery	Site has 2 dedicated access points with some challenges; one which will function for LRV delivery	Site has 2 dedicated access points with some challenges due to Casino Road re-alignment; one which will function for LRV delivery	Site has 2 dedicated access points with some challenges due to at-grade crossing of lead tracks to the north	Site has 2 dedicated access points with minimal challenges	Site has adequate access with challenges due to grade and width constraints	Site has only a single access point with challenges due to grade
Rating	High	Moderate	Moderate	Moderate	Low	High	Low	Lower
Lead Track Connections	Site does not fully meet ST operational requirements for lead track connections	Site meets ST operational requirements for lead track connections with some technical challenges	Site meets ST operational requirements for lead track connections	Site meets ST operational requirements for lead track connections with some technical challenges	Site meets ST operational requirements for lead track connections with some technical challenges	Site has meets ST operational requirements for lead track connections with opportunities to improve connections	Site meets ST operational requirements for lead track connections but has complex lead track connections	Site meets ST operational requirements for lead track connections but has complex lead track connections
Rating	Low	Moderate	High	Moderate	Moderate	Higher	Moderate	Moderate
OMF Operational Considerations								
Operational Considerations								
OMF Operational Considerations and Cost	Site performs well in terms of maintenance windows and total sweep times	Site performs well in terms of maintenance windows and total sweep times	Site performs well in terms of maintenance windows and total sweep times	Site performs well in terms of maintenance windows and total sweep times	Site performs well in terms of maintenance windows and total sweep times	Site performs well in terms of maintenance windows and total sweep times	Site performs the highest in terms of maintenance windows and total sweep times	Site performs less well in terms of maintenance windows and total sweep times
Rating	High	High	High	High	High	High	Higher	Moderate

soundtransit.org/everettlink

everettlink@soundtransit.org
206-398-5070

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