



Everett Link Extension

Level 2 Alternatives Development Report

January 2023

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Executive Summary

Purpose of this report

This report describes the Alternatives Development activities for the Everett Link Extension (EVLE) and Operations and Maintenance Facility (OMF) North project (together referred to as ‘the EVLE Project’ or ‘the project’). The report reviews the process used to develop, refine and evaluate the project alternatives and documents Level 2 project alternatives, the evaluation of those alternatives and technical findings of that evaluation. This report will inform the public, Tribes, and the project’s jurisdictional partners and provide detail to consider when making project scoping comments. Along with scoping comments, this document will help inform the Sound Transit Board in decision-making on alternatives for upcoming environmental review.

Introduction

The EVLE Project will extend the Link light rail 16 miles from the Lynnwood City Center station to the Everett Station area, adding six new stations and considering one provisional (or unfunded for construction) station. The project is part of the *Sound Transit 3 Plan*, funding for which was approved by voters in 2016. The *Sound Transit 3 (ST3) Plan (2016)* described 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, environmental review, and public involvement work.

Sound Transit developed a preliminary purpose and need statement through an early scoping process. The preliminary purpose and need statement provides the foundation for defining alternatives as well as the evaluation criteria, measures and methods used to evaluate EVLE Project alternatives.

Alternatives Development Process

The Alternatives Evaluation framework for the EVLE Project includes 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 statement. The most promising alternatives advance to the next level of evaluation. Station and alignment alternatives for the EVLE process were evaluated in eight alignment sections shown in **Figure 3-2** and **Figure 3-3**. OMF North alternatives were evaluated in comparison to one another.


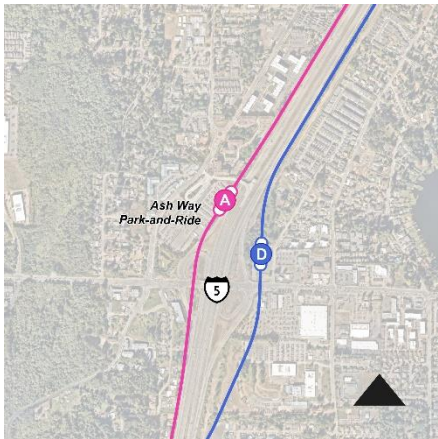
Evaluation and Advancement of Stations and Alignments



Identification of potential options for the EVLE Project began with a review of past plans and studies from local jurisdictions and regional agencies. 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 Interagency Group (IAG), composed of staff members from the partner agencies and jurisdictions, was consulted during the development of the alternatives.

A wide range of station and alignment alternatives were analyzed in the Screening evaluation and presented to the IAG for input. Of the station and alignment alternatives studied in the Screening evaluation, just over half were advanced into the Level 1 evaluation. The alternatives studied in the Level 1 evaluation were presented to the public, Tribes, and agencies during early scoping in November and December 2021. In March 2022, findings from the Level 1 evaluation were provided to the public for input. During early scoping, several other alignment options were suggested in public comments, including an alignment option following I-5 and one following SR 99, both of which would not serve the SW Everett Industrial Center.

Public feedback informed the Community Advisory Group (CAG) recommendation to the Elected Leadership Group (ELG). In April 2022, the ELG, after consideration of public input and the CAG recommendation, gave direction on which project alternatives to advance to Level 2. In September 2022, based on an initial evaluation of the new alignment options suggested in early scoping, the ELG gave direction that none of the new alignment options warranted further study in Level 2. How the station and alignment alternatives advanced through Screening, Level 1 and Level 2 is described in Section 4 along with evaluation findings for each alternative. The Level 2 evaluation findings are also summarized in Table S-1.

Table S-1 Summary of Level 2 Alignments and Stations Findings

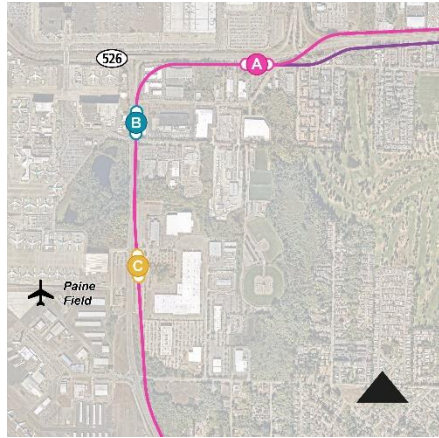
STUDY SECTION	ALTERNATIVES AND FINDINGS
<p>West Alderwood</p> 	<p>Three alternatives were studied at ALD-B, ALD-D and ALD-F.</p> <ul style="list-style-type: none"> ▪ ALD-B on the south side of Alderwood Mall has the fewest advantages relative to other West Alderwood Alternatives and alignment is more disruptive to potential redevelopment in Alderwood Mall. ▪ ALD-D aligns with local planning and has better transit connections, more planned population and job growth and more underserved communities within walking distance. ▪ ALD-F performed better than ALD-B, but worse than ALD-D on most measures that show differentiation but has the most potential for new development near the station.
<p>Ash Way</p> 	<p>Two alternatives were studied at Ash Way: ASH-A and ASH-D. Snohomish County is actively seeking funding for a planned multimodal crossing of I-5 north of 164th Street SW, and the realignment of Ash Way on the west side of I-5.</p> <ul style="list-style-type: none"> ▪ ASH-A would better serve existing historically underserved communities and has better transit connections with the Orange Line and Ash Way Park-and-Ride but has more potential for residential displacements along the alignment. ▪ ASH-D aligns with local planning and has more potential for new development near the station and a better connection to the Interurban Trail but is harder to access for buses and vehicles with Ash Way Park-and-Ride across I-5.

STUDY SECTION	ALTERNATIVES AND FINDINGS
<p>Mariner</p> 	<p>Three alternatives were studied at Mariner: MAR-A, MAR-B and MAR-D. Snohomish County is actively seeking funding for a planned multimodal crossing of I-5 that would connect 130th Street to 8th Avenue W.</p> <ul style="list-style-type: none"> ▪ MAR-A performed better than MAR-D but worse than MAR-B on most measures that show differentiation at Mariner, including planned population and job growth, proximity to historically underserved communities and potential for residential displacements. ▪ MAR-B is easier to walk to and has higher planned population and job growth, more historically underserved communities within walking distance, and the least potential residential displacements. ▪ MAR-D aligns with local planning and has the most potential for new development near the station but has the fewest underserved communities within walking distance of the station and the most potential residential displacements overall.
<p>SR 99/Airport Road</p> 	<p>Two alternatives were studied at SR 99/Airport Road: AIR-A and AIR-B.</p> <ul style="list-style-type: none"> ▪ AIR-A has better connections to the Swift Green Line and the alignment is less disruptive for business access, but the station is harder to access by car. ▪ AIR-B has more potential for new development adjacent to the station and is easier to access by car but has worse connections to the Swift Green Line.

STUDY SECTION

ALTERNATIVES AND FINDINGS

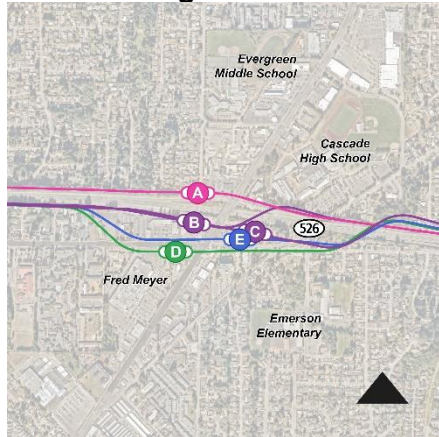
SW Everett Industrial Center



Three alternatives were studied at SW Everett Industrial Center: SWI-A, SWI-B, and SWI-C.

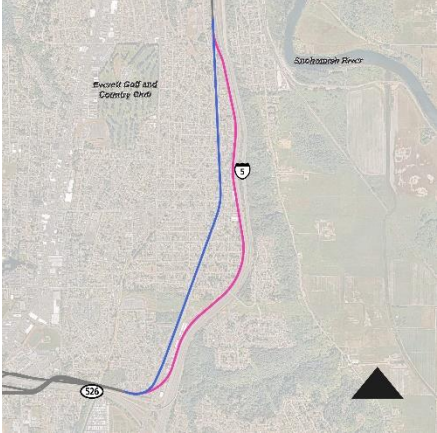

- SWI-A serves historically underserved communities and affordable housing, while the other two alternatives do not serve any residential areas. SWI-A also has a direct connection to Boeing Everett Production Facility, has more potential for new development near the station, but also has longer travel times for buses to serve the station.
- SWI-B is easier to serve with existing and planned bus lines and has the best connection to the Swift Green Line, but would not serve residential areas
- SWI-C is easier to bike to because of roadway connections but would not serve residential areas.

SR 526/Evergreen



Five alternatives were studied at SR 526/Evergreen: EGN-A, EGN-B, EGN-C, EGN-D, and EGN-E.

- EGN-A's alignment has the fewest potential displacements and acquisitions and is the least technically complex, but it is difficult to access from areas south of SR 526 and has poor transit integration.
- EGN-B has the most historically underserved communities and affordable housing within walking but has more potential residential displacements and is easier to pick-up and drop-off at for cars and paratransit.
- EGN-C is easier to bike to and is easier to pick-up and drop-off at for cars and paratransit but has fewer historically underserved communities and affordable housing within walking distance and has more potential acquisitions and residential displacements along the alignment.
- EGN-D has the most historically underserved communities within walking distance, is easy to pick-up and drop-off at for cars and paratransit, has the most potential for new development near the station, but the alignment has the most potential residential displacements and parcel acquisitions, and is more difficult to construct.
- EGN-E is easy to connect to Swift Blue Line and local bus service, has the most community destinations within walking distance, more potential for new development near the station, is easier to bike to, easier to pick-up and drop-off at for cars and paratransit, but the alignment has more potential residential displacements and is more difficult to construct.

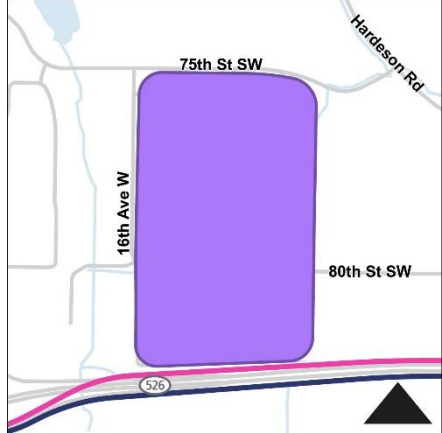
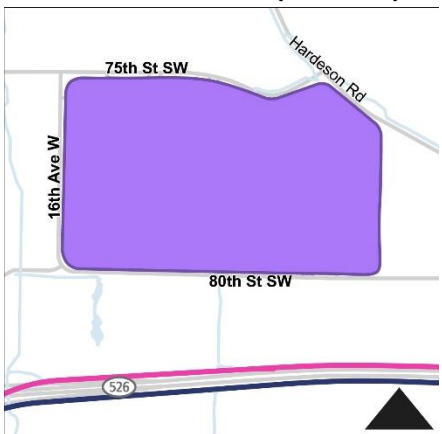
STUDY SECTION	ALTERNATIVES AND FINDINGS
<p>Broadway/I-5</p> 	<p>Two alignment alternatives were studied in the Broadway/I-5 section: I-5 and Broadway.</p> <ul style="list-style-type: none"> ▪ The I-5 alignment has fewer potential residential displacements and would not require permanent street or intersection closures. ▪ The Broadway alignment has more potential residential displacements and would potentially require permanent closures on six intersections.
<p>Everett Station</p> 	<p>Three alternatives were studied at Everett Station: EVT-A, EVT-C, and EVT-D.</p> <ul style="list-style-type: none"> ▪ EVT-A has the best connection to the existing Everett Station and has the fewest potential displacements but is farthest from downtown and harder to walk to and has less planned population and job growth nearby. ▪ EVT-C aligns with local planning and has more planned population and job growth and has the most potential for new development near the station. EVT-C also has more potential for displacements and is harder to pick-up and drop-off at for cars and paratransit. ▪ EVT-D has the most planned population and job growth and the most historically underserved communities within walking distance but has more potential displacements and is harder for buses to serve together with the existing Everett Station.


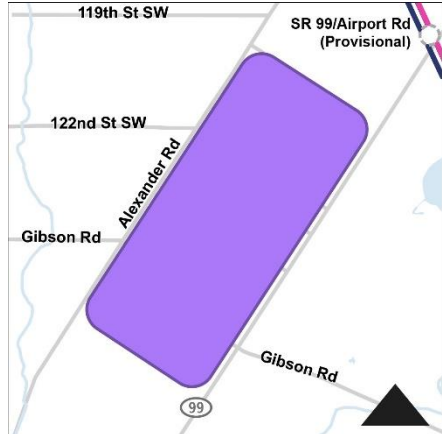
Evaluation of OMF North

During the Screening evaluation, 18 OMF North site alternatives were identified and evaluated. Of those 18 sites, seven sites were determined to warrant further study in the Level 1 Evaluation. One of the seven sites was identified as having two viable configurations, and the second site configuration was included to create eight alternatives for further study.

The eight OMF North alternatives were then refined and studied in more detail in the Level 1 Evaluation by the project team with input from the IAG. The results of this evaluation were presented to the public, agencies, and Tribes as part of early scoping. In April of 2022, the ELG—based on recommendations from the CAG—directed the project team to advance four OMF North alternatives for further study in the Level 2 Evaluation. The four OMF sites studied in Level 2 are detailed in Section 5, and the evaluation findings are summarized in Table S-2 below along with a summary of some of the key findings from the Level 2 evaluation.

Table S-2 Summary of Level 2 OMF North Findings

ALTERNATIVE	FINDINGS
<p>SR 526 & 16th Ave (Site B-1)</p> 	<p>Site B-1 is in the City of Everett, north of SR 526 and east of 75th St SW.</p> <ul style="list-style-type: none"> Property impacts to specialized manufacturing facilities and employers. No residential displacements; light industrial zoning. Employment displacements.
<p>75th St & 16th Ave (Site B-2)</p> 	<p>Site B-2 is in the City of Everett, north of SR 526, between 80th Ave SW and 75th St SW.</p> <ul style="list-style-type: none"> Property impacts to specialized manufacturing facilities and employers. No residential displacements; light industrial zoning. Employment displacements. Major topographic challenges resulting in large retaining walls in the northeast corner of the site.

ALTERNATIVE	FINDINGS
<p>Airport Rd & 100th St SW (Site E)</p> 	<p>Site E is in both the City of Everett and Unincorporated Snohomish County East of Airport Road between Holly Dr and 100th St SW.</p> <ul style="list-style-type: none"> ▪ Moderate number of historically underserved populations on and within ½ mile of the site. ▪ Likely major impacts to wetlands/streams with potential environmental permitting challenges. ▪ Residential and job displacements. ▪ Impacts to airport-owned property which is undeveloped; may require FAA approval.
<p>SR 99 & Gibson Rd (Site F)</p> 	<p>Site F is in Unincorporated Snohomish County, South of Airport Road, between Alexander Rd and SR 99.</p> <ul style="list-style-type: none"> ▪ High number of historically underserved populations on and within ½ mile of the site. ▪ Residential and job displacements. ▪ Requires re-alignment of Gibson Road. ▪ Site requires elevated lead track connections with possible long-span structures over Airport Road/SR 99.

Next Steps

At the end of the Alternatives Development process, Sound Transit will start work on an Environmental Impact Statement (EIS) for the project. In preparation for that process, Sound Transit will invite the public, Tribes, and agencies to provide comments on the alternatives to be evaluated and the elements of the environment for review. The EIS will be prepared in compliance with both the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA). The Federal Transit Administration (FTA) is anticipated to be the lead agency under NEPA, and Sound Transit is the lead agency under SEPA. After the scoping period and submittal of recommendations on alternatives from the project's CAG and ELG, the Sound Transit Board is expected to identify a Preferred Alternative and other alternatives to study further in the EIS. Sound Transit will coordinate with FTA on a NEPA process for the project and EIS alternatives. Work on the EIS is expected to begin in 2023.

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Acronyms

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
SEPA	State Environmental Policy Act
SnoPUD	Snohomish County Public Utility District
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 project (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, including six new stations and one provisional (or unfunded) station. The project is part of the *Sound Transit 3 Plan (2016)*, funding for which was approved by voters in 2016. ST3 described a “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 EVLE general alignment 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. It also 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 nearing the end of the Alternatives Development phase (Phase I) of the EVLE Project planning process. The public, Tribes, agency partners, and other stakeholders have been and continue to 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, along with feedback from the public and stakeholders during the scoping process, will assist the Sound Transit Board in identifying a Preferred Alternative and other alternatives for evaluation in an environmental impact statement in Phases II and III.

During the Alternatives Development phase, Sound Transit initiated agency coordination and robust public engagement to identify alternatives for light rail routes and potential station and OMF North locations. Alternatives have been analyzed through numerous detailed evaluation criteria, based on the EVLE Project’s purpose and need statement. The analysis has also addressed consistency with Sound Transit’s *System Expansion Implementation Plan (2017)* and federal funding program requirements. **Figure 1-2** (EVLE General Timeline) provides an overview of the overall project process.

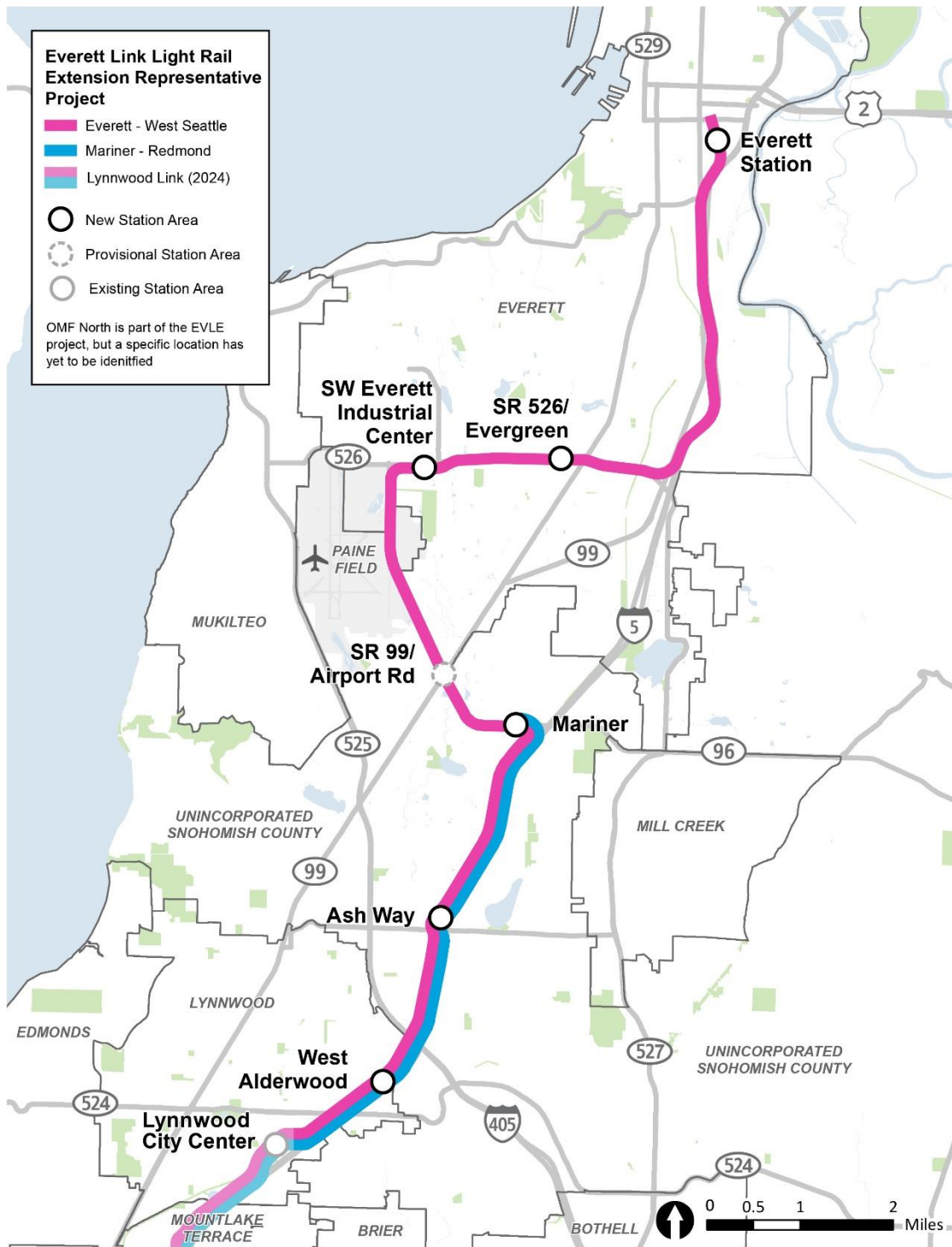


Figure 1-1 Everett Link Extension Representative Project

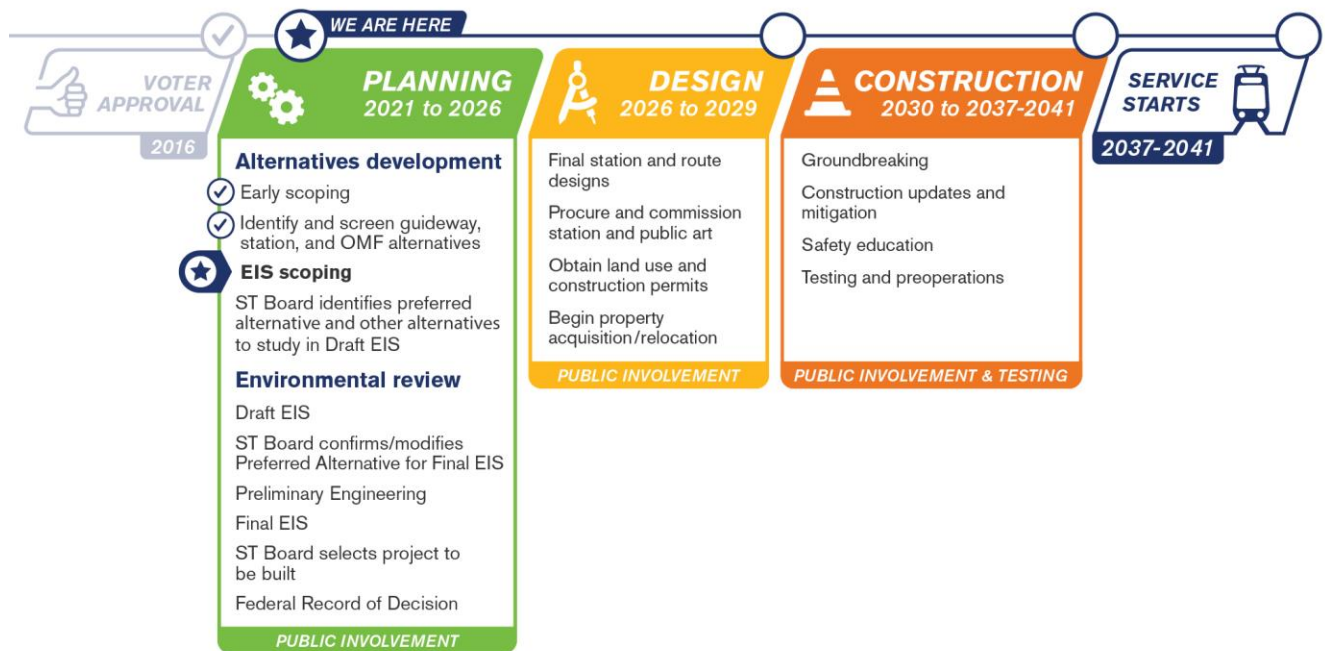


Figure 1-2 EVLE General Timeline

1.2 Purpose of this report

This report describes the Alternatives Development activities for the EVLE Project and the process used to develop, refine and evaluate the project alternatives. This report documents the Level 2 alternatives, evaluation process, and evaluation findings and results. The findings in this report will help inform the public, the project's jurisdictional partners, the project's Community Advisory Group (CAG), the Elected Leadership Group (ELG), and others in commenting of the scope of the environmental impact statement. This report, along with the scoping comments, will help inform the Sound Transit Board in its decision-making on the alternatives and impacts to be evaluated in the upcoming environmental review.

After a final decision by the Sound Transit Board identifying a Preferred Alternative and other alternatives to be advanced to environmental review, a Preferred Alternative Report will be completed to summarize the recommendations of the CAG, direction from the ELG, and the action of the Sound Transit Board.








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 has used this statement and criteria derived from it to evaluate alternatives.

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 in order 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 3.2.1 Stations and alignments and section 3.2.2 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 <i>Equitable Transit Oriented Development Policy and Sustainability Plan</i> .	Support Growth at Station Areas 
Encourage convenient, safe, and equitable non-motorized access to stations, such as bicycle and pedestrian connections, consistent with Sound Transit's <i>System Access Policy and Equity and Inclusion Policy</i> .	Equitable Non-Motorized Station Access 

EVLE Project Purpose	Criteria Category
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.

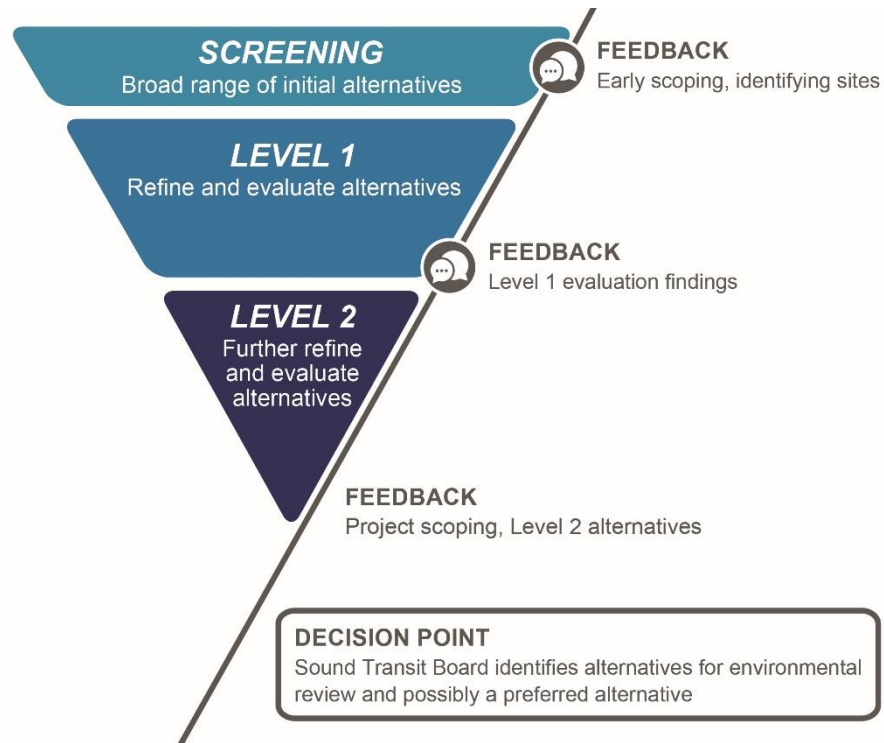
3 ALTERNATIVES DEVELOPMENT PROCESS

The Project's Alternatives Development process was designed to inform the Sound Transit Board and assist the board in identifying a Preferred Alternative and other alternatives to study in environmental review. The process identified and evaluated station, alignment and OMF North alternatives that meet the purpose and need of the EVLE Project. The Alternatives Evaluation framework included three sequential levels of evaluation: Screening, Level 1 and Level 2. Each level evaluated alternatives using criteria and measures based on the preliminary purpose and need, with the intent of advancing the most promising alternatives to the next level of 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 began with a wide range of alternatives, and, through each level of evaluation, the lowest performing alternatives could be eliminated from consideration to arrive at a smaller number of the most promising alternatives. The initial evaluation criteria and measures were chosen to facilitate early elimination of those alternatives that have minimal ability to achieve the Project's preliminary purpose and need and/or have substantial challenges from a feasibility or regulatory standpoint. In the Screening evaluation, ratings were based on each alternative's ability to satisfy the evaluation criteria and were measured relative to the ST3 Representative Project. In the Level 1 and Level 2 evaluations, the alternatives were 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 gathered 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



3.1 Alternatives Evaluation

For evaluation purposes, the corridor was divided into eight sections. Seven of the eight sections focused on the six funded and one provisional (unfunded) station areas while one focused on a section of alignment between two stations. The eight study sections are shown in **Figure 3-2** (Study Sections for Screening and Level 1 Evaluations).

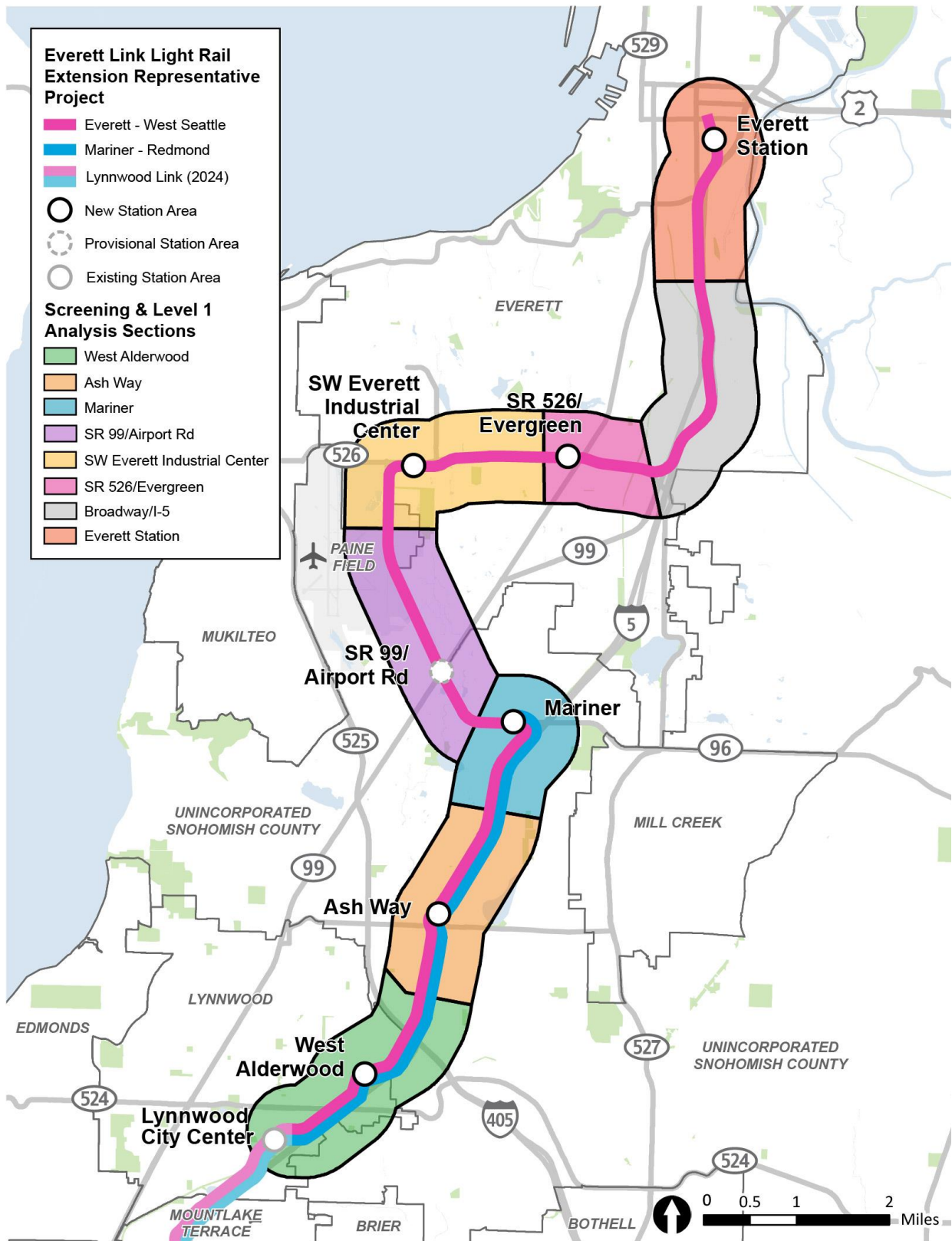


Figure 3-2 Study Sections for Screening and Level 1 Evaluations

These sections were adjusted for the Level 2 evaluation to reflect differences between alignment alternatives primarily on either side of major highways. These section changes are most notable in the Ash Way and SR 526/Evergreen sections where alignment alternatives cross I-5 and SR 526, respectively. The eight study sections are shown in **Figure 3-3** (Study Sections for Level 2 Evaluation).

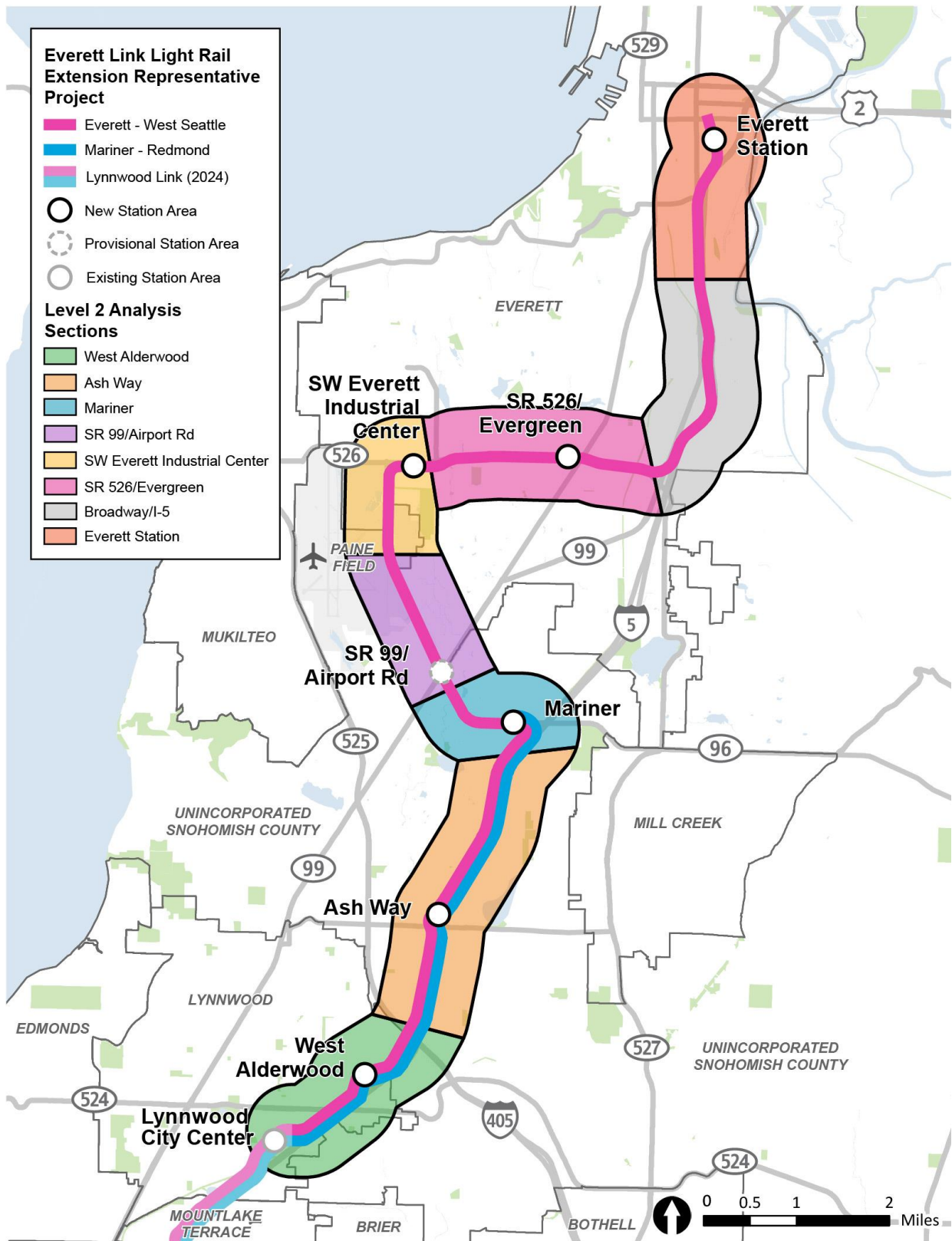


Figure 3-3 Study Sections for Level 2 Evaluation

3.2 Level 2 Evaluation Criteria

3.2.1 Stations and alignments

Alternatives that warranted further study following the Level 1 analysis were included in Level 2 evaluation. Elements of the Project purpose and need were the basis for the criteria categories in **Table 3-1** (Level 2 Evaluation Criteria for Stations and Alignments). The Level 2 criteria and corresponding quantitative and qualitative measures have been developed to evaluate each station and alignment's ability to meet the project's purpose and need. The 17 criteria categories include 38 corresponding measures used to evaluate station and alignment alternatives. Six new measures were applied in Level 2 to assess the alternatives in further detail and respond to agency and community feedback. These include refinements to and additional measures of transit integration and bus-rail transfers, measures of potential for new development near the station, and more detailed measures of potential burdens to historically underserved communities. Ridership forecasting at this level of analysis did not show differentiation between station alternatives and is included to offer an understanding of the total forecast ridership on the EVLE Project.

Sound Transit is committed to integrating equity and inclusion into all policies, programs, operations and practices and to apply a racial equity lens to decision-making. Criteria to measure the opportunities for and burdens to historically underserved populations have been included in each level of evaluation for stations and alignments and OMF North. Community destinations that are culturally specific and/or important to low-income individuals were identified as part of this process and vetted through engagement activities. The project team will continue this effort, initiating efforts that will continue throughout the planning, environmental review, and design development processes. These efforts will help Sound Transit to obtain a to gain better understanding of the benefits and burdens of the alternatives through an equity lens through Phases II and III. This quantitative evaluation was balanced by qualitative equity considerations identified through public engagement focused on historically underrepresented populations.

Table 3-1 Level 2 Evaluation Criteria for Stations and Alignments




Category	Evaluation Criteria	Measure	Quantitative or Qualitative	Methods
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 the Sound Transit 3 Plan (Sound Transit, 2016).	Transit Performance & Reliability	Travel times on project	Quantitative	Estimated end-to-end travel times within sections based on alignment characteristics (minutes).
		Compatibility with potential extensions included in future investment studies	Qualitative	Ease of connection to future system expansion based on future investment studies planned as part of ST3.
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 stations areas*	Qualitative	Points of interest, gathering spaces, food banks, educational institutions, parks, multilingual religious institutions, culturally-specific services and grocers, and services and businesses that are important to low-income individuals and recreational resources within a 10-minute walkshed of station alternatives.
	Modal Integration	Quality and capacity of bus-rail transfers and connectivity to high-capacity transit	Qualitative	Quality of bus-rail transfers based on distance from stop locations and barriers to walking transfers. Evaluation of ease of connections to existing and planned high-capacity transit stations and corridors, including Swift at station alternatives.
		Quality of potential access for transit vehicles	Qualitative / Quantitative	Assessment of quick and reliable bus access to station alternatives based on the roadway network, barriers, and available Community Transit, Everett Transit, and ST Express network assumptions. This includes an assessment of diversions to get to stations based on the planned transit network agreed to by local transit agencies.
		Planned level of bus service and connectivity	Quantitative	Planned total level of bus service to station alternatives accounting for reasonably foreseeable routing diversion for bus service.
	Projected Transit Demand	Ridership forecasts	Quantitative	Future forecasted average weekday riders for EVLE, including passenger transfers.
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 (Sound Transit, 2014).	Consistency with Adopted Transportation Plans	Aligns with adopted transportation plans, including comprehensive and transit plans	Qualitative	Qualitative assessment of consistency with local transportation plans based on refined alignment and station concepts.
	PSRC Designated Centers Served	Proximity of stations to PSRC designated centers.	Quantitative	Quantitative assessment of PSRC Centers served by end-to-end alignments.
	Jobs and Housing	Forecast 2040 population	Quantitative	PSRC-forecasted 2040 population within the 10-minute walkshed of station alternatives.
		Forecast 2040 employment	Quantitative	PSRC-forecasted 2040 jobs within the 10-minute walkshed of station alternatives.

Table 3-1 Level 2 Evaluation Criteria for Stations and Alignments (continued)






Category	Evaluation Criteria	Measure	Quantitative or Qualitative	Methods
Technical and Financial Feasibility  Implement a system that is technically and financially feasible to build, operate, and maintain.	Technical Feasibility	Constructability risks	Qualitative	Identification of major constructability issues based on potential conflicts and technical challenges (e.g., utility conflicts, existing infrastructure, geotechnical, etc.).
		Construction constraints	Qualitative	Qualitative assessment of maintenance of access to homes, businesses, and key corridors during construction, including bicycle, pedestrian and transit access and maintenance of traffic.
		Right-of-way availability	Qualitative	Availability and potential to use publicly owned right-of-way and/or property.
		Operational considerations	Qualitative	Assessment of operational elements (e.g., reliability based on track alignment, tail tracks, and pocket tracks as needed, number of at-grade crossings, if any)
	Financial Feasibility	Conceptual capital cost	Quantitative	Comparative cost estimates by section based on conceptual design quantities and current Sound Transit unit pricing to the nearest 50M or 100M (2020\$).
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: 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 based on existing residential land uses.
		Proximity of station locations to low-income populations	Quantitative	Existing low-income individuals (200% federal poverty level) within the 10-minute walkshed of station alternatives based on existing residential uses.
		Proximity of station locations to employers of minority workers and jobs with lower wages	Quantitative	Existing jobs that employ workers and jobs with low wages (\$1,250 monthly) within the 10-minute walkshed of station alternatives.
		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 uses.
		Population with a disability near stations	Quantitative	Existing populations of people with a disability within the defined walkshed alternatives.
		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 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 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 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) in the 10-minute walkshed of station alternatives.



Table 3-1 Level 2 Evaluation Criteria for Stations and Alignments (continued)



Category	Evaluation Criteria	Measure	Quantitative or Qualitative	Methods
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 (Sound Transit 2018) and Sustainability Plan (Sound Transit 2019).	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	Buildable lands capacity based on current zoning	Quantitative	Number of potential new residential units and jobs by 2035 accounting for current zoning based on Snohomish County's Buildable Lands Report.
		Amount of station area development capacity	Quantitative/Qualitative	Station area development opportunities within the 10-minute walkshed quantified in terms of potential number of dwelling units and square footage of nonresidential development and from Land Use Planning and Development Opportunities.
		Forecast development demand	Quantitative/Qualitative	Range of demand for residential units and square feet of commercial space anticipated by 2040.
		Comparative potential for joint development	Qualitative	Qualitative assessment of comparative potential for joint development opportunities based on Land Use Planning and Development Opportunities and prospective sites.
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 (Sound Transit 2013) and Equity and Inclusion Policy (Sound Transit, 2019).	Multi-Modal Circulation	Quality of connections to the pedestrian network, including existing and funded projects	Qualitative	Evaluation of the quality of pedestrian facilities and conditions within the walkshed of station alternatives including the number of linear feet of sidewalks, sidewalk and crossing gaps, and intersection density.
		Quality of connections to the bike network including existing and funded projects	Qualitative	Evaluation of the quality of bicycle facilities and roadway conditions within the bike shed of station alternatives, including the number linear feet of existing and funded bike facilities, quality of facilities and the land area within the bike shed around station alternatives.
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 resources within 150 feet of alignment centerlines and station facilities or within any anticipated full property acquisitions in excess of that distance based on Level 2 design: historic resources listed in or eligible for the National Register of Historic Places or local registers; known archaeological resources; parks, trails, and recreational resources; sites with known contamination; and Category 1 noise/vibration receptors within 350 feet.
		Estimated residential and non-residential acquisitions and residential displacements	Quantitative	Number of potentially impacted and/or acquired properties and estimated residential units affected based on Level 2 design of alignments and station facilities and construction staging considerations.
	Burdens to Historically Underserved Populations	Burden of acquisitions and displacements on historically underserved populations	Quantitative	Number of full and partial property acquisitions and estimated residential units affected in census block groups with high minority and low-income populations (high defined in comparison to demographic characteristics within 1/2 mile of the representative alignment).
		Potential for acquisitions to affect affordable housing or community facilities that are culturally specific and/or important to low-income individuals	Qualitative	Assessment of potential full or partial acquisitions of affordable housing and community facilities that are culturally specific and/or important to low-income individuals
	Natural Environment Resources	Identify geologic hazard areas, floodplains, wetlands, streams and fish and wildlife habitat conservation areas	Quantitative	Number and area of known environmental resources within 150 feet of alignment centerlines and station facilities or within any anticipated full property acquisitions based on Level 2 design: wetlands, streams/culverts, and other waters of the US, floodplains, ESA-listed species/critical habitat, and fisheries or other natural habitat areas.
	Traffic Effects	Potential effects of project design on traffic operations	Qualitative	Qualitative assessment of potential effects of project design including station access and alignment design on traffic operations on the surrounding network as a result of the project based on roadway connections, geometry and configuration as well as traffic volumes.

3.2.2 OMF North

OMF North alternatives that warranted further study following the Level 1 evaluation were included in the Level 2 evaluation. The Level 2 criteria and corresponding quantitative and qualitative measures have been developed to evaluate each potential OMF North site's ability to meet the Project's purpose and need. The alternatives were evaluated using 22 criteria, 16 of which were previously applied in the Level 1 evaluation. New criteria were introduced in Level 2 to assess the alternatives in further detail and respond to agency feedback. To simplify the Level 2 evaluation findings, similar criteria were consolidated and reported together with a consolidated rating. The consolidated criteria can be referenced in **Table 3-2** (Consolidated Level 2 OMF North Alternatives Evaluation Criteria, Methods, and Measures). The full list of 22 criteria can be referred to in Appendix A.

Table 3-2 Consolidated Level 2 OMF North Alternatives Evaluation Criteria, Methods, and Measures

Category	Evaluation Criteria	Measure	Quantitative or Qualitative	Method
Technical and Financial Feasibility 	Topography and Site Grading	Suitability of site topography and extent of earthworks required for development as an OMF.	Qualitative	Assessment of earthwork requirements including cut/fill volumes, ground improvement and retaining wall length and scale.
	Property Impacts	Number of parcels and property owners as well as the potential for relocation challenges.	Qualitative	Number of parcels and type of properties that require relocation; identify properties with higher potential for challenging relocating.
	Property Value	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.
	Comparative Cost Estimates	Estimate of the capital cost differential between OMF North Site alternatives	Quantitative	Estimate of the capital cost differential between each of the OMF North Site alternatives including lead track connections
Healthy Natural, Built, and Social Environments 	Built Environment and Social Resources	Identify social resources, parks and recreation areas, historic and archaeological resources, hazardous waste sites, noise, and vibration sensitive receptors.	Qualitative	Identify known built and social/community resources within or immediately adjacent to the sites, including: historic resources eligible for or listed in the National Register of Historic Places or local registers; known archaeological resources; parks, trails, and recreational resources; Category 1 noise/vibration receptors; and sites with known contamination (scored based on type of site, type of contamination, and location (within or adjacent to site)).
	Burden on Historically Underserved Communities	Burden on historically underserved communities.	Qualitative	The presence of vulnerable/historically underserved populations within the site footprint and within a half-mile of the site as defined by Title VI. This includes minority, low income, and limited English proficiency populations.
	Natural Environment	Identify extent of impacts to wetlands, streams, geologic hazard areas, floodplains, and fish and wildlife habitat conservation areas.	Qualitative/ Quantitative	Evaluate the number and area of known environmental resources on site or in the footprint of the lead tracks: mapped wetlands, streams, geologic hazards, floodplains, ESA-listed species/critical habitat, and fisheries or other natural habitat areas.
	Environmental Permitting	Wetland and stream permitting considerations.	Qualitative	Assess anticipated difficulty of obtaining required permits.
	Utilities, Roadways and Public Infrastructure	Impacts to existing or proposed utilities, roadways, public infrastructure and/or facilities.	Qualitative	Extent to which the OMF footprint impacts existing or proposed existing roadway networks, major utilities which will require removal and/or relocation, public infrastructure and/or 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.
	Employment Displacements	Number of potential business and employee displacements.	Qualitative	Evaluate the number of business and employees impacted.
	Residential Displacements	Number of potential residential displacements.	Quantitative	Evaluate the number of residential units impacted.

Category	Evaluation Criteria	Measure	Quantitative or Qualitative	Method
<div>OMF Site Size and Suitability to Support Key OMF functions</div> <div></div> <div>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.</div>	Facility Layout and Efficiency	Suitability of site 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 and extent to which the site can accommodate the programmatic requirements of OMF North.
	Access for Light Rail Vehicle Deliveries	Access to the site to accommodate LRV delivery truck access.	Qualitative	Assess site access for a semi-trailer truck to delivery LRVs per ST specifications
<div>OMF Operational Considerations and Cost</div> <div></div> <div>Develop an operations and maintenance facility that supports efficient and reliable light rail service and minimizes system operating costs.</div>	Lead Track Connections	Operational performance of lead tracks and vehicle movements/connections to the site	Qualitative	Assessment of efficiency of lead track connections, vehicle movements (receiving/launching) and circulation within the site.

4 EVALUATION OF STATIONS AND ALIGNMENTS

4.1 Stations and Alignments Screening Findings

Identification of potential options for the Project began with a review of past plans and studies, including Sound Transit's *Lynnwood to Everett High-Capacity Transit Corridor Study (2014)*, *Regional Transit Long-Range Plan*, and *Sound Transit 3 System Plan (2014)*. Local plans relevant to the project include the *Metro Everett Subarea Plan (2018)* and Snohomish County's *Light Rail Communities Report (2020)*. Since ST3 designated light rail as the mode to serve the Lynnwood-Everett corridor, only light rail options were considered in the Alternatives Identification process. Alternatives from prior local planning efforts and the ST3 Representative Project were included in the Screening evaluation.

After reviewing existing plans, the project team held a series of internal and jurisdiction workshops to identify additional 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. During these workshops, staff identified additional alternatives to bring into the Screening evaluation.

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 and suggested additional alternatives for consideration during the Screening evaluation.

The findings of the Screening evaluation for stations and alignments were presented to IAG partners for input in July 2021. Alternatives that warranted further study in the Screening evaluation were included in the Level 1 evaluation. The maps in the following sections show the alternatives evaluated in Screening and the alternatives that warranted further evaluation in Level 1.

4.1.1 West Alderwood

The Screening evaluation for the West Alderwood station area included 13 station alternatives and 14 alignment alternatives. Six station alternatives and five alignment alternatives warranted further study in Screening and were included in the Level 1 Evaluation as shown in **Figure 4-1** (Screening Station Alternatives and Level 1 Station and Alignment Alternatives at West Alderwood). Two station alternatives along 36th Avenue W were consolidated into ALD-E at a location closer to 190th Place SW to be compatible with alignments turning east onto 188th Street SW. The alternative on 33rd Avenue W was moved to the east side of the roadway and north of 188th Street SW to reflect input on location preference from IAG partners to align more closely with local planning goals and engineering refinements.

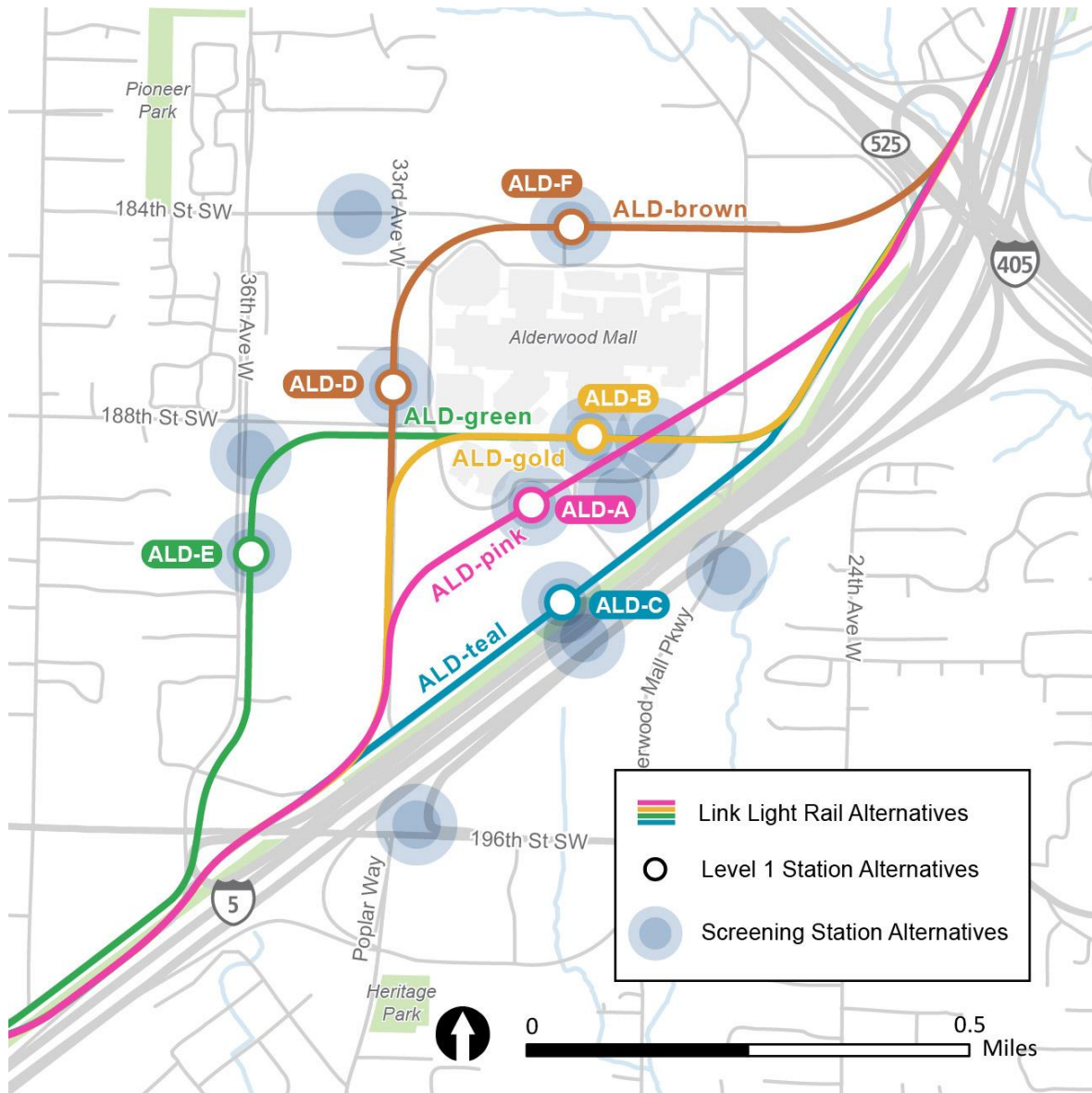


Figure 4-1 Screening Station Alternatives and Level 1 Station and Alignment Alternatives at West Alderwood

4.1.2 Ash Way

The Screening evaluation analyzed six station alternatives and seven alignment alternatives in the Ash Way station area. Four station and alignment alternatives warranted further study in the Level 1 evaluation as shown in **Figure 4-2** (Screening Station Alternatives and Level 1 Station and Alignment Alternatives for 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 4-2 Screening Station Alternatives and Level 1 Station and Alignment Alternatives for Ash Way

4.1.3 Mariner

Six station alternatives and five alignment alternatives were analyzed in the Mariner station area as part of the Screening evaluation. Four station and alignment alternatives warranted further study in the Level 1 evaluation as shown in **Figure 4-3** (Screening Station Alternatives and Level 1 Station and Alignment Alternatives at Mariner). 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* (2018).



Figure 4-3 Screening Station Alternatives and Level 1 Station and Alignment Alternatives at Mariner

4.1.4 SR 99/Airport Rd

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

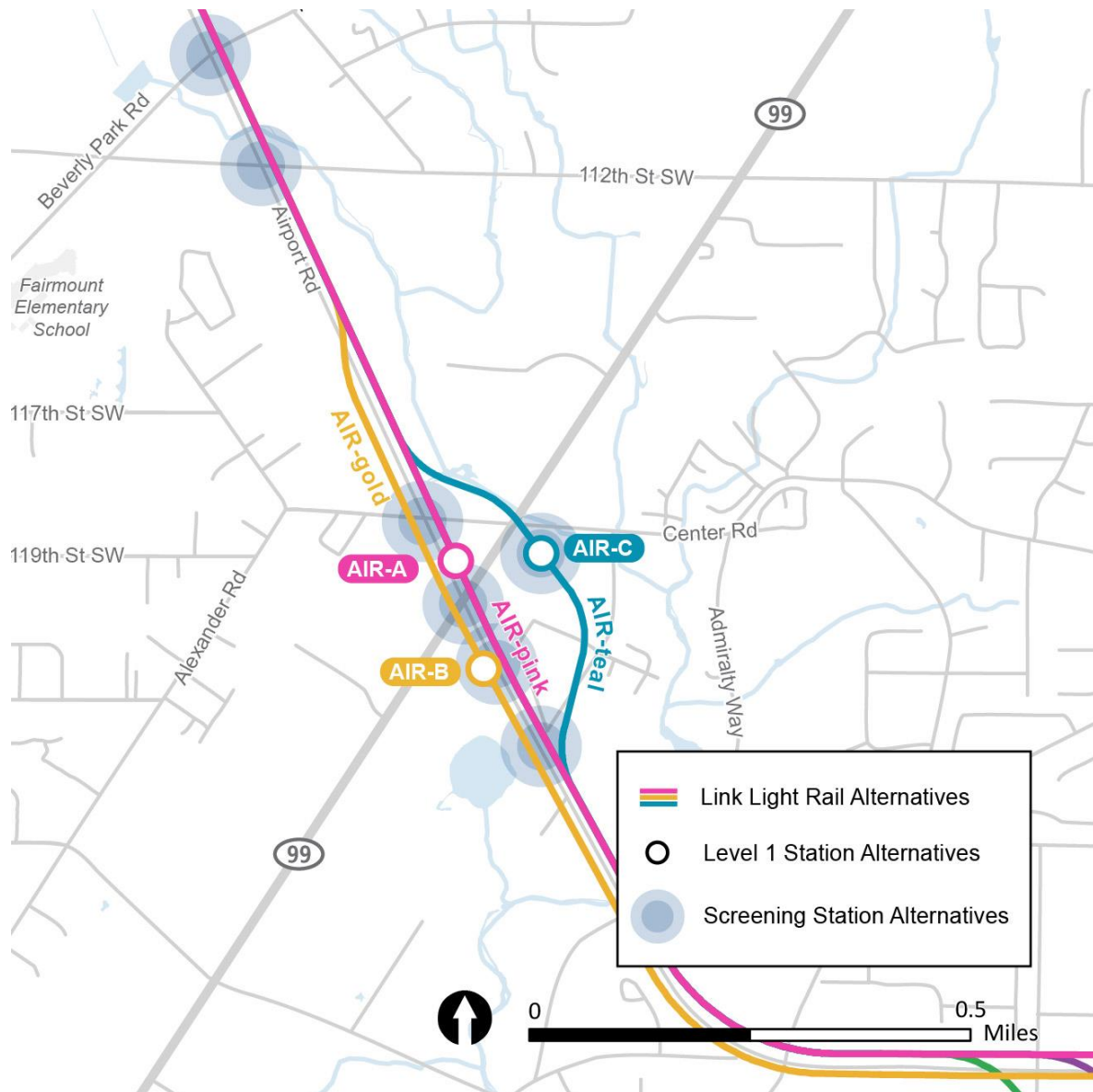


Figure 4-4 Screening Station Alternatives and Level 1 Station and Alignment Alternatives at SR 99/Airport Road

4.1.5 SW Everett Industrial Center

The Screening evaluation for the SW Everett Industrial Center station area included six station alternatives and six alignment alternatives. 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 4-5** (Screening Station Alternatives and Level 1 Station and Alignment 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.

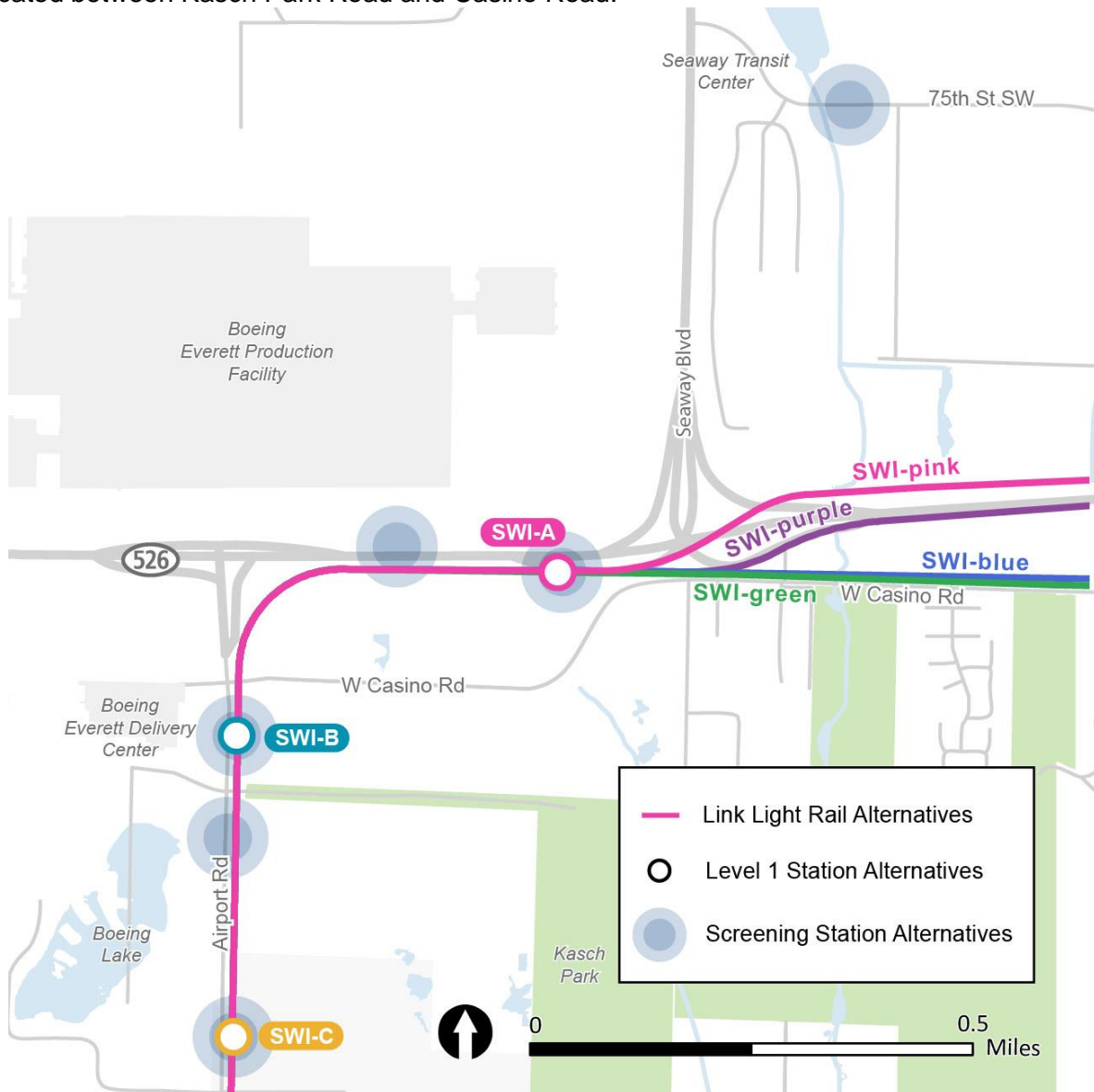


Figure 4-5 Screening Station Alternatives and Level 1 Station and Alignment Alternatives at SW Everett Industrial Center

4.1.6 SR 526/Evergreen

The Screening evaluation for the SR 526 / Evergreen station area included seven station alternatives and eight alignment alternatives. Five station alternatives and four alignment alternatives warranted further study in the Level 1 evaluation as shown in **Figure 4-6** (Screening Station Alternatives and Level 1 Station and Alignment Alternatives at SR 526/Evergreen).

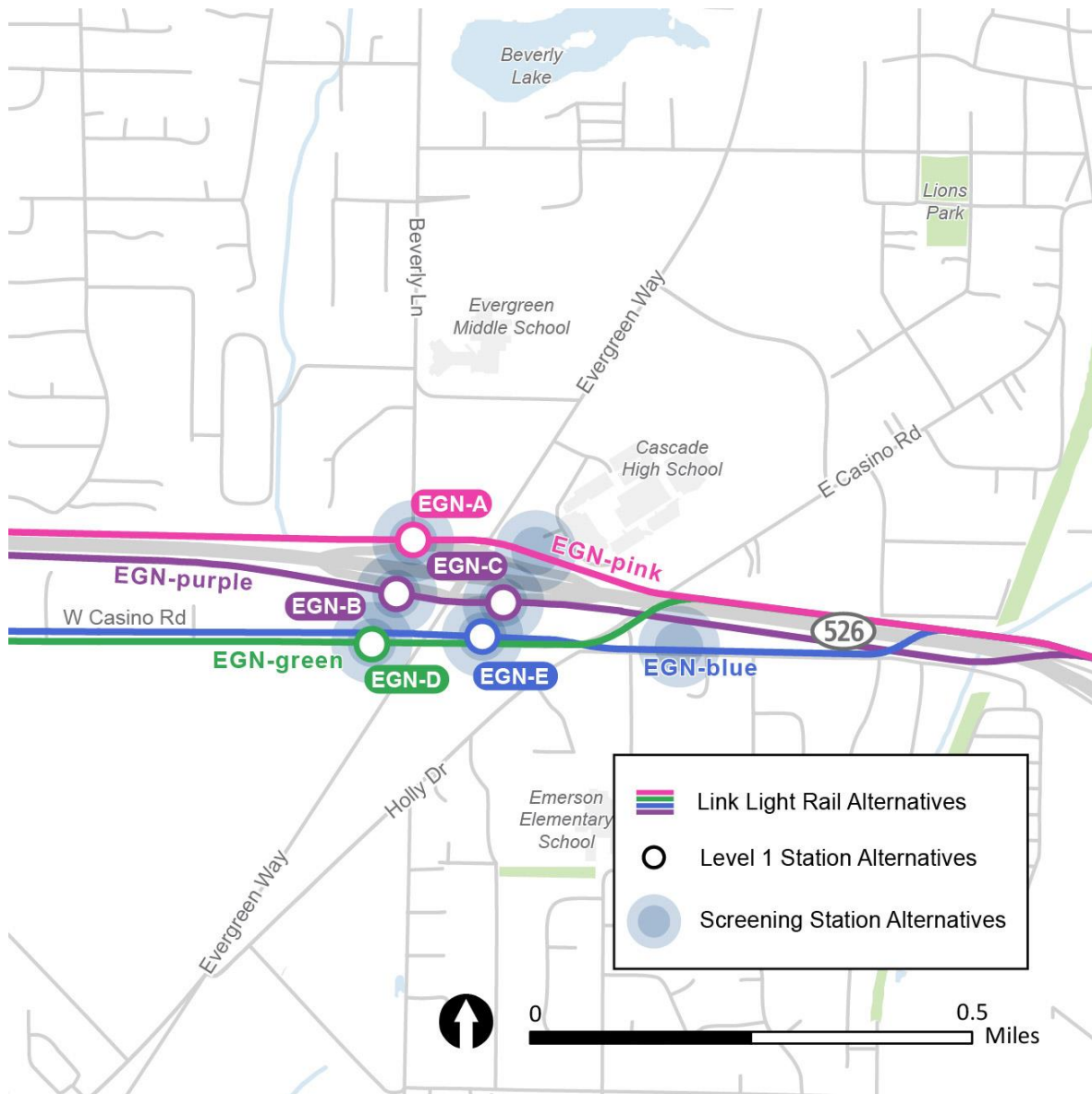


Figure 4-6 Screening Station Alternatives and Level 1 Station and Alignment Alternatives at SR 526/Evergreen

4.1.7 Broadway/I-5

The Screening evaluation for the Broadway/I-5 alignment section included two alignment alternatives. There was no substantial differentiation between the Broadway and I-5 alignment options in the Screening evaluation, and both alignment alternatives were advanced into Level 1 for further design and study to better understand the tradeoffs between them. The Broadway/I-5 alignments warranting further study in Level 1 are shown in **Figure 4-7** (Screening and Level 1 Alignment Alternatives in the Broadway/I-5 Section).

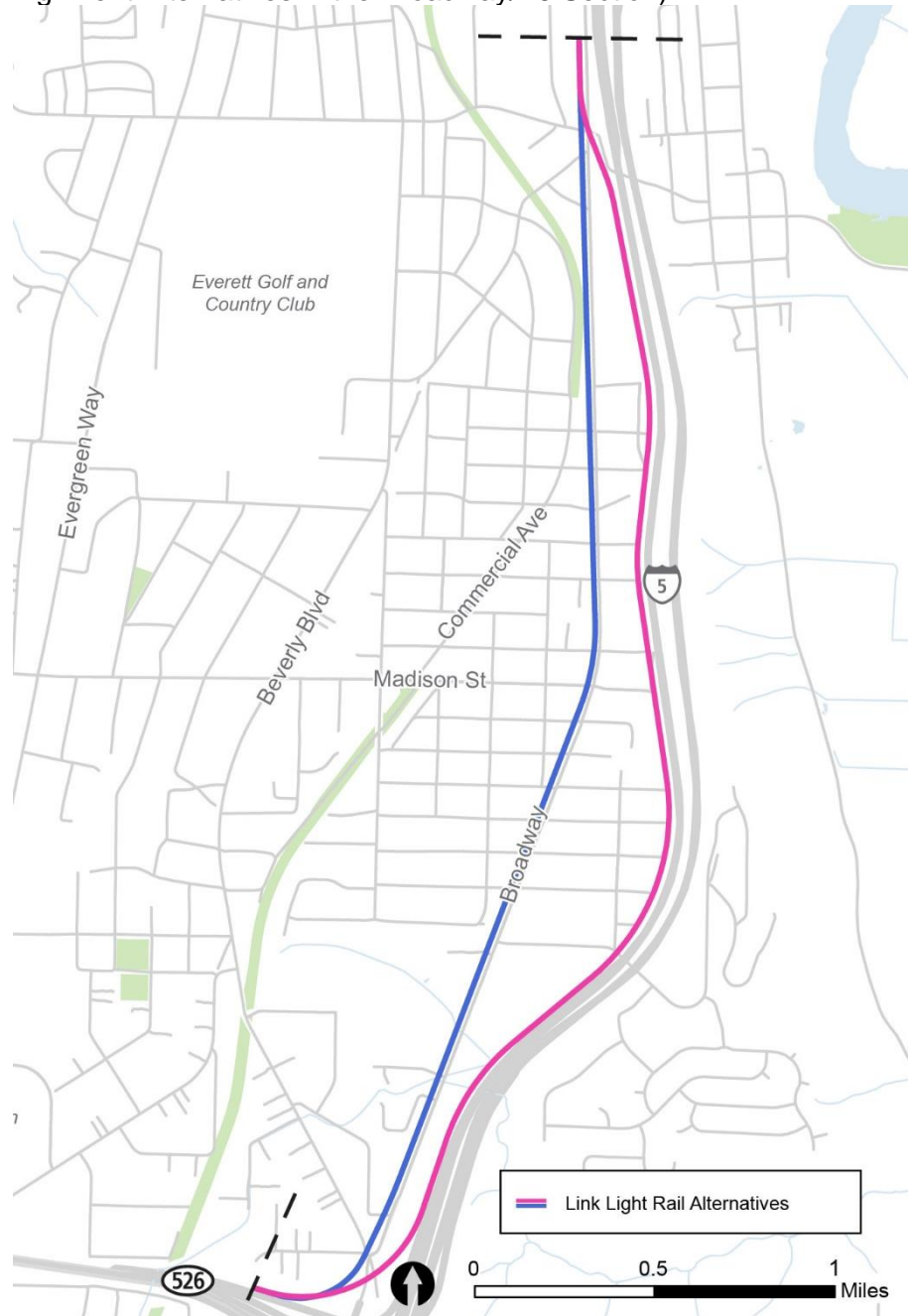


Figure 4-7 Screening and Level 1 Alignment Alternatives in the Broadway/I-5 Section

4.1.8 Everett Station

The Screening evaluation for the Everett Station area included ten station alternatives and nine alignment alternatives. 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 4-8** (Screening Station Alternatives and Level 1 Station and Alignment 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 Screening measures. These station alternatives were consolidated into one station, EVT-C, the midpoint between all three options, which aligns closely with the locally favored option from the *Metro Everett Plan (2018)*.



Figure 4-8 Screening Station Alternatives and Level 1 Station and Alignment Alternatives at Everett Station

4.2 Stations and Alignments Level 1 Evaluation Findings

Alternatives that warranted further study in the Screening evaluation were included in the Level 1 evaluation. In Level 1, alternatives were evaluated in comparison to station and alignment alternatives within the same section of the project, rather than in comparison to the ST3 Representative Project that was used as the baseline for comparison in Screening. 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.

The maps in the following sections show the station alternatives evaluated in Level 1 and highlight the alternatives that warranted further study and were included in the Level 2 evaluation based on direction from the ELG and the recommendation of the CAG. They also show station alternatives that did not warrant further study from the ELG's direction.

4.2.1 West Alderwood

The Level 1 evaluation studied six station alternatives and five alignment alternatives in the West Alderwood station area. Alternatives ALD-B, ALD-D and ALD-F warranted further study and were included in the Level 2 evaluation based on input from the CAG and the direction from the ELG. ALD-D, located west of Alderwood Mall, and ALD-F, located north of the mall, share an alignment along 33rd Ave W turning east onto 184th Street SW. ALD-B is on the south side of Alderwood Mall on an alignment that runs east-west through the mall from 33rd Avenue W to I-5. West Alderwood station and alignment alternatives that warranted further study in the Level 2 evaluation are shown in **Figure 4-9** (Level 1 Station and Alignment Alternatives Warranting Further Study in the Level 2 Evaluation at West Alderwood).

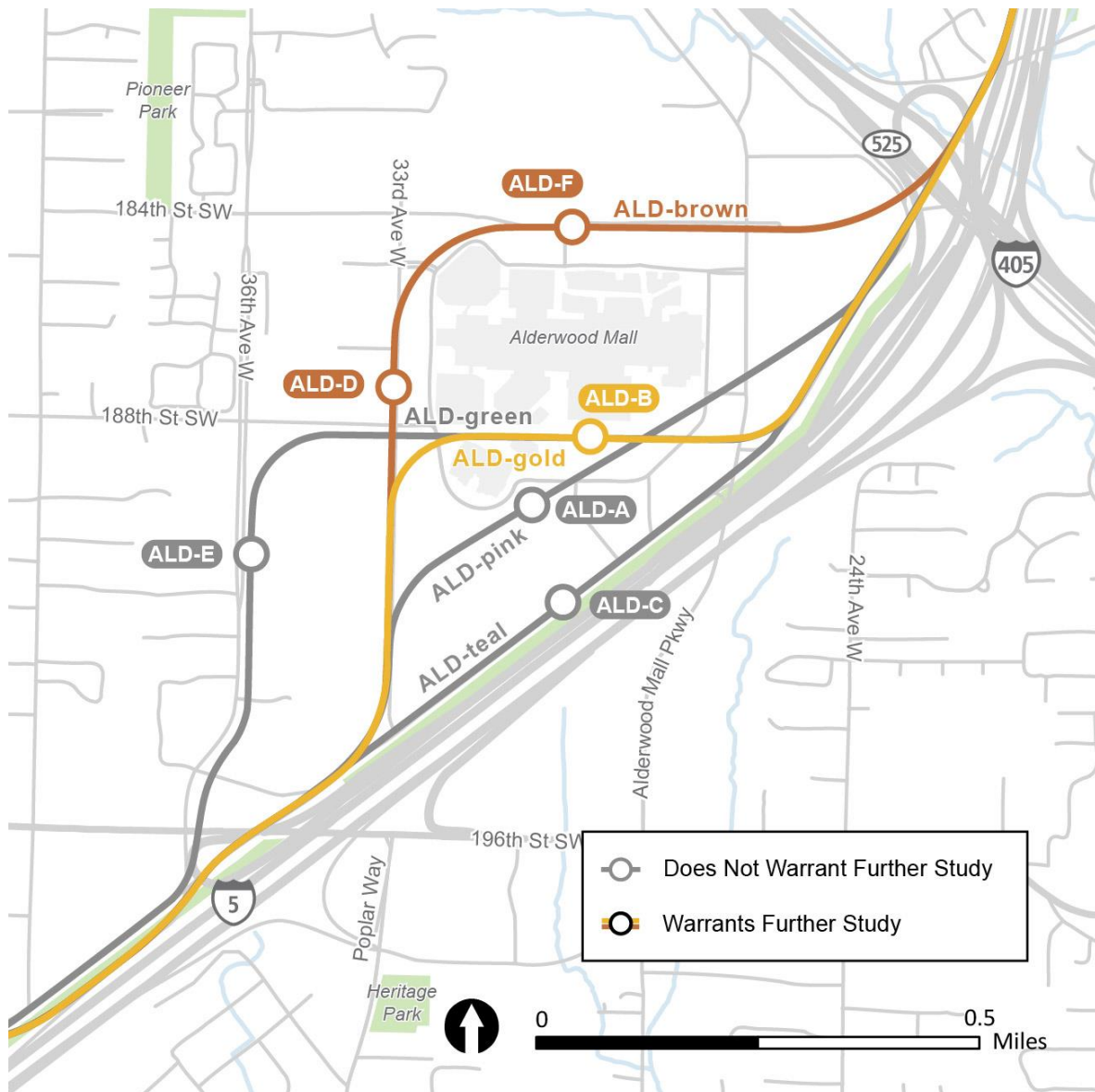


Figure 4-9 Level 1 Station and Alignment Alternatives Warranting Further Study in the Level 2 Evaluation at West Alderwood

4.2.2 Ash Way

The Level 1 evaluation studied four station alternatives and four alignment alternatives at the Ash Way station area. Alternatives ASH-A and ASH-D both warranted further study and were included in the Level 2 evaluation based on the recommendation of the CAG and direction from the ELG. ASH-A follows the west side of I-5 with a station on the north side of Ash Way Park-and-Ride. ASH-D follows the east side I-5 with a station north of 164th Street SW between Motor Place and I-5. Ash Way station and alignment alternatives that were included Level 2 evaluation are shown in **Figure 4-10** (Level 1 Station and Alignment Alternatives Warranting Further Study in the Level 2 Evaluation at Ash Way).



Figure 4-10 Level 1 Station and Alignment Alternatives Warranting Further Study in the Level 2 Evaluation at Ash Way

4.2.3 Mariner

The Level 1 evaluation studied six station alternatives and five alignment alternatives in the Mariner station area. Alternatives MAR-A, MAR-B, and MAR-D warranted further study and were included in the Level 2 evaluation based on the recommendation of the CAG and direction from the ELG. Both MAR-A and MAR-B turn west from I-5 and continue along parallel alignments on either side 128th Street SW. MAR-D is located to the west of I-5, closer to Mariner Park-and-Ride, on an alignment that runs in between 4th Avenue W and 8th Avenue W. Mariner station and alignment alternatives that were included in the Level 2 evaluation are shown in **Figure 4-11** (Level 1 Station and Alignment Alternatives Warranting Further Study in the Level 2 Evaluation at Mariner).



Figure 4-11 Level 1 Station and Alignment Alternatives Warranting Further Study in the Level 2 Evaluation at Mariner

4.2.4 SR 99/Airport Road

The Level 1 evaluation studied three station and three alignment alternatives in the SR 99/Airport Road station area. Alternatives AIR-A and AIR-B warranted further study and were included in the Level 2 evaluation based on the recommendation of the CAG and direction from the ELG. AIR-A, on the northern corner of the intersection between SR 99 and Airport Road, and AIR-B, on the southern corner of the intersection between SR 99 and Airport Road are on parallel alignments along either side of Airport Road. SR 99/Airport Road station and alignment alternatives that were included the Level 2 evaluation are shown in **Figure 4-12** (Level 1 Station and Alignment Alternatives Warranting Further Study in the Level 2 Evaluation at SR 99/Airport Rd).

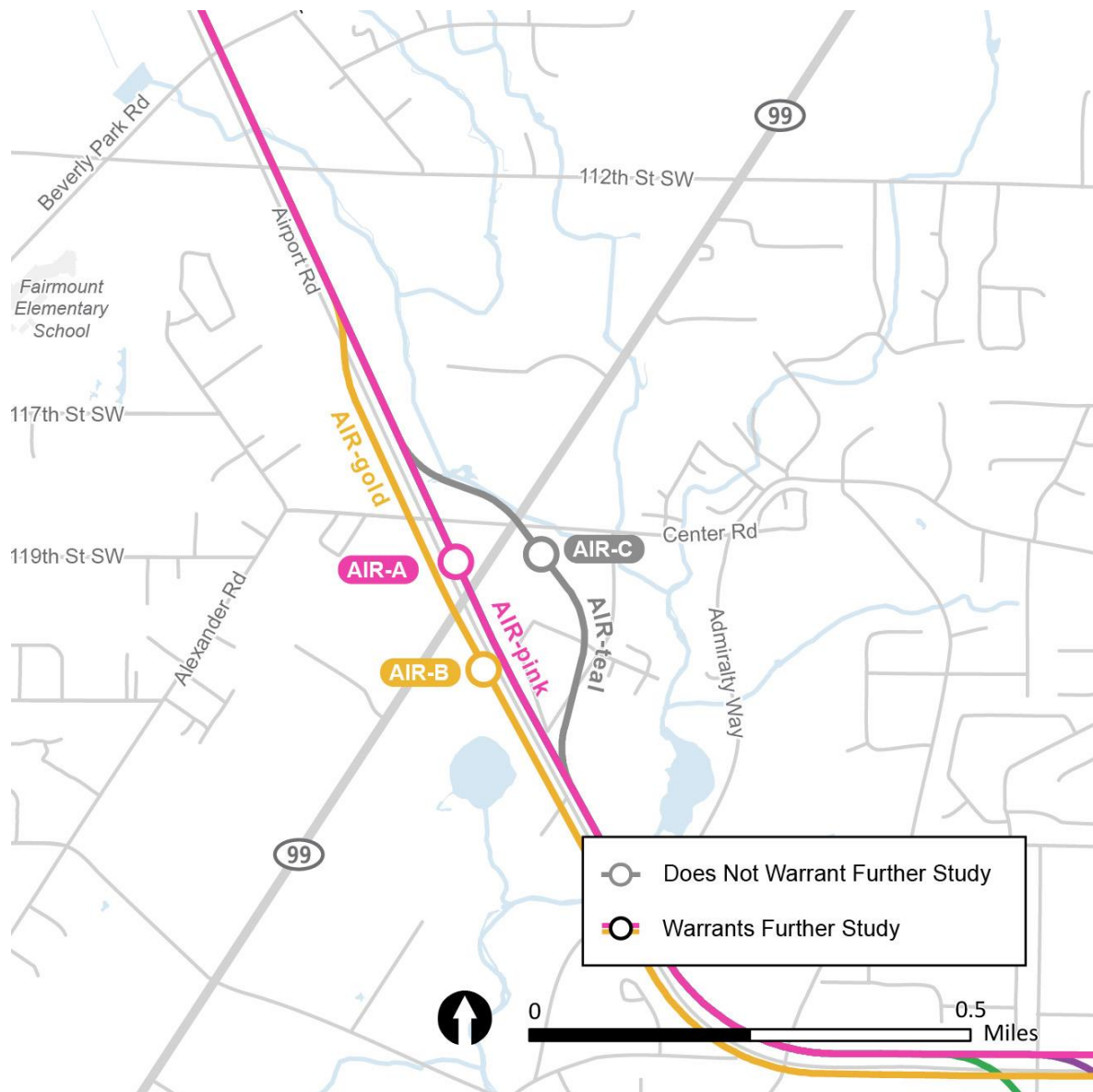


Figure 4-12 Level 1 Station and Alignment Alternatives Warranting Further Study in the Level 2 Evaluation at SR 99/Airport Rd

4.2.5 SW Everett Industrial Center

The Level 1 evaluation studied three station and four alignment alternatives in the SW Everett Industrial Center station area. All three station alternatives at SWI-A, SWI-B and SWI-C warranted further study and were included in the Level 2 evaluation based on the recommendation of the CAG and direction from the ELG. These station alternatives are on alignments that follow Airport Road and curve to follow W Casino Road and SR 526. The SWI-A station is on the north side of W Casino Road near the interchange with Seaway Boulevard and SR 526, while SWI-B and SWI-C are located farther south along the eastern side of Airport Road. SW Everett Industrial Center station and alignment alternatives that were included in the Level 2 evaluation are shown in **Figure 4-13** (Level 1 Station and Alignment Alternatives Warranting Further Study in the Level 2 Evaluation at SW Everett Industrial Center).

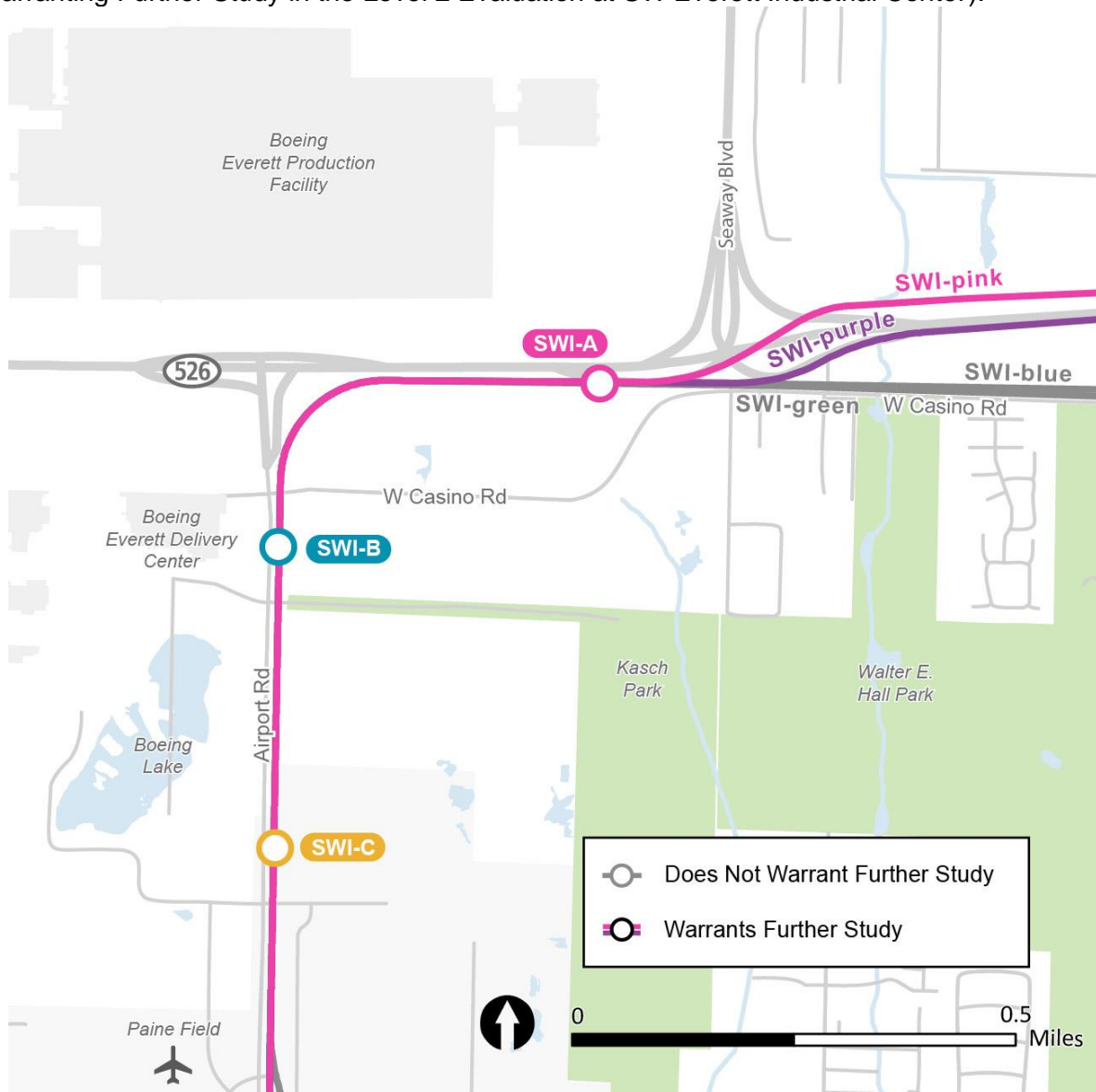


Figure 4-13 Level 1 Station and Alignment Alternatives Warranting Further Study in the Level 2 Evaluation at SW Everett Industrial Center

4.2.6 SR 526/Evergreen

The Level 1 evaluation studied five station alternatives and four alignment alternatives in the SR 526/Evergreen station area. Alternatives EGN-A, EGN-C, EGN-D and EGN-E warranted further study and were included in the Level 2 evaluation based on the recommendation of the CAG and direction from the ELG. Following meetings with City of Everett staff, EGN-B returned for further evaluation with design refinements to shift the crossing of SR 526 closer to the interchange with Evergreen Way. Alternative EGN-A runs along the north side of SR 526, with a station directly west of the interchange with Evergreen Way. EGN-B and EGN-C follow the south side of SR 526 through the station area with stations located between Casino Road and SR 526. EGN-D and EGN-E run on either side of Casino Road with station east and west of Evergreen Way. SR 526/Evergreen station and alignment alternatives that were included in the Level 2 evaluation are shown in **Figure 4-14** (Level 1 Station and Alignment Alternatives Warranting Further Study in the Level 2 Evaluation at SR 526/Evergreen).



Figure 4-14 Level 1 Station and Alignment Alternatives Warranting Further Study in the Level 2 Evaluation at SR 526/Evergreen

4.2.7 Broadway/I-5

There was no substantial differentiation between the Broadway and I-5 alignment options in the Broadway/I-5 section in the Level 1 evaluation. Neither of these alignment options was the focus of a CAG recommendation or ELG direction but both advanced into Level 2 for further design and study to better understand the tradeoffs between them. The Broadway/I-5 alignments that were included in Level 2 are shown in **Figure 4-15** (Level 1 Alignment Alternatives in the Broadway/I-5 Section).

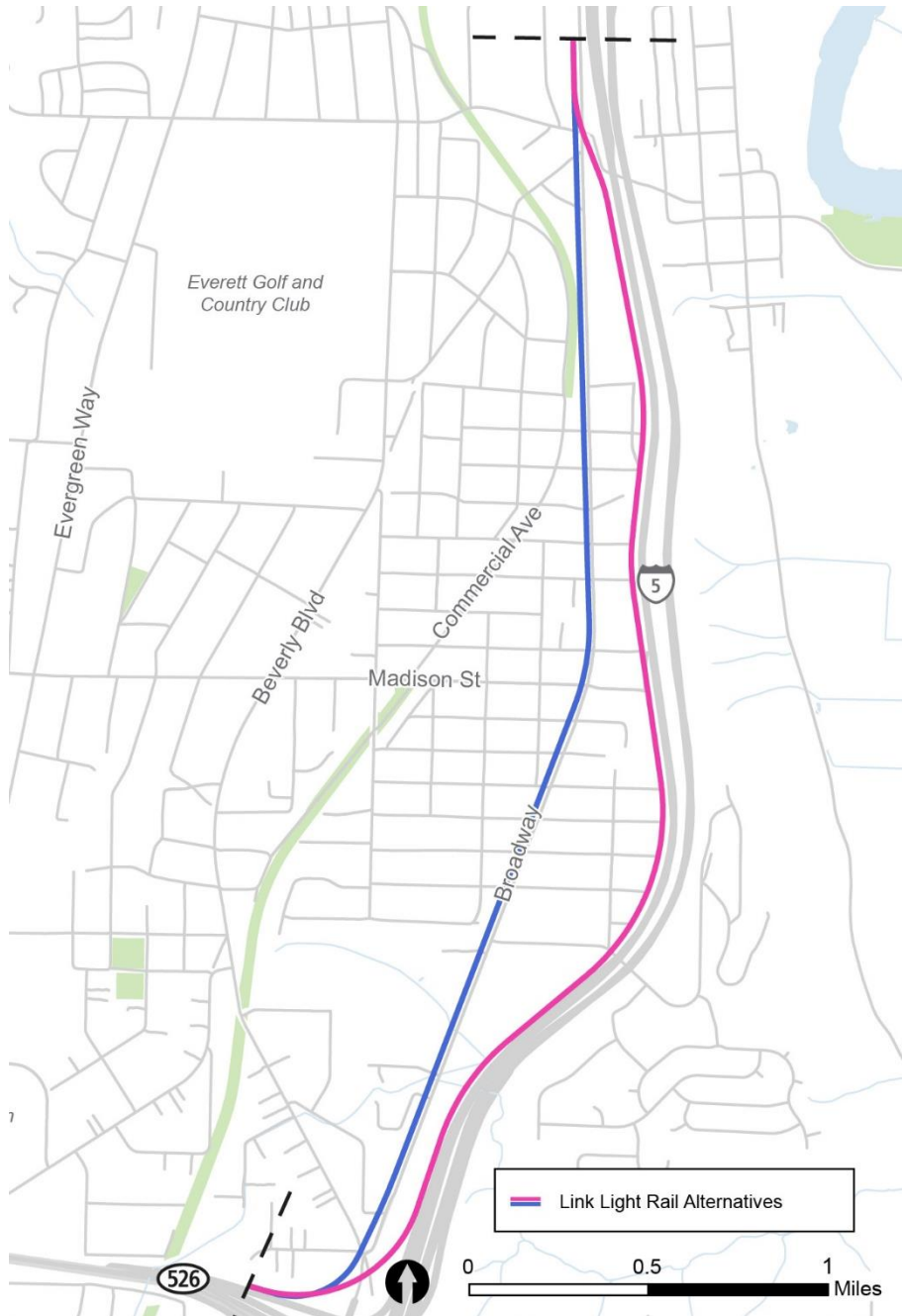


Figure 4-15 Level 1 Alignment Alternatives in the Broadway/I-5 Section

4.2.8 Everett Station

The Level 1 evaluation studied four station alternatives and four alignment alternatives in the Everett Station area. Alternatives EVT-A, EVT-C, and EVT-D warranted further study and were included in the Level 2 evaluation based on the recommendation of the CAG and direction from the ELG. EVT-A follows I-5 into the Everett Station area and then runs along the west side of the existing rail tracks with a station directly south of the existing Everett Station building. EVT-C

follows McDougall Avenue with a station midblock between McDougall Avenue and Broadway at Pacific Avenue. EVT-D follows the east side of Broadway with a station between Hewitt Avenue and Pacific Avenue. The Everett Station alignments that were included in Level 2 are shown in **Figure 4-16** (Level 1 Station and Alignment Alternatives Warranting Further Study in the Level 2 Evaluation at Everett Station).

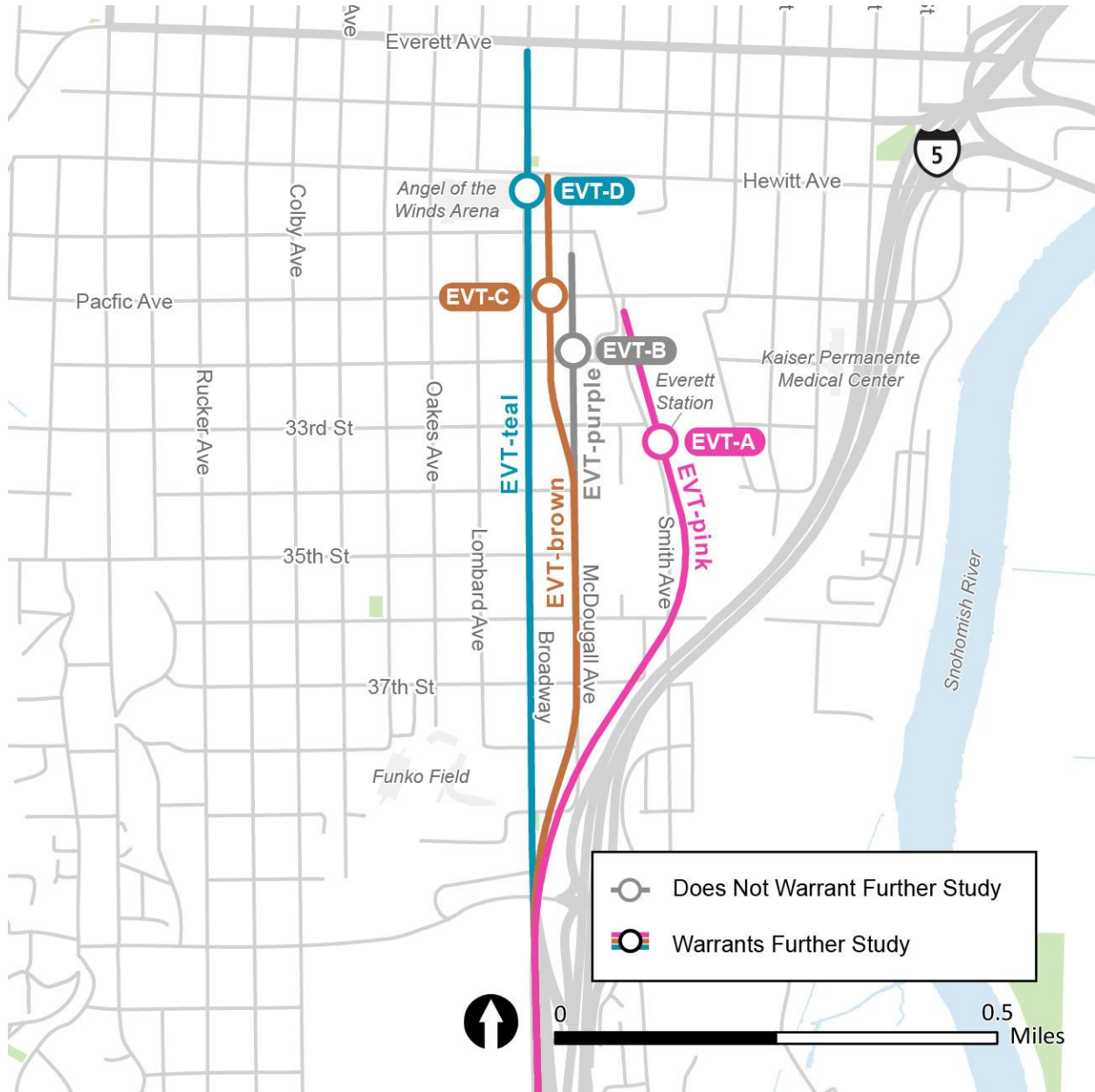


Figure 4-16 Level 1 Station and Alignment Alternatives Warranting Further Study in the Level 2 Evaluation at Everett Station

4.3 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 as part of 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.

During the early scoping period, Sound Transit received 69 communications and 112 comments suggesting new station, alignment and OMF sites in addition to the alternatives presented during early scoping. Suggestions for stations and alignments are summarized in **Table 4-1** (Summary of Early Scoping Comments for Stations and Alignments) below. For information on OMF Early Scoping, See section 5.3 (Early Scoping for OMF North)

Table 4-1 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.

Two broader alignment options emerged from the public comments during early scoping: the I-5/Interurban Trail and SR 99/Evergreen Way corridors. Alignments along these two corridors showed potential for cost savings and capacity to meet or advance the target schedule for the EVLE Project and were evaluated further. Other station and alignment options from early scoping did not have the same potential for cost savings, and/or presented major challenges, thus they were not studied further. A map of all new alignments that were evaluated further following early scoping in **Figure 4-17** (New Alignments from Early Scoping for Further Evaluation).

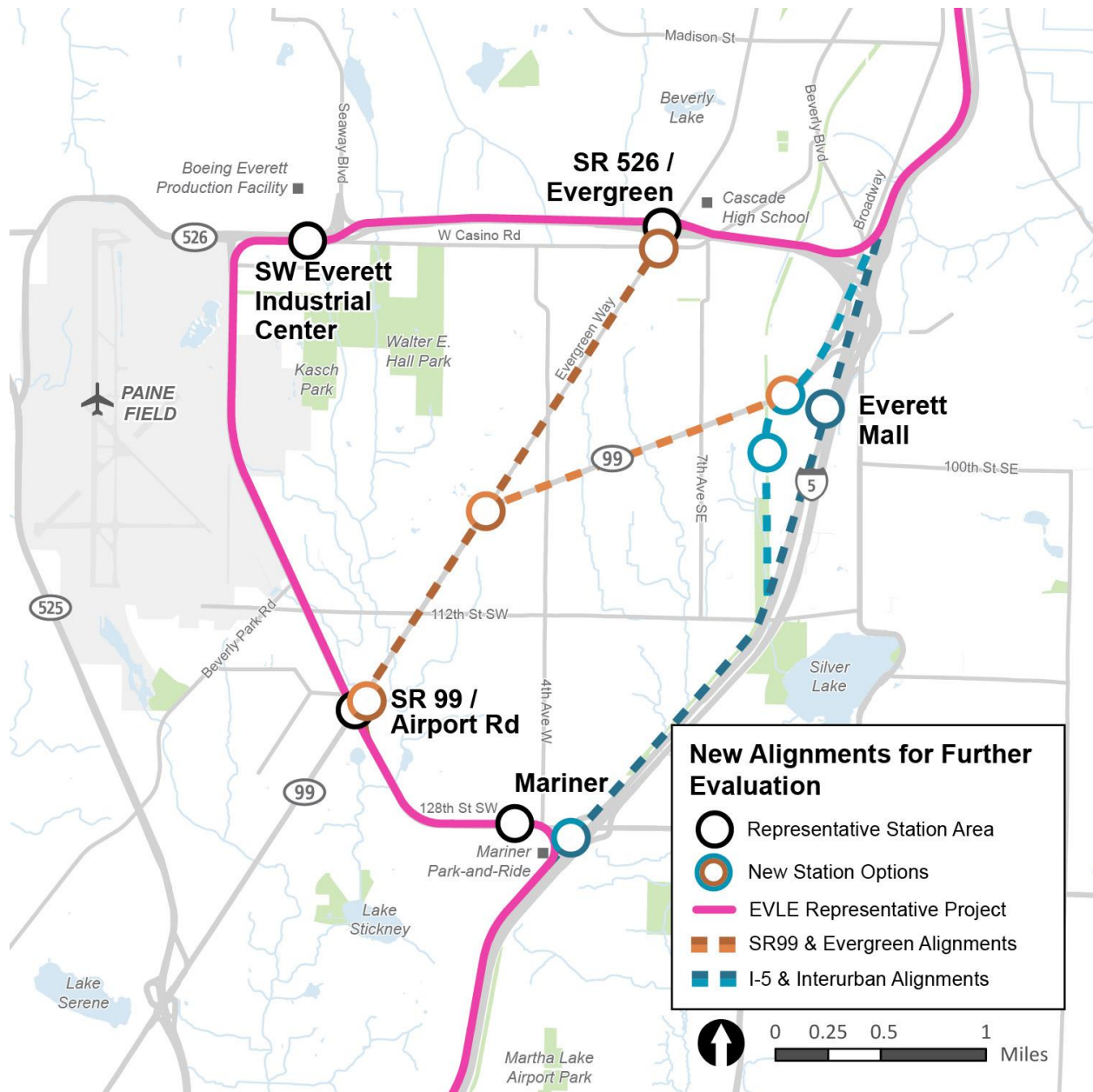


Figure 4-17 New Alignments from Early Scoping for Further Evaluation

All SR 99/Evergreen Way and I-5/Interurban Trail alignment and station combinations had lower (worse) performance compared to the EVLE Representative Project in terms measures of current population, opportunities for historically underserved communities, forecast population and jobs and OMF site opportunities. SR 99/Evergreen Way alignments showed lower potential costs, compared to the Representative Project, while I-5/Interurban Trail alignments showed comparatively much lower potential costs. However, these alignments had shortcomings in terms of potential population and access within station catchment areas, which were more pronounced along I-5/Interurban Trail alignments. This analysis led the ELG to provide direction that the SR99/Evergreen Way and I-5/Interurban Trail alternatives not be advanced for further study in the Level 2 evaluation.

4.4 Refinements of Level 2 Stations and Alignment Alternatives

In preparation for the Level 2 evaluation, several station and alignment alternatives were further refined, and conceptual station site layouts were developed for all alternatives that advanced into Level 2. The project team initiated a preliminary site design process for station alternatives and conducted workshops with local partners including the City of Everett, City of Lynnwood and Snohomish County. This resulted in minor refinements to the location of station alternatives at West Alderwood, SR 99/Airport Road, SW Everett Industrial Center, SR 526/Evergreen and Everett Station.

In the West Alderwood station area, ALD-B replaced ALD-A as the representative alignment since ALD-A was not advanced into the Level 2 evaluation. The representative project locations are used in Level 2 for comparative cost estimate purposes only. ALD-B also shifted west of its location in the Level 1 evaluation to improve the alternative's placement with respect to Alderwood Mall. In the SR 99/Airport Road station area, AIR-B shifted to the north side of SR 99, directly across Airport Road from AIR-A based on input from local partners on conceptual site planning for the station. For similar reasons, in the SW Everett Industrial Center station area, SWI-C moved from the north to the south side of 94th Street SW, at SR 526/Evergreen EGN-E moved to the south side of Casino Road and at Everett Station, alternative EVT-D moved south on half block to straddle Wall Street while EVT-C moved south to straddle 32nd Street.

Other design refinements resulted from ELG direction on alignment alternatives at SW Everett Industrial Center or engineering refinements to minimize potential impacts. In the Level 2 evaluation, the common SW Everett Industrial Center alignment that connects all three station alternatives in this station area was refined to avoid the runway protection zone of Paine Field's secondary runway with a more direct route off Airport Road. In the SR 526/Evergreen station area, two new alignments were designed to connect to EGN-D and EGN-E from the EGN purple alignment along the south side of SR 526. The crossing of SR 526 for the EGN-B station location was adjusted to be closer the Evergreen Way interchange, and the orientation of the EGN-C station alternative shifted to align with track geometry and conceptual site design.

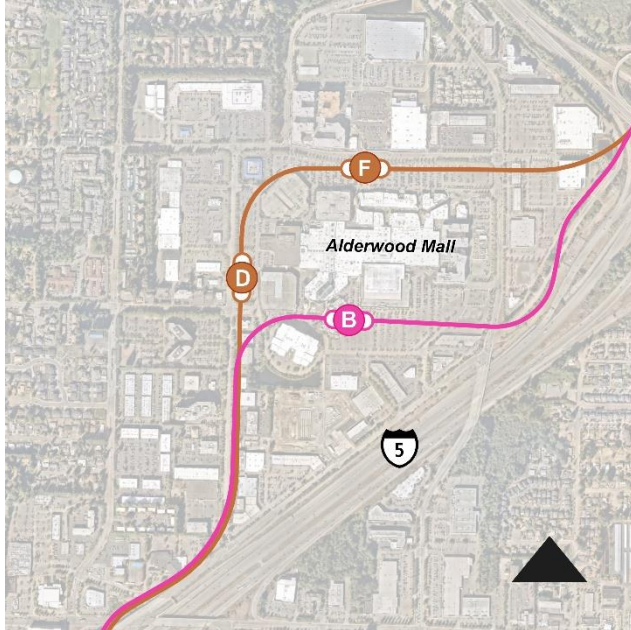
4.5 Evaluation of Level 2 Station and Alignment Alternatives

Following refinement of station and alignment alternatives and the development of conceptual site layouts for stations, the alternatives were evaluated using the criteria in **Table 3-1** (Level 2 Evaluation Criteria for Stations and Alignments). The following sections review the technical findings for the Level 2 evaluation.

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

4.5.1 West Alderwood

STATION & ALIGNMENT ALTERNATIVES



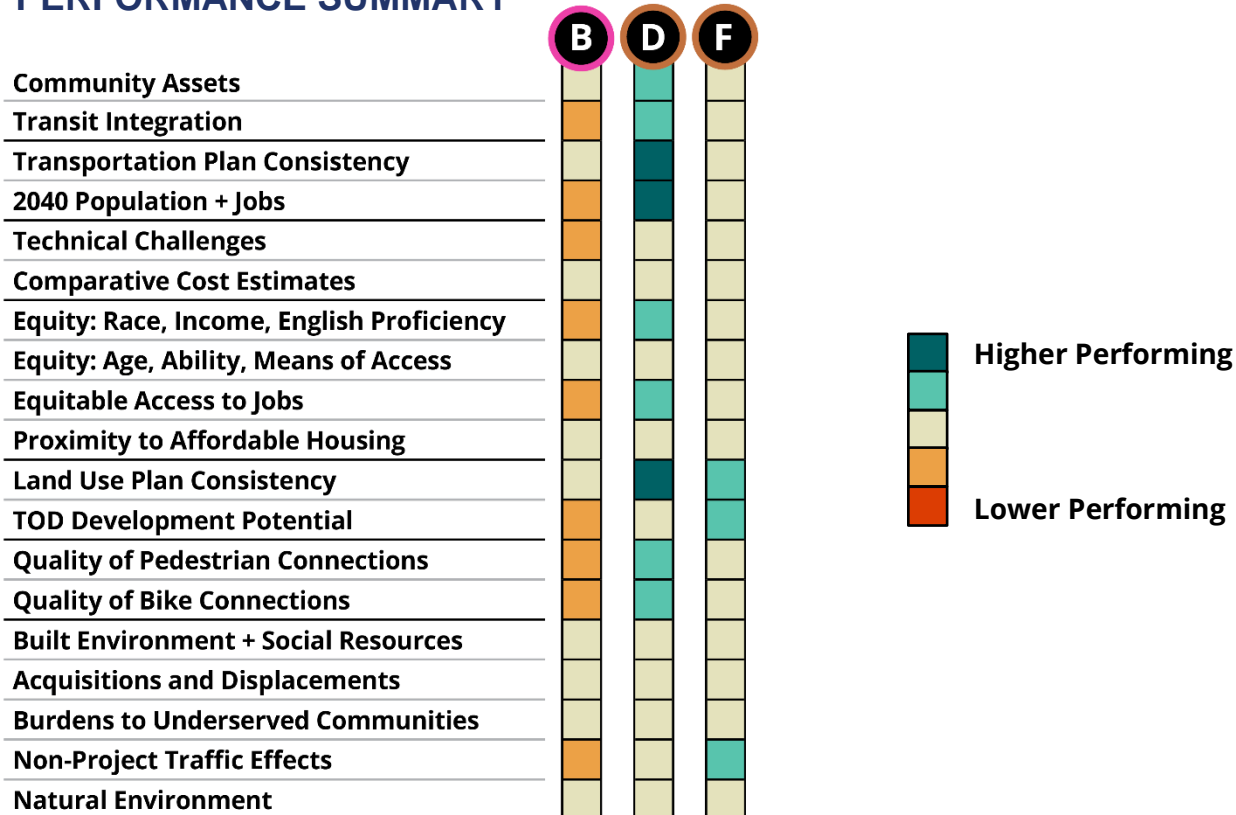
ALTERNATIVES DESCRIPTION

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

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

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

PERFORMANCE SUMMARY

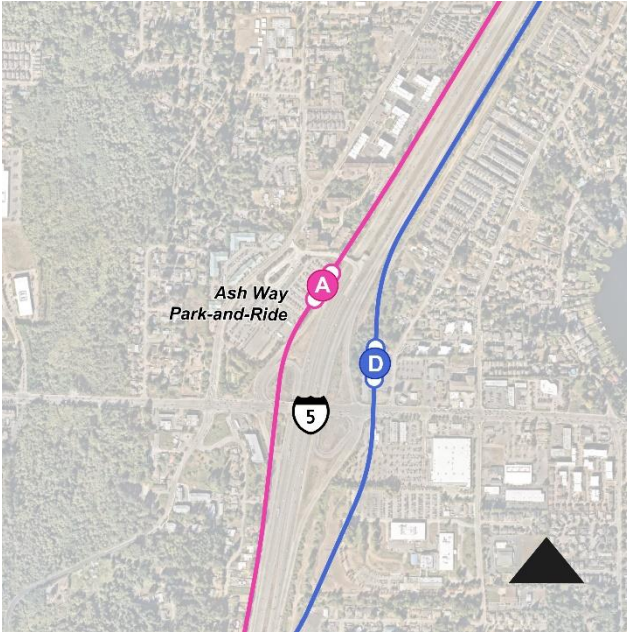


The project team developed the key findings presented here from a detailed qualitative and quantitative evaluation of station and alignment alternatives within the West Alderwood section based on measures and criteria described in Section 3.2.1. The factors that offer the clearest differentiation between alternatives are summarized as key findings.

ALTERNATIVE	KEY FINDINGS
ALD-B	<ul style="list-style-type: none"> Longer travel times for buses to reach the station and longer walking transfer to the planned Swift Orange Line. Fewest historically underserved communities and no affordable housing within walking distance. Least potential for new development near the station. Hardest to walk and bike to with incomplete pedestrian and bike access through Alderwood Mall. Challenging right-of-way routing through and around Alderwood Mall.
ALD-D	<ul style="list-style-type: none"> Best connections to the planned Swift Orange Line and shortest travel times for buses to reach the station. Aligns with local planning by the City of Lynnwood. Highest planned population and job growth within walking distance. Most historically underserved communities within walking distance. Most community destinations within walking distance (including US Social Security Office, Virginia Mason Lynnwood Medical Center, H Mart).
ALD-F	<ul style="list-style-type: none"> Highest potential for new development near the station. Easiest station to pick up and drop off, with car and paratransit access from 184th St SW and shortest path from arterial roadway network. More historically underserved communities within walking distance than ALD-B, but fewer than ALD-D. Better bike connections than ALD-B. Worse connection to planned Swift Orange Line than ALD-D, with a longer walking transfer. Shorter travel times for buses to reach the station than ALD-B.

4.5.2 Ash Way

STATION & ALIGNMENT ALTERNATIVES



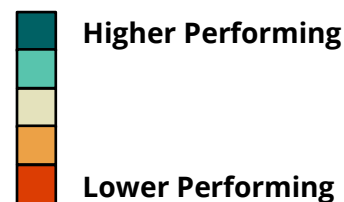
ALTERNATIVES DESCRIPTION

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

PERFORMANCE SUMMARY

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



The project team developed the key findings presented here from a detailed qualitative and quantitative evaluation of station and alignment alternatives within the Ash Way section based on measures and criteria described in Section 3.2.1. The factors that offer the clearest differentiation between alternatives are summarized as key findings.

ALTERNATIVE	KEY FINDINGS
ASH-A	<ul style="list-style-type: none"> ▪ Easier for buses to serve the both this station alternative and Ash Way Park-and-Ride. ▪ Best connection to planned Swift Orange Line along Ash Way. ▪ Easier for cars and paratransit to pick-up and drop-off at the station with existing park-and-ride functions at this station alternative. ▪ More historically underserved communities and affordable housing within walking distance. ▪ More existing pedestrian connections nearby. ▪ Less potential for new development near this station alternative. ▪ More potential for residential displacements along the alignment on the west side of I-5.
ASH-D	<ul style="list-style-type: none"> ▪ More potential for new development near the station. ▪ Easy connection to the Interurban Trail along the east side of I-5. ▪ Aligns with local planning by Snohomish County. ▪ Fewer historically underserved communities and less affordable housing within walking distance. ▪ Potential displacement of community destinations in this station area (Iglesia Fuente de Vida and Mill Creek Foursquare Church). ▪ Challenging to connect with bus service at Ash Way Park-and-Ride on the west side of I-5. ▪ Longer travel times for buses to serve this station and Ash Way Park-and-Ride. ▪ Difficult for cars and paratransit to pick-up and drop-off at the station because of configuration of connecting roadway network.

4.5.3 Mariner

STATION & ALIGNMENT ALTERNATIVES



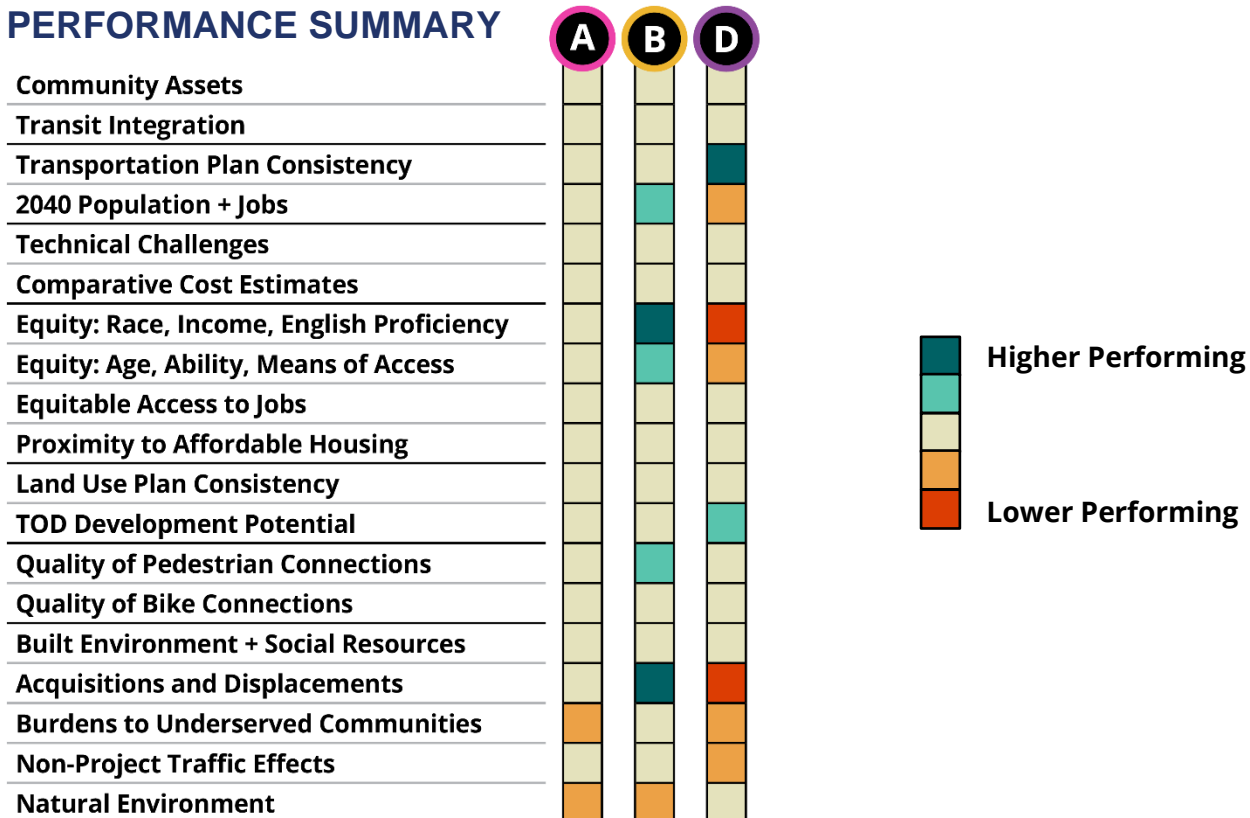
ALTERNATIVES DESCRIPTION

MAR-A 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 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-D 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 3.2.1. The factors that offer the clearest differentiation between alternatives are summarized as key findings.

ALTERNATIVE	KEY FINDINGS
MAR-A	<ul style="list-style-type: none"> Higher planned population and job growth near the station than MAR-D, but lower than MAR-B. Easiest for cars and paratransit to pick-up and drop-off at the station with existing roadway configuration. More potential residential displacements and property acquisitions, including affordable housing, than MAR-B but fewer than MAR-D. Business displacements on the north side of 128th Street SW.
MAR-B	<ul style="list-style-type: none"> Most historically underserved communities within walking distance. Highest planned population and job growth near the station. Fewest potential residential displacements and property acquisitions. Business displacements on the south side of 128th Street SW.
MAR-D	<ul style="list-style-type: none"> Aligns with local planning by Snohomish County. Most potential for new development near the station. Most potential residential displacements and property acquisitions, including affordable housing. Fewest underserved communities and less affordable housing within walking distance. Hardest for cars and paratransit to pick-up and drop-off at the station. Business displacements on the north side of 128th Street SW.

4.5.4 SR 99/Airport Road

STATION & ALIGNMENT ALTERNATIVES



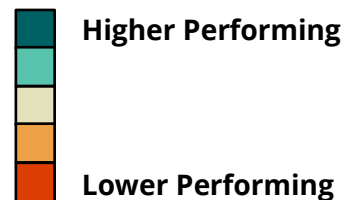
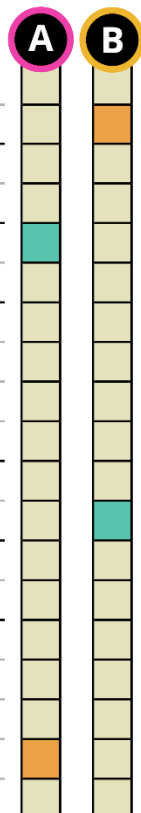
ALTERNATIVES DESCRIPTION

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

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

PERFORMANCE SUMMARY

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



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 3.2.1. The factors that offer the clearest differentiation between alternatives are summarized as key findings.

ALTERNATIVE	KEY FINDINGS
AIR-A	<ul style="list-style-type: none"> ▪ Less challenging construction with less disruption to business access along the west side of Airport Road. ▪ Better connection to Swift Blue and Green Lines, with direct connections to Swift Blue Line southbound and Swift Green Line northwest bound, and only one crossing required for travel in the opposite direction. ▪ Harder to pick-up and drop-off at the station for cars and paratransit, with access from SR 99 and Airport Rd close to the intersection of SR 99 and Airport Road.
AIR-B	<ul style="list-style-type: none"> ▪ More potential for new development adjacent to this station alternative. ▪ Easier for cars and paratransit to pick-up and drop-off at the station with access from Center Road off of Airport Road. ▪ No direct connection to Swift Green Line, and connection to northbound Swift Blue Line would require crossing both SR 99 and Airport Road because of intersection configuration. ▪ More challenging construction with more disruption to business access along the west side of Airport Road.

4.5.5 SW Everett Industrial Center

STATION & ALIGNMENT ALTERNATIVES



ALTERNATIVES DESCRIPTION

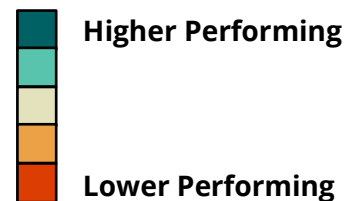
SWI-A is a station alternative along the south side of SR 526 near the curve to the south in Casino Road.

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. Road.

PERFORMANCE SUMMARY

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



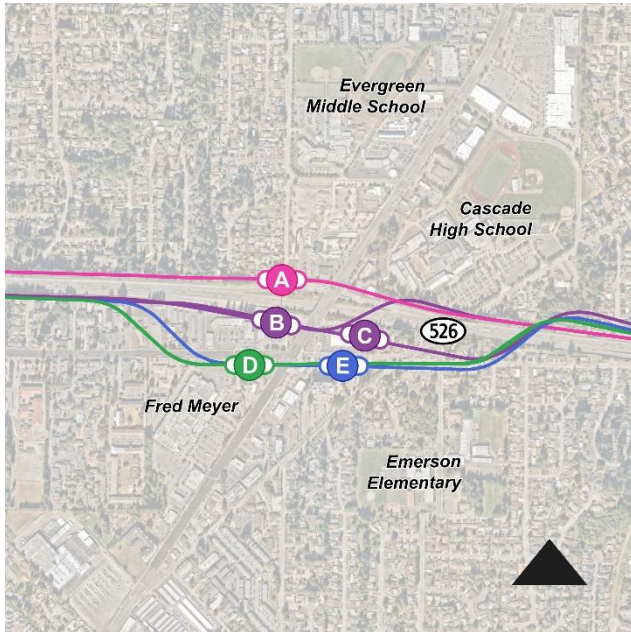
*Employment data suppressed by the Census Bureau due to size of nearby employers to protect the privacy of respondents.

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 3.2.1. The factors that offer the clearest differentiation between alternatives are summarized as key findings.

ALTERNATIVE	KEY FINDINGS
SWI-A	<ul style="list-style-type: none"> ▪ Direct connection to Boeing Everett Production Facility and regional employment. ▪ Serves some historically underserved communities and affordable housing within walking distance. ▪ Easiest to walk to, with higher quality pedestrian connections along Casino Road. ▪ Most potential for new development near the station. ▪ Car access is less likely to result in congestion, with primary access from Casino Road and clear separation between bus and pick-up/drop-off traffic. ▪ Challenging to connect to local and Swift buses, longer travel times for buses to reach the station.
SWI-B	<ul style="list-style-type: none"> ▪ Best connection to existing local and Swift buses, shorter travel times for buses to reach the station. ▪ Farther from concentration of jobs at Boeing Everett Production Facility, but closer than SWI-C. ▪ Does not serve residential areas, historically underserved communities or affordable housing.
SWI-C	<ul style="list-style-type: none"> ▪ Easiest to bike to with better street connections for cyclists and a larger bike shed. ▪ Closest to Paine Field Airport, but farthest from concentration of jobs at Boeing Everett Production Facility. ▪ Does not serve residential areas, historically underserved communities or affordable housing.

4.5.6 SR 526/Evergreen

STATION & ALIGNMENT ALTERNATIVES



ALTERNATIVES DESCRIPTION

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

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

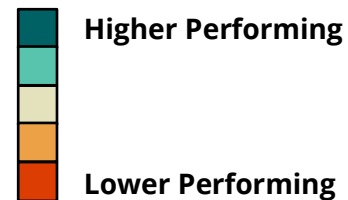
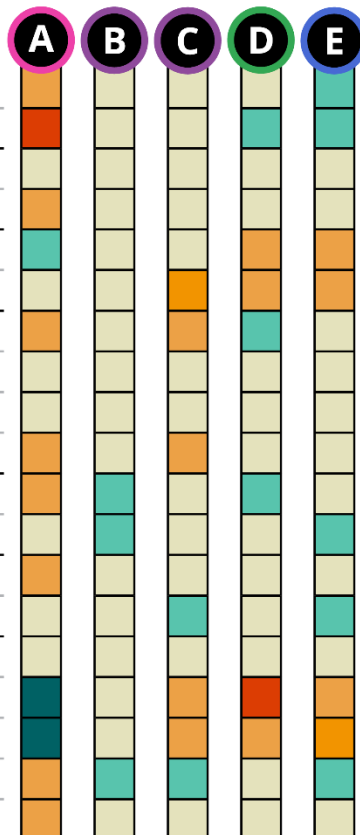
EGN-C runs along the south side of SR 526 with a station east of Evergreen Way.

EGN-D runs along the south side of SR 526, transitioning to the south side of W Casino Road with a station west of the intersection with Evergreen Way.

EGN-E runs along the south side of SR 526, transitioning to the north side of W Casino Road with a station east of the intersection with Evergreen Way.

PERFORMANCE SUMMARY

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



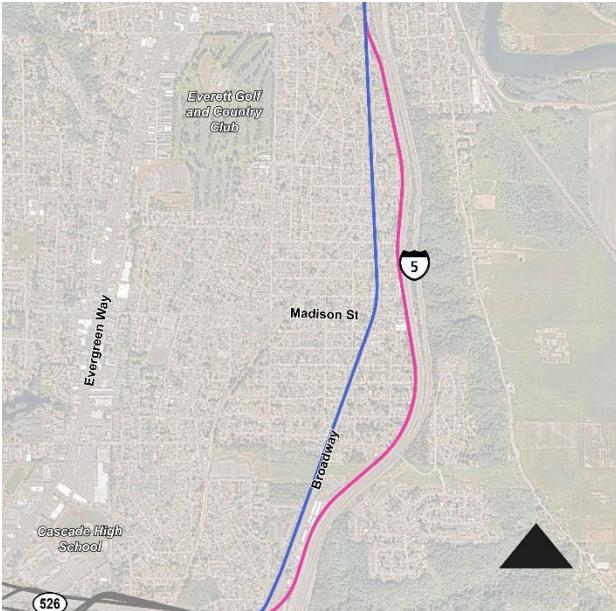
The project team developed the key findings presented here from a detailed qualitative and quantitative evaluation of all station and alignment alternatives within the SR 526/Evergreen section based on measures and criteria described in Section 3.2.1. The factors that offer the clearest differentiation between alternatives are summarized as key findings.

ALTERNATIVE	KEY FINDINGS
EGN-A	<ul style="list-style-type: none"> ▪ Fewest residential displacements and property acquisitions. ▪ Avoids business displacements along Casino Road. ▪ Fewer underserved communities and less affordable housing within walking distance. ▪ Lowest planned population and job growth within walking distance. ▪ Worst connection to Swift Blue Line and local bus service with the longest walk. ▪ Hardest to reach station by car, only accessible by dead-end street. ▪ Most streams near the route and station.
EGN-B	<ul style="list-style-type: none"> ▪ More historically underserved communities and affordable housing within walking distance than EGN-A and EGN-C. ▪ Close to denser multi-family development and single-family residential. ▪ More potential residential displacements than EGN-A but fewer than EGN-D, EGN-C and EGN-D; potential to displace community destinations near the station, including Casino Square. ▪ Traffic access is direct and does not require additional access spacing, easy for cars and paratransit to pick-up and drop-off at the station. ▪ Comparable cost estimated to EGN-A.
EGN-C	<ul style="list-style-type: none"> ▪ Easier to bike to with a better connection to the Interurban Trail and bike facilities east of Evergreen Way. ▪ Easy for cars and paratransit to pick-up and drop-off at the station with direct access and less new traffic infrastructure is required. ▪ Fewest historically underserved communities and less affordable housing within walking distance. ▪ More residential displacements and parcel acquisitions than EGN-A and EGN-B but fewer than EGN-D; potential displacement of community destinations near the station including Casino Square. ▪ Approximately \$100 million higher estimated cost compared to EGN-A.

ALTERNATIVE	KEY FINDINGS
EGN-D	<ul style="list-style-type: none"> ▪ Most historically underserved communities within walking distance. ▪ Easy to connect to local and Swift Blue Line and local bus service, with shorter walking distance to transfers. ▪ Most potential for new development near the station. ▪ Most potential residential displacements and parcel acquisitions, and some potential displacement of community destinations. ▪ More potential for construction challenges due to two crossings of Casino Road and more disruption to businesses and homes along Casino Road. ▪ Approximately \$100 million higher estimated cost compared to EGN-A.
EGN-E	<ul style="list-style-type: none"> ▪ Easy to connect to Swift Blue Line and local bus service, with shorter walking distance to transfers. ▪ Most community destinations within walking distance. ▪ More potential for new development near the station. ▪ Easier to bike to with a better connection to the Interurban Trail and bike facilities east of Evergreen Way. ▪ Easier for cars and paratransit to pick-up and drop-off at the station. ▪ More potential residential displacements than EGN-A and EGN-B but fewer than EGN-D, and some potential displacements of community destinations. ▪ Greater potential for construction challenges due to the route having two crossings of Casino Road, along with disruption to businesses and residences. ▪ Approximately \$150 million higher estimated cost compared to EGN-A.

4.5.7 Broadway/I-5

ALIGNMENT ALTERNATIVES



ALTERNATIVES DESCRIPTION

BRD runs from SR 526 to connect to Broadway. The alignment is an open-air trench in the southern third of this section transitioning to elevated track moving north.

I-5 is an alignment that runs from SR 526 to connect to I-5. The alignment would run at street level adjacent to the highway up north.

*Both alignments include guideway only and no stations.

PERFORMANCE SUMMARY

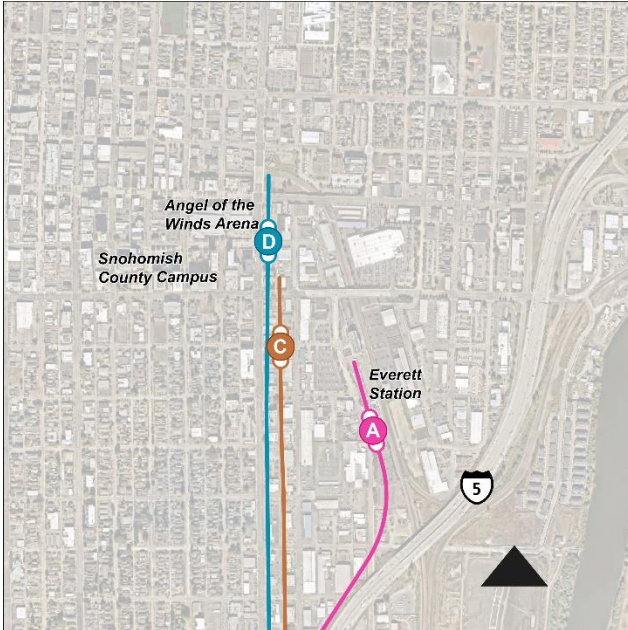
	BRD	I-5	
Technical Challenges	Orange	Light Green	<div> <div>Higher Performing</div> <div>Lower Performing</div> </div>
Comparative Cost Estimates	Orange	Light Green	
Built Environment + Social Resources	Light Green	Light Green	
Acquisitions and Displacements	Orange	Teal	
Burdens to Underserved Communities	Light Green	Light Green	
Non-Project Traffic Effects	Orange	Teal	
Natural Environment	Orange	Light Green	

The project team developed the key findings presented here from a detailed qualitative and quantitative evaluation of all station and alignment alternatives within the Broadway/I-5 section based on measures and criteria described in Section 3.2.1. The factors that offer the clearest differentiation between alternatives are summarized as key findings.

ALTERNATIVE	KEY FINDINGS
BRD	<ul style="list-style-type: none"> ▪ Shorter route with fewer curves and slightly shorter travel time than the I-5 alignment. ▪ More potential for residential displacements. ▪ Permanent roadway closures needed, including six intersections. ▪ More wetlands near the route compared to the I-5 alignment. ▪ More potential building impacts and demolition to construct guideway through a developed residential area. ▪ Approximately \$100 million higher estimated cost compared to I-5.
I-5	<ul style="list-style-type: none"> ▪ Fewer parcel acquisitions and residential displacements than the Broadway alignment. ▪ No permanent roadway closures and minimal traffic effects. ▪ Tighter right-of-way constraints and limited space for light rail tracks creates a more challenging construction environment.

4.5.8 Everett Station

STATION & ALIGNMENT ALTERNATIVES



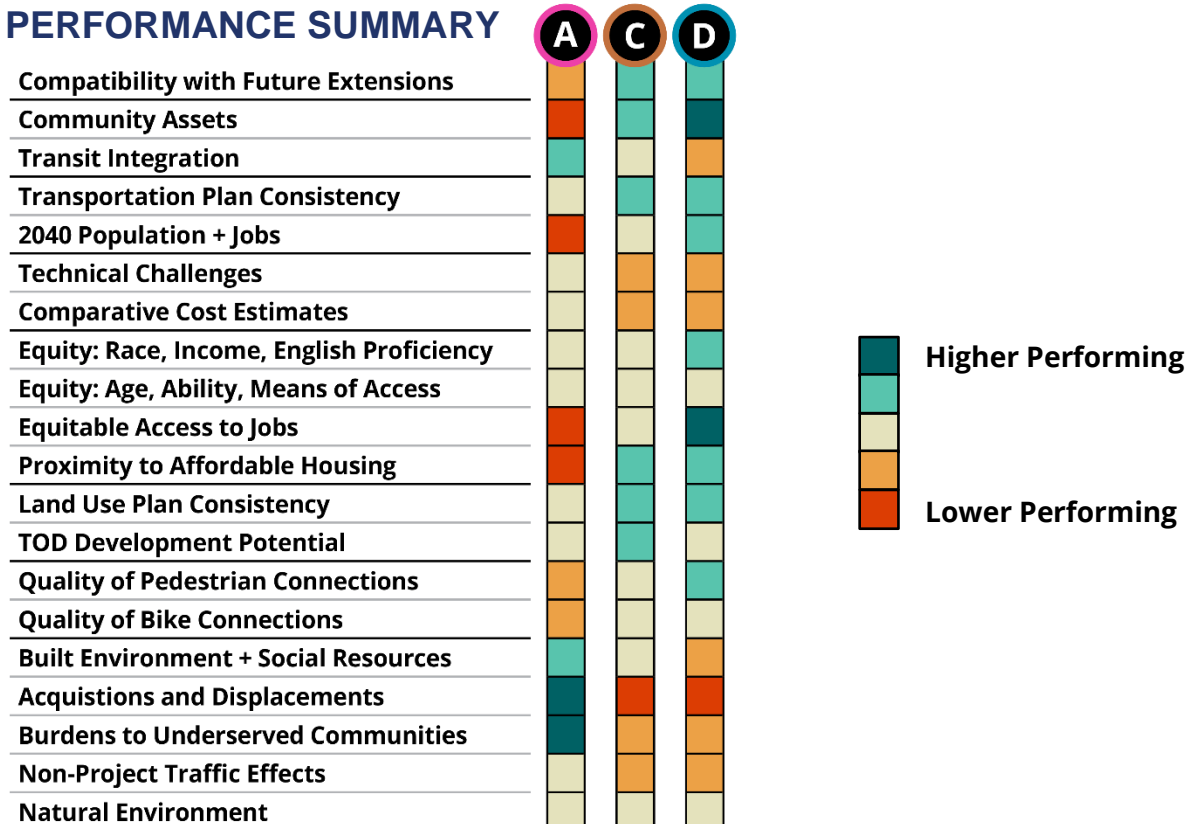
ALTERNATIVES DESCRIPTION

EVT-A 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-C 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 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 Station section based on measures and criteria described in Section 3.2.1. The factors that offer the clearest differentiation between alternatives are summarized as key findings.

ALTERNATIVE	KEY FINDINGS
EVT-A	<ul style="list-style-type: none"> ▪ Less potential to affect known historic resources. ▪ Least potential property acquisitions, and residential/business displacements. ▪ Best connection to existing transit hub at Everett Station with Community Transit, Everett Transit, Skagit Transit, Sounder, and Amtrak service. ▪ Extension north has potential conflicts with nearby infrastructure. ▪ Lowest number of community services and facilities within walking distance. ▪ Lowest planned population and job growth within walking distance. ▪ Extension north has potential conflicts with nearby infrastructure. ▪ Fewest historically underserved communities and least affordable housing within walking distance. ▪ Hardest to walk and bike to, with more limited pedestrian and bike facilities and barriers to access nearby, including the existing rail line and I-5.
EVT-C	<ul style="list-style-type: none"> ▪ More community destinations within walking distance than EVT-A, but fewer than EVT-D. ▪ Higher planned population and job growth within walking distance than EVT-A, but lower than EVT-D. ▪ More affordable housing within walking distance. ▪ Most potential for new development near the station. ▪ Aligns with local planning by the City of Everett. ▪ Potential for more challenging construction with transmission lines on McDougall Avenue and substation to the east. ▪ More potential residential displacements, including affordable housing, and potential displacement of community destinations. ▪ Harder for cars and paratransit to pick-up and drop-off at the station. ▪ Approximately \$100 million higher estimated cost compared to EVT-A.

ALTERNATIVE	KEY FINDINGS
EVT-D	<ul style="list-style-type: none"> ▪ Most community destinations within walking distance. ▪ Highest projected population and job growth near the station. ▪ Closest to downtown and to the most community destinations within walking distance (such as North Middle School, Village Theatre, Sharing Wheels Community Bike Shop and multiple places of worship) ▪ Most historically underserved communities and affordable housing within walking distance. ▪ Easiest station alternative to walk to with the highest quality pedestrian facilities. ▪ Aligns with local planning by the City of Everett. ▪ Potential for more challenging construction with complex maintenance of traffic along Broadway during construction. ▪ Most potential to affect known historic resources. ▪ More potential for property acquisitions along with residential displacements, including affordable housing and community destinations – especially along Broadway. ▪ Longer travel times for buses to serve this alternative and existing Everett Station. ▪ Harder for cars and paratransit to pick-up and drop-off at the station. ▪ Approximately \$150 million higher estimated cost compared to EVT-A.

4.5.9 End-to-End Alignment Findings

In addition to station specific criteria, the Level 2 evaluation estimated cost and ridership for the entire alignment. Estimates were based on limited conceptual design and as a result of the uncertainty of estimating cost at such an early design stage, cost estimates were reported as a range and rounded to the nearest \$100 million. For this analysis, a range of -2% to +20% was used, based on previous Sound Transit experience and industry standards. Comparative cost estimates do not include the 1,550 parking stalls programmed for 2046, nor the provisional station, SR 99/Airport Road which is currently unfunded.

4.5.9.1 Comparative Cost Estimates

End-to-end cost estimates were calculated for three station and alignment sets: a least expensive combination, a most expensive combination, and the ST3 representative alignment. The estimated cost for the least expensive end-to-end combination was \$4.85-5.95 billion. The estimated cost of the most expensive end-to-end combination was \$5.40-6.65 billion. The estimated cost of the ST3 representative alignment was \$4.95-6.05 billion. All comparative cost estimates are prepared in 2022 dollars.

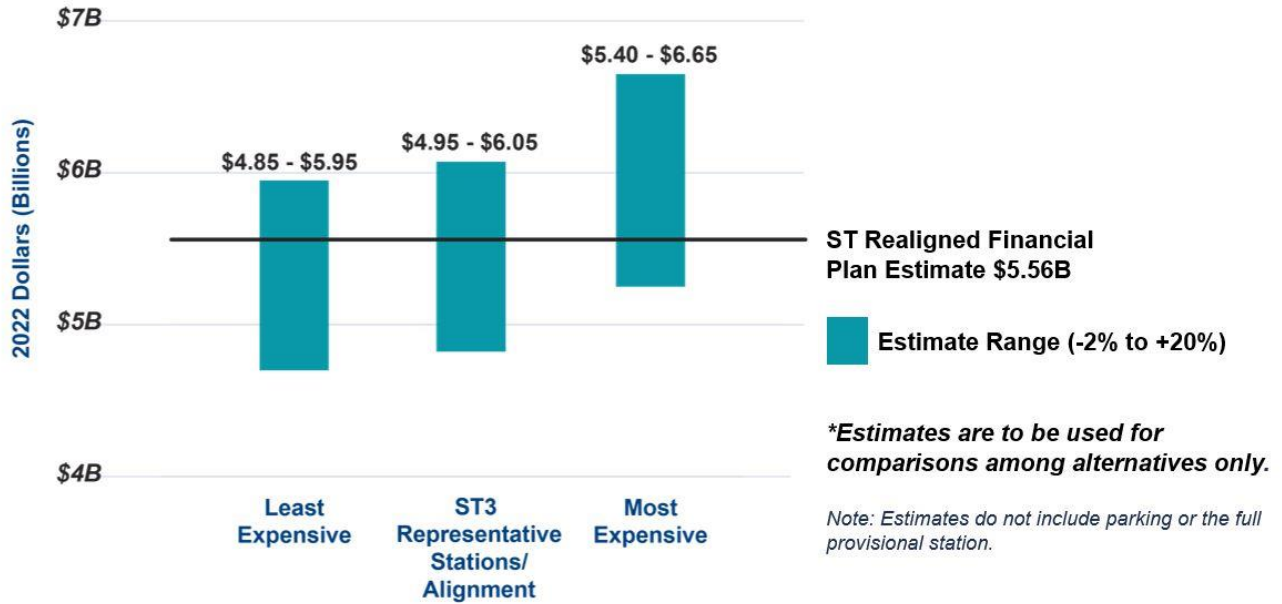


Figure 4-18 Station and Alignment Comparative Cost Estimates

4.5.9.2 Ridership Forecasts

Daily trips on project, the number of riders using any portion of the project, were estimated for the representative project with and without the provisional (unfunded) station at SR 99/Airport Road. Without the provisional station, daily trips on project were estimated to be 31,100 – 33,900; with the provisional station, they were estimated to be 31,400 – 34,300.

5 LEVEL 2 EVALUATION OF OMF NORTH ALTERNATIVES

5.1 OMF North Screening Findings

The OMF sites included in the Screening evaluation were first identified based on their ability to meet a set of four criteria, including a minimum site size of 60 acres and a distance of no more than one-half mile from the ST3 Representative Project alignment. The site identification process also sought to identify sites that do not have major environmental or residential impacts. In **Figure 5-1** (Screening Study Area and Preliminary Sites) below, the map on the left shows results of *The OMF North Early Planning Study Operations Analyses* which identified a preferred OMF study area based on target operational performance and infrastructure maintenance windows. Based on these findings, the OMF site search focused on this area, which spanned from just north of I-405 to the SR 526/Evergreen Station to the north, with a one-half mile buffer around the alignment to support operational efficiency. In **Figure 5-1** (Screening Study Area and Preliminary Sites) below, the map on the right shows the 18 OMF North sites that were identified and evaluated during the Screening process.

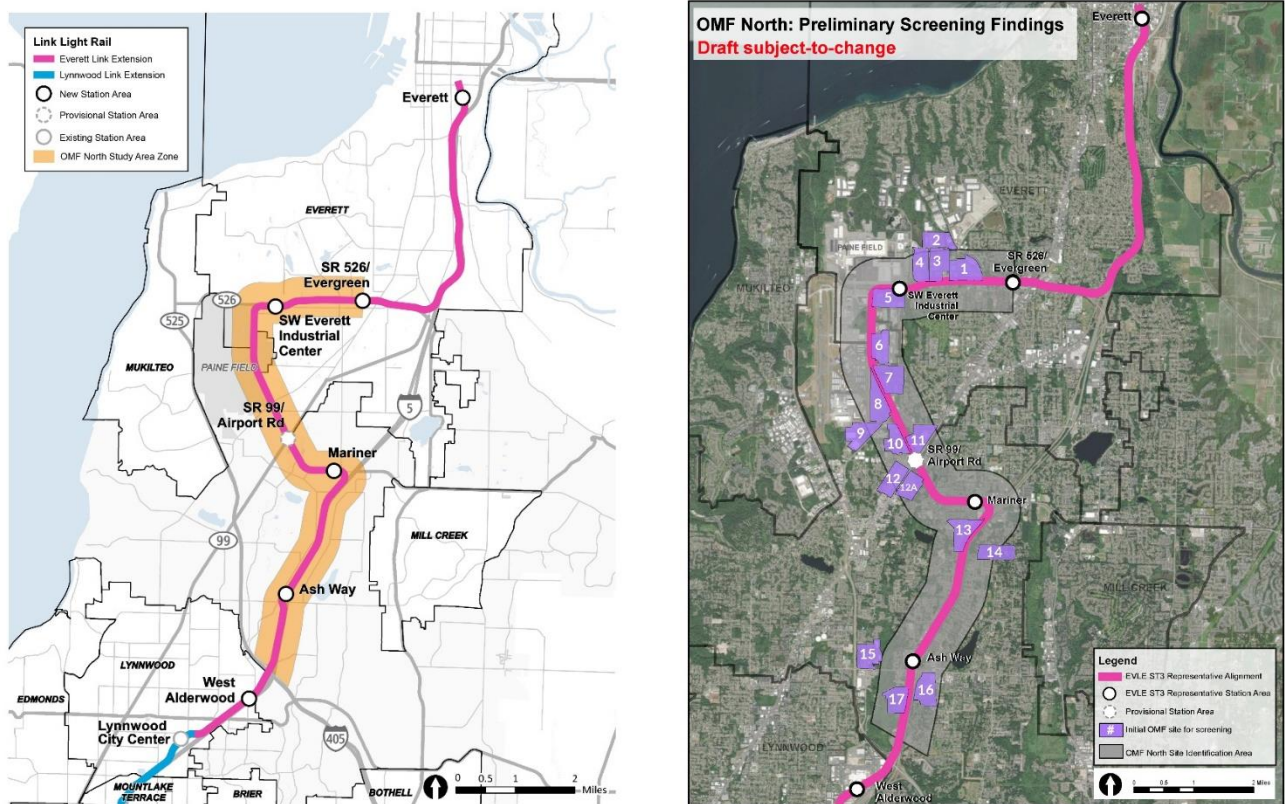


Figure 5-1 Screening Study Area and Preliminary Sites

In the Screening evaluation, 18 candidate sites were evaluated based on ten criteria. In the Screening analysis, a typical site layout was applied to each OMF North site alternative. Sites that performed poorly on a number of criteria or had major challenges were determined to not warrant further study.

The Screening level evaluation identified seven sites as warranting further analysis in Level 1 and were subsequently renamed as Sites A through G. Site B (previously Site 3) was identified as having two possible configurations. Therefore, an additional site was identified in this location with sites being labeled as B-1 and B-2. In addition to one new site, Sites A and D (previously 1 and 6, respectively) had adjustments to their site boundaries as an outcome of the conceptual layout process. The eight sites which advanced into Level 1 evaluation are identified below in **Table 5-1** (Screening OMF Sites that Warranted Further Study).

Table 5-1 Screening OMF Sites that Warranted Further Study

Site No.	Site Location	Jurisdiction	Evaluation Results Summary	Warrants Further Study in Level 1
1	SR 526 and Hardeson Rd	Everett	Site is rated as high performing with moderate topographic challenges and some impacts to public infrastructure that warrant further analyses.	✓ (Site A)
2	75th St SW and Hardeson Rd	Everett	Site is rated as low performing due to major challenges with site topography and impacts to natural environment resources.	
3*	75th St SW and 16th Ave W	Everett	Site is rated as high performing with moderate topographic challenges and unique shape which warrants further analyses.	✓ (Site B-1 & Site B-2)
4	75th St SW and 20th Ave W	Everett	Site is rated as low performing due to major challenges with impacts to a public utility.	
5	SR 526 and Airport Rd	Everett	Site is rated as moderate performing with impacts to major public infrastructure which warrant further analyses.	✓ (Site C)
6	100th St SW and Airport Rd	Snohomish County	Site is rated as high performing with impacts to property owned by Paine Field Airport which warrants further analyses.	✓ (Site D)
7	Airport Road & 103rd Street Southwest	Everett	Site is rated as high performing with a large area of impact to natural environment resources which warrant s further analyses.	✓ (Site E)
8	112th St SW and Airport Rd	Snohomish County	Site is rated as low performing due to major challenges with impacts to a public infrastructure and airport property.	
9	112th St SW and Beverly Park Rd	Snohomish County	Site is rated as low performing due to major challenges with site location relative to the runway protection zone.	
10	Center Rd and Airport Rd	Snohomish County	Site is rated as low performing due to major challenges with site size and shape and impacts to vulnerable	

Site No.	Site Location	Jurisdiction	Evaluation Results Summary	Warrants Further Study in Level 1
			populations.	
11	112th St SW and Evergreen Way	Everett	Site is rated as low performing due to major challenges with site size and shape and impacts to vulnerable populations.	
12	Between Alexander Rd and Highway 99 at Gibson Rd	Snohomish County	Site is rated as high performing with some topographic challenges and impacts to vulnerable populations which warrant further analyses.	✓ (Site F)
12A	Highway 99 and Gibson Rd	Snohomish County	Site is rated as low performing due to major challenges with site size and shape and impacts to vulnerable populations.	
13	132nd St SW and 4th Ave W	Snohomish County	Site is rated as low performing due to major challenges with site shape and impacts to public infrastructure.	
14	137th St SW and Meadow Rd	Snohomish County	Site is rated as low performing due to major challenges with site topography and impacts to natural environment resources.	
15	164th ST SW and 25th Ave W	Snohomish County	Site is rated as low performing due to major challenges with site topography, impacts to public infrastructure and natural environmental resources.	
16	164th ST SW and 13th Ave W	Snohomish County	Site is rated as high performing with some topographic challenges and impacts to public infrastructure that warrant further analyses.	✓ (Site G)
17	Ash Way and Alder Way	Snohomish County	Site is rated as low performing due to major challenges with site topography and impacts to natural environment resources.	

*Site 3 was further developed into 2 separate sites, both of which advanced to the Level 1 Evaluation

5.2 Level 1 OMF North Evaluation Findings

To prepare for the Level 1 evaluation, conceptual layouts were developed for each of the eight site alternatives to support further evaluation of site feasibility. The conceptual site layouts were developed based on the OMF North programming requirements. An assessment of the connections to the mainline, site access and grading requirements was also completed.

The sites were evaluated using the sixteen criteria, ten of which 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. Sites which were found to have major challenges or lower performance on a number of criteria were rated

as having greater challenges. Sites which performed well on a number of criteria, but had some challenges identified, were rated as mixed performance. Sites which performed well overall were rated as having more potential. **Figure 5-2** (OMF North Level 1 Candidate Sites & Technical Performance) provides a summary of the eight sites evaluated as part of Level 1 as well as their technical performance.

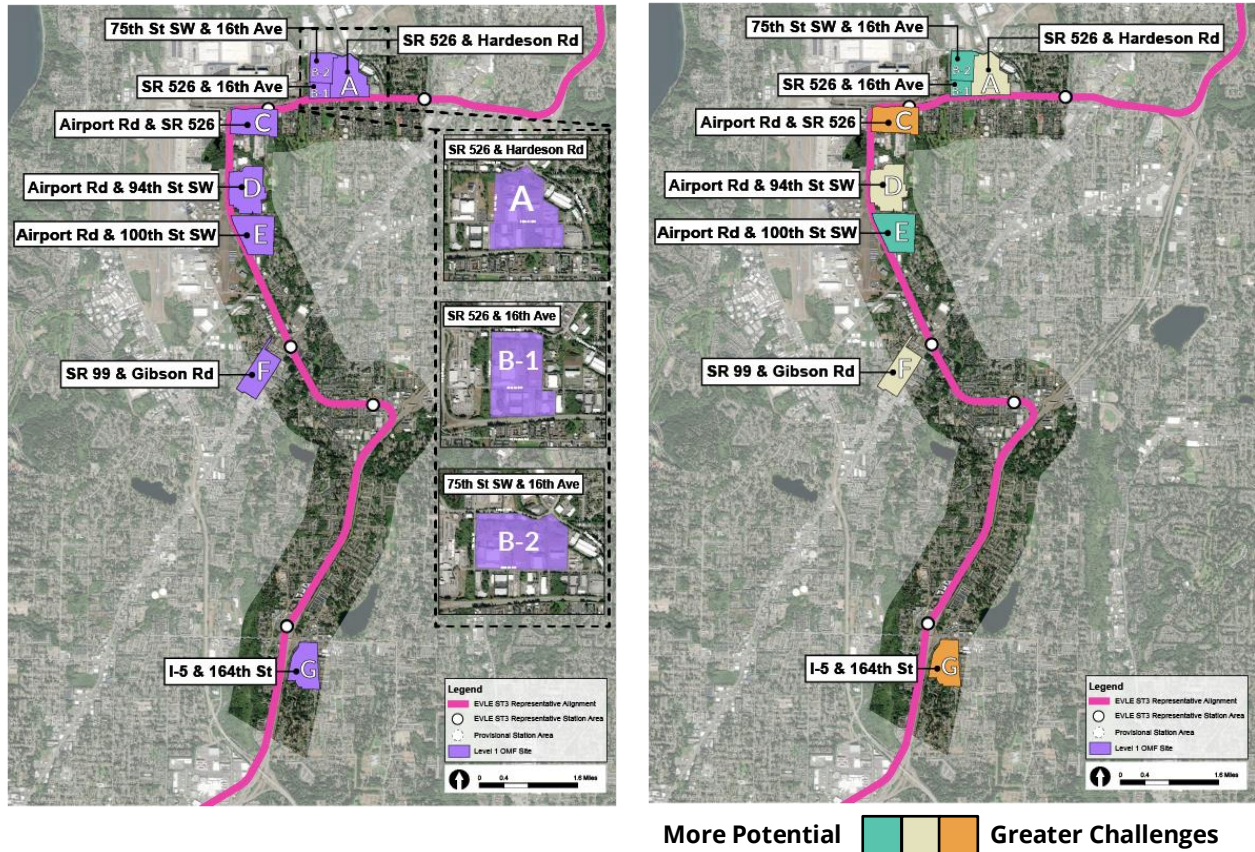


Figure 5-2 OMF North Level 1 Candidate Sites & Technical Performance

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 included in the Level 2 evaluation. The ELG direction represents the final determination of alternatives to be advanced from Level 1 to Level 2. OMF North direction from the ELG are identified in **Table 5-2** (Level 1 OMF Sites that Warranted Further Study).

Table 5-2 Level 1 OMF Sites that Warranted Further Study

Site Letter	Site Name and Location	Jurisdiction	Evaluation Results Summary	Warrants Further Study in Level 2
Site A	SR 526 & Hardeson Rd	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.	
Site B-1	SR 526 & 16th Ave	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.	✓
Site B-2	75th St SW & 16th Ave	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.	✓
Site C	SR 526 & Airport Rd	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.	
Site D	Airport Rd & 94th St SW	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.	
Site E	Airport Rd & 100th St SW	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.	✓

Site Letter	Site Name and Location	Jurisdiction	Evaluation Results Summary	Warrants Further Study in Level 2
Site F	SR 99 & Gibson Rd	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.	✓
Site G	I-5 & 164th ST SW	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.	

5.3 Early Scoping for OMF North

During the early scoping period (see Section 4.3 more information about the process), Sound Transit received 54 communications and 98 comments related to OMF North site alternatives, and of those, four comments suggested a total of three new OMF locations in addition to those presented during early scoping. The suggestions applicable to the OMF are summarized in **Table 5-3** (Summary of Early Scoping Comments for OMF North).

Table 5-3 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 also 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, and no new OMF North site options evaluated in response to early scoping comments were included in Level 2.

5.4 Refinements to Level 2 OMF North Alternatives

To support the Level 2 evaluation, the team refined the Level 1 OMF North conceptual layouts and lead track connections. The standard site layout was further developed and refined based on updated site programming requirements. Where it was feasible, modifications were also made to mainline profiles near OMF sites to allow for shorter, at-grade lead tracks. Site grading and drainage plans were also developed to identify whether drainage vaults or ponds would be required and to calculate preliminary cut/fill volumes. Retaining wall size and scale were also refined based on overall site grading.

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

The SR 526 & 16th Ave OMF site was refined to accommodate the programming requirements and the standard layout developed for OMF North. The layout minimizes retaining walls and grading to address topographic challenges. The conceptual layout shown in **Figure 5-3** (OMF Site: SR 526 & 16th Ave W (Site B-1) Conceptual Layout) was developed to incorporate four independent lead track connections and two site access points. One lead track connection requires a small section of guideway on structure (retained fill) to connect to the OMF runaround track. At-grade lead track connections are possible for the other three leads assuming a modified mainline profile.

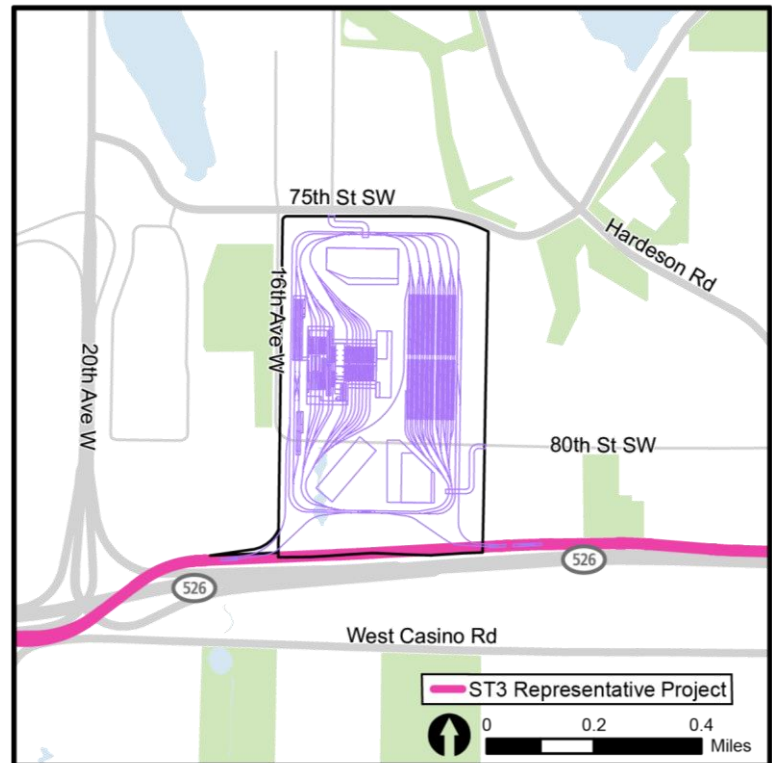


Figure 5-3 OMF Site: SR 526 & 16th Ave W (Site B-1) Conceptual Layout

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

The 75th St SW & 16th Ave OMF site was refined to accommodate the programming requirements and standard layout developed for OMF North. The site has topographic challenges with potential for retaining structures on the northeast corner of the site. During the design process, it was determined that a larger site could accommodate a storm water pond and reduce required storm vault size. The current conceptual layout shown in **Figure 5-4** (OMF Site: 75th St W & 16th Ave W (Site B-2) Conceptual Layout) was designed to incorporate four independent lead track connections and two site access points. The lead track connections are at grade at the point of connection to the mainline and will cross 80th St SW at-grade. Access to nearby parcels can be maintained, but 80th Street would no longer connect between Hardeson Rd and 16th Ave, with either a dead-end or a cul-de-sac on either side of the track.

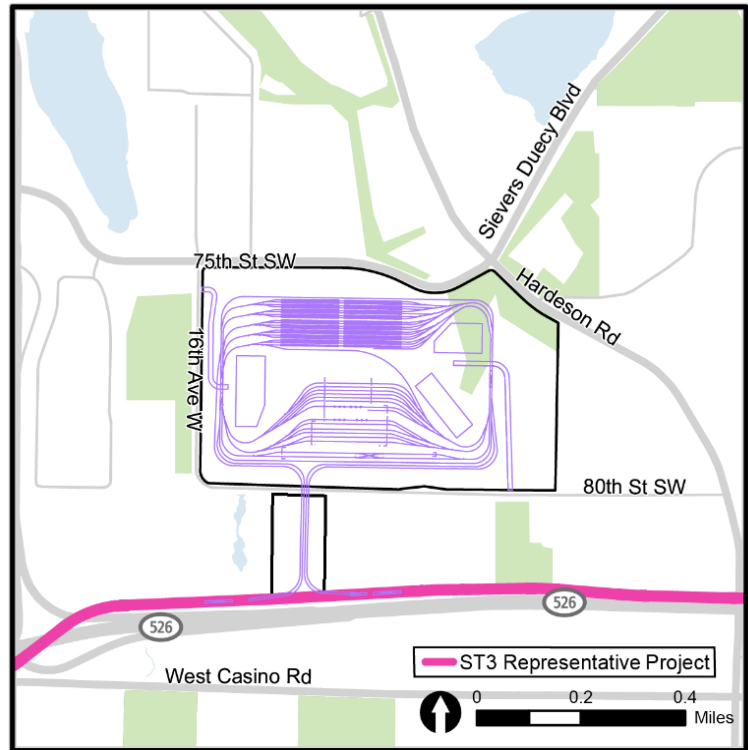


Figure 5-4 OMF Site: 75th St W & 16th Ave W (Site B-2) Conceptual Layout

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

The Airport Rd & 100th St SW was refined to accommodate the programming requirements and standard layout developed for OMF North with some minor modifications. The site boundaries were modified before the Level 2 evaluation to accommodate realignment of a stream running through the north side of the site. The current conceptual layout shown in **Figure 5-5** (OMF Site: Airport Rd & 100th St SW (Site E) Conceptual Layout) was designed to incorporate four independent lead track connections and two site access points. Because of the unique shape and layout requirements for the site, one lead track connection would require a steep (+5%) elevated guideway over 100th St SW to connect to the OMF runaround track. Design for at-grade lead track connections on the other three leads required a modified mainline profile putting the main alignment at-grade between Holly Drive and 103rd St SW.

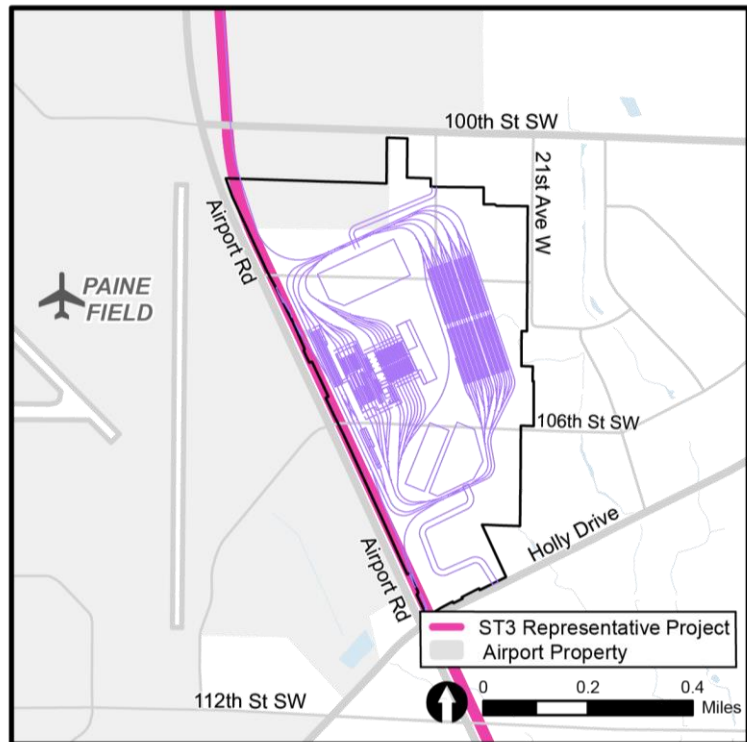


Figure 5-5 OMF Site: Airport Rd & 100th St SW (Site E) Conceptual Layout

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

The SR 99 & Gibson Rd site was refined to accommodate programming requirements for OMF North. A modified layout was developed for this site because of its constrained width. The main maintenance building has less floor area, requiring a second building for longer-term vehicle maintenance. The current conceptual layout shown in **Figure 5-6** (OMF Site: SR 99 and Gibson Rd (Site F) Conceptual Layout) was designed to incorporate four independent lead track connections and two site access points off Alexander Road. The lead track connections are elevated at the connection to the mainline and transition to at-grade to connect to the OMF runaround track. The current concept includes two structures over Airport Road because of mainline track elevation and geometry. Accounting for potential site impacts, it would be necessary to realign Gibson Rd and with additional parcel acquisitions.

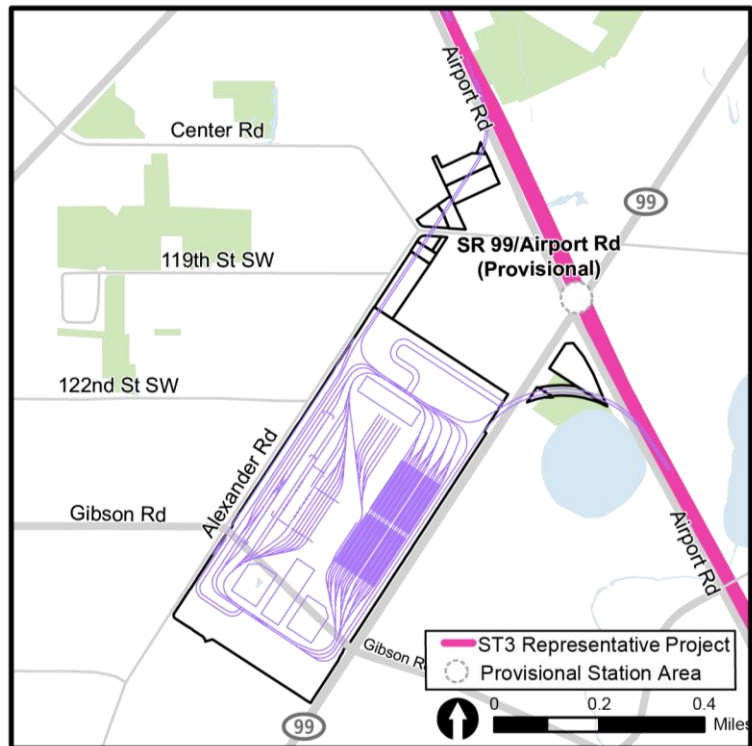


Figure 5-6 OMF Site: SR 99 and Gibson Rd (Site F) Conceptual Layout

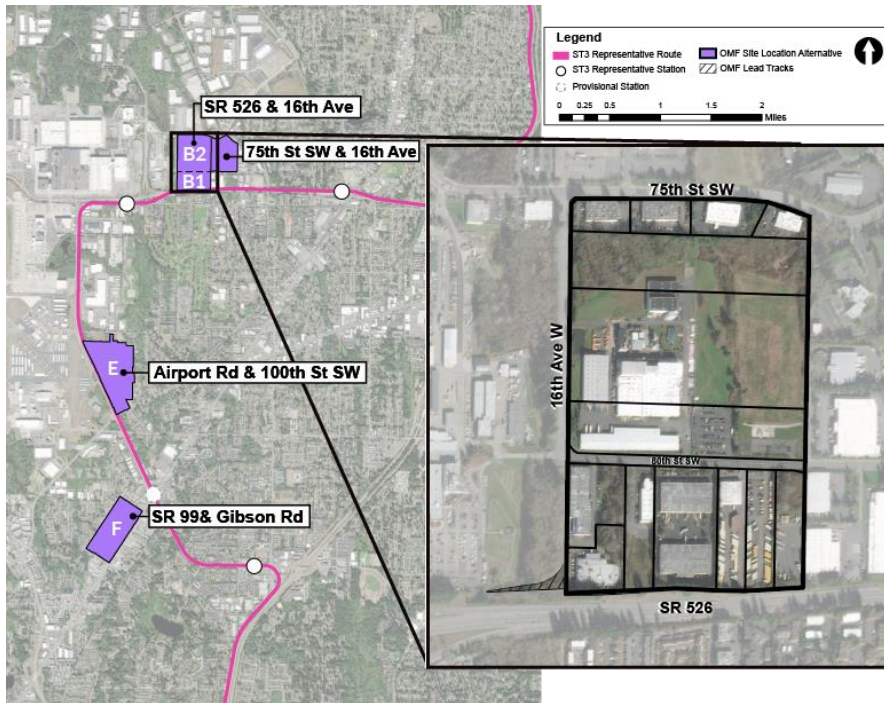
5.5 Level 2 Evaluation of OMF North Alternatives

Following the advanced development of concept layouts for each of the OMF North alternatives, the sites were evaluated using the criteria outlined in **Table 3-2** (Consolidated Level 2 OMF North Alternatives Evaluation Criteria, Methods, and Measures). The following sections review the technical findings for the Level 2 evaluation.

Similar to alignment and station alternatives, the OMF North alternatives were evaluated using a color-coded scale with red being the lowest (worst) performing and dark green being the highest (best) performing. OMF North alternatives were measured against one another, as opposed to a representative alternative. **Table A-3** (OMF North Measure Thresholds and Summary Data) in Appendix A provides the thresholds for each of the 22 quantitative and qualitative criteria used to evaluate the proposed sites. Sites that were found to have major challenges or performed poorly 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.

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

OMF North Level 2 Sites

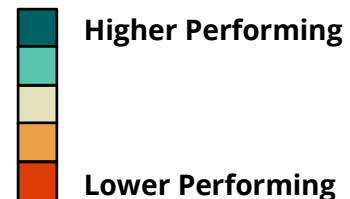






Site Description

SR 526 & 16th Ave is about 69 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

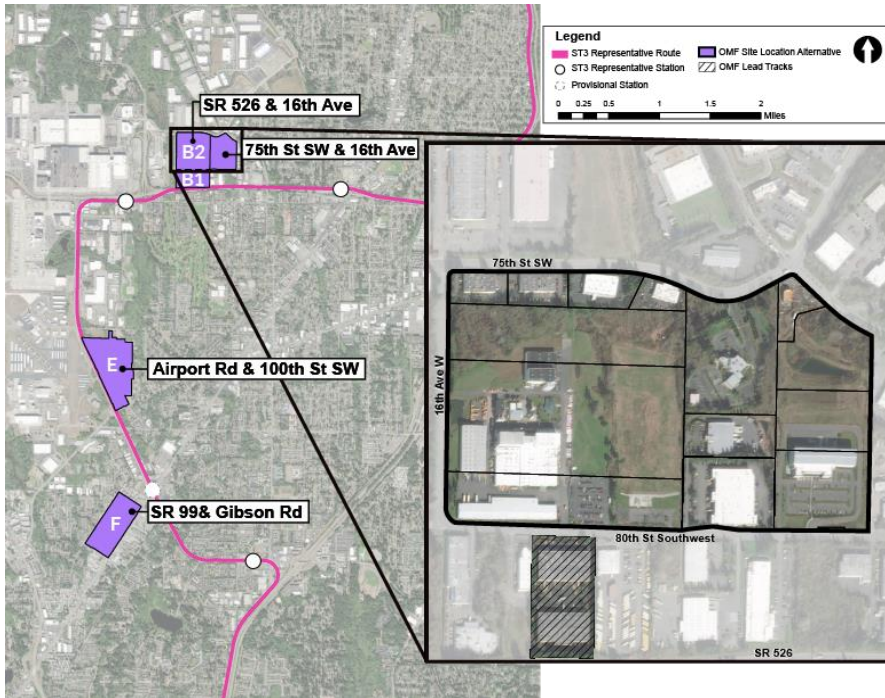
Topography & Site grading	Higher Performing	Utilities, Roadways & Public Infrastructure	Lower Performing
Property Impacts	Lower Performing	Zoning and Land Use	Higher Performing
Property Value	Higher Performing	Employment Displacements	Higher Performing
Comparative Cost	Higher Performing	Residential Displacements	Higher Performing
Built Environment & Social Resources	Higher Performing	Facility Layout & Efficiency	Higher Performing
Burden on Historically Underserved Communities	Higher Performing	Access for Light Rail Vehicle Deliveries	Higher Performing
Natural Environment	Lower Performing	Lead Track Connections	Higher Performing
Environmental Permitting	Lower Performing		



Evaluation Criteria	Key Findings
SR 526 & 16th Ave	
Technical and Financial Feasibility 	<p>Topography & Site Grading: Net cut of ~300,000 cubic yards of material. The site does not require major retaining structures.</p> <p>Property Impacts: 25 property impacts including specialized manufacturing businesses (Achilles USA, Pepsi Bottle Co etc.).</p> <p>Property Value: Average cost per acre is \$3.5M.</p> <p>Comparative Cost: \$1.40 – 1.75 billion (2022 dollars) estimated cost.</p>
Healthy Natural, Built and Social Environment 	<p>Built Environment & Social Resources: Moderate risk based on types of hazardous sites (environmental rating of 98 based on listed sites).</p> <p>Burden on Historically Underserved Communities: Low number of historically underserved populations within ½ mile of the site. No direct residential impacts within site footprint.</p> <p>Natural Environment: Approximately 1.4 acres of wetlands and 2,450 linear feet of streams mapped within site boundary.</p> <p>Environmental Permitting: Individual Permit likely required due to permanent wetland and/or stream impacts exceeding 0.5 acre and realignment of Type U (likely Type Ns) tributary to Narbeck Creek.</p> <p>Utilities, Roadways & Public Infrastructure: Closure of ~1,400 feet of roadway (80th St SW) resulting in turn-around at 80th St SW along the site boundary. SnoPUD access along 16th Ave will be maintained. Additionally impacts to City of Everett School District property; partial impacts to Public Utility District 1 Snohomish County Property; relocation of Community Transit bus stop.</p> <p>Zoning and Land Use: Zoned for light industrial uses and site contains commercial and industrial land uses on the site and surrounding the site.</p> <p>Employment Displacements: Approximately 320-380 jobs, 11 workplaces.</p> <p>Residential Displacements: No residential displacements.</p>
OMF Site Size and Suitability to support key OMF functions 	<p>Facility Layout & Efficiency: Site accommodates the standard OMF North layout and will meet programming requirements.</p> <p>Access for Light Rail Vehicle Deliveries: Site has two access points off 80th St SW and 16th Ave W. Site access can accommodate LRV delivery.</p>
OMF Operational Considerations and Cost 	<p>Lead Track Connections: Lead track connections provide good operational flexibility and meet requirements for vehicle movements. Site allows for 4 independent lead track connections at-grade.</p>

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

OMF North Level 2 Sites



Site Description





75th St SW & 16th Ave is about 78 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

Topography & Site grading		Utilities, Roadways & Public Infrastructure	
Property Impacts		Zoning and Land Use	
Property Value		Employment Displacements	
Comparative Cost		Residential Displacements	
Built Environment & Social Resources		Facility Layout & Efficiency	
Burden on Historically Underserved Communities		Access for Light Rail Vehicle Deliveries	
Natural Environment		Lead Track Connections	
Environmental Permitting			

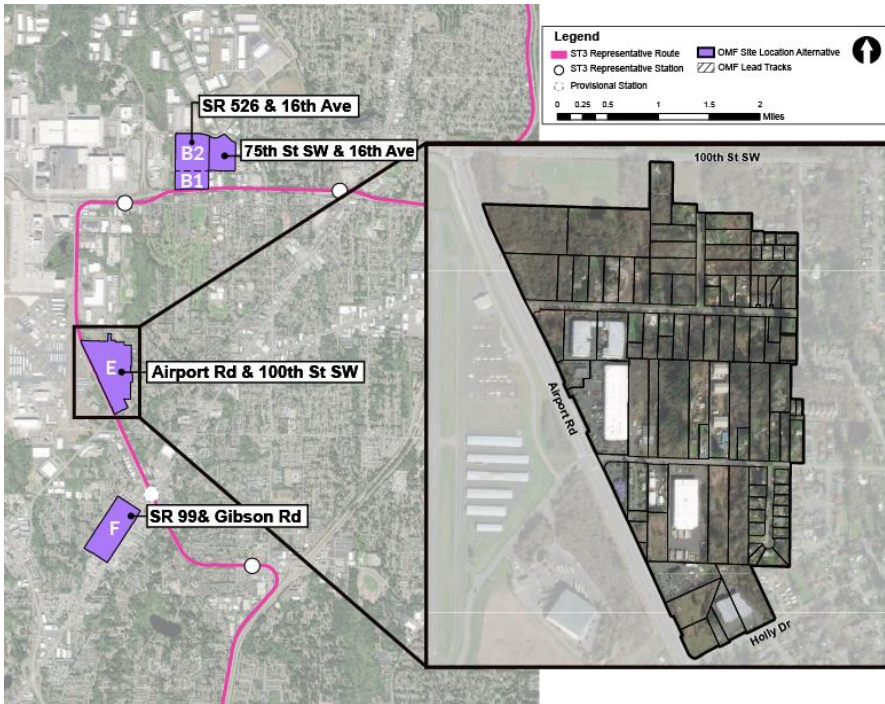
Higher Performing

Lower Performing

Evaluation Criteria	Key Findings
75th St & 16th Ave	
Technical and Financial Feasibility 	<p>Topography & Site Grading: Net fill of ~450,000 cubic yards of material. The site requires major retaining structures (~70 feet) to the northeast.</p> <p>Property Impacts: 31 property impacts including specialized manufacturing businesses (Achillies USA, Nelson Petroleum etc.).</p> <p>Property Value: Average cost per acre is \$3.4M.</p> <p>Comparative Cost: \$1.55 - \$1.90 billion (2022 dollars) estimated costs.</p>
Healthy Natural, Built and Social Environment 	<p>Built Environment & Social Resources: Moderate risk based on types of hazardous sites (environmental rating of 115 based on listed sites).</p> <p>Burden on Historically Underserved Communities: Low number of historically underserved populations within ½ mile of the site. No direct residential impacts within site footprint.</p> <p>Natural Environment: Approximately 2.3 acres of wetlands and 2,600 linear feet of streams mapped within site boundary.</p> <p>Environmental Permitting: Nationwide Permit possible if permanent wetland impacts are less than 0.5 acre and the streams are not considered jurisdictional.</p> <p>Utilities, Roadways & Public Infrastructure: Closure of 80th St SW; will require detour 75th St SW and Hardeson Rd. for through traffic. No impact to business access. No noted impacts to government-owned properties and community resources. Relocation of Community Transit bus stop.</p> <p>Zoning and Land Use: Zoned for light industrial uses and site contains commercial and industrial land uses on the site and surrounding the site.</p> <p>Employment Displacements: Approximately 230-290 jobs, 3 workplaces.</p> <p>Residential Displacements: No residential displacements.</p>
OMF Site Size and Suitability to support key OMF functions 	<p>Facility Layout & Efficiency: Site accommodates the standard OMF North layout and will meet programming requirements.</p> <p>Access for Light Rail Vehicle Deliveries: Site has two access points off 80th St SW and 16th Ave W. Site access can accommodate LRV delivery.</p>
OMF Operational Considerations and Cost 	<p>Lead Track Connections: Lead track connections provide good operational flexibility and meet requirements for vehicle movements with some additional redundancy. Site allows for 4 independent lead track connections at-grade.</p>

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

OMF North Level 2 Sites



Site Description





Airport Road & 100th St SW is about 87 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

Topography & Site grading		Utilities, Roadways & Public Infrastructure	
Property Impacts		Zoning and Land Use	
Property Value		Employment Displacements	
Comparative Cost		Residential Displacements	
Built Environment & Social Resources		Facility Layout & Efficiency	
Burden on Historically Underserved Communities		Access for Light Rail Vehicle Deliveries	
Natural Environment		Lead Track Connections	
Environmental Permitting			

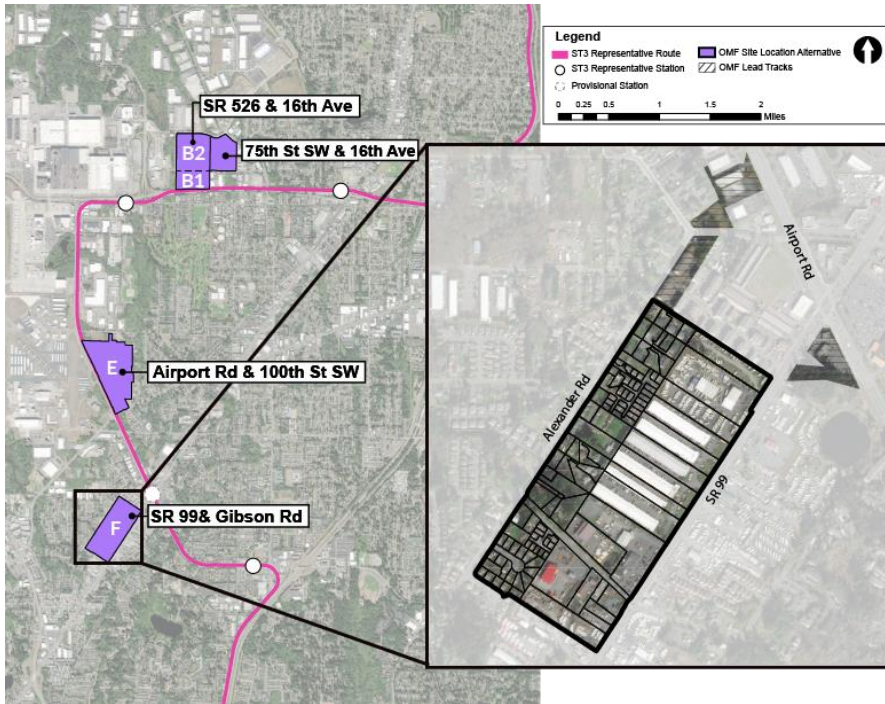
Higher Performing

Lower Performing

Evaluation Criteria	Key Findings
Airport Rd & 100 th Ave SW	
Technical and Financial Feasibility 	<p>Topography & Site Grading: Net fill of ~700,000 cubic yards of material. The site does require a minor retaining structure. Site is anticipated to have poor geotechnical conditions.</p> <p>Property Impacts: 106 property impacts including single family residential, commercial, and industrial businesses. Impacts to undeveloped airport property may require FAA approval.</p> <p>Property Value: Average cost per acre is \$2.5M.</p> <p>Comparative Cost: \$1.45 - \$1.80 billion (2022 dollars) estimated costs.</p>
Healthy Natural, Built and Social Environment 	<p>Built Environment & Social Resources: Less risk based on sites, types of contamination, and location (environmental rating of 55 based on listed sites).</p> <p>Burden on Historically Underserved Communities: Moderate number of historically underserved populations observed within and within ½ mile of, the site. There are direct residential impacts within site boundary.</p> <p>Natural Environment: Approximately 5.6 acres of wetlands and 3,600 linear feet of streams (tributaries to Swamp Creek) mapped within site boundary.</p> <p>Environmental Permitting: Require realigning two non-fish bearing stream systems due to wetland and stream impacts.</p> <p>Utilities, Roadways & Public Infrastructure: Re-routing of 2,000 LF of 115kV overhead SnoPUD transmission lines. Closure of 103rd St SW and 106th St SW.; detour required for residents. Impacts to Airport-owned property. Relocation of two Community Transit bus stops.</p> <p>Zoning and Land Use: Zoned for light industrial and residential uses and site contains residential and commercial land uses. Transportation, communications, utilities, residential, and industrial uses surrounding the site.</p> <p>Employment Displacements: Approximately 250-320 jobs, 10 workplaces.</p> <p>Residential Displacements: Higher residential displacements (~70-80 residential units).</p>
OMF Site Size and Suitability to support key OMF functions 	<p>Facility Layout & Efficiency: Site accommodates the standard OMF North layout and will meet programming requirements.</p> <p>Access for Light Rail Vehicle Deliveries: Site has two access points off 100th St SW and Holly Dr. Site access can accommodate LRV delivery.</p>
OMF Operational Considerations and Cost 	<p>Lead Track Connections: Lead track connections provide good operational flexibility and meet requirements for vehicle movements. Site allows for 4 independent lead track connections; portions are elevated guideway which span 100th St SW and Holly Dr. Guideway has steeper grade profiles to connect to site.</p>

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

OMF North Level 2 Sites



Site Description





SR 99 & Gibson Road is about 63 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

Topography & Site grading		Utilities, Roadways & Public Infrastructure	
Property Impacts		Zoning and Land Use	
Property Value		Employment Displacements	
Comparative Cost		Residential Displacements	
Built Environment & Social Resources		Facility Layout & Efficiency	
Burden on Historically Underserved Communities		Access for Light Rail Vehicle Deliveries	
Natural Environment		Lead Track Connections	
Environmental Permitting			

Higher Performing

Lower Performing

Evaluation Criteria	Key Findings
Airport Rd & 100th Ave SW	
Technical and Financial Feasibility 	<p>Topography & Site Grading: Highest net fill of ~1,000,000 cubic yards of material. The site has a major retaining structure (~30 feet) western edge of SR 99.</p> <p>Property Impacts: 147 property impacts to single and multi-family residential properties and commercial businesses related to automotive repair or sales. Impacts to residential and commercial condominiums</p> <p>Property Value: Average cost per acre is \$4.9M.</p> <p>Comparative Cost: \$1.65 - \$2.05 billion (2022 dollars) estimated costs.</p>
Healthy Natural, Built and Social Environment 	<p>Built Environment & Social Resources: Higher risk based on types of sites, types of contamination, and location (environmental rating of 131 based on listed sites).</p> <p>Burden on Historically Underserved Communities: High number of historically underserved populations observed within, and within ½ mile of, the site. There are direct residential impacts within site boundary.</p> <p>Natural Environment: No identified streams or wetlands within site boundary.</p> <p>Environmental Permitting: No identified streams on site, wetland impacts can likely be avoided.</p> <p>Utilities, Roadways & Public Infrastructure: Realignment of Gibson Rd. Potential impacts to overhead power distribution lines along SR 99 by elevated lead track connections. Noted impacts to vacant parcels owned by Snohomish County. Relocation of two Community Transit bus stops.</p> <p>Zoning and Land Use: Zoned for commercial and residential uses and site contains residential and commercial land uses. Primarily residential surrounding the site.</p> <p>Employment Displacements: Approximately 420-480 jobs, 52 workplaces.</p> <p>Residential Displacements: Highest residential displacements (203 residential units).</p>
OMF Site Size and Suitability to support key OMF functions 	<p>Facility Layout & Efficiency: Site width is constrained and requires modified facility layout. Site layout will meet programming requirements with some moderate impacts to overall efficiency</p> <p>Access for Light Rail Vehicle Deliveries: Site has two access points off SR 99 and Alexander Rd. Some challenges for access and LRV delivery due to site grading and width constraints.</p>
OMF Operational Considerations and Cost 	<p>Lead Track Connections: Lead track connections provide good operational flexibility and meet requirements for vehicle movements. However, they are longer and require spans over Airport Rd and SR 99. Site allows for 4 independent lead track connections. Connections all require longer length of elevated guideway.</p>

6 NEXT STEPS

At the end of the Alternatives Development process, Sound Transit will start work on an Environmental Impact Statement (EIS). In preparation for that process, Sound Transit will invite the public, Tribes, and agencies to provide comments on the alternatives to be evaluated and the elements of the environment for review. The EIS will be prepared in compliance with both the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA). The Federal Transit Administration (FTA) is anticipated to be the lead agency under NEPA, and Sound Transit is the lead agency under SEPA. After the scoping period and submittal of recommendations on alternatives from the project's CAG and ELG, the Sound Transit Board is expected to identify a Preferred Alternative along with other alternatives to study further in the EIS. Sound Transit will coordinate with FTA on a NEPA process for the project and EIS alternatives. Work on the EIS is expected to begin in 2023.

7 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 Transit 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






Everett Link Extension



APPENDIX A



Level 2 Alternatives Evaluation Ratings Thresholds and Detailed OMF North Criteria

Table A-1 Consolidated Measures and Thresholds for Level 2 Ratings

Category and Consolidated Measures		Summary Data	Thresholds
Service Performance and Reliability			
	Service & Reliability	<ul style="list-style-type: none">- Estimated travel time within the section based on major horizontal alignment characteristics (alignment profiles have not yet been developed)	<p>Average percent difference in travel time for end-to-end alignments:</p> <p>Red - >20% below the mean travel time.</p> <p>Orange - 10% - 20% below the mean travel time.</p> <p>Beige - within 10% of the mean travel time.</p> <p>Light Green - 10% - 20% above the mean travel time.</p> <p>Dark Green - >20% above the mean travel time.</p>
Increase Transit Connectivity and Capacity			
	Accessible Community Assets	<ul style="list-style-type: none">-Community assets based on land use (Gathering spaces, government services, clinics and medical centers, grocery stores, food banks, educational institutions, religious institutions, parks, recreational resources and culturally and income specific services)-10-minute walksheds	<p>Red - 5 or more fewer than the mean within the alignment section.</p> <p>Orange - 3 or 4 fewer than the mean within the alignment section.</p> <p>Beige - similar number to the mean within the alignment section.</p> <p>Light Green - 3 or 4 more than the mean within the alignment section.</p> <p>Dark Green - 5 or more than the mean within the alignment section.</p>
	Quality and Capacity of Transfers	<ul style="list-style-type: none">- Planned future networks from Community Transit and Everett Transit- 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	<p>Red - lower performing; less potential for transit integration compared to other alternatives within the same section.</p> <p>Orange - low performing.</p> <p>Beige- moderate performing; moderate potential for transit integration compared to other alternatives within the same section.</p> <p>Light Green - high performing.</p> <p>Dark Green - higher performing; more potential for transit integration compared to other alternatives within the same section.</p>

Category and Consolidated Measures		Summary Data	Thresholds
Connect Regional Centers			
	Transportation Plan Consistency	<ul style="list-style-type: none">- 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	<ul style="list-style-type: none">- PSRC 2040 forecast population and jobs- 10-minute walksheds	Average percent difference from the section mean for both 2040 population and 2040 jobs: Red - 30%+ or 300 people/jobs lower forecast 2040 population and jobs within the 10-minute walkshed compared to the mean of alternatives in the same station area. Orange - 15%-30% or 150 people/jobs lower forecast 2040 population and jobs within the 10-minute walkshed compared to the mean of alternatives in the same station area. Beige - Under 15% or fewer than 150 person/job 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 - 15%-30% or 150 people/jobs higher forecast 2040 population and jobs within the 10-minute walkshed compared to the mean of alternatives in the same station area. Dark Green - 30%+ or 300 people/jobs 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
Technical and Financial Feasibility			
	Technical Challenges	Qualitative assessment based on: <ul style="list-style-type: none">- Major constructability issues- Maintenance of access to homes, businesses, and key corridors- Potential to use publicly owned right-of-way and/or property- Operational elements	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.
	Financial Feasibility	Quantitative assessment based on: <ul style="list-style-type: none">- Comparative cost estimate by section	Conceptual cost evaluation based on major cost elements compared to the ST3 representative project approved by voters. Red - \$200 million or more above conceptual cost estimate for the representative project. Orange - \$100 to \$200 million above the conceptual cost estimate for the representative project. Beige - less than \$100 million difference from the conceptual cost estimate for the representative project. Light Green - \$100 to \$200 million below the conceptual cost estimate for the representative project. Dark Green – \$200 million or more below the conceptual cost estimate for the representative project.
Equitable Mobility			
	Age, Ability, Means of Access	<ul style="list-style-type: none">- Households without a vehicle- People with a disability- People under the age 18- People aged 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 - >30% below the mean within the section or an average of 300 fewer people, whichever is greater. Orange - 15% - 30% below the mean within the section or an average of 150 fewer people, whichever is greater. Beige - within 15% above or below the mean within the section or a less than 150-person average difference. Light green - 15% - 30% above the mean within the section or an average of 150 more people, whichever is greater. Dark Green - >30% above the mean within the section or an average of 300 more people, whichever is greater.
	Equitable Access to Jobs	<ul style="list-style-type: none">- 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 - >30% below the mean within the section or 300 fewer jobs, whichever is greater. Orange - 15% - 30% below mean within the section or 150 fewer jobs, whichever is greater. Beige - within 15% above or below mean within the section or less than a 150-job average difference. Light Green - 15% - 30% above the mean within the section or an average of 150 more jobs, whichever is greater. Dark Green - >30% above the mean within the section or an average of 300 more jobs, whichever is greater.
	Affordable Housing	<ul style="list-style-type: none">- HUD subsidized affordable housing units (LIHTC, Housing Authority and other HUD programs)- 10-minute walksheds	Mean number difference from section mean of affordable units: Red - +200 below the mean within the section. Orange - 100-200 units below mean within the section. Beige - within 100 units above or below mean within the section. Light Green – 100-200 above the mean within the section. Dark Green - +200 above the mean within the section.

Category and Consolidated Measures		Summary Data	Thresholds
Support Growth at Station Areas			
	Land Use Plan Consistency	<ul style="list-style-type: none">- 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	<ul style="list-style-type: none">- Buildable Lands Data- Development capacity- Potential for joint development- 10-minute walksheds	Qualitative assessment combining quantitative difference from the mean for capacity for new residential units and new non-residential square feet according to the development capacity analysis, new residential unit capacity and new employment capacity according to the Buildable Lands Report, forecast demand for residential and nonresidential space through 2040 and potential for joint development. Red – less potential for TOD and joint development than other alternatives in the same station area. Orange - low performing. Beige - comparable potential for TOD and joint development than other alternatives in the same station area. Light Green - high performing. Dark Green - more potential for TOD and joint development than other alternatives in the same station area.
Increase Transit Connectivity and Capacity			
	Quality of Pedestrian Connections	<ul style="list-style-type: none">- Sidewalk data- Roadway characteristics- Existing crossings and crossing gaps- Linear miles of existing and funded sidewalks and paths- Linear miles of roadway- Ratio of pedestrian facilities to roadway milage- Station height	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.
	Quality of Bike Connections	<ul style="list-style-type: none">- Existing bike facilities- Class of bike facilities- Roadway characteristics- Linear miles of trails, bike lanes and other facilities- Linear miles of roadway- Ratio of bike facilities to roadway milage- 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.




Category and Consolidated Measures		Summary Data	Thresholds
Healthy Natural, Built and Social Environment			
	Natural Environment	<ul style="list-style-type: none">- Wetlands and waterbodies within 150 ft of alignment centerlines and station facilities- 100-year floodplains within 150 ft of alignment centerlines and station facilities- ESA Species habitat, fisheries and other wildlife habitat within 150 ft of alignment centerlines and station facilities- Habitat areas within 150 ft of alignment centerlines and station facilities- Geological hazards including steep slopes, landslide hazard areas and liquefaction areas within 150 ft of alignment centerlines and station facilities- Other natural resources such as wellhead protection and aquifer recharge areas within 150 ft of alignment centerlines and station facilities	<p>Red - lower performing; more natural resources within 150 feet of the alignment compared to the ST3 representative project.</p> <p>Orange - low performing.</p> <p>Beige - moderate performing; similar natural resources within 150 feet of the alignment compared to the ST3 representative project.</p> <p>Light Green - high performing.</p> <p>Dark Green - higher performing; fewer natural resources within 150 feet of the alignment compared to the ST3 representative project.</p>
	Built Environment	<ul style="list-style-type: none">- NRHP listed or eligible properties and local historic resources within 150 ft of alignment centerlines and station facilities- Known archaeological resources within 150 ft of alignment centerlines and station facilities- Parks, trails and recreational resources within 150 ft of alignment centerlines and station facilities- Category 1 sensitive noise/vibration receptors within 350 ft of alignment centerlines and station facilities- Known major hazardous waste sites within 150 ft of alignment centerlines and station facilities- Potential full and partial property acquisitions	<p>Red - higher potential for impacts to the built environment based on alignment proximity to identified resources.</p> <p>Orange – high-moderate potential for impacts to the built environment based on alignment proximity to identified resources.</p> <p>Beige - moderate potential for impacts to the built environment based on alignment proximity to identified resources.</p> <p>Light Green - low-moderate potential for impacts to the built environment based on alignment proximity to identified resources.</p> <p>Dark Green - lower potential for impacts to the built environment based on alignment proximity to identified resources.</p>
	Potential Residential Displacements and Parcel Acquisitions	<ul style="list-style-type: none">- Alternative right-of-way limits and preliminary station footprints- Buildable lands report data on existing housing units- Snohomish County parcel data	<p>Red - 30%+ displacements above the mean.</p> <p>Red - 15-30% displacements above the mean.</p> <p>Red - less than 15% displacements above or below the mean.</p> <p>Red - 15-30% displacements below the mean.</p> <p>Red - 30%+ displacements below the mean.</p>
	Burden on Historically Underserved Populations	<ul style="list-style-type: none">- Alternative right-of-way limits and preliminary station footprints- Snohomish County parcel data- HUD subsidized affordable housing locations- Community destinations and culturally and income specific destinations	<p>Potential full and partial property acquisitions in block groups with high minority or low-income population based on guideway limits for Level 1 alternatives.</p> <p>Red - >20 more total full and partial acquisitions than the mean for all alternatives within the section.</p> <p>Orange - 10-20 more total full and partial acquisitions than the mean for all alternatives within the section.</p> <p>Beige - less than 10 more or fewer total full and partial acquisitions than the mean for all alternatives within the section.</p> <p>Light Green - 10-20 fewer total full and partial acquisitions than the mean for all alternatives in the section.</p> <p>Dark Green - >20 fewer total full and partial acquisitions than the mean for all alternatives in the section.</p>
	Non-Project Traffic Effects	<ul style="list-style-type: none">- Existing traffic volumes- Snohomish County roadways- Planned roadway improvements- Preliminary station site plans	<p>Red – lower performing; more potential for vehicular conflicts and/or congestion based on access to station facilities.</p> <p>Orange – low performing.</p> <p>Yellow – moderate performing; moderate potential for vehicular conflicts and/or congestion based on access to station facilities.</p> <p>Light Green – high performing.</p> <p>Dark green – higher performing; lower potential for vehicular conflicts and/or congestion based on access to station facilities.</p>

Table A-2 OMF North Complete Evaluation Criteria Table

Category	Evaluation Criteria	Measure	Quantitative or Qualitative	Method
<div>Technical and Financial Feasibility</div> <div></div> <div>Implement a system that is technically and financially feasible to build, operate, and maintain.</div>	Topography and Site Grading	Suitability of site topography and extent of earthworks required for development as an OMF.	Qualitative	Assessment of earthwork requirements including cut/fill volumes, ground improvement and retaining wall length and scale.
	Site Drainage	Requirements for stormwater management.	Qualitative	Evaluate the requirements for stormwater management (i.e., detention pond or vault or other special considerations.
	Property Impacts	Number of parcels and property owners as well as the potential for relocation challenges.	Qualitative	Number of parcels and type of properties that require relocation; identify properties with higher potential for challenging relocating.
	Property Value	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.
	Comparative Cost Estimate	Estimate of the capital cost differential between OMF North Site alternatives	Quantitative	Estimate of the capital cost differential between each of the OMF North Site alternatives including lead track connections
	Total Cost of Ownership	Assessment of potential for higher operational costs for each site alternative.	Qualitative	Assessment of potential for higher operational costs for each site alternative. Assessment includes structures, track length and other major maintenance requirements
<div>Healthy Natural, Built, and Social Environments</div> <div></div> <div>Preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built, and social environments through sustainable and equitable practices.</div>	Built Environment and Social Resources	Identify social resources, parks and recreation areas, historic and archaeological resources, hazardous waste sites, noise, and vibration sensitive receptors.	Qualitative	Identify known built and social/community resources within or immediately adjacent to the sites, including: historic resources eligible for or listed in the National Register of Historic Places or local registers; known archaeological resources; parks, trails, and recreational resources; Category 1 noise/vibration receptors; and sites with known contamination (scored based on type of site, type of contamination, and location (within or adjacent to site)).
	Burden on Historically Underserved Communities	Burden on historically underserved communities.	Qualitative	The presence of vulnerable/historically underserved populations within the site footprint and within a half-mile of the site as defined by Title VI. This includes minority, low income, and limited English proficiency populations.
	Natural Environment	Identify extent of impacts to wetlands, streams, geologic hazard areas, floodplains, and fish and wildlife habitat conservation areas.	Qualitative/ Quantitative	Evaluate the number and area of known environmental resources on site or in the footprint of the lead tracks: mapped wetlands, streams, geologic hazards, floodplains, ESA-listed species/critical habitat, and fisheries or other natural habitat areas.
	Environmental Permitting	Wetland and stream permitting considerations.	Qualitative	Assess anticipated difficulty of obtaining required permits.
	Public Infrastructure and Facilities	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. This includes public facilities and public services.
	Utilities and Roadways	Impacts to existing utilities and roadways.	Qualitative	Extent to which the OMF footprint impacts existing roadway networks and major utilities which will require removal and/or relocation.







Category	Evaluation Criteria	Measure	Quantitative or Qualitative	Method
<div>Healthy Natural, Built, and Social Environments</div> <div></div> <div>Preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built, and social environments through sustainable and equitable practices.</div>	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.	Qualitative	Existing zoning designation of adjacent properties within 1/2 mile of OMF site to determine if the existing land use is consistent with compatibility of an OMF site.
	Residential Displacements	Number of potential residential displacements.	Quantitative	Evaluate the number of residential units impacted.
	Employment Displacements	Number of potential business and employee displacements.	Qualitative	Evaluate the number of business and employees impacted.
<div>OMF Site Size and Suitability to Support Key OMF functions</div> <div></div> <div>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.</div>	Size and Configuration	Suitability of site 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 and extent to which the site can accommodate the programmatic requirements of OMF North.
	Access for Light Rail Vehicle Deliveries	Access to the site to accommodate LRV delivery truck access.	Qualitative	Assess site access for a semi-trailer truck to delivery LRV's per ST specifications
	Lead Track Connections Geometry	Assess the complexity of lead track connection geometry	Qualitative	Develop conceptual lead track connections to the site from ST3 Representative alignment and any other promising alignment alternative. Assess plan and profile of lead tracks and guideway structural requirements. A double yard lead connection is required.
<div>OMF Operational Considerations and Cost</div> <div></div> <div>Develop an operations and maintenance facility that supports efficient and reliable light rail service and minimizes system operating costs.</div>	Operational Efficiency and Performance	Site location relative to operational efficiency performance and maintenance windows	Qualitative	Relative operational efficiency performance of site location and estimate of maintenance windows; potential to incorporate Steer's update to ST3 operations analyses for Level 2.
	Lead Track Connection Operations	Operational performance of lead tracks and vehicle movements/connections to the site	Qualitative	Assessment of efficiency of lead track connections, vehicle movements (receiving/launching) and circulation within the site.
	Compatibility with Minimum Operable Segment	Compatibility of the site location with options under consideration for a Minimum Operable Segment.	Quantitative	Assess distance from OMF site to Minimum Operable Segments. Sites that have shorter distances to the minimum operable segment lengths will have a higher performance.



Table A-3 OMF North Measure Thresholds and Summary Data

Category and Consolidated Measures		Summary Data	Thresholds
Technical and Financial Feasibility			
	Topography and Site Grading	<ul style="list-style-type: none">- Existing topographic and elevation data- Google Maps – Aerial Imagery- Preliminary cut/fill balance- Available historical Geotechnical Information- WSDOT Geotechnical data	Qualitative based on topographic and site grading/retaining wall requirements. Red = Most substantial work to prep site and major topographic challenges. Orange = Substantial work to prep site and moderate to major topographic challenges. Beige = Moderate work to prep site and moderate topographic challenges. Light Green = Minimal work to prep site and minimal to moderate topographic challenges. Dark Green = Least site prep with little to no topographic challenges.
	Site Drainage	<ul style="list-style-type: none">- OMF Site Conceptual site drainage plans	Qualitative based on-site drainage. Red = Challenging site drainage conditions with potential for high-cost implications. Orange = Potential for challenging site drainage conditions which require only use of vaults. Beige = typical site drainage requirements with some potential for some challenges. Light Green = typical site drainage requirements with options for stormwater management ponds. Dark Green = typical site drainage anticipated with options for all stormwater management ponds.
	Property Impacts	<ul style="list-style-type: none">- Snohomish County Parcels, accessed from Snohomish County Assessor June 2022	Qualitative based on number of properties impacts and anticipated challenges for acquisition/relocation. Red = High number of properties that are anticipated to be major challenges to relocate (high employment centers, specialized manufacturing facilities with unique equipment etc.). Orange = High number of properties that are anticipated to be challenging to relocate (commercial condos, manufacturing etc.). Beige = Moderate number of properties with some moderate challenges to relocate (some commercial, retail, manufacturing). Light Green = Low number of properties with some moderate challenges to relocate. Dark Green = Low number of properties and/or majority single family residential.
	Property Value	<ul style="list-style-type: none">- Snohomish County Parcels, accessed from Snohomish County Assessor June 2022	Quantitative based on cost per acre. Red = Property cost per acre is over \$4 million. Orange = Property cost per acre is between \$3.4 million - \$3.9 million. Beige = Property cost per acre is between \$2.8 million - \$3.4 million. Light Green = Property cost per acre is between \$2 million - \$2.8 million. Dark Green = Property cost per acre is under \$2 million.
	Conceptual Capital Cost Estimate	<ul style="list-style-type: none">- Rough Order of Magnitude Capital Cost and Property Cost using 2022 Sound Transit pricing index	Quantitative based on Rough Order of Magnitude Capital Cost and Property Cost. Red = Midpoint of estimate range for comparative costs (-2% - 20%) is \$500 million or more higher than Sound Transit's realigned financial plan estimate. Orange = Midpoint of estimate range for comparative costs (-2% - 20%) is \$250 - \$500 million higher than Sound Transit's realigned financial plan estimate. Beige = Midpoint of estimate range for comparative costs (-2% - 20%) within \$250 million of Sound Transit's realigned financial plan estimate. Light Green = Midpoint of estimate range for comparative costs (-2% - 20%) is \$250 - \$500 million lower than Sound Transit's realigned financial plan estimate. Dark Green = Midpoint of estimate range for comparative costs (-2% - 20%) is \$500 million or more lower than Sound Transit's realigned financial plan estimate.
	Total Cost of Ownership	<ul style="list-style-type: none">- OMF Site Conceptual plans	Qualitative based on key maintenance considerations with potential to result in higher operating costs. Red = Estimated cost of ownership very high based on key site features/requirements. Orange = Estimated cost of ownership moderate to high based on key site features/requirements. Beige = Typical estimated cost of ownership based on key site features/requirements. Light Green = Estimated cost of ownership moderate to low based on key site features/requirements. Dark Green = Estimated cost of ownership low based on key site features/requirements.

Category and Measure		Summary Data	Thresholds
Healthy, Natural, Built, and Social Environments			
	Built Environment and Social Resources	<ul style="list-style-type: none">- National Register of Historic Places- Washington Heritage Register- Snohomish County Register of Historic Places- Everett Register of Historic Places- Lynnwood History and Heritage Board- Washington Information System for Archaeological Records Data- Snohomish County parks GIS layer- City of Everett parks GIS layer- City of Lynnwood parks GIS layer- Snohomish County parcel data- Environmental Data Resources, Inc. (EDR) report	Qualitative based on number and type of resources and challenges present. Red = Lower performing (higher number of resources present/more potential for impacts). Orange = Low performing. Beige - Moderate performing. Light Green = High performing. Dark Green = Higher performing (lower number of resources present/lower potential for impacts.)
	Burden on Historically Underserved Communities	<ul style="list-style-type: none">- ACS 2019 data for (a) minority populations, (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 = Highest presence of vulnerable/historically underserved populations within the site footprint and within a half-mile of the site. Orange = High presence of vulnerable/historically underserved populations within the site footprint and within a half-mile of the site. Beige = Moderate presence of vulnerable/historically underserved populations within the site footprint and within a half-mile of the site. Light Green = Low presence of vulnerable/historically underserved populations within the site footprint and within a half-mile of the site. Dark Green = Lowest presence of vulnerable/historically underserved populations within the site footprint and within a half-mile of the site.
	Natural Environment	<p>City of Lynnwood geospatial data</p> <ul style="list-style-type: none">- City of Everett geospatial data- Snohomish County geospatial data- Federal Emergency Management Agency, National Flood Hazard Layer- National Oceanographic and Atmospheric Administration Fisheries, Essential Fish Habitat Mapper, Protected Resources App, Sea Level Rise Viewer, geospatial data- U.S. Department of Agriculture, Soil Survey geospatial data- U.S. Fish and Wildlife Service, Critical Habitat for Threatened and Endangered Species, geospatial data, National Wetlands Inventory Wetlands Mapper, Environmental Conservation Online System – Information for Planning and Consultation- Washington Coastal Resilience Project- Washington State Department of Ecology, Water Quality Atlas- Washington State Department of Fish and Wildlife, Fish Passage Inventory, Priority Habitats and Species, Statewide Washington Integrated Fish Distribution geospatial data- Washington State Department of Natural Resources, Landslide Inventory, Wetlands of High Conservation Value, Tsunami Hazard Areas- Washington State Department of Transportation, Fish Passage Inventory	Qualitative/quantitative based on number and type of resources and challenges present. Red = Lower performing (more resources present/higher potential for impact). Orange = Low performing. Beige = Moderate performing. Light Green = High performing. Dark Green = Higher performing (fewer resources present/lower potential for impact).

	Environmental Permitting		Qualitative based on difficulty of obtaining permits. Red = Impacts to wetlands/streams so significant that the proposed development may not be permittable from a state, federal, or Tribal perspective. Orange = Difficult to permit due to high impacts to wetlands/streams (e.g., requires realigning/piping a fish bearing stream). Beige = Moderate difficulty to permit due to moderate impacts to wetlands/streams (e.g., requires realigning/piping a non-fish-passable stream). Light Green = Standard/low difficulty to permit due to low impacts to wetlands/streams. Dark Green = Wetland/stream impacts can likely be avoided, or overall net stream benefit (e.g., daylight an existing piped stream).
	Public Infrastructure and Facilities	<ul style="list-style-type: none">- Google Maps- Snohomish County Parcels, accessed from Snohomish County Assessor June 2022	Qualitative based on anticipated impacts to public infrastructure and facilities. Red = High potential impacts to government-owned properties, transit facilities and community resources. Orange = Moderate impacts to government-owned properties, transit facilities and community resources. Beige = Minor impacts to government-owned properties, transit facilities and community resources. Light Green = Little impact to government-owned properties, transit facilities and community resources. Dark Green = No noted impacts to government-owned properties, transit facilities and community resources.
	Utilities and Roadways	<ul style="list-style-type: none">- City of Everett Utilities data- Snohomish County Public Works drainage and NPDES data- Snohomish County General Reference Map- Google Maps	Qualitative based on anticipated impacts to utilities and roadways. Red = High impacts to major public utilities, utility properties, and/or major arterial roadways. Substantial delays. associated with roadway detours; substantial impacts to people biking, people walking, transit, and vehicles. Orange = Moderate impacts to public utilities, utility properties, and/or major arterial roadways. Moderate delays associated with roadway detours. Beige = Minor impacts to public utilities and/or arterial roadways. Dark Green = Very minor impacts to public utilities and arterial roadways. Light Green = Low potential effects and higher performing; no substantial roadway or public infrastructure impacts.

Category and Measure		Summary Data	Thresholds
Healthy, Natural, Built, and Social Environments			
	Zoning and Land Use	<ul style="list-style-type: none">- Snohomish County Parcels, accessed from Snohomish County Assessor June 2022	Qualitative base current zoning and land use consistency with OMF. Red = Lowest suitability (High development proposed zoning and high-density mixed use and majority residential land use (>50%)). Orange = Low suitability (Moderate to high-density commercial zoning with conflicting uses or proposed development plans, and moderate residential uses (<40%)). 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 (<30%)). Light Green = Higher suitability (Majority of the site zoning allows OMF and/or industrial uses, some commercial uses, minimal conflicting development plans with minimal residential uses (<10%)). Dark Green = Highest suitability (Development proposed zoning is suitable for an OMF and no residential uses).
	Adjacent Zoning and Land Use	<ul style="list-style-type: none">- Snohomish County Parcels, accessed from Snohomish County Assessor June 2022	Qualitative based on adjacent zoning consistency with OMF within a half mile of the OMF site. Red = Lower Performing (More than 50% Residential & planned high density/TOD & future station area opportunities). Orange = Low Performing (Residential & planned high density/TOD & future station area opportunities). Beige = Moderate Performing (Residential no planned high density/TOD & future station area opportunities). Light Green = High Performing (Residential no planned high density/TOD & future station area opportunities). Dark Green = Higher Performing (0% Residential no planned high density/TOD & future station area opportunities).
	Employment Displacements	<ul style="list-style-type: none">- Puget Sound Regional Council (PSRC) Employment Estimates	Qualitative based on numbers of employees potentially displaced. Red = Lower performing (Displacement of the most employees - more than 400). Orange = Low performing (Displacement of 300-399 employees). Beige = Moderate performing (Displacement of 200-299 employees). Light Green = High performing (Displacement of 100-199 employees). Dark Green = Higher performing (Displacement of the fewest employees - fewer than 100).
	Residential Displacements	<ul style="list-style-type: none">- Snohomish County Online Property Information (SCOPI)	Qualitative based on number of residential units potentially displaced. Red = Lower performing (Displacement of the most residential units - more than 150). Orange = Low performing (Displacement of 101 to 150 residential units). Beige = Moderate performing (Displacement of 51 to 100 residential units). Light Green = High performing (Displacement of 1 to 50 residential units). Dark Green = Higher performing (No residential units displaced).

Category and Consolidated Measures		Summary Data	Thresholds
OMF Site Size and Suitability to Support Key OMF Functions			
	Size and Configuration	<ul style="list-style-type: none">- OMF Site Conceptual Layouts	Qualitative based on suitability of site shape to meet the programmatic requirements of OMF North. Red = Site does not accommodate programmatic requirements. Orange = Site barely accommodate programmatic requirements but with no additional space or buffer. Beige = Site does accommodate programmatic requirements with minor modifications and and/or spatial restrictions. Light Green = Site does accommodate programmatic requirements with no modifications and some additional space/buffers. Dark Green = Site could exceed programmatic requirements.
	Access for Light Rail Vehicle Deliveries	<ul style="list-style-type: none">- OMF Site Conceptual Layouts- Snohomish County Road Layer	Qualitative based on-site conceptual access options. Red = Site does not accommodate two access points. Orange = Site accommodates two access points but with technical challenges. Beige = Two access points are feasible with key considerations for track crossings. Light Green = Two access points provided and meet requirements. Dark Green = Site access could exceed requirements.
	Lead Track Connections Geometry	<ul style="list-style-type: none">- OMF Site Conceptual Layouts	Qualitative based on complexity of track connections. Red = Major challenges with cost and schedule implications. Orange = Four separate lead tracks are feasible but with compromises (longer/more challenges). Beige = Four separate lead tracks are feasible. Light Green = Four separate leads tracks (shorter or potential for optimization). Dark Green = Lead track connections could exceed requirements.
OMF Operational Considerations and Cost			
	Operational Efficiency and Performance	<ul style="list-style-type: none">- 2020 Operational OMF North Analysis (Steer)	Qualitative based on location of OMF Site relative to complete Link Light Rail network. Beige = Zone B/C. Light Green = Zone E. Dark Green = Zone D.
	Lead Track Connection Operations	<ul style="list-style-type: none">- OMF Site Conceptual Layouts	Qualitative based on operational efficiency of lead track connections. Red = Major challenges with operational impacts. Orange = Connections are feasible but with operational compromises. Beige = Lead tracks meet requirements but with some key considerations for operational functions. Light Green = Leads tracks meet requirements with preferred operational function. Dark Green = Site connections could exceed operational requirements.
	Compatibility with Potential Interim Terminus	<ul style="list-style-type: none">- OMF Site Conceptual Layouts	Qualitative based on OMF Site location relative to minimum operable segment (Southwest Industrial). Red = N/A Orange = N/A Beige = Not Compatible with Potential Interim Terminus at Southwest Industrial. Light Green = Compatible with Potential Interim Terminus at Southwest Industrial but requires additional track to connect. Dark Green = Compatible with Potential Interim Terminus at Southwest Industrial and requires no additional track to connect.



Everett Link Extension

APPENDIX B

Level 2 Alternatives Evaluation Findings for Stations, Alignments and OMF Sites

Table B-1 Station and Alignments Alternatives Level 2 Evaluation

Evaluation Measures	Level 2 Alternatives		
	ALD-B	ALD-D	ALD-F
<i>Increase Transit Connectivity and Capacity</i>			
Community destinations			
Number of destinations	5 destinations	11 destinations	6 destinations
Rating	Moderate	High	Moderate
Transit integration			
Transfers and HCT connections	<ul style="list-style-type: none"> - 4 routes serve this station alternative directly to an off-street transit center. - Long transfer distance to the Swift Orange Line. 	<ul style="list-style-type: none"> - 4 routes serve this station alternative directly, with some accessed on-street and some off-street. - Direct connection to the Swift Orange Line. Some transfers may require crossing 33rd Ave. 	<ul style="list-style-type: none"> - 4 routes serve this station alternative directly to an off-street transit center. - Long transfer distance to the Swift Orange Line.
Connecting transit services and operations	<ul style="list-style-type: none"> - Some diversion from baseline routing. - Diversion occurs along mall roads susceptible to congestion and lower speeds. - Peak 18 buses/hour (weekday). 	<ul style="list-style-type: none"> - Minimal diversion for buses - On-street stops on 33rd Ave allow for no travel time penalty to access station for some routes. - Peak 26 buses/hour (weekday). 	<ul style="list-style-type: none"> - Some diversion from baseline routing. - Peak 18 buses/hour (weekday).
Rating	Low	High	Moderate
<i>Connecting Regional Centers</i>			
Transportation plan consistency			
Transportation plan consistency	<ul style="list-style-type: none"> - Similar distance from 2016 Resolution location as ALD-F. - 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. 	<ul style="list-style-type: none"> - 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. 	<ul style="list-style-type: none"> - Similar distance from 2016 Resolution location as ALD-B. - 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	Higher	Moderate
Projected population and pobs			
Projected 2040 population	1,409	3,110	1,914
Projected 2040 jobs	4,250	6,122	5,105
Rating	Low	Higher	Moderate

Evaluation Measures	Level 2 Alternatives		
	ALD-B	ALD-D	ALD-F
Technical and Financial Feasibility			
Technical challenges			
Construction constraints	<ul style="list-style-type: none"> - Periodic closures of I-5 on/off ramps for construction of bridge structure over roadway (All ALD) - Periodic closures of I-5 on/off ramps and mainline for construction of bridge structure over roadway (All ALD) - Commercial impact to Alderwood Mall entrances (All ALD) - Less intersections impacted than other ALD alternatives 	<ul style="list-style-type: none"> - Periodic closures of I-5 on/off ramps for construction of bridge structure over roadway (All ALD) - Periodic closures of I-5 on/off ramps and mainline for construction of bridge structure over roadway (All ALD) - Commercial impact to Alderwood Mall entrances (All ALD) - 7 total intersections impacted, 4 large 	<ul style="list-style-type: none"> - Periodic closures of I-5 on/off ramps for construction of bridge structure over roadway (All ALD) - Periodic closures of I-5 on/off ramps and mainline for construction of bridge structure over roadway (All ALD) - Commercial impact to Alderwood Mall entrances (All ALD) - 7 total intersections impacted, 4 large
Constructability risks	<ul style="list-style-type: none"> -Portions of the alignment conflict with transmission lines and major underground utilities (gas line, main water) - Portions of the alignment are within steep slope areas - Tight radius requiring special structural design details, and sections of superstructure with altering pier types - Long-span bridge over Alderwood Blvd will require road closures - Difficult access with large number of permanent structures close proximity of temporary construction easement. 	<ul style="list-style-type: none"> -Portions of the alignment conflict with transmission lines and major underground utilities (gas line, main water) - Portions of the alignment are within steep slope areas - Tight radius requiring special structural design details, and sections of superstructure with altering pier types - Long-span bridge over Alderwood Blvd will require road closures - Difficult access with large number of permanent structures close proximity of temporary construction easement. 	<ul style="list-style-type: none"> -Portions of the alignment conflict with transmission lines and major underground utilities (gas line, main water) - Portions of the alignment are within steep slope areas - Tight radius requiring special structural design details, and sections of superstructure with altering pier types - Long-span bridge over Alderwood Blvd will require road closures - Difficult access with large number of permanent structures close proximity of temporary construction easement.
Right-of-way constraints	<ul style="list-style-type: none"> - Requires ROW through and around Alderwood Mall. 	<ul style="list-style-type: none"> - Requires ROW around and along the edges of Alderwood Mall. -Conflicts with existing parking structure and will require partial demolition. 	<ul style="list-style-type: none"> - Requires ROW around and along the edges of Alderwood Mall. -Conflicts with existing parking structure and will require partial demolition.
Operational considerations	<ul style="list-style-type: none"> - Most challenging alternative to place required pocket track. 	<ul style="list-style-type: none"> - Longest route with the slowest run time through this section of the project. 	<ul style="list-style-type: none"> - Longest route with the slowest run time through this section of the project.
Rating	Low	Moderate	Moderate
Financial feasibility			
Estimated total cost	- Baseline cost estimate.	- Less than \$100 million difference.	- Less than \$100 million difference.
Rating	Moderate	Moderate	Moderate

Evaluation Measures	Level 2 Alternatives		
	ALD-B	ALD-D	ALD-F
<i>Equitable Mobility</i>			
Minority, low-income and people with limited English proficiency			
Minority population	36	503	279
Low-income population	18	363	176
Limited English proficiency	3	134	44
Rating	Low	High	Moderate
Low-wage and minority employment			
Low-wage employment	1,745	2,064	1,829
Minority employment	1,305	2,512	2,288
Rating	Low	High	Moderate
Age, ability, and means of access			
Population with a disability	5	99	44
Zero-car households	1	56	23
Youth population (under 18)	11	186	94
Senior population (65 or older)	8	218	94
Rating	Moderate	Moderate	Moderate
Number of subsidized units	0	128	128
Rating	Moderate	Moderate	Moderate
<i>Support Urban at Station Areas</i>			
Land use plan consistency			
Land use plan consistency	- In the Planned Regional Center zoning, with higher intensity zoning that corresponds to higher intensity land uses in Lynnwood's Future Land use map.	- Between two large blocks Planned Regional Center zoning district that corresponds to higher intensity land uses in Lynnwood's 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	Moderate	Higher	High

Evaluation Measures	Level 2 Alternatives		
	ALD-B	ALD-D	ALD-F
TOD development potential			
Residential capacity (units)	2,800	2,800	3,400
Non-residential capacity (square feet)	2,800,000	2,800,000	3,340,000
Buildable Lands Report residential capacity (units)	1,297	1,356	1,479
Buildable Lands Report employment capacity (jobs)	481	810	1,335
2040 demand forecast	-Up to 1,300 new residential units forecast by 2040. - Up to 440,000 square feet of new commercial space forecast by 2040.	-Up to 1,300 new residential units forecast by 2040. - Up to 440,000 square feet of new commercial space forecast by 2040.	-Up to 1,300 new residential units forecast by 2040. - Up to 440,000 square feet of new commercial space forecast by 2040.
Potential for joint development	- Opportunities for joint development in parts of Alderwood Mall comparable to other station alternatives.	- Opportunities for joint development in parts of Alderwood Mall comparable to other station alternatives.	- Opportunities for joint development in parts of Alderwood Mall comparable to other station alternatives.
Rating	Low	Moderate	High
Non-Motorized Station Access			
Quality of pedestrian connections			
Quality of pedestrian connections	- Lowest existing and funded pedestrian facility mileage at 7.6 miles and lowest ratio to roadway miles in the 10-minute walkshed at 0.98. - Limited connections within Alderwood Mall parking lots, and to areas farther from Alderwood Mall such as the Interurban Trail and nearby residential or mixed-use development. - Station is closest to the South entrance of Alderwood Mall. - Lowest average station height at approximately 40 ft.	- Highest existing and funded pedestrian facility mileage at 13.5 miles and moderate ratio to roadway miles in the 10-minute walkshed at 1.02. - Best connected to surrounding pedestrian network. - Station is better connected to the surrounding residential areas to the west, but farther from eastern portions of Alderwood Mall. - Highest average station height at approximately 55 ft.	- Moderate existing pedestrian facility mileage at 9.8 miles and highest ratio to roadway miles in the 10-minute walkshed at 1.19. - Limited connections within Alderwood Mall parking lots. - Station is closer to north entrance of the mall and big box retail, but less accessible to residential areas on the west or east and to the Interurban Trail. - Moderate average station height at approximately 45 ft.
Rating	Low	High	Moderate

Evaluation Measures	Level 2 Alternatives		
	ALD-B	ALD-D	ALD-F
Quality of bike connections			
Quality of bike connections	<ul style="list-style-type: none"> - 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 the east, and 52nd Ave W in the west. - Existing on-street bike facilities are limited to 164th St SW, which connects to Ash Way or Alderwood Mall Pkwy; and on Maple Rd which connects to the Interurban Trail that runs along I-5. Routes do not directly connect to the station. - 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. - This alternative has lower existing and funded bicycle facility mileage nearby at 10.8 linear miles; and low ratio of existing and funded bicycle facility mileage to roadway mileage at 0.098, with 110 miles of roadway within the bike shed. 	<ul style="list-style-type: none"> - 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 the east, and 60th Ave W in the west. - Existing on-street bike facilities are limited to 164th St SW, which connects to Ash Way or Alderwood Mall Pkwy; and on 48th Ave W which connects to 200th St SW. Routes do not directly connect to the station. - I-5 and I-405 are barriers to the south and east, both farther from this station alternative. - This alternative has higher existing and funded bicycle facility mileage nearby at 12.4 linear miles; and medium ratio of existing and funded bicycle facility mileage to roadway mileage at 0.1, with 124 miles of roadway within the bike shed. 	<ul style="list-style-type: none"> - 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 the east, and 52nd Ave W in the west. - Existing on-street bike facilities are limited to 164th St SW, which connects to Ash Way or Alderwood Mall Pkwy. Routes do not directly connect to the station. - I-5 and I-405 are barriers to the south and east, and this station alternative is more constrained by I-405/SR 525. - This alternative has moderate existing and funded bicycle facility mileage nearby at 11.4 linear miles; and high ratio of existing and funded bicycle facility mileage to roadway mileage for this alternative is low at 0.12, with 106 miles of roadway within the bike shed.
Rating	Low	High	Moderate
Healthy Built, Natural and Social Environments			
Built environment and social resources			
Built environment and social resources	<ul style="list-style-type: none"> -No known historic resources. -1 known archeological resource, namely the Seattle Everett Interurban Railway. -5,000 linear feet of the Interurban Trail. -Total ratings of known contaminant sites: 41. -No category 1 noise/vibration receptors. 	<ul style="list-style-type: none"> -No known historic resources. -1 known archeological resource, namely the Seattle Everett Interurban Railway. -3,500 linear feet of the Interurban Trail. -Total ratings of known contaminant sites: 61. -No category 1 noise/vibration receptors. 	<ul style="list-style-type: none"> -No known historic resources. -1 known archeological resource, namely the Seattle Everett Interurban Railway. -3,500 linear feet of the Interurban Trail. -Total ratings of known contaminant sites: 62. -No category 1 noise/vibration receptors.
Rating	Moderate	Moderate	Moderate

Evaluation Measures	Level 2 Alternatives		
	ALD-B	ALD-D	ALD-F
Potential parcel acquisitions and residential displacements			
Potential parcel acquisitions and residential displacements	-13 potential full and 33 potential partial acquisitions with an estimated 0 potentially affected housing units.	-13 potential full and 33 potential partial acquisitions with an estimated 0 potentially affected housing units.	-13 potential full and 33 potential partial acquisitions with an estimated 0 potentially affected housing units.
Rating	Moderate	Moderate	Moderate
Burdens to historically underserved populations			
Potential partial acquisitions in high minority and low-income areas	25	25	21
Potential full acquisitions in high minority and low-income areas	11	11	8
Potential impacts to culturally and income specific destinations and affordable housing	-5 potential impacts to destinations. -No potential impacts to subsidized housing. -Zero potential affected housing units in high low income and minority block groups.	-5 potential impacts to destinations. -No potential impacts to subsidized housing. -Zero potential affected housing units in high low income and minority block groups.	-4 potential impacts to destinations. -No potential impacts to subsidized housing. -Zero potential affected housing units in high low income and minority block groups.
Rating	Moderate	Moderate	Moderate
Traffic effects			
Traffic effects	-Traffic access is circuitous from the arterial/collector roadway network. -Mixes bus and pick-up/drop-off traffic with mall site traffic, which is not desirable. -Undesirable access spacing on Mall Access Rd. - Does not require significant traffic infrastructure (e.g., new traffic signals).	-Access on 33rd Ave W is on a local street, but easier access than ALD-B. -Pick-up/drop-off traffic mixes with mall traffic, which is undesirable; bus traffic does not have to enter mall site, which is preferred. -Access spacing is adequate. - Requires/proposes new traffic signal on 33rd Ave; signal may not meet signal warrants.	-Access on 184th St SW is simplest for navigation and shortest travel path from arterial/collector roadway network -Pick-up/drop-off traffic uses same access as buses, which is not desired; station traffic does not mix with mall traffic, which is preferred. -Access spacing is acceptable. -Requires/proposes new traffic signal on 184th St; more likely to meet signal warrants than proposed signal in ALD-D
Rating	Low	Moderate	High

Evaluation Measures	Level 2 Alternatives		
	ALD-B	ALD-D	ALD-F
Natural environment			
	-No wetlands -316 linear feet of type F stream. -1 partial fish passage barrier. -1.2 acres of floodplain. -2 ESA species, steelhead and chinook. -No habitat areas. -Less than one acres susceptible to liquefaction. -Other salmonids present.	-No wetlands -316 linear feet of type F stream. -1 partial fish passage barrier. -1.2 acres of floodplain. -2 ESA species, steelhead and chinook. -No habitat areas. -Less than one acres susceptible to liquefaction. -Other salmonids present.	-No wetlands -316 linear feet of type F stream. -1 partial fish passage barrier. -1.2 acres of floodplain. -2 ESA species, steelhead and chinook. -No habitat areas. -Less than one acres susceptible to liquefaction. -Other salmonids present.
Rating	Moderate	Moderate	Moderate

Evaluation Measures	Level 2 Alternatives	
	ASH-A	ASH-D
Increase Transit Connectivity and Capacity		
Community destinations		
Number of destinations	6 destinations	6 destinations
Rating	Moderate	Moderate
Transit integration		
Transfers and HCT connections	<ul style="list-style-type: none"> - Direct service from 8 routes. - Direct connection to Swift Orange Line. 	<ul style="list-style-type: none"> - Direct service from 8 routes. - Direct connection to Swift Orange Line.
Connecting transit services and operations	<ul style="list-style-type: none"> - Existing park-and-ride infrastructure allows buses to navigate easily. - Peak 43 buses/hour. 	<ul style="list-style-type: none"> - Inefficient bus routing needed to serve station and existing park-and-ride. - Peak 45 buses/hour.
Rating	Moderate	Low
Connecting Regional Centers		
Transportation plan consistency		
Transportation plan consistency	<ul style="list-style-type: none"> - Consistent with Light Rail Communities west of I-5 station location recommended for further analysis, but not adopted as preliminary locally favored option. - Snohomish County Comprehensive Plan (2016) supports the general location included in the ST3 Plan but does not include a specific location. - Aligns with Community Transit goals of providing access to light rail stations with Swift BRT in the 2021 Transit Development Plan. 	<ul style="list-style-type: none"> - Consistent with Light Rail Communities east of I-5 station location recommended for further analysis and adopted as preliminary locally favored option. - Snohomish County Comprehensive Plan (2016) supports the general location included in the ST3 Plan but does not include a specific location. - Aligns with Community Transit goals of providing access to light rail stations with Swift BRT in the 2021 Transit Development Plan.
Rating	Moderate	Higher
Projected population and jobs		
Projected 2040 population	2,009	1,072
Projected 2040 jobs	260	285
Rating	Moderate	Moderate

Evaluation Measures	Level 2 Alternatives	
	ASH-A	ASH-D
Technical and Financial Feasibility		
Technical challenges		
Construction constraints	<ul style="list-style-type: none"> - I-5 Shoulder closure for construction access. - Aerial crossing of 164th requires periodic closures. - Transit ramp to I-5 requires periodic closures. 	<ul style="list-style-type: none"> - I-5 Shoulder closure for construction access. - Cut and cover tunnel crossing of 164th requires more significant periodic closures. - Aerial crossing of I-5 requires periodic closures of NB & SB mainline.
Constructability risks	<ul style="list-style-type: none"> -Difficult access with large number of permanent structures within 15 ft of temporary construction easement. - Portions of the alignment are within areas of steep slopes. - Large portions of the alignment lack access points off of public roads for contractors to access guideway. 	<ul style="list-style-type: none"> - Long-span bridge over I-5 will require freeway closures. - Portions of the alignment are within areas of steep slope. - Large portions of the alignment lack access points off of public roads for contractors to access guideway.
Right-of-way constraints	-Tighter ROW constraints between I-5 and residential parcels.	- Few ROW constraints in the SnoPUD corridor.
Operational considerations	- High elevated station platform to span over direct access ramp.	- 2 long-span crossings of I-5 and runs through cut-and-cover crossing under 164th St SW.
Rating	Moderate	Moderate
Financial feasibility		
Estimated total cost	- Baseline cost estimate.	- Less than \$100 million difference.
Rating	Moderate	Moderate
Equitable Mobility		
Minority, low-income and people with limited English proficiency		
Minority population	991	261
Low-income population	249	56
Limited English proficiency	168	61
Rating	High	Low
Low-wage and minority employment		
Low-wage employment	9	73
Minority employment	12	75
Rating	Moderate	Moderate

Evaluation Measures	Level 2 Alternatives	
	ASH-A	ASH-D
Age, ability, and means of access		
Population with a disability	122	45
Zero-car households	22	3
Youth population (under 18)	326	146
Senior population (65 or older)	78	43
Rating	Moderate	Moderate
Subsidized affordable housing		
Number of subsidized units	393	0
Rating	High	Low
Support Urban at Station Areas		
Land use plan consistency		
Land use plan consistency	<div>- 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.</div> <div>- Within Snohomish County's Urban Center zone, closer to the more expansive western portion of the Urban Center zoning district at Ash Way.</div> <div>- Near areas zoned for a mix of single- and multi-family residential development and business park development but constrained by Swamp Creek wetlands.</div>	<div>- 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.</div> <div>- Within Snohomish County's Urban Center zone, nearer to the less expansive eastern portion of the Urban Center zoning district at Ash Way.</div> <div>- Near areas zoned for a mix of single- and multi-family residential development and community business development but constrained by Martha Lake.</div>
Rating	Moderate	Moderate

Evaluation Measures	Level 2 Alternatives	
	ASH-A	ASH-D
TOD development potential		
Residential capacity (units)	1,300	2,750
Non-residential capacity (square feet)	150,000	300,000
Buildable Lands Report residential capacity (units)	1,490	1,692
Buildable Lands Report employment capacity (jobs)	601	579
2040 demand forecast	- Up to 1,100 new residential units - Up to 80,000 square feet of new commercial space	- Up to 1,350 new residential units - Up to 20,000 square feet of new commercial space
Potential for joint development	- Moderate opportunities for joint development with WSDOT at Ash Way Park-and-Ride.	- Moderate opportunities for joint development immediately north of station alternative and in areas for "potential future use."
Rating	Low	High
Non-Motorized Station Access		
Quality of pedestrian connections		
Quality of pedestrian connections	- Higher existing and funded pedestrian facility mileage at 5.6 miles and higher ratio to roadway miles in the 10-minute walkshed at 1.1. - More challenging connections to the Interurban Trail and neighborhoods on the east side of I-5. - Station is the closest to the west side of I-5 and residential neighborhoods to the north. - Higher average vertical distance from grade, with an elevated station height of approximately 40ft.	- Lower existing and funded pedestrian facility mileage at 5.1 miles and lower ratio to roadway miles in the 10-minute walkshed at 0.9. - Limited connections to residential neighborhoods on the west side of I-5 and to Ash Way Park-and-Ride. - May allow for direct or near-direct connection to planned Interurban Trail gap closure segment. - Station is closest to major roadways like 164th St SW, east side of I-5, and residential neighborhoods south and northeast of the station. - Lower average vertical distance from grade with a below-grade station depth of approximately 20ft.
Rating	Moderate	Moderate

Evaluation Measures	Level 2 Alternatives	
	ASH-A	ASH-D
Quality of bike connections		
Quality of bike connections	<ul style="list-style-type: none">- 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.- Existing bike facilities are on Ash Way, Alderwood Mall Pkwy, 164th St SW, North Rd and Maple Rd. Routes do not directly connect to the station.- I-5 is a barrier to the east and Swamp Creek is a barrier to the west. The existing crossings over I-5 are via 164th St SW or Maple Rd, which has fragmented existing bike infrastructure and heavy traffic.- This alterative has lower existing and funded bicycle facility mileage nearby at 7.35 linear miles; but a higher ratio of existing and funded bicycle facility mileage to roadway mileage 0.16, with 46.6 miles of roadway within the bike shed.	<ul style="list-style-type: none">- 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.- Existing bike facilities are on Ash Way, 164th St SW, and North Rd. Routes do not directly connect to the station.- I-5 is a barrier to the west. The only crossings over I-5 are via 164th St SW and Maple Rd, which has fragmented existing bike infrastructure and heavy traffic.- This alternative has higher existing and funded bicycle facility mileage at 8.38 linear miles; but a lower of existing and funded bicycle facility mileage to roadway mileage with 64.9 miles of roadway.
Rating	Moderate	High
Healthy Built, Natural and Social Environments		
Built environment and social resources		
Built environment and social resources	<ul style="list-style-type: none">- No known historic resources.- 1 known archeological resource, namely the Seattle Everett Interurban Railway.- 400 linear feet of the Interurban Trail.- Total ratings of known contaminant sites: 10.- No category 1 noise/vibration receptors.	<ul style="list-style-type: none">-No known historic resources.-1 known archeological resource, namely the Seattle Everett Interurban Railway.-10,000 linear feet of the Interurban Trail.-Total ratings of known contaminant sites: 46.- No category 1 noise/vibration receptors.
Rating	Moderate	Low

Evaluation Measures	Level 2 Alternatives	
	ASH-A	ASH-D
Potential parcel acquisitions and residential displacements		
Potential parcel acquisitions and residential displacements	- 41 potential full and 60 potential partial acquisitions with an estimated 69 potentially affected housing units.	- 48 potential full and 36 potential partial acquisitions with an estimated 34 potentially affected housing units.
Rating	Moderate	Moderate
Burdens to historically underserved populations		
Potential partial acquisitions in high minority and low-income areas	30	11
Potential full acquisitions in high minority and low-income areas	14	2
Potential impacts to culturally and income specific destinations and affordable housing	<ul style="list-style-type: none"> - No potential impacts to destinations. - Potential impacts limited to landscape area on property with affordable housing. - 46 potential affected housing units in high low income and minority block groups. 	<ul style="list-style-type: none"> -1 potential impact to destinations. -No potential impacts to subsidized housing. -Zero potential affected housing units in high low income and minority block groups.
Rating	Moderate	Moderate
Traffic effects		
Traffic effects	<ul style="list-style-type: none"> - Access from Ash Way, which supports existing park-and-ride and drop off activities for the Ash Way Park-and-Ride. - Mixes some bus traffic and pick-up/drop-off on station site, which is not preferred. Existing outbound traffic has significant queuing in peak periods. - Does not require significant traffic infrastructure (e.g., new traffic signals). 	<ul style="list-style-type: none"> - Access to station is less direct, pick-up/drop-off access is very circuitous or encourages pick-up/drop-off on the wrong side of the street, and access at 14th PI signal is likely to be impacted by interchange congestion. On-site driveway is too close to 164th St SW. -New signal may be needed on Meadow Rd. -Most bus traffic and pick-up/drop-off traffic has to mix together on station site, which is not preferred.
Rating	Higher	Low

Evaluation Measures	Level 2 Alternatives	
	ASH-A	ASH-D
Natural environment		
	-Less than one acre of wetland. -5 stream segments totaling 1,634 linear feet. -1 partial fish passage barriers. -1 acre of floodplain. - < 0.5 acres of wetland. -2 ESA species, steelhead and chinook. -No habitat areas. -Less than one acres susceptible to liquefaction. -Other salmonids present.	-Less than one acre of wetland. -5 stream segments totaling 2,478 linear feet. -1 partial fish passage barriers. -1 acre of floodplain. - < 0.5 acres of wetland. -2 ESA species, steelhead and chinook. -No habitat areas. -Less than one acres susceptible to liquefaction. -Other salmonids present.
Rating	Moderate	Moderate

Evaluation Measures	Level 2 Alternatives		
	MAR-A	MAR-B	MAR-D
Increase Transit Connectivity and Capacity			
Community destinations			
Number of destinations	11 destinations	11 destinations	8 destinations
Rating	Moderate	Moderate	Moderate
Transit integration			
Transfers and HCT connections	<ul style="list-style-type: none"> - All routes serve station directly. - All but Swift Green Line are accessed via an off-street transit center 	<ul style="list-style-type: none"> - All routes serve station directly. - All but Swift Green Line are accessed via an off-street transit center 	<ul style="list-style-type: none"> - All routes serve station directly. - All but Swift Green Line are accessed via an off-street transit center
Connecting transit services and operations	<ul style="list-style-type: none"> - Transfers to Swift Green on-street. Some transfers may require crossing 128th St SW - Peak 88 buses/hour (weekday) 	<ul style="list-style-type: none"> - Transfers to Swift Green on-street. Some transfers may require crossing 128th St SW - Peak 88 buses/hour (weekday) 	<ul style="list-style-type: none"> - Transfers to Swift Green on-street. Some transfers may require crossing 132nd St SW - Peak 88 buses/hour (weekday)
Rating	Moderate	Moderate	Moderate
Connecting Regional Centers			
Transportation plan consistency			
Transportation plan consistency	<ul style="list-style-type: none"> - Consistent with Light Rail Communities 128th St station location recommended for further analysis, but not adopted as preliminary locally favored option. - Snohomish County Comprehensive Plan (2016) supports the general location included in the ST3 Plan but does not include a specific location. - Aligns with Community Transit goals of providing access to light rail stations with Swift BRT in the 2021 Transit Development Plan. 	<ul style="list-style-type: none"> - Farther from Snohomish County's preliminary 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 general location included in the ST3 Plan but does not include a specific location. - Aligns with Community Transit goals of providing access to light rail stations with Swift BRT in the 2021 Transit Development Plan. 	<ul style="list-style-type: none"> - Farther from Snohomish County's preliminary 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 general location included in the ST3 Plan but does not include a specific 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	Higher
Projected population and jobs			
Projected 2040 population	5,312	6,325	3,533
Projected 2040 jobs	2,175	2,305	1,915
Rating	Moderate	High	Lower

Evaluation Measures	Level 2 Alternatives		
	MAR-A	MAR-B	MAR-D
Technical and Financial Feasibility			
Technical challenges			
Construction constraints	<ul style="list-style-type: none"> - I-5 Shoulder closure for construction access. - 6 total intersections impacted, 3 large - 1 lane closure along Airport Road/128th with periodic full/half closure for aerial crossing. 	<ul style="list-style-type: none"> - I-5 Shoulder closure for construction access. - 6 total intersections impacted, 3 large - 1 lane closure along Airport F20Road/128th with periodic full/half closure for aerial crossing. 	<ul style="list-style-type: none"> - I-5 Shoulder closure for construction access. - 6 total intersections impacted, 3 large - 1 lane closure along Airport Road/128th with periodic full/half closure for aerial crossing.
Constructability risks	<ul style="list-style-type: none"> --Portions of the alignment conflict with existing overhead transmission lines and underground utilities (storm drainage). - Tight radius and sections of superstructure with altering pier types requiring special structural design details, and sections of superstructure with altering pier types. - Portions of the alignment are within areas of steep slopes. I-5 Shoulder closure for construction access. 	<ul style="list-style-type: none"> - Long-span bridge over airport road will require road closures. - Tight radius and sections of superstructure with altering pier types requiring special structural design details, and sections of superstructure with altering pier types. - Portions of the alignment are within areas of steep slopes. 	<ul style="list-style-type: none"> -Portions of the alignment conflict with existing overhead transmission lines and underground utilities (storm drainage). - Tight radius and sections of superstructure with altering pier types requiring special structural design details, and sections of superstructure with altering pier types. - Portions of the alignment are within areas of steep slopes.
Right-of-way constraints	<ul style="list-style-type: none"> -Uses part of the existing SnoPUD ROW. - Will require relocation or raising of portions of transmission line within existing SnoPUD ROW. 	<ul style="list-style-type: none"> - Uses part of the existing SnoPUD ROW. - Will require relocation or raising of portions of transmission line within existing SnoPUD ROW. 	<ul style="list-style-type: none"> - Requires acquiring and demolishing properties through large portion of the alignment.
Operational considerations	<ul style="list-style-type: none"> - Longer route and running time. 	<ul style="list-style-type: none"> - Longer route and running time. 	<ul style="list-style-type: none"> - More operationally efficient as it has fewer curves and shorter track length. Has turnback facility separate from the station.
Rating	Moderate	Moderate	Moderate
Financial feasibility			
Estimated total cost	-Baseline cost estimate.	-Less than \$100 million difference.	-Less than \$100 million difference.
Rating	Moderate	Moderate	Moderate

Evaluation Measures	Level 2 Alternatives		
	MAR-A	MAR-B	MAR-D
Equitable Mobility			
Minority, low-income and people with limited English proficiency			
Minority population	1,992	2,599	1,055
Low-income population	1,333	1,680	613
Limited English proficiency	303	405	107
Rating	Moderate	Higher	Lower
Low-wage and minority employment			
Low-wage employment	229	244	279
Minority employment	245	265	401
Rating	Moderate	Moderate	Moderate
Age, ability, and means of access			
Population with a disability	437	437	437
Zero-car households	150	172	68
Youth population (under 18)	1014	1302	553
Senior population (65 or older)	482	607	220
Rating	Moderate	High	Low
Subsidized affordable housing			
Number of subsidized units	341	341	341
Rating	Moderate	Moderate	Moderate
Support Urban at Station Areas			
Land use plan consistency			
Land use plan consistency	<ul style="list-style-type: none"> - 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. - Within Snohomish County's Urban Center zoning district, which provides for denser mixed used development and includes most of the area around the station. - 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. 	<ul style="list-style-type: none"> - 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. - Within the Snohomish County's Urban Center zoning district, which provides for denser mixed used development and includes most of the area around the station. - Toward the west of the Urban Center zoning district at Mariner, closer to large sections of higher density multi-family zoning along Airport Rd. 	<ul style="list-style-type: none"> - 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. - Within the Snohomish County's Urban Center zoning district, which provides for denser mixed used development and includes most of the area around the station. - Nearest to the center of the Urban Center zoning district at Mariner with zoning for denser single family residential development and pockets of multi-family to the north and south.
Rating	Moderate	Moderate	Moderate

Evaluation Measures	Level 2 Alternatives		
	MAR-A	MAR-B	MAR-D
TOD development potential			
Residential capacity (units)	600	600	550
Non-residential capacity (square feet)	80,000	80,000	80,000
Buildable Lands Report residential capacity (units)	1,695	1,572	1,616
Buildable Lands Report employment capacity (jobs)	754	740	763
2040 demand forecast	<ul style="list-style-type: none"> - Up to 250 new residential units nearby forecast by 2040. - Up to 80,000 square feet of new nonresidential space nearby forecast by 2040. 	<ul style="list-style-type: none"> - Up to 250 new residential units nearby forecast by 2040. - Up to 80,000 square feet of new nonresidential space nearby forecast by 2040. 	<ul style="list-style-type: none"> - Up to 250 new residential units nearby forecast by 2040. - Up to 80,000 square feet of new nonresidential space nearby forecast by 2040.
Potential for joint development	<ul style="list-style-type: none"> - Moderate opportunities for joint development on sites for potential future use. 	<ul style="list-style-type: none"> - Moderate opportunities for joint development on sites for potential future use. 	<ul style="list-style-type: none"> - Moderate opportunities for joint development on sites for potential future use. - Adjacent to Mariner Park-and-Ride properties with moderate development propensity that may be suitable for joint development with WSDOT.
Rating	Moderate	Moderate	High
Non-Motorized Station Access			
Quality of pedestrian connections			
Quality of pedestrian connections	<ul style="list-style-type: none"> - Moderate-to-high existing and funded pedestrian facility mileage at 9.1 miles and medium ratio to roadway miles in the 10-minute walkshed at 0.6. - More challenging connections across 128th St SW to the south and across I-5 to the east. - Closer and better connected to the to the Interurban Trail, Mariner High School, and residential communities surrounding the station compared to other station alternatives. - High-moderate average station height at approximately 60ft. 	<ul style="list-style-type: none"> - Highest existing and funded pedestrian facility mileage at 10.2 miles and medium ratio to roadway miles in the 10-minute walkshed at 0.6. - Limited connection to the Interurban Trail and more challenging connections across 128th St SW to the north and across I-5 to the east. - Station alternative is better connected to denser residential areas north of 128th St SW. - Low-moderate average station height at approximately 50ft. 	<ul style="list-style-type: none"> - Moderate-to-low existing and funded pedestrian facility mileage at 7.1 miles and highest ratio to roadway miles in the 10-minute walkshed at 0.7. - Limited connections to the Interurban Trail and more challenging connections north of 128th St SW and east of I-5. - Station is closest to the southwest side of I-5 and Ash Way which connects to the ASH station. - Highest average station height at approximately 65ft.
Rating	Moderate	High	Moderate

Evaluation Measures	Level 2 Alternatives		
	MAR-A	MAR-B	MAR-D
Quality of bike connections			
Quality of bike connections	<ul style="list-style-type: none"> - The 5.7-square-mile, 10-minute bike shed extends north to SR 99 and SW Evergreen Way, south to 148th St SW, east to SR 527, and west to Gibson Road. - Existing bike lanes are on 128th St SW to Airport Rd, 112th St SE, SR 527 and Meridian Ave S/130th St SE which connects to Interurban Trail. Routes do not connect directly to the station. - I-5 is a barrier, as 128th St SW has fragmented crossings over I-5. 112th St SE is the only complete crossing over I-5. - This alternative has moderate existing and funded bicycle facility mileage nearby at 13 linear miles, but the highest ratio of existing and funded bicycle facility mileage to roadway mileage at 0.1, with 126 miles of roadway within the bike shed. 	<ul style="list-style-type: none"> - The 6.2-square-mile, 10-minute bike shed extends north to SR 99 and SW Evergreen Way, south to 148th St SW, east to SR 527, and west to Beverly Park Rd. - Existing bike lanes are on 128th St SW to Airport Rd, Beverly Park Rd to Holly Dr, and Meridian Ave S which connects to Interurban Trail. Airport Rd directly connects to the station. - I-5 is a barrier to the east, as 128th St SW is the only crossing over I-5 within the bike shed. - This alternative has the highest existing and funded bicycle facility mileage nearby at 13.4 linear miles; but the lowest ratio of existing and funded bicycle facility mileage to roadway mileage at 0.01, with 135 miles of roadway within the bike shed. 	<ul style="list-style-type: none"> - The 5.5-square-mile, 10-minute bike shed extends north to SR 99 and SW Evergreen Way, south to Ash Way Park-and-Ride (near 164th St SW), east to SR 527, and west to Beverly Park Rd and SR 99. - Existing bike lanes are on 128th St SW to Airport Rd, 112th St SE, and SR 527 parallel to North Creek Trail. Routes do not directly connect to the station. - I-5 is a barrier, as 128th St SW is the only crossing over I-5 within the bike shed. - This alternative has the lowest existing and funded bicycle facility mileage nearby at 12.3 near; and a moderate ratio of existing and funded bicycle facility mileage to roadway mileage at 0.1, with 121 miles of roadway within the bike shed.
Rating	Moderate	Moderate	Moderate
Healthy Built, Natural and Social Environments			
Built environment and social resources			
Built environment and social resources	<ul style="list-style-type: none"> -No known historic resources. -1 known archeological resource, namely the Seattle Everett Interurban Railway. -No parks, trail, or recreation resources. -Total ratings of known contaminant sites: 58. -No category 1 noise/vibration receptors. 	<ul style="list-style-type: none"> -No known historic resources. -1 known archeological resource, namely the Seattle Everett Interurban Railway. -No parks, trail, or recreation resources. -Total ratings of known contaminant sites: 25. -No category 1 noise/vibration receptors. 	<ul style="list-style-type: none"> -No known historic resources. -1 known archeological resource, namely the Seattle Everett Interurban Railway. -No parks, trail, or recreation resources. -Total ratings of known contaminant sites: 16. -No category 1 noise/vibration receptors.
Rating	Moderate	Moderate	Moderate

Evaluation Measures	Level 2 Alternatives		
	MAR-A	MAR-B	MAR-D
Potential parcel acquisitions and residential displacements			
Potential parcel acquisitions and residential displacements	- 24 potential full and 11 potential partial acquisitions with an estimated 410 potentially affected housing units.	- 31 potential full and 72 potential partial acquisitions with an estimated 283 potentially affected housing units.	- 18 potential full and 12 potential partial acquisitions with an estimated 642 potentially affected housing units.
Rating	Moderate	Higher	Lower
Burdens to historically underserved populations			
Potential partial acquisitions in high minority and low-income areas	9	7	6
Potential full acquisitions in high minority and low-income areas	22	24	9
Potential impacts to culturally and income specific destinations and affordable housing	-No potential impacts to destinations. -Potential impacts to 132 units of subsidized housing. -361 potential affected housing units in high low income and minority block groups.	-1 potential impacts to destinations. -No potential impacts to subsidized housing. -112 potential affected housing units in high low income and minority block groups.	-1 potential impacts to destinations. -Potential impacts to 132 units of subsidized housing. -361 potential affected housing units in high low income and minority block groups.
Rating	Low	Moderate	Low
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. -Bus and pick-up/drop-off traffic do not have to mix on site, which is preferred. -8th Ave access is close to 128th St SW and could be impacted by queuing. - Traffic control for site access on 4th Ave W needs to be determined.	- 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. -Mixes bus traffic with shopping/commercial area from 128th St SW, which is undesirable. -Two separate pick-up/drop-off areas could cause congestion/queuing due to vehicles circulating. -Access to 8th Ave is close to 128th St - could be impacted by queues.	- 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, but less than MAR-A due to distance from 128th St SW. -Access from 128th St is longer/less direct. -Pick-up/drop-off access is too close to 132nd and could be impacted by congestion/queuing. -Some bus and pick-up/drop-off traffic mix on site, which is less desirable. -New access on 4th Ave W likely would need a traffic signal and would impact existing signalized access.
Rating	Moderate	Moderate	Low

Evaluation Measures	Level 2 Alternatives		
	MAR-A	MAR-B	MAR-D
Natural environment			
Natural environment (resources within 150 feet of the alignment and station)	-1.25 acres of wetland -328 linear feet of type F stream. -1 fish barrier of unknown status. -No floodplains. -No ESA listed species. -No habitat areas. -No geological hazards.	-1.25 acres of wetland -317 linear feet of type F stream. -1 fish barrier of unknown status. -No floodplains. -No ESA listed species. -No habitat areas. -No geological hazards.	-<0.5 acres of wetland -328 linear feet of type F stream. -1 fish barrier of unknown status. -No floodplains. -No ESA listed species. -No habitat areas. -No geological hazards.
Rating	Low	Low	Moderate

Evaluation Measures	Level 2 Alternatives	
	AIR-A	AIR-B
Increase Transit Connectivity and Capacity		
Community destinations		
Number destinations	8 destinations	8 destinations
Rating	Moderate	Moderate
Transit integration		
Transfers and HCT connections	<ul style="list-style-type: none"> - Allows for connections to routes on both Airport Rd and SR 99. Requires transfers across Airport Rd or SR 99 for one direction of travel for all routes. No transfers require crossing both streets. - Both arterial roadways are major barriers to access with long crossing distances. - Direct connection to Swift Green Line traveling NB. Transfer for Swift Green Line traveling SB requires crossing Airport Rd. - Direct connection to Swift Blue Line traveling SB, but NB connections require crossing Airport Rd and/or SR 99. 	<ul style="list-style-type: none"> - Allows for connections to routes on both Airport Rd and SR 99. Requires transfers across Airport Rd and/or SR 99 for one direction of travel for all routes. - Both arterial roadways are major barriers to access with long crossing distances. - No direct connections to Swift Green Line. Transfer for Swift Green Line traveling SB requires crossing SR-99. Transfer to Swift Green Line traveling NB requires crossing Airport Rd. - Direct connection to Swift Blue Line traveling SB, but NB connections require crossing Airport Rd and SR 99.
Connecting transit services and operations	<ul style="list-style-type: none"> - No deviation required. Stop placement impacted by intersection geometry. - Peak 38 buses/hour (weekday) 	<ul style="list-style-type: none"> - No deviation required. Stop placement impacted by intersection geometry. - Peak 38 buses/hour (weekday)
Rating	Moderate	Low
Connecting Regional Centers		
Transportation plan consistency		
Transportation Plan Consistency	<ul style="list-style-type: none"> - 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. 	<ul style="list-style-type: none"> - 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
Projected population and jobs		
Projected 2040 population	4,297	4,269
Projected 2040 jobs	2,138	2,149
Rating	Moderate	Moderate

Evaluation Measures	Level 2 Alternatives	
	AIR-A	AIR-B
Technical and Financial Feasibility		
Technical challenges		
Construction constraints	<ul style="list-style-type: none"> - Periodic closures of SR-99 for aerial crossing construction. - Single lane closure along Airport Road. - 4 total intersections impacted, 3 large 	<ul style="list-style-type: none"> - Periodic closures of SR-99 for aerial crossing construction. - Single lane closure along Airport Road including periodic full/half closure for aerial crossing. - 4 total intersections impacted, 3 large
Constructability risks	<ul style="list-style-type: none"> - Portions of the alignment conflict with existing overhead transmission lines and underground utilities (water main). 	<ul style="list-style-type: none"> - Portions of the alignment conflict with existing overhead transmission lines and underground utilities (water main). - Long-span bridge over airport road will require road closures.
Right-of-way constraints	<ul style="list-style-type: none"> - Alignment preserves planned widening of Airport Rd which causes more ROW impacts. 	<ul style="list-style-type: none"> - Alignment preserves planned widening of Airport Rd which causes more ROW impacts. - More business access on this alternative that will be challenging to keep open in the same configuration as today.
Operational considerations	<ul style="list-style-type: none"> - Efficient alignment operationally. 	<ul style="list-style-type: none"> - Efficient alignment operationally.
Rating	High	Moderate
Financial feasibility		
Estimated total cost	-Baseline cost estimate.	-Less than \$100 million difference.
Rating	Moderate	Moderate
Equitable Mobility		
Minority, low-income and people with limited English proficiency		
Minority population	1,718	1,779
Low-income population	927	1,023
Limited English proficiency	476	473
Rating	Moderate	Higher
Low-wage and minority employment		
Low-wage employment	382	382
Minority employment	385	385
Rating	Moderate	Moderate
Population with a disability	417	460
Zero-car households	155	162
Youth population (under 18)	680	702
Senior population (65 or older)	297	339
Rating	Moderate	Moderate

Evaluation Measures	Level 2 Alternatives	
	AIR-A	AIR-B
Subsidized affordable housing		
Number of subsidized units	386	386
Rating	Moderate	Moderate
Support Urban at Station Areas		
Land use plan consistency		
Land use plan consistency	<ul style="list-style-type: none"> - 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. 	<ul style="list-style-type: none"> - 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. - In between Everett's mixed urban zone and Snohomish County's Urban Center zones, just southwest of AIR-A's station. West of the intersection between SR 99 and Airport Rd, which is zoned Mixed Urban. - 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.
Rating	Moderate	Moderate
TOD development potential		
Residential capacity (units)	3,450	3,450
Non-residential capacity (square feet)	1,050,000	1,050,000
Buildable Lands Report residential capacity (units)	3,265	3,265
Buildable Lands Report employment capacity (jobs)	2,039	2,039
2040 demand forecast	<ul style="list-style-type: none"> - Up to 400 new residential units forecast nearby 2040 - >10,000 new nonresidential space forecast nearby by 2039 	<ul style="list-style-type: none"> - Up to 400 new residential units forecast nearby 2040 - >10,000 new nonresidential space forecast nearby by 2040
Potential for joint development	- Limited irregular area for joint development based on station layout.	<ul style="list-style-type: none"> - Larger, more developable area for joint development based on station layout. - Other adjacent and nearby parcels. potentially suitable for joint development north of the station alternative.
Rating	Moderate	High

Evaluation Measures	Level 2 Alternatives	
	AIR-A	AIR-B
Non-Motorized Station Access		
Quality of pedestrian connections		
Quality of pedestrian connections	<ul style="list-style-type: none">- Moderate existing and funded pedestrian facility mileage at 7.24 miles, but low ratio to roadway miles in the 10-minute walkshed at 0.6.- Challenging crossings at the key intersection of SR 99 and Airport Rd, lack of pedestrian crossings farther from the intersection and limited street connections.- Station is along SR 99 and Airport Rd, high traffic arterial roadways with no buffer between pedestrian and vehicular traffic.- Average station height of approximately 60ft	<ul style="list-style-type: none">- High existing and funded pedestrian facility mileage at 7.28 miles, and low ratio to roadway miles in the 10-minute walkshed at 0.6.- Challenging crossings at the key intersection of SR 99 and Airport Rd, lack of pedestrian crossings farther from the intersection and limited street connections, particularly west of the station.- Station is along SR 99 and Airport Rd, high traffic arterial roadways with no buffer between pedestrian and vehicular traffic.- Average station depth at approximately 60ft.
Rating	Moderate	Moderate
Quality of bike connections		
Quality of bike connections	<ul style="list-style-type: none">- 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. A significant portion of the bike shed includes the Mariner station area.- Existing bike facilities are on Airport Rd, Beverly Park Rd, and 112th St SW. Airport Rd directly connects to the station.- 112th St SW and Airport Rd are the only crossings over SR-99/Evergreen Way.- This alternative has 11.8 linear miles of existing and funded bicycle facilities and a ratio of existing and funded bicycle facility mileage to roadway mileage of 0.1, with 143 miles of roadway within the bike shed.	<ul style="list-style-type: none">- The 6.8-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. A significant portion of the bike shed includes the Mariner station area.- Existing bike facilities are on Airport Rd, Beverly Park Rd, and 112th St SW. Airport Rd directly connects to the station.- 112th St SW and Airport Rd are the only crossings over SR-99/Evergreen Way.- This alternative has 11.8 linear miles of existing and funded bicycle facilities and a ratio of existing and funded bicycle facility mileage to roadway mileage of 0.1, with 144 miles of roadway within the bike shed.
Rating	Moderate	Moderate
Healthy Built, Natural and Social Environments		
Built environment and social resources		
Built environment and social resources	<ul style="list-style-type: none">-No known historic resources.-No known archeological resources.-No parks, trail, or recreation resources.-Total ratings of known contaminant sites: 20.-No category 1 noise/vibration receptors.	<ul style="list-style-type: none">-No known historic resources.-No known archeological resources.-No parks, trail, or recreation resources.-Total ratings of known contaminant sites: 49.-No category 1 noise/vibration receptors.
Rating	Moderate	Moderate

Evaluation Measures	Level 2 Alternatives	
	AIR-A	AIR-B
Potential parcel acquisitions and residential displacements		
Potential parcel acquisitions and residential displacements	-23 potential full and 21 potential partial acquisitions with an estimated 17 potentially affected housing units.	-19 potential full and 25 potential partial acquisitions with an estimated 2 potentially affected housing units.
Rating	Moderate	Moderate
Burdens to historically underserved populations		
Potential partial acquisitions in high minority and low-income areas	14	14
Potential full acquisitions in high minority and low-income areas	12	12
Potential impacts to culturally and income specific destinations and affordable housing	-1 potential impacts to destinations. -No potential impacts to subsidized housing. -Zero potential affected housing units in high low income and minority block groups.	-1 potential impact to destinations. -No potential impacts to subsidized housing. -1 potential affected housing units in high low income and minority block groups.
Rating	Moderate	Moderate
Traffic effects		
Traffic effects	-Does not mix bus and pick-up/drop-off traffic, which is preferred. -Undesirable access spacing on SR 99 between station and existing driveway. -Requires 2 new traffic signals. - Signal spacing on SR-99 does not meet WSDOT's 1/4-mile criteria.	-Does not mix bus and pick-up/drop-off traffic, which is preferred. -Access on Center Rd is too close to Airport Rd, and likely to be impacted by congestion/queuing. - Control of Center Rd access needs to be determined.
Rating	Low	Moderate
Natural environment		
Natural environment (resources within 150 feet of the alignment and station)	-4.75 acres of wetland. -4 stream reaches totaling 1,335 linear feet. -No fish passage barriers. -No floodplains. -No ESA listed species. -No habitat areas. -No geological hazards.	-5.5 acres of wetland. -2 stream reaches totaling 850 linear feet. -No fish passage barriers. -No floodplains. -No ESA listed species. -No habitat areas. -No geological hazards.
Rating	Moderate	Moderate

Evaluation Measures	Level 2 Alternatives		
	SWI-A	SWI-B	SWI-C
Increase Transit Connectivity and Capacity			
Community destinations			
Number of destinations	3 destinations	3 destinations	1 destination
Rating	Moderate	Moderate	Moderate
Transit integration			
Transfers and HCT connections	<ul style="list-style-type: none"> - 6 routes serve station directly via an off-street transit center. - Direct connection to Swift Green Line service. 	<ul style="list-style-type: none"> - 7 routes serve station directly via an off-street transit center. - Direct connection to Swift Green Line service. Some transfers may require crossing Airport Rd. 	<ul style="list-style-type: none"> - 5 routes serve station directly via an off-street transit center. - Direct connection to Swift Green Line service. Some transfers may require crossing Airport Rd.
Connecting transit services and operations	<ul style="list-style-type: none"> - Significant diversion for most routes from baseline to access transit center. Inefficient routing to access both this station and Seaway Transit Center. - Peak 39 buses/hour (weekdays) (excluding Boeing shuttles) 	<ul style="list-style-type: none"> - Moderate diversion for two routes from baseline to access transit center. Some routes could remain on Airport Rd to minimize time penalty for serving station. - Peak 43 buses/hour (weekdays) (excluding Boeing shuttles) 	<ul style="list-style-type: none"> - Significant diversion for two routes from baseline to access transit center. Some routes could remain on Airport Rd to minimize time penalty for serving station. - Peak 27 buses/hour (weekdays) (excluding Boeing shuttles)
Rating	Moderate	High	Moderate
Connecting Regional Centers			
Transportation plan consistency			
Transportation plan consistency	<ul style="list-style-type: none"> - Near northern station location in the manufacturing/industrial center shown in Everett Comprehensive Plan (2016). - Aligns with Everett Transit growth network. 	<ul style="list-style-type: none"> - Between northern and southern manufacturing/industrial center station locations shown in Everett Comprehensive Plan (2016). - Aligns with Everett Transit growth network. 	<ul style="list-style-type: none"> - 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.
Rating	Moderate	Moderate	Moderate
Projected 2040 population	700	50	0
Projected 2040 jobs	1686	1810	1336
Rating	Higher	Lower	Lower

Evaluation Measures	Level 2 Alternatives		
	SWI-A	SWI-B	SWI-C
Technical and Financial Feasibility			
Technical challenges			
Construction constraints	- Aerial track crossings of 3 minor roads. - 4 large intersections impacted. - Periodic closures of 100th for construction of aerial track crossing.	- Aerial track crossings of 3 minor roads. - 4 large intersections impacted. - Periodic closures of 100th for construction of aerial track crossing.	- Aerial track crossings of 3 minor roads. - 4 large intersections impacted. - Periodic closures of 100th for construction of aerial track crossing.
Constructability risks	- Portions of the alignment conflict with existing overhead transmission lines and underground utilities (water main, storm drainage). - Portions of the alignment are within areas of steep slopes. - Portion of the alignment is within a wetland with poor soil conditions.	- Portions of the alignment conflict with existing overhead transmission lines and underground utilities (water main, storm drainage). - Portions of the alignment are within areas of steep slopes. - Portion of the alignment is within a wetland with poor soil conditions.	- Portions of the alignment conflict with existing overhead transmission lines and underground utilities (water main, storm drainage). - Portions of the alignment are within areas of steep slopes. - Portion of the alignment is within a wetland with poor soil conditions.
Right-of-way constraints	- Tight construction along SR 526.	- Tight construction along SR 526.	- Tight construction along SR 526.
Operational considerations	- Mezzanine station has more escalators	-No major operational concerns.	-No major operational concerns.
Rating	Moderate	Moderate	Moderate
Financial feasibility			
Estimated total cost	-Baseline cost estimate.	-Less than \$100 million difference.	-Less than \$100 million difference.
Rating	Moderate	Moderate	Moderate
Equitable Mobility			
Minority, low-income and people with limited English proficiency			
Minority population	772	0	0
Low-income population	682	0	0
Limited English proficiency	137	0	0
Rating	Higher	Low	Low
Low-wage and minority employment			
Low-wage employment	336	0	0
Minority employment	8321	0	0
Rating	N/A - Data Suppressed	N/A - Data Suppressed	N/A - Data Suppressed
Age, ability, and means of access			
Population with a disability	199	0	0
Zero-car households	58	0	0
Youth population (under 18)	433	0	0
Senior population (65 or older)	75	0	0
Rating	Moderate	Moderate	Moderate

Evaluation Measures	Level 2 Alternatives		
	SWI-A	SWI-B	SWI-C
Subsidized affordable housing			
Number of subsidized units	165	0	0
Rating	High	Moderate	Moderate
Support Urban at Station Areas			
Land use plan consistency			
Land use plan consistency	<ul style="list-style-type: none"> - 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. 	<ul style="list-style-type: none"> - 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. 	<ul style="list-style-type: none"> - In Snohomish County's Light Industrial zoning district near the City of Everett's Heavy Industrial and 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.
Rating	Moderate	Moderate	Moderate
TOD development potential			
Residential capacity (units)	0	0	0
Non-residential capacity (square feet)	250,000	270,000	80,000
Buildable Lands Report residential capacity (units)	0	0	0
Buildable Lands Report employment capacity (jobs)	26191	7940	8404
2040 demand forecast	<ul style="list-style-type: none"> - <50 new residential units forecast nearby by 2040, constrained by MIC designation. - <10,000 new square feet of new nonresidential space forecast nearby by 2040. 	<ul style="list-style-type: none"> - <50 new residential units forecast nearby by 2040, constrained by MIC designation. - <10,000 new square feet of new nonresidential space forecast nearby by 2040. 	<ul style="list-style-type: none"> - <50 new residential units forecast nearby by 2040, constrained by MIC designation. - Up to 170,000 square feet of new nonresidential space forecast nearby by 2040.
Potential for joint development	<ul style="list-style-type: none"> - More potential for joint development with station layout and nearby properties with high or moderate development propensity, but limited potential for TOD with MIC designation. 	<ul style="list-style-type: none"> - Limited potential for joint development and TOD limited potential for TOD with MIC designation. 	<ul style="list-style-type: none"> - Limited potential for joint development and TOD limited potential for TOD with MIC designation.
Rating	High	Moderate	Moderate

Evaluation Measures	Level 2 Alternatives		
	SWI-A	SWI-B	SWI-C
<i>Non-Motorized Station Access</i>			
Quality of pedestrian connections			
Quality of pedestrian connections	<ul style="list-style-type: none"> - Low existing and funded pedestrian facility mileage at 2.3 miles and low ratio to roadway miles in the 10-minute walkshed at 0.3. - Limited direct connections between station and Kasch Park. - Walkshed is primarily along Casino Rd along lower stress cross-section of the street for pedestrian traffic compared to other alternatives. - Allows for direction pedestrian overcrossing to Boeing. - High average station height at approximately 65ft. 	<ul style="list-style-type: none"> - High existing and funded pedestrian facility mileage at 3.7 miles and medium ratio to roadway miles in the 10-minute walkshed at 0.4. - Limited direct connections between Airport Rd and Kasch Park. - Walkshed is split between Airport Rd a six-lane roadway with narrow sidewalks and a portion of Casino RD, a three-lane roadway with shoulders to buffer sidewalks. - Moderate average station height at approximately 40 ft. 	<ul style="list-style-type: none"> - Medium existing and funded pedestrian facility mileage at 3.5 miles and high ratio to roadway miles in the 10-minute walkshed at 0.5. - Limited direct connections between Airport Rd and Kasch Park. - Walkshed is primarily along Airport Rd, a six-lane roadway with narrow sidewalks that have no buffer from traffic. - Low average station height at approximately 25ft.
Rating	High	Moderate	Moderate
Quality of bike connections			
Quality of bike connections	<ul style="list-style-type: none"> - The 2.2-square-mile, 10-minute bike shed follows Airport Rd to the southwest and W Casino Rd to the northeast. - Existing bike infrastructure is concentrated on the key routes of W Casino Rd, Airport Rd, and Hardeson Rd/5th Ave W. Casino Rd provides direct access to the station. - Connection between W Casino Rd and the Boeing facility across SR 526 to the north via ped bridge. - This alternative has lower existing and funded bicycle facility mileage nearby at 6.4 linear miles; and a moderate ratio of existing and funded bicycle facility mileage to roadway mileage at 0.12, with 56 miles of roadway within the bike shed. 	<ul style="list-style-type: none"> - The 2.5-square-mile, 10-minute bike shed follows Airport Rd to the southwest, Casino Rd to the northeast, and extends south to 112th St. - Existing bike infrastructure is concentrated on the key routes of W Casino Rd, Airport Rd and parts of Holly Dr/Beverly Park Rd and 112th St. Airport Rd and W Casino Rd connects directly to the station. - There is no direct connection to the Boeing facility across SR 526 to the north. - This alternative has moderate existing and funded bicycle facility mileage nearby at 7.4 linear miles; but a higher ratio of existing and funded bicycle facility mileage to roadway mileage at 0.13, with 57 miles of roadway within the bike shed. 	<ul style="list-style-type: none"> - The 3.1-square-mile, 10-minute bike shed follows Airport Rd towards Beverly Park Rd/Holly Dr to the southwest, Casino Rd to the northeast, and extends south to 112th St. - Existing bike infrastructure is concentrated on the key routes of W Casino Rd, Airport Rd and parts of Holly Dr/Beverly Park Rd and 112th St. Airport Rd and W Casino Rd connects directly to the station. - There is no direct connection to the Boeing facility across SR 526 to the north. - This alternative has higher existing and funded bicycle facility mileage nearby at 8 linear miles; but a moderate ratio of existing and funded bicycle facility mileage to roadway mileage at 0.12, with 69 miles of roadway within the bike shed.
Rating	Moderate	Moderate	High

Evaluation Measures	Level 2 Alternatives		
	SWI-A	SWI-B	SWI-C
<i>Healthy Built, Natural and Social Environments</i>			
Built environment and social resources			
Built environment and social resources	-No known historic resources. -No known archeological resources. -Less than 1 acre of Kasch Park. -Total ratings of known contaminant sites: 69. -No category 1 noise/vibration receptors.	-No known historic resources. -No known archeological resources. -Less than 1 acre of Kasch Park. -Total ratings of known contaminant sites: 69. -No category 1 noise/vibration receptors.	-No known historic resources. -No known archeological resources. -Less than 1 acre of Kasch Park. -Total ratings of known contaminant sites: 69. -No category 1 noise/vibration receptors.
Rating	Moderate	Moderate	Moderate
Potential parcel acquisitions and residential displacements			
Potential parcel acquisitions and residential displacements	-5 potential full and 16 potential partial acquisitions with an estimated 0 potentially affected housing units.	-6 potential full and 14 potential partial acquisitions with an estimated 0 potentially affected housing units.	-4 potential full and 15 potential partial acquisitions with an estimated 0 potentially affected housing units.
Rating	Moderate	Moderate	Moderate
Burdens to historically underserved populations			
Potential partial acquisitions in high minority and low-income areas	16	14	15
Potential full acquisitions in high minority and low-income areas	5	6	4
Potential impacts to culturally and income specific destinations and affordable housing	-No potential impacts to destinations. -No potential impacts to subsidized housing. -Zero potential affected housing units in high low income and minority block groups.	-No potential impacts to destinations. -No potential impacts to subsidized housing. -Zero potential affected housing units in high low income and minority block groups.	-No potential impacts to destinations. -No potential impacts to subsidized housing. -Zero potential affected housing units in high low income and minority block groups.
Rating	Moderate	Moderate	Moderate

Evaluation Measures	Level 2 Alternatives		
	SWI-A	SWI-B	SWI-C
Traffic effects			
Traffic effects	<ul style="list-style-type: none"> - Traffic access is slightly less direct from the arterial/collector roadway network. -Access on Casino Rd is less likely to have congestion. -Bus traffic and pick-up/drop-off traffic do not mix on site, which is preferred. -Access spacing on Casino Rd is less than desired and sight lines may be impacted by curves. -Requires new traffic signal, which likely would not meet signal warrants. 	<ul style="list-style-type: none"> -Access is more direct from the arterial/collector roadway network. -Access spacing on Casino between station driveway and existing driveway are undesirable. -Bus traffic and pick-up/drop-off traffic mix on site, which is not desired. - Does not require significant traffic infrastructure (e.g., new traffic signals). 	<ul style="list-style-type: none"> - Traffic access is more direct from the arterial/collector roadway network. -Some bus traffic and pick-up/drop-off traffic mix on site, which is not preferred. -On-site circulation is more circuitous. -Access spacing on 94th St is less than desired. -Requires new traffic signal, which likely would not meet signal warrants.
Rating	High	Moderate	Moderate
Natural environment			
Natural environment (resources within 150 feet of the alignment and station)	<ul style="list-style-type: none"> -1.75 acres of wetland. -1 stream measuring 93 linear feet. -No fish passage barriers. -No floodplains. -No ESA listed species. -Biodiversity area associated with a wetland and open space are on Paine Field. -No geological hazards. 	<ul style="list-style-type: none"> -1.75 acres of wetland. -1 stream measuring 93 linear feet. -No fish passage barriers. -No floodplains. -No ESA listed species. -Biodiversity area associated with a wetland and open space are on Paine Field. -No geological hazards. 	<ul style="list-style-type: none"> -1.75 acres of wetland. -1 stream measuring 93 linear feet. -No fish passage barriers. -No floodplains. -No ESA listed species. -Biodiversity area associated with a wetland and open space are on Paine Field. -No geological hazards.
Rating	Moderate	Moderate	Moderate

Evaluation Measures	Level 2 Alternatives				
	EGN-A	EGN-B	EGN-C	EGN-D	EGN-E
Increase Transit Connectivity and Capacity					
Community destinations					
Number of destinations	11 destinations	15 destinations	14 destinations	15 destinations	17 destinations
Rating	Low	Moderate	Moderate	Moderate	High
Transit integration					
Transfers and HCT connections	<ul style="list-style-type: none"> - Transfers to all routes require moderate to long walk distance. Some require crossing SR-526 via pedestrian overcrossing - Evergreen Way is a major barrier to accessing northbound bus stops, including Swift Blue. - Longer walk for connection to Swift Blue Line on Evergreen Way. - Requires crossing Evergreen Way to access northbound Swift stops. 	<ul style="list-style-type: none"> - Transfers to all routes on Evergreen require crossing Casino Rd. - Evergreen Way is a major barrier to accessing northbound bus stops, including Swift Blue. - Connection to Swift Blue Line on Evergreen Way. - Requires crossing Evergreen Way and Casino Rd to access northbound Swift stops. 	<ul style="list-style-type: none"> - Transfers to all routes on Evergreen require crossing Casino Rd. - Evergreen Way is a major barrier to accessing northbound bus stops, including Swift Blue. - Connection to Swift Blue Line on Evergreen Way. - Requires crossing Evergreen Way and Casino Rd to access northbound Swift stops. 	<ul style="list-style-type: none"> - Evergreen Way is a major barrier to accessing northbound bus stops, including Swift Blue. - Connection to Swift Blue Line on Evergreen Way. - Requires crossing Evergreen Way to access northbound Swift stops. 	<ul style="list-style-type: none"> - Evergreen Way is a major barrier to accessing southbound bus stops, including Swift Blue. - Connection to Swift Blue Line on Evergreen Way. - Requires crossing Evergreen Way to access southbound Swift stops.
Connecting transit services and operations	<ul style="list-style-type: none"> - No route diversion proposed. Some stops would be relocated north of SR-526 to accommodate transfers. - Peak 28 buses/hour (weekday), including longer transfer distances. 	<ul style="list-style-type: none"> - No route diversion proposed. No stop relocations. - Peak 28 buses/hour (weekday) 	<ul style="list-style-type: none"> - No route diversion proposed. No stop relocations. - Peak 28 buses/hour (weekday) 	<ul style="list-style-type: none"> - No route diversion proposed. No stop relocations. - Peak 28 buses/hour (weekday) 	<ul style="list-style-type: none"> - No route diversion proposed. No stop relocations. - Peak 28 buses/hour (weekday)
Rating	Lower	Moderate	Moderate	High	High
Connecting Regional Centers					
Transportation Plan Consistency					
Transportation plan consistency	<ul style="list-style-type: none"> - Near location shown in Everett Comprehensive Plan (2016). - Aligns with Everett Transit growth network and Community Transit BRT/rail integration priorities. 	<ul style="list-style-type: none"> - Near location shown in Everett Comprehensive Plan (2016). - Aligns with Everett Transit growth network and Community Transit BRT/rail integration priorities. 	<ul style="list-style-type: none"> - Near location shown in Everett Comprehensive Plan (2016). - Aligns with Everett Transit growth network and Community Transit BRT/rail integration priorities overall. 	<ul style="list-style-type: none"> - Near location shown in Everett Comprehensive Plan (2016). - Aligns with Everett Transit growth network and Community Transit BRT/rail integration priorities. 	<ul style="list-style-type: none"> - Near location shown in Everett Comprehensive Plan (2016). - Aligns with Everett Transit growth network and Community Transit BRT/rail integration priorities.
Rating	Moderate	Moderate	Moderate	Moderate	Moderate
Projected population and jobs					
Projected 2040 population	4,939	5,697	4,846	6,199	5,869
Projected 2040 jobs	1,593	1,903	2,019	2,075	2,205
Rating	Low	Moderate	Moderate	Moderate	Moderate

Evaluation Measures	Level 2 Alternatives				
	EGN-A	EGN-B	EGN-C	EGN-D	EGN-E
Technical and Financial Feasibility					
Technical challenges					
Construction constraints	<ul style="list-style-type: none"> - Periodic closure of SR-526 ramps and mainline for aerial long-span bridge construction. - SR-526 shoulder closure for construction access. - Periodic full/half closure of Evergreen Way for cut and cover tunnel. - 1 large intersection impacted 	<ul style="list-style-type: none"> - 2 lane closure along W Casino Road with periodic full/half closure for aerial crossing. - Periodic full/half closure of Evergreen Way for aerial track crossing. - Periodic closure of SR-526 ramps and mainline for aerial long-span bridge construction. - 3 total intersections impacted, 2 large. 	<ul style="list-style-type: none"> - 2 lane closure along W Casino Road with periodic full/half closure for aerial crossing. - Periodic full/half closure of Evergreen Way for aerial track crossing. - Periodic closure of SR-526 mainline for aerial long-span bridge construction. - 6 total intersections impacted, 5 large 	<ul style="list-style-type: none"> - 2 lane closure along W Casino Road with periodic full/half closure for aerial crossing. - Periodic full/half closure of Evergreen Way for aerial track crossing. - Periodic closure of SR-526 mainline for aerial long-span bridge construction. - Periodic closure of 7th and 84th including long term 2 lane closure of 84th for construction of aerial track. - 3 total intersections impacted, 2 large 	<ul style="list-style-type: none"> - 2 lane closure along W Casino Road with periodic full/half closure for aerial crossing. - Periodic full/half closure of Evergreen Way for aerial track crossing. - Periodic closure of SR-526 mainline for aerial long-span bridge construction. - Periodic closure of 7th and 84th for construction of aerial track crossings. - 3 total intersections impacted, 2 large
Constructability risks	<ul style="list-style-type: none"> -Transmission line undercrossing. - Portions of the alignment are within areas of steep slopes. - Portion of the alignment is within a wetland with poor soil conditions. -Cut and Cover tunnel under Evergreen. -Retained cut station adjacent to I-5 on ramp at Evergreen will be challenging. 	<ul style="list-style-type: none"> -Transmission line undercrossing. - Large portions of the alignment lack access points off of public roads for contractors to access guideway. - Portions of the alignment are within areas of steep slopes. - Difficult construction with permanent structures in close proximity. 	<ul style="list-style-type: none"> -Transmission line undercrossing. - Large portions of the alignment lack access points off of public roads for contractors to access guideway. - Portions of the alignment are within areas of steep slopes. - Difficult construction with permanent structures in close proximity. 	<ul style="list-style-type: none"> -Transmission line undercrossing. - Large portions of the alignment lack access points off of public roads for contractors to access guideway. - Portions of the alignment are within areas of steep slopes. - Difficult construction with permanent structures in close proximity. 	<ul style="list-style-type: none"> -Transmission line undercrossing. - Large portions of the alignment lack access points off of public roads for contractors to access guideway. - Portions of the alignment are within areas of steep slopes. - Difficult construction with permanent structures in close proximity.
Right-of-way constraints	<ul style="list-style-type: none"> - Low ROW acquisition needs. 	<ul style="list-style-type: none"> - Less available ROW on south side of SR- 526. 	<ul style="list-style-type: none"> - Less available ROW on south side of SR- 526. 	<ul style="list-style-type: none"> - Has the most ROW acquisition of all the alternatives, including many multi-family housing units. 	<ul style="list-style-type: none"> - Significant ROW acquisition on the north side of Casino Road, including several multi-family housing units.
Operational considerations	<ul style="list-style-type: none"> -Reverse curves to cross over SR-526. 	<ul style="list-style-type: none"> -Reverse curves to cross over SR-526. 	<ul style="list-style-type: none"> -Reverse curves to cross over SR-526. 	<ul style="list-style-type: none"> - Operationally less efficient alignment. - Two sets of reverse curves. 	<ul style="list-style-type: none"> - Operationally less efficient alignment. - Two sets of reverse curves.
Rating	High	Moderate	Moderate	Low	Low
Financial feasibility					
Estimated total cost	- Baseline cost estimate.	- Less than \$100 million difference.	- \$100 million higher.	- \$100 million higher.	- \$150 million higher.
Rating	Moderate	Moderate	Low	Low	Low

Evaluation Measures	Level 2 Alternatives				
	EGN-A	EGN-B	EGN-C	EGN-D	EGN-E
Equitable Mobility					
Minority, low-income and people with limited English proficiency					
Minority population	997	1,421	962	1,673	1,423
Low-income population	757	1,095	688	1,300	1,059
Limited English proficiency	298	486	326	625	511
Rating	Low	Moderate	Low	High	Moderate
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 3story height district to the east and south, and across SR-99 from nearby 4-5 and 4-6 story districts along W Casino Road.	- 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 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 SR-99 from nearby 4-5 and 4-6 story districts along W Casino Road.
Rating	Low	High	Moderate	High	Moderate

Evaluation Measures	Level 2 Alternatives				
	EGN-A	EGN-B	EGN-C	EGN-D	EGN-E
TOD development potential					
Residential capacity (units)	570	570	570	570	570
Non-residential capacity (square feet)	90,000	90,000	90,000	90,000	90,000
Buildable Lands Report residential capacity (units)	1,290	1,628	1,338	1,755	1,737
Buildable Lands Report employment capacity (jobs)	415	617	386	617	617
2040 demand forecast	- Up to 650 new residential units nearby forecast by 2040. - Up to 30,000 new non-residential square feet nearby forecast by 2040.	- Up to 650 new residential units nearby forecast by 2040. - Up to 30,000 new non-residential square feet nearby forecast by 2040.	- Up to 650 new residential units nearby forecast by 2040. - Up to 30,000 new non-residential square feet nearby forecast by 2040.	- Up to 650 new residential units nearby forecast by 2040. - Up to 30,000 new non-residential square feet nearby forecast by 2040.	- Up to 650 new residential units nearby forecast by 2040. - Up to 30,000 new non-residential square feet nearby forecast by 2040.
Potential for joint development	- Very limited potential for joint development.	- More opportunities for joint development based on station layouts.	- Moderate opportunity for joint development based on station layout.	- Moderate opportunity for joint development based on station layout, with irregular shape for potential future uses.	- Limited potential for joint development immediately adjacent to the station site. - More potential for joint development adjacent to the station with high and moderate development propensity.
Rating	Moderate	High	Moderate	Moderate	High
Non-Motorized Station Access					
Quality of pedestrian connections					
Quality of pedestrian connections	- Lowest existing and funded pedestrian facility mileage at 6.4 miles, and highest ratio to roadway miles in the 10-minute walkshed at 0.7. - Limited connections to the east side of Evergreen Way, and challenging connections across SR-526 and to nearby residential areas where topographic barriers constrain pedestrian access. - Station is on the north side of SR-526, and connects directly to the pedestrian bridge over SR-526. - Low vertical distance from grade, with an average below-grade station depth of approximately 15ft. - Most destinations are on the south side of SR 526.	- Moderate existing and funded pedestrian facility mileage at 6.8 miles moderate ratio to roadway miles in the 10-minute walkshed at 0.64. - Limited street connections along Evergreen Way and Casino Rd, and challenging connections across SR-526 and to residential areas northwest of station alternative. - Station is on the south side of SR-526, very close to the existing pedestrian bridge over the highway. - Moderate vertical distance from grade, with an average station height of 35ft.	- High existing and funded pedestrian facility mileage at 7 miles and moderate ratio to roadway miles in the 10-minute walkshed at 0.64. - Limited street connections along Evergreen Way and Casino Rd, and challenging connections across SR-526 and to residential areas northwest of station alternative. - Station is on the southeast end of SR-526 and farther from pedestrian bridge but near crossings over SR-526 on the east side of Evergreen Way. - Moderate vertical distance from grade, with an average station height of 35ft.	- Moderate existing and funded pedestrian facility mileage at 6.8 miles and low ratio to roadway miles in the 10-minute walkshed at 0.61. - Limited Street connections along Evergreen Way and Casino Rd, and challenging connections across SR-526 and to residential areas northwest of station alternative. - Station is along W Casino Rd on the west side of Evergreen Way. - Low vertical distance from grade, with an average station height of 30ft.	- High existing and funded pedestrian facility mileage at 7.6 miles and moderate ratio to roadway miles in the 10-minute walkshed at 0.63. - Limited Street connections along Evergreen Way and Casino Rd, and challenging connections across SR-526 and to residential areas northwest of station alternative. - Station is along W Casino Rd, on the east side of Evergreen Way. - Moderate vertical distance from grade with an average station height of 35ft.
Rating	Low	Moderate	Moderate	Moderate	Moderate

Evaluation Measures	Level 2 Alternatives				
	EGN-A	EGN-B	EGN-C	EGN-D	EGN-E
Quality of bike connections					
Quality of bike connections	<ul style="list-style-type: none"> - The 5.4-square-mile, 10-minute bike shed extends north to Pecks Dr, south to 108th St SW, east to I-5, and west to the Boeing facility. - Existing bike facilities are along Hardeson Rd, W Casino Rd, Holly Dr, 7th Ave SE and the Interurban Trail which crosses SR-526 to the west. Facilities do not directly connect to the station. - SR-526 is a barrier for north-south connectivity that constrains access to this station alternative. - This alternative has lower existing and funded bicycle facility mileage nearby at 10.5 linear miles, and a moderate ratio of existing and funded bicycle facility mileage to roadway mileages at 0.08, with 126 miles of roadway within the bike shed. 	<ul style="list-style-type: none"> - The 5.4-square-mile, 10-minute bike shed extends north to Pecks Dr, south to 108th St SW, east to I-5, and west to the Boeing facility. - Existing bike facilities are along Hardeson Rd, W Casino Rd, Holly Dr, 7th Ave SE and the Interurban Trail which crosses SR-526 to the west. Facilities are close to but do not directly connect to the station. - SR-526 is a barrier for north-south connectivity that constrains access to this station alternative. - This alternative has moderate existing and funded bicycle facility mileage nearby at 11 linear miles, and a moderate ratio of existing and funded bicycle facility mileage to roadway mileage at 0.08, with 132 miles of roadway within the bike shed. 	<ul style="list-style-type: none"> - The 5.7-square-mile, 10-minute bike shed extends north to Pecks Dr, south to 100th St SW, east to I-5, and west to the Boeing facility. - Existing bike facilities are primarily along Casino Rd and 7th Ave SE, Holly Dr, and the Interurban Trail which crosses SR-526 to the west. Facilities are close to the station and have a fairly direct connection to this alternative. - SR-526 is a barrier for north-south connectivity that constrains access to this station alternative. - This alternative has moderate existing and funded bicycle facility mileage nearby at 11.2 linear miles, and a moderate ratio of existing and funded bicycle facility mileage to roadway mileage at 0.08, with 132 miles of roadway within the bike shed. 	<ul style="list-style-type: none"> - The 5.7-square-mile, 10-minute bike shed extends north to Pecks Dr, south to 100th St SW, east to I-5, and west to the Boeing facility. - Existing bike facilities are primarily along Casino Rd and 7th Ave SE, Holly Dr, and the Interurban Trail which crosses SR-526 to the west. W Casino Rd directly connects to the station. - SR-526 is a barrier for north-south connectivity that constrains access to this station alternative. - This alternative has moderate existing and funded bicycle facility mileage nearby at 11.1 linear miles, and a moderate ratio of existing and funded bicycle facility mileage to roadway mileage at 0.08, with 137 miles of roadway within the bike shed. 	<ul style="list-style-type: none"> - The 5.9-square-mile, 10-minute bike shed extends north to Pecks Dr, south to 100th St SW, east to I-5, and west to the Boeing facility. - Existing bike facilities are primarily along W Casino Rd, 7th Ave SE, Holly Dr, and the Interurban Trail which crosses SR-526 to the west. Facilities have the most direct connection to this station alternative. - SR-526 is a barrier for north-south connectivity that constrains access to this station alternative. - This alternative has higher existing and funded bicycle facility mileage nearby at 11.3 linear miles, and a moderate ratio of existing and funded bicycle facility mileage to roadway mileage as other EGN stations at 0.08, with 138 miles of roadway within the bike shed.
Rating	Moderate	Moderate	High	Moderate	High
Healthy Built, Natural and Social Environments					
Built environment and social resources					
Built environment and social resources	<ul style="list-style-type: none"> -No known historic resources. -No known archeological resources. -2,300 linear feet of the Interurban Trail. -Total ratings of known contaminant sites: 23. -2 category 1 noise/vibration receptors. 	<ul style="list-style-type: none"> -No known historic resources. -No known archeological resources. -2,300 linear feet of the Interurban Trail. -Total ratings of known contaminant sites: 20. -2 category 1 noise/vibration receptors. 	<ul style="list-style-type: none"> -No known historic resources. -No known archeological resources. -2,400 linear feet of the Interurban Trail. -Total ratings of known contaminant sites: 19. -2 category 1 noise/vibration receptors. 	<ul style="list-style-type: none"> -No known historic resources. -No known archeological resources. -2,500 linear feet of the Interurban Trail. -Total ratings of known contaminant sites: 19. -2 category 1 noise/vibration receptors. 	<ul style="list-style-type: none"> -No known historic resources. -No known archeological resources. -2,600 linear feet of the Interurban Trail. -Total ratings of known contaminant sites: 47. -2 category 1 noise/vibration receptors.
Rating	Moderate	Moderate	Moderate	Moderate	Moderate
Potential parcel acquisitions and residential displacements					
Potential parcel acquisitions and residential displacements	-36 potential full and 34 potential partial acquisitions with an estimated 29 potentially affected housing units.	-18 potential full and 65 potential partial acquisitions with an estimated 144 potentially affected housing units.	-34 potential full and 70 potential partial acquisitions with an estimated 169 potentially affected housing units.	-30 potential full and 77 potential partial potential partial acquisitions with an estimated 181 potentially affected housing units.	-37 potential full and 68 potential partial acquisitions with an estimated 162 potentially affected housing units.
Rating	Higher	Moderate	Low	Lower	Low

Evaluation Measures	Level 2 Alternatives				
	EGN-A	EGN-B	EGN-C	EGN-D	EGN-E
Burdens to historically underserved populations					
Potential partial acquisitions in high minority and low-income areas	24	43	48	55	46
Potential full acquisitions in high minority and low-income areas	32	40	56	52	59
Potential impacts to culturally and income specific destinations and affordable housing	-No potential impacts to destinations. -No potential impacts to subsidized housing. -29 potential affected housing units in high low income and minority block groups.	-4 potential impacts to destinations. -No potential impacts to subsidized housing. -144 potential affected housing units in high low income and minority block groups.	-4 potential impacts to destinations. -No potential impacts to subsidized housing. -169 potential affected housing units in high low income and minority block groups.	-3 potential impacts to destinations. -No potential impacts to subsidized housing. -181 potential affected housing units in high low income and minority block groups.	-3 potential impacts to destinations. -No potential impacts to subsidized housing. -162 potential affected housing units in high low income and minority block groups.
Rating	Higher	Moderate	Low	Low	Low
Traffic effects					
Traffic effects	- Traffic access is circuitous from the arterial/collector roadway network. -On-street bus stops on Evergreen may not be permitted due to traffic congestion on Evergreen. -Bus traffic and pick-up/drop-off traffic do not mix on site, which is preferred. -Access spacing is adequate. - Does not require significant traffic infrastructure (e.g., new traffic signals).	-Traffic access is direct from the arterial/collector roadway network. -On-street bus stops south of Casino Rd are preferred due to interchange congestion. -Bus traffic and pick-up/drop-off traffic do not mix on site, which is preferred. -Access spacing is adequate. - Access is at existing signal and does not require significant traffic infrastructure (e.g., new traffic signals).	-Traffic access is relatively direct from the arterial/collector roadway network. -Access from Casino Rd east of Evergreen has less potential for congestion and conflicts. -On-street bus stops south of Casino Rd are preferred due to interchange congestion. -Bus traffic and pick-up/drop-off traffic do not mix on site, which is preferred. -Access spacing on Casino Rd is less than preferred. - Does not require significant traffic infrastructure (e.g., new traffic signals).	-Traffic access is direct from the arterial/collector roadway network. -On-street bus stops south of Casino Rd are preferred due to interchange congestion. -Bus traffic and pick-up/drop-off traffic do not mix on site, which is preferred. -Access spacing on Evergreen is less than preferred and could be affected by congestion. -WB LT lane on Casino is too short and likely to be affected by congestion. - Access on Casino Rd is at existing signal and does not require significant traffic infrastructure (e.g., new traffic signals).	-Traffic access is relatively direct from the arterial/collector roadway network. -Access from Casino Rd east of Evergreen has less potential for congestion and conflicts. -On-street bus stops south of Casino Rd are preferred due to interchange congestion. -Bus traffic and pick-up/drop-off traffic do not mix on site, which is preferred. -Access spacing is adequate. -Control of pedestrian crossing/access on Casino Rd needs to be determined.
Rating	Low	High	High	Moderate	High

Evaluation Measures	Level 2 Alternatives				
	EGN-A	EGN-B	EGN-C	EGN-D	EGN-E
Natural environment					
Natural environment (resources within 150 feet of the alignment and station)	-1.75 acres of wetland. -6 stream reaches totaling 1,558 linear feet. -No fish passage barriers -No floodplains. -No ESA listed species. -Little Brown Bat identified within part of the study area. -No geological hazards.	-1 acre of wetland. -3 stream reaches totaling 966 linear feet. -No fish passage barriers -No floodplains. -No ESA listed species. -Little Brown Bat identified within part of the study area. -No geological hazards.	-1 acre of wetland. -3 stream reaches totaling 937 linear feet. -No fish passage barriers -No floodplains. -No ESA listed species. -Little Brown Bat identified within part of the study area. -No geological hazards.	-1 acre of wetland. -3 stream reaches totaling 949 linear feet. -No fish passage barriers -No floodplains. -No ESA listed species. -Little Brown Bat identified within part of the study area. -No geological hazards.	-1.75 acres of wetland. -3 stream reaches totaling 945 linear feet. -No fish passage barriers -No floodplains. -No ESA listed species. -Little Brown Bat identified within part of the study area. -No geological hazards.
Rating	Low	Moderate	Moderate	Moderate	Moderate

Evaluation Measures	Level 2 Alternatives	
	Broadway	I-5
Technical and Financial Feasibility		
Technical challenges		
Construction constraints	<ul style="list-style-type: none"> -Cut and cover tunnel crossing of Beverly Blvd requires significant periodic closures. -Mixing construction traffic on 2 lane roadway with mostly residential traffic. -Long term 2 lane closure of Broadway for construction access. -12 aerial track crossings of minor/local roads requiring full/partial periodic closure. -15 total intersections impacted, 3 large 	<ul style="list-style-type: none"> -Cut and cover tunnel crossing of Beverly Blvd requires significant periodic closures. -Limited distance I-5 Shoulder closure required for construction access. -2 large intersections impacted. -MOT constraints around construction of new 75th St Bridge - construction phasing concern.
Constructability risks	<ul style="list-style-type: none"> - Portions of the alignment are within areas of steep slopes areas. -retained cut construction adjacent to wetland and piped stream crossing. -Difficult construction with permanent structures in close proximity. -large transmission line crossing requiring at-grade guideway with retaining walls. 	<ul style="list-style-type: none"> - Portions of the alignment are within areas of steep slopes areas. - Difficult construction with permanent structures in close proximity. -large transmission line crossing requiring at-grade guideway with retaining walls.
Right-of-way constraints	<ul style="list-style-type: none"> - Significant building impacts that would need to be demolished for guideway. 	<ul style="list-style-type: none"> -Tighter ROW constraints between I-5 and residential parcels.
Operational considerations	<ul style="list-style-type: none"> - Straighter alignment but runs through more residential setting. 	<ul style="list-style-type: none"> - More curves in alignment.
Rating	Low	Moderate
Financial feasibility		
Estimated total cost	-\$100 million higher	-Baseline cost estimate
Rating	Low	Moderate
Healthy Built, Natural and Social Environments		
Built environment and social resources		
Built environment and social resources	<ul style="list-style-type: none"> -No known historic resources. -No known archeological resources. -1,500 linear feet of the Interurban Trail. -Total ratings of known contaminant sites: 17. 	<ul style="list-style-type: none"> -No known historic resources. -No known archeological resources. -No parks, trail, or recreation resources. -Total ratings of known contaminant sites: 1.

Evaluation Measures	Level 2 Alternatives	
	Broadway	I-5
	-No category 1 noise/vibration receptors.	-No category 1 noise/vibration receptors.
Rating	Moderate	Moderate
Potential parcel acquisitions and residential displacements		
Potential parcel acquisitions and residential displacements	-91 potential full and 37 potential partial acquisitions with an estimated 133 potentially affected housing units.	- 51 potential full and 42 potential partial acquisitions with an estimated 94 potentially affected housing units.
Rating	Low	High
Burdens to historically underserved populations		
Potential partial acquisitions in high minority and low-income areas	4	10
Potential full acquisitions in high minority and low-income areas	28	16
Potential impacts to culturally and income specific destinations and affordable housing	<ul style="list-style-type: none"> - No potential impacts to destinations. - No potential impacts to subsidized housing. - 54 potential affected housing units in high low income and minority block groups. 	<ul style="list-style-type: none"> - No potential impacts to destinations. - No potential impacts to subsidized housing. - 59 potential affected housing units in high low income and minority block groups.
Rating	Moderate	Moderate
Traffic effects		
Traffic effects	<ul style="list-style-type: none"> - Permanent closures of 73rd and 74th Street SE, requires rerouting through residential streets. - Permanent closures of 20th Ave SE and 78th PI SE with rerouting along low-traffic residential roadways to connect to Beverly Blvd. - Closure of Spokane Drive at Broadway with new connection to Beverly Blvd near the intersection with Broadway. - More circuitous emergency access for residences along street closures. 	- No permanent roadway closures and minimal traffic effects.
Rating	Low	High

Evaluation Measures	Level 2 Alternatives	
	Broadway	I-5
Natural environment		
	<div>-1 acre of wetland. -3 stream reaches totaling 1,204 linear feet. -No fish passage barriers. -No floodplains. -No ESA listed species. -Little Brown Bat identified within part of the study area. -Includes areas classified as Site C to D susceptibility to ground movement.</div>	<div>-No wetland. -3 stream reaches totaling 921 linear feet. -No fish passage barriers. -No floodplains. -No ESA listed species. -Little Brown Bat identified within part of the study area. -Includes areas classified as Site C to D susceptibility to ground movement.</div>
Rating	Low	Moderate

Evaluation Measures	Level 2 Alternatives		
	EVT-A	EVT-C	EVT-D
<i>Increase Transit Connectivity and Capacity</i>			
Compatibility with potential future extensions			
Compatibility with potential future light rail extensions.	<ul style="list-style-type: none"> - Extension could affect the primary Everett Station building or nearby infrastructure. - Unknown with City plans what the elevation of existing and/or reconstructed roadways will be at the time of future extensions. 	<ul style="list-style-type: none"> - More compatible with potential extension to North Everett. 	<ul style="list-style-type: none"> - More compatible with potential extension to North Everett.
Rating	Low	High	High
Community destinations			
Number of destinations	16 facilities	39 facilities	49 facilities
Rating	Lower	High	Higher
Transit integration			
Transfers and HCT connections	<ul style="list-style-type: none"> - All routes would stop at adjacent off-street transit center or adjacent on-street bays. Additional bus bay capacity would be added to existing facilities. - Direct connection to the Swift Blue Line and planned Swift Gold Line. - Direct connection to Sounder and Amtrak at Everett Station. 	<ul style="list-style-type: none"> - Routes would stop at nearby bus stops located on-street or at nearby curbside bays. Many transfers would need to cross local streets, such as McDougall Ave and/or 32nd St. - Direct connection to the Swift Blue Line and planned Swift Gold Line. - 750 ft walk to Sounder and Amtrak at Everett Station. 	<ul style="list-style-type: none"> - Routes would stop at nearby bus stops located on-street or at nearby curbside bays. Many transfers would need to cross local streets, such as McDougall Ave and/or Wall St. - Direct connection to the Swift Blue Line and planned Swift Gold Line. - 1500 ft walk to Sounder and Amtrak at Everett Station.
Connecting transit services and operations	<ul style="list-style-type: none"> - Similar to existing bus terminal at Everett Station with no new diversions. - Existing bus terminal access at Everett Station allows for easy access and circulation for transit vehicles. - Peak 15 routes - 49 buses/hour (weekday). 	<ul style="list-style-type: none"> - May be complex routing for most routes to serve both LRT and existing Everett Station. - Peak 15 routes - 89 buses/hour (weekday) (additional buses associated with bi-directional, non-terminal service). 	<ul style="list-style-type: none"> - May be very complex and circuitous routing for most routes to serve both LRT and existing Everett Station. - Peak 15 routes - 89 buses/hour (weekday) (additional buses associated with bi-directional, non-terminal service).
Rating	High	Moderate	Low

Evaluation Measures	Level 2 Alternatives		
	EVT-A	EVT-C	EVT-D
Connecting Regional Centers			
Transportation plan consistency			
Transportation plan consistency	<ul style="list-style-type: none"> - 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. 	<ul style="list-style-type: none"> - Generally consistent with Metro Everett 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. 	<ul style="list-style-type: none"> - Generally consistent with Metro Everett 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.
Rating	Moderate	Moderate	Higher
Projected population and jobs			
Projected 2040 population	7,954	13,698	14,220
Projected 2040 jobs	7,145	14,120	16,275
Rating	Lower	Moderate	High
Technical and Financial Feasibility			
Technical challenges			
Construction constraints	<ul style="list-style-type: none"> - Broadway frontage road reduced to single lane operations for access. - 2 large intersections impacted. - Access to Sounder and Amtrak during construction. 	<ul style="list-style-type: none"> - Broadway frontage road reduced to single lane operations for access. - 8 aerial track crossings of roads requiring full/partial periodic closure. - 18 total intersections impacted, 7 large 	<ul style="list-style-type: none"> - Broadway frontage road reduced to single lane operations for access. - Single Lane closure required in urban segment of Broadway for construction access. - 8 aerial track crossings of roads requiring full/partial periodic closure. - 18 total intersections impacted, 7 large
Constructability risks	<ul style="list-style-type: none"> - Portions of the alignment are within areas of steep slopes areas. - Portions of the alignment conflict with existing underground utilities. - Difficult construction with permanent structures in close proximity. - Tight construction adjacent to cemetery. 	<ul style="list-style-type: none"> - Portions of the alignment conflict with existing overhead transmission lines. - Portions of the alignment are within areas of steep slopes areas. - Tight construction adjacent to cemetery. - Difficult construction with permanent structures in proximity. 	<ul style="list-style-type: none"> - Portions of the alignment are within areas of steep slopes areas. - Difficult construction with permanent structures in proximity. - Tight construction adjacent to cemetery.
Right-of-way constraints	<ul style="list-style-type: none"> - No Significant ROW constraints. 	<ul style="list-style-type: none"> - Requires extensive property acquisition and demolition along McDougall to construct the guideway. 	<ul style="list-style-type: none"> - Requires extensive property acquisition and demolition along Broadway to construct the guideway.

Evaluation Measures	Level 2 Alternatives		
	EVT-A	EVT-C	EVT-D
Operational considerations	- longer curve with slower runtime.	- Has a reverse curve.	- Back-to-back reverse curve is undesirable
Rating	Moderate	Low	Low
Financial feasibility			
Estimated total cost	-Baseline cost estimate.	- \$100 million higher.	- \$150 million higher.
Rating	Moderate	Low	Low
Equitable Mobility			
Minority, low-income and people with limited English proficiency			
Minority population	300	448	810
Low-income population	598	757	1,083
Limited English proficiency	44	78	117
Rating	Moderate	Moderate	High
Low-wage and minority employment			
Low-wage employment	745	1,291	1,709
Minority employment	407	1,193	1,525
Rating	Lower	Moderate	Higher
Age, ability, and means of access			
Population with a disability	346	503	546
Zero-car households	288	354	522
Youth population (under 18)	116	230	246
Senior population (65 or older)	270	400	435
Rating	Moderate	Moderate	Moderate
Subsidized affordable housing			
Number of subsidized units	278	605	605
Rating	Lower	High	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 with surrounding areas zoned Light Industrial 1, Urban Residential 3 and Urban Residential 4. - In Everett's 7-11 story height district, to the south of areas with a 12-25 story height district.	- Within the Mixed Urban zoning district in between surrounding areas zoned Light Industrial 1 and Light Industrial 2. - In Everett's 7-11 story height district, to the west of areas with a 6-story height district.
Rating	Moderate	High	High

Evaluation Measures	Level 2 Alternatives		
	EVT-A	EVT-C	EVT-D
TOD development potential			
Residential capacity (units)	5,300	6,150	5,200
Non-residential capacity (square feet)	3,180,000	3,890,000	2,920,000
Buildable Lands Report residential capacity (units)	3,916	10,859	10,437
Buildable Lands Report employment capacity (jobs)	2,044	5,476	5,624
2040 demand forecast	- Up to 750 new residential units nearby forecast by 2040. - Up to 1,230,000 square feet of new non-residential space forecast nearby by 2040.	- Up to 1,050 new residential units nearby forecast by 2040. - Up to 1,030,000 square feet of new non-residential space forecast nearby by 2040.	- Up to 1,400 new residential units nearby forecast by 2040. - Up to 1,510,000 square feet of new non-residential space forecast nearby by 2040.
Potential for joint development	- More opportunities for joint development based on station layout. - Adjacent to more properties with high and moderate development potential that are potentially suitable for joint development.	- Moderate potential for joint development based on station layout. - Adjacent to properties with high and moderate development potential to the east.	- Limited potential for joint development based on station layouts and proximity to properties with high or moderate development potential.
Rating	Moderate	High	Moderate
Non-Motorized Station Access			
Quality of pedestrian connections			
Quality of pedestrian connections	- Low existing and funded pedestrian facility mileage at 11 miles and low ratio to roadway miles in the 10-minute walkshed at 1.2. - Limited pedestrian crossings along Broadway to the west. - Very close to the existing Everett station, with easy pedestrian connections to station facilities and existing transit service. - Limited pedestrian connections to the east side of the existing rail tracks, but very close to the existing pedestrian bridge at Everett Station - High average station height at approximately 40ft.	- Moderate existing and funded pedestrian facility mileage at 19.2 miles and moderate ratio to roadway miles in the 10-minute walkshed at 1.37. - Limited crossings along Broadway to the west. - Station alternative is farther from the existing Everett Station, with limited connections to the east side of the rail tracks, but relatively close to the Pacific Ave bridge connection. - Moderate average station height at approximately 35ft.	- High existing pedestrian facility mileage at 22.2 miles, zero funded pedestrian facility mileage, and high ratio to roadway miles in the 10-minute walkshed at 1.5. - Limited adequate crossings along Broadway, immediately west of this station alternatives. - Station alternative is farthest from the existing Everett Station, with limited connections to the east side of the rail tracks, but relatively close the Pacific Ave and Hewitt Avenue bridges connecting to the east. - Low average station height at approximately 30ft.
Rating	Low	Moderate	High

Evaluation Measures	Level 2 Alternatives		
	EVT-A	EVT-C	EVT-D
Quality of bike connections			
Quality of bike connections	<ul style="list-style-type: none"> - The 5.2-square-mile, 10-minute bike shed extends north to 15th St, south to 52nd St, east over I-5, and west to the waterfront. - Existing bike facilities are primarily along Smith Ave, Hoyt Ave, Colby Ave, California St, Hwy 2, Interurban Trail, Riverfront Trail and along the waterfront and Snohomish River. Interurban trail connects directly to the station. - I-5 and the Snohomish River are barriers to the east, since there is only one connection on 41st St located south of the station. - This alternative has low existing and funded bicycle facility mileage nearby at 11.4 linear miles, and a low ratio of existing and funded bicycle facility mileage to roadway mileage at 0.08, with 135 miles of roadway within the bike shed. 	<ul style="list-style-type: none"> - The 5.6-square-mile, 10-minute bike shed extends north to 13th St, south to 52nd St, east over I-5, and west to the waterfront. - Existing bike facilities are primarily along Smith Ave, Hoyt Ave, Colby Ave, California St, Hwy 2, Interurban Trail, Riverfront Trail and along the waterfront and Snohomish River. Facilities do not connect directly to the station. - I-5 and the Snohomish River are barriers to the east, since there is only one connection on 41st St located south of the station. - This alternative has moderate existing and funded bicycle facility mileage nearby at 13.5 linear miles, and a moderate ratio of existing and funded bicycle facility mileage to roadway mileage at 0.09, with 144 miles of roadway within the bike shed. 	<ul style="list-style-type: none"> - The 5.8-square-mile, 10-minute bike shed extends north to 10th St, south to 52nd St, east over I-5, and west to the waterfront. - Existing bike facilities are primarily along Smith Ave, Hoyt Ave, Colby Ave, California St, Hwy 2, Interurban Trail, Riverfront Trail and along the waterfront and Snohomish River. Facilities do not connect directly to the station. - I-5 and the Snohomish River are barriers to the east, since there is only one connection on 41st St located south of the station. - This alternative has high existing and funded bicycle facility mileage nearby at 14.1 linear miles; and a high ratio of existing and funded bicycle facility mileage to roadway mileage at 0.10, with 147 miles of roadway within the bike shed.
Rating	Low	Moderate	Moderate
Healthy Built, Natural and Social Environments			
Built environment and social resources			
Built environment and social resources	<ul style="list-style-type: none"> -No known historic resources. -2 known archeological resources including the Evergreen Cemetery and a precontact isolate. -No parks, trail, or recreation resources. -Total ratings of known contaminant sites: 75. -No category 1 noise/vibration receptors. 	<ul style="list-style-type: none"> -1 known historic resource, namely the Everett Bottling Works on Broadway (recommended eligible in 2005, no determination made). -2 known archeological resources including the Evergreen Cemetery and a precontact isolate. -No parks, trail, or recreation resources. -Total ratings of known contaminant sites: 129. -No category 1 noise/vibration receptors. 	<ul style="list-style-type: none"> -3 known historic resources, including the Marigold hotel, Bethany Home for the Aged, and Everett Bottling Works along Broadway (all recommended eligible in 2005, no determination made). -1 known archeological resource, namely Evergreen Cemetery. -One park less than 1 acre in size. -Total ratings of known contaminant sites: 187. -No category 1 noise/vibration receptors.
Rating	High	Moderate	Low

Evaluation Measures	Level 2 Alternatives		
	EVT-A	EVT-C	EVT-D
Potential parcel acquisitions and residential displacements			
Potential parcel acquisitions and residential displacements	-22 potential full and 25 potential partial acquisitions with an estimated 7 potentially affected housing units.	-42 potential full and 27 potential partial acquisitions with an estimated 72 potentially affected housing units.	-45 potential full and 32 potential partial acquisitions with an estimated 75 potentially affected housing units.
Rating	Higher	Lower	Lower
Burdens to historically underserved populations			
Potential partial acquisitions in high minority and low-income areas	3	5	5
Potential full acquisitions in high minority and low-income areas	17	27	28
Potential impacts to culturally and income specific destinations and affordable housing	-No potential impacts to destinations. -No potential impacts to subsidized housing. -0 potential affected housing units in high low income and minority block groups.	-5 potential impacts to destinations. -Potential impacts to 65 units of subsidized housing. -65 potential affected housing units in high low income and minority block groups.	-4 potential impacts to destinations. -Potential impacts to 65 units of subsidized housing. -65 potential affected housing units in high low income and minority block groups.
Rating	Higher	Low	Low
Traffic effects			
Traffic effects	- Traffic access is direct from the arterial/collector roadway network. -Bus traffic and pick-up/drop-off traffic do not mix on site, which is preferred. -Access spacing on Smith Ave is less than preferred. - Does not require significant traffic infrastructure (e.g., new traffic signals).	- Traffic access is direct from the arterial/collector roadway network. -Bus traffic and pick-up/drop-off traffic do not mix on site, which is preferred. -Access on Broadway is not preferred due to congestion. -Spacing of transit street to McDougall Ave is too close in terms of access, potential congestion impacts, and potential driver confusion. -Two separate pick-up/drop-off areas could cause congestion/queuing due to vehicles circulating. - Does not require significant traffic infrastructure (e.g., new traffic signals).	- Traffic access is direct from the arterial/collector roadway network. -Bus traffic and pick-up/drop-off traffic do not mix on site, which is preferred. -Multiple access points on Broadway is not preferred due to congestion. -Spacing of transit street between Broadway and McDougall Ave is better than EVT-B in terms of potential congestion impacts and potential driver confusion. -Two separate pick-up/drop-off areas could cause congestion/queuing due to vehicles circulating. - Does not require significant traffic infrastructure (e.g., new traffic signals).
Rating	Moderate	Low	Low

Evaluation Measures	Level 2 Alternatives		
	EVT-A	EVT-C	EVT-D
Natural environment			
Natural environment (resources within 150 feet of the alignment and station)	-No wetlands. -No streams. -No fish passage barriers. -No floodplains. -No ESA listed species. -No habitat areas. -Includes areas classified as Site C to D susceptibility to ground movement.	-No wetlands. -No streams. -No fish passage barriers. -No floodplains. -No ESA listed species. -No habitat areas. -Includes areas classified as Site C to D susceptibility to ground movement.	-No wetlands. -No streams. -No fish passage barriers. -No floodplains. -No ESA listed species. -No habitat areas. -Includes areas classified as Site C to D susceptibility to ground movement.
Rating	Moderate	Moderate	Moderate

Table B-2 OMF North Alternatives Level 2 Evaluation

Evaluation Measures	Level 2 Alternatives			
Site	OMF Site B-1	OMF Site B-2	OMF Site E	OMF Site F
Site Location (Jurisdiction)	Everett	Everett	Everett and Unincorporated Snohomish County	Unincorporated Snohomish County
Site Size (Acres)	69	78	87	63
Major Cross Streets	SR 526 & 16th Ave	75th St & 16th Ave	Airport Rd & 100th Ave SW	SR 99 & Gibson Rd
Technical and Financial Feasibility				
Technical challenges				
Topography and Site Grading	Net cut of ~300,000 cubic yards of material. The site does not require major retaining structures	Net fill of ~450,000 cubic yards of material. The site requires major retaining structures (~70 feet) to the north-east	Net fill of ~700,000 cubic yards of material. The site does require a minor retaining structure. Site is anticipated to have poor geotechnical conditions	Highest net fill of ~1,000,000 cubic yards of material. The site has a major retaining structure (~30 feet) along length of Hwy 99 boundary
Rating	High	Moderate	Low	Low
Site Drainage	Stormwater vaults likely required over ponds for site drainage due to constraints on site layout. Some additional ROW available for design refinements	Higher flexibility for stormwater management due to additional right of way available within site; vaults or ponds may be used	Stormwater vaults or ponds may be used; however, potential for technical challenges due to environmental resource impacts and potential for poorer geotechnical conditions	Stormwater vaults required over ponds for site drainage due to constraints on site layout. Technical challenges are anticipated
Rating	Moderate	High	Moderate	Low
Costs				
Property Impacts	25 property impacts including specialized manufacturing business	31 property impacts including specialized manufacturing businesses	106 property impacts including low density residential, commercial and industrial businesses. Impacts to Airport Property (undeveloped); may require FAA approval	147 property impacts to high-density residential and commercial businesses related to automotive repair or sales. Impacts to residential and commercial condominiums
Rating	Lower	Lower		High
Property Value	Average cost per acre is \$3.5 million	Average cost per acre is \$3.4 million	Average cost per acre is \$2.5 million	Average cost per acre is \$4.9 million
Rating	Moderate	Moderate	High	Lower
Conceptual Capital Cost Estimate	\$1.4 – \$1.75 billion	\$1.55 - \$1.9 billion	\$1.45 - \$1.8 billion	\$1.65 – \$2.05
Rating	Moderate	Low	Moderate	Low

Evaluation Measures	Level 2 Alternatives			
Site	OMF Site B-1	OMF Site B-2	OMF Site E	OMF Site F
Site Location (Jurisdiction)	Everett	Everett	Everett and Unincorporated Snohomish County	Unincorporated Snohomish County
Site Size (Acres)	69	78	87	63
Major Cross Streets	SR 526 & 16th Ave	75th St & 16th Ave	Airport Rd & 100th Ave SW	SR 99 & Gibson Rd
Total Cost of Ownership	Key maintenance considerations: retained fill lead tracks, separate guideway structures, onsite grading and slopes, drainage vaults. Closest station for staff access: 0.6 miles	Key maintenance considerations: 70 foot retaining walls and major slopes, drainage ponds, and vaults. Closest station for staff access: 0.6 miles	Key maintenance considerations: 10 foot retaining walls, environmental mitigation features, poorer soils, drainage vaults. Closest station for staff access: 1.4 miles	Key maintenance considerations: 30 foot retaining walls, major elevated guideway and bridge structures over Airport Road and SR 99, drainage vaults. Closest station for staff access: 1 mile; 0.2 miles to future station
Rating	High	Moderate	Moderate	Moderate
Healthy Natural, Built and Social Environment				
Built Environment				
Built Environment and Social Resources	Moderate risk based on types of hazardous sites (listed site ratings total: 98)	Moderate risk based on types of hazardous sites (listed site ratings total: 115)	Less risk based on sites, types of contamination, and location (listed site ratings: 55)	Higher risk based on types of sites, types of contamination, and location (listed site ratings total: 131).
Rating	Moderate	Low	High	Low
Social Environment				
Burden on Historically Underserved Communities	Low number of historically underserved populations within ½ mile of the site. No direct impacts within site footprint	Low number of historically underserved populations within ½ mile of the site. No direct impacts within site footprint	Moderate number of historically underserved populations observed within, and within ½ mile of, the site	High number of historically underserved populations observed within, and within ½ mile of, the site
Rating	Higher	Higher	Low	Lower
Natural Environment				
Natural Environment	About 1.4 acres of wetlands and 2,450 linear feet of streams mapped within site boundary	About 2.3 acres of wetlands and 2,600 linear feet of streams mapped within site boundary	About 5.6 acres of wetlands and 3,600 linear feet of streams (tributaries to Swamp Creek) mapped within site boundary	No identified streams or wetlands within site boundary
Rating	Low	Low	Lower	Higher
Environmental Permitting	Individual Permit likely required due to wetland and stream impacts	Nationwide Permit possible if permanent wetland impacts are less than 0.5 acre and the streams are not considered jurisdictional	Require realigning two non-fish bearing stream systems due to wetland & stream impacts	No streams on site, wetland impacts can likely be avoided.
Rating	Low	Moderate	Lower	Higher

Evaluation Measures	Level 2 Alternatives			
Site	OMF Site B-1	OMF Site B-2	OMF Site E	OMF Site F
Site Location (Jurisdiction)	Everett	Everett	Everett and Unincorporated Snohomish County	Unincorporated Snohomish County
Site Size (Acres)	69	78	87	63
Major Cross Streets	SR 526 & 16th Ave	75th St & 16th Ave	Airport Rd & 100th Ave SW	SR 99 & Gibson Rd
Public Infrastructure				
Public Infrastructure and Facilities	Impacts to City of Everett School District property (school bus yard); partial impacts to Public Utility District 1 Snohomish County Property; relocation of one Community Transit bus stop	No noted impacts to government-owned properties and community resources. Relocation of Community Transit bus stop	Impacts to Airport-owned property. Relocation of two Community Transit bus stops	Noted impacts to vacant parcels owned by Snohomish County. Relocation of two Community Transit bus stops
Rating	Low	High	Moderate	High
Utilities and Roadways	Closure of ~1,400 feet of roadway (80th St SW) resulting in turn-around at 80th and site boundary. SnoPUD access along 16th Ave will be maintained	Closure of 80th ST SW; will require detour 75th SW and Hardeson Rd. for through traffic. No impact to business access	Re-routing of 2,000 LF of 115kV overhead SnoPUD transmission lines. Closure of 103rd St SW and 106th St SW.; detour required for residents	Realignment of Gibson Rd. Potential impacts to overhead power distribution lines along Hwy 99 by elevated lead track connections
Rating	Moderate	Moderate	Low	Lower
Zoning and Land Use				
Zoning and Land Use	Light Industrial Zoning and site contains commercial and industrial land uses	Light Industrial Zoning and site contains commercial and industrial land uses	Zoned for light industrial and residential uses and site contains residential and commercial land uses	Zoned commercial and residential and site contains residential and commercial land uses
Rating	Higher	Higher	Moderate	Lower
Adjacent Zoning and Land Use	Commercial and industrial	Commercial and industrial	Transportation, communications, utilities, residential, industrial	Primarily residential
Rating	High	High	High	Lower
Displacements				
Employment Displacements	About 320-380 jobs, 11 workplaces	About 230-290 jobs, 3 workplaces	About 250-320 jobs, 10 workplaces	About 420-480 jobs, 52 workplaces
Rating	Low	Moderate	Moderate	Lower
Residential Displacements	No residential displacements	No residential displacements	Higher residential displacements (~70-80 residential units)	Highest residential displacements (203 residential units)
Rating	Higher	Higher	Low	Lower

Evaluation Measures	Level 2 Alternatives			
Site	OMF Site B-1	OMF Site B-2	OMF Site E	OMF Site F
Site Location (Jurisdiction)	Everett	Everett	Everett and Unincorporated Snohomish County	Unincorporated Snohomish County
Site Size (Acres)	69	78	87	63
Major Cross Streets	SR 526 & 16th Ave	75th St & 16th Ave	Airport Rd & 100th Ave SW	SR 99 & Gibson Rd
OMF Site Size & Suitability to Support Key OMF Functions				
Site Size				
Size and Configuration	Site accommodates OMF North layout with 4 independent lead track connections that allow for all vehicle movements	Site accommodates OMF North layout with 4 independent lead track connections that allow for all vehicle movements	Site accommodates OMF North layout with 4 independent lead track connections that allow for all vehicle movements	Site width is constrained and requires modified facility layout. Site has 4 independent lead tracks that allow for all vehicle movements with some challenges
Rating	High	High	High	Moderate
Site Access				
Access for Light Rail Vehicle Deliveries	Site has two access points off 80th St and 16th Ave. Site access can accommodate LRV delivery	Site has two access points off 80th St and 16th Ave W. Site access can accommodate LRV delivery	Site has two access points off 100th and Holly Drive. Site access can accommodate LRV delivery	Site has two access points off Hwy 99 and Alexander Rd. Some challenges for access and LRV delivery due to site grading and width constraints
Rating	Moderate	Moderate	High	Low
Lead Track Connections Geometry	Site allows for 4 independent lead track connections at-grade	Site allows for 4 independent lead track connections at-grade	Site allows for 4 independent lead track connections; portions of which are elevated guideway. Guideway has steeper grade profiles to connect to the site.	Site allows for 4 independent lead track connections. Connections are all elevated guideway with longer length, curves and spans over Airport Road and Hwy 99
Rating	High	High	Moderate	Low
OMF Operational Considerations				
Operational Considerations				
Operational Efficiency and Performance	Site performs moderately well in terms of maintenance windows and total sweep times	Site performs moderately well in terms of maintenance windows and total sweep times	Site performs moderately well in terms of maintenance windows and total sweep times	Site performs well in terms of maintenance windows and total sweep times
Rating	High	High	High	Higher

Evaluation Measures	Level 2 Alternatives			
Site	OMF Site B-1	OMF Site B-2	OMF Site E	OMF Site F
Site Location (Jurisdiction)	Everett	Everett	Everett and Unincorporated Snohomish County	Unincorporated Snohomish County
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Major Cross Streets	SR 526 & 16th Ave	75th St & 16th Ave	Airport Rd & 100th Ave SW	SR 99 & Gibson Rd
Lead Track Connection Operations	Lead track connections provide good operational flexibility and meet ST requirements for vehicle movements	Lead track connections provide good operational flexibility and meet ST requirements for vehicle movements with some additional redundancy	Lead track connections provide good operational flexibility and meet ST requirements for vehicle movements	Lead track connections provide good operational flexibility and meet ST requirements for vehicle movements however are longer and require spans over Airport Road and Hwy 99
Rating	Moderate	High	Moderate	Low
Compatibility with Potential Interim Terminus	Site is compatible but requires additional mainline track (~0.75miles) to connect to the site from an interim terminus	Site is compatible but requires additional mainline track (~0.75miles) to connect to the site from an interim terminus	Site is compatible with an interim terminus as southwest industrial and does not require additional mainline track to be constructed to connect to site	Site is compatible with an interim terminus as southwest industrial and does not require additional mainline track to be constructed to connect to site
Rating	High	High	Higher	Higher



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