

Everett Link Extension & OMF North

Motion Nos. M2023-14 & M2023-15

System Expansion Committee

02/09/23



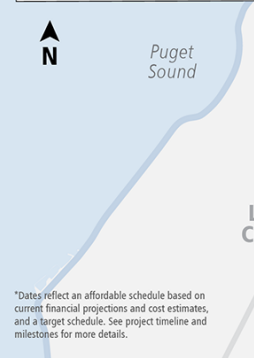
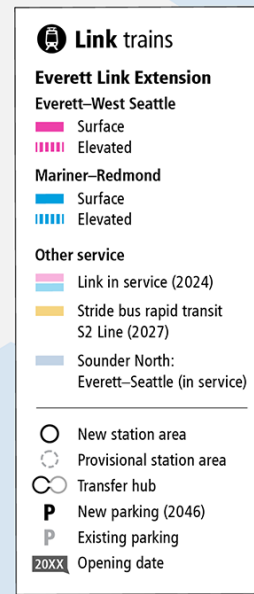
Why we are here

- **Provide an update** on the Everett Link Extension project and the start of Scoping.
- Request authorization for the chief executive officer to **execute contract modifications** with Kimley-Horn and Associates, Inc. (M2023-15) for additional project development services.
- **Seek approval to execute a multi-jurisdictional partnering agreement** (M2023-14) with the cities of Everett and Lynnwood, Snohomish County, and Community Transit for the Everett Link Extension.

Everett Link Extension

ST3 Representative Project

- **Length:** 16 miles
- **Stations:** six plus one provisional (unfunded) station
- **Target schedule:** 2037
- **Affordable schedule:** 2037/2041
- **New parking** at Everett Station and Mariner opens 2046



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

Operations and Maintenance Facility North

Facility supports EVLE and system-wide expansion needs

- **Capacity:**
 - Store, maintain, and repair vehicles
 - 150+ light rail vehicles
 - 450+ high skilled, living wage jobs
- **Affordable and Target Schedules: 2034**



Project Performance Tracker Status



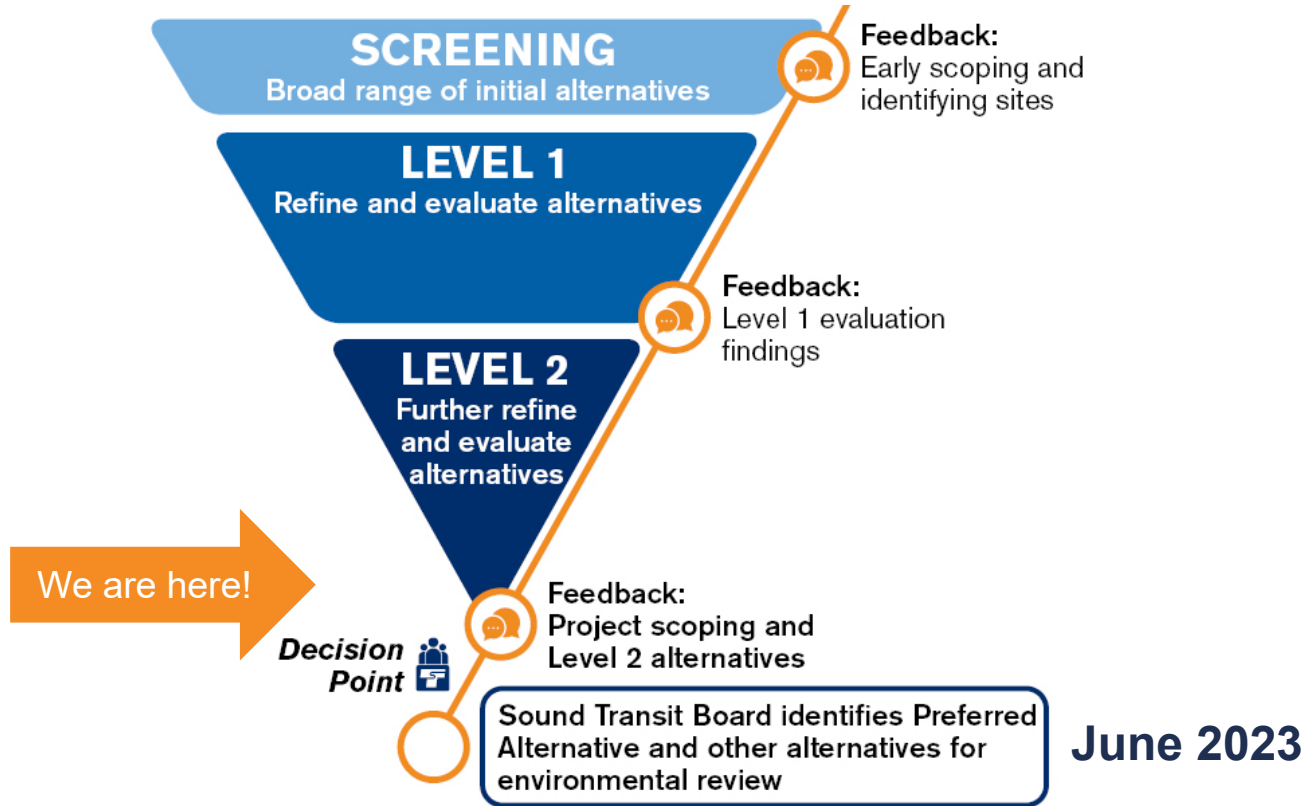
Cost Risks

- Comparative cost estimates are within an acceptable range; QRA scheduled for Q1 2023.
- Unknown engineering challenges over lengthy and varied geography with limited design.
- Unknown ROW needs in early design.

Schedule Risks

- Emerging risks due to delays to environmental review process with 3rd parties.
- Potential delay to accommodate engineering challenges over lengthy and varied geography.
- RE acquisition risks due to yet unknown ROW needs.
- Design-Bid-Build delivery assumed. Change to delivery method may impact schedule.

Alternatives Development Process















SEPA EIS Scoping

- 45-day comment period, **January 23 - March 10**
 - Online open house
 - 3 public meetings (Feb 7, Feb 15, Mar 1)
 - 7 drop-in information sessions at various locations
 - Targeted briefings
- **Seeking feedback** on scope of EIS:
 - Preferred alternative and other alternatives for further study
 - Topics to study (e.g. economics, displacements, ecosystems)
 - Project purpose and need
- **Informs future Board decision** on what to study in EIS



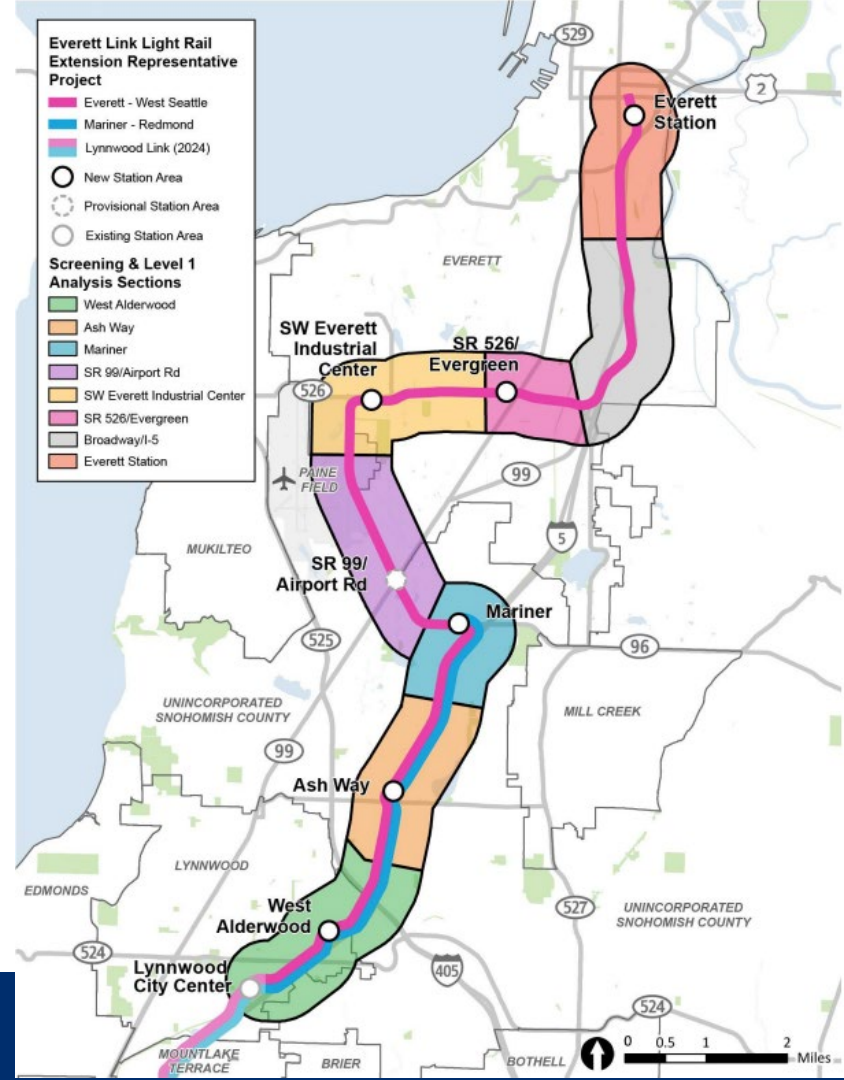
Criteria Category Summary

Stations and Alignment				OMF North	
<p>Service Performance and Reliability</p> 	<p>Connect Regional Centers</p> 	<p>Equitable Mobility</p> 	<p>Equitable Non-Motorized Station Access</p> 	<p>Technical and Financial Feasibility</p> 	<p>OMF Site Size and Suitability to Support Key OMF Functions</p> 
<p>Increase Transit Connectivity and Capacity</p> 	<p>Technical and Financial Feasibility</p> 	<p>Support Growth at Station Areas</p> 	<p>Healthy Natural, Built and Social Environment</p> 	<p>Healthy Natural, Built and Social Environment</p> 	<p>OMF Operations Considerations and Cost</p> 

EIS Scoping Alternatives

EVLE: Project Sections

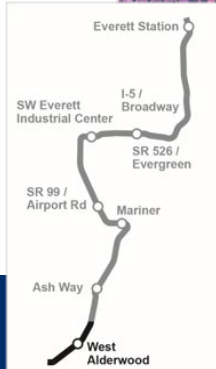
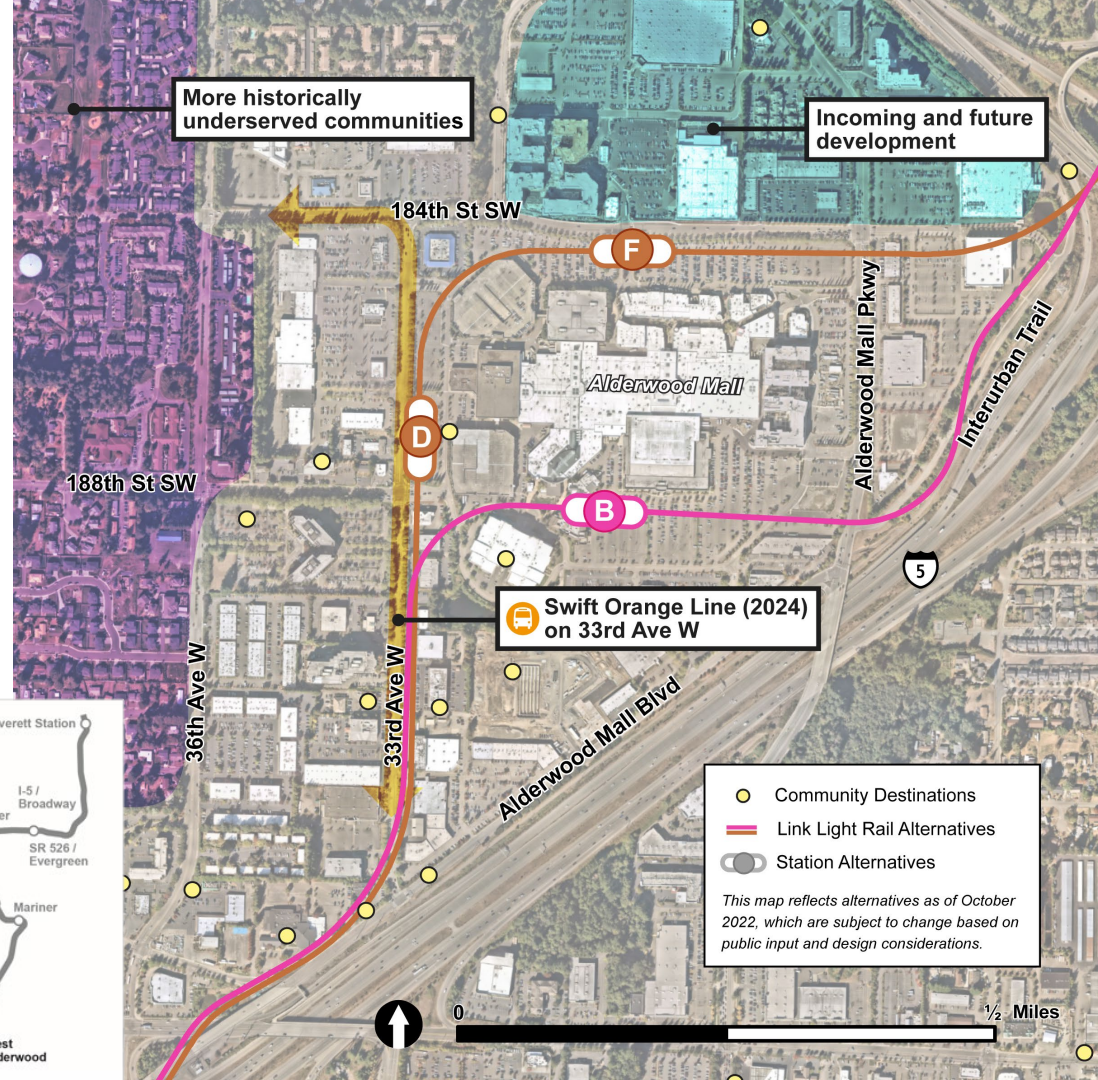
- Project divided into 8 sections for evaluation.
- Generally, each section includes all station alternatives for one station area and associated route alternatives.



West Alderwood

Key considerations:

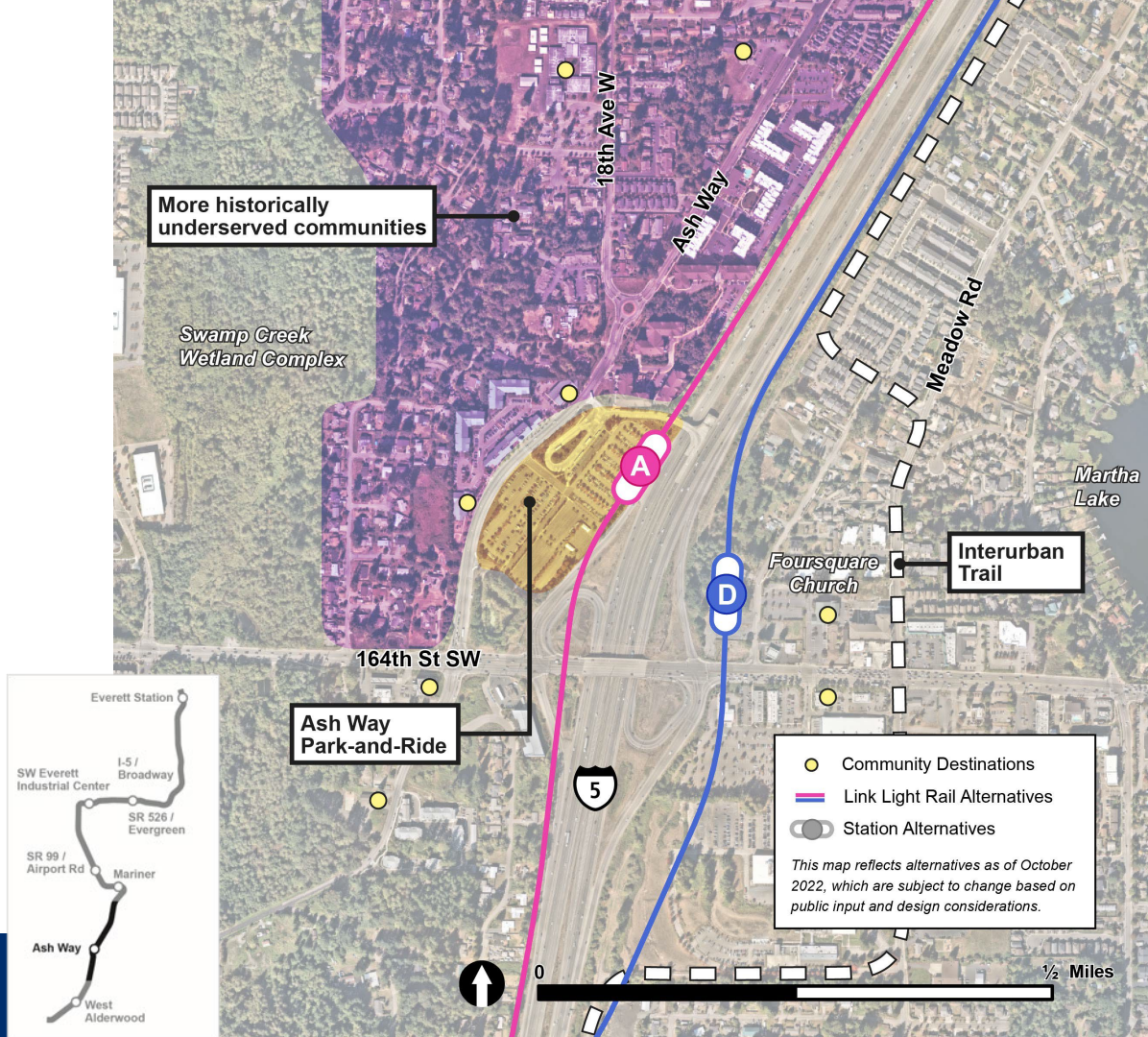
- Proximity to existing and planned commercial and residential uses
- TOD potential
- Transit integration



Ash Way

Key considerations:

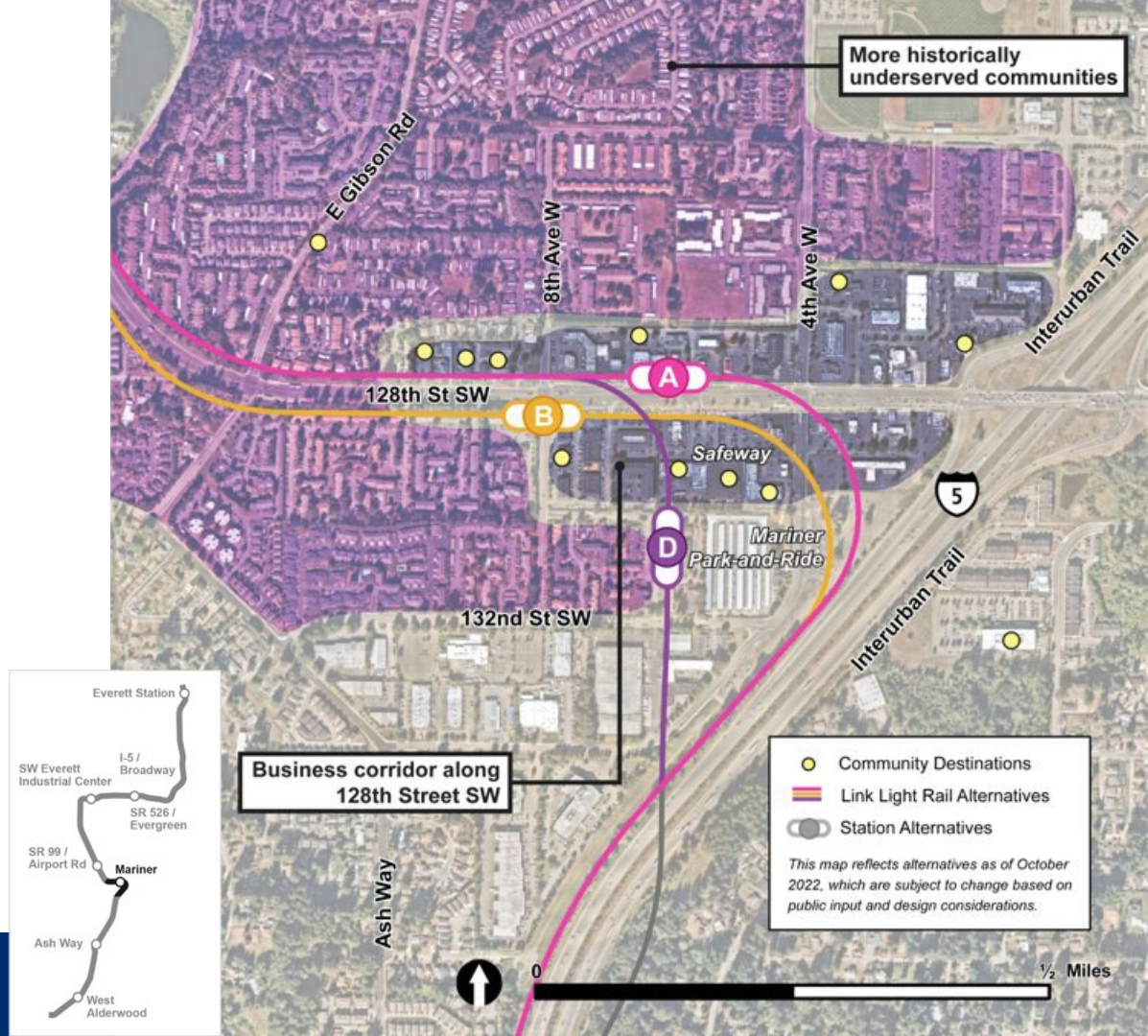
- Connection to Ash Way Park & Ride
- Proximity to historically underserved communities and Interurban Trail
- Potential new crossing by Snohomish County



Mariner

Key considerations:

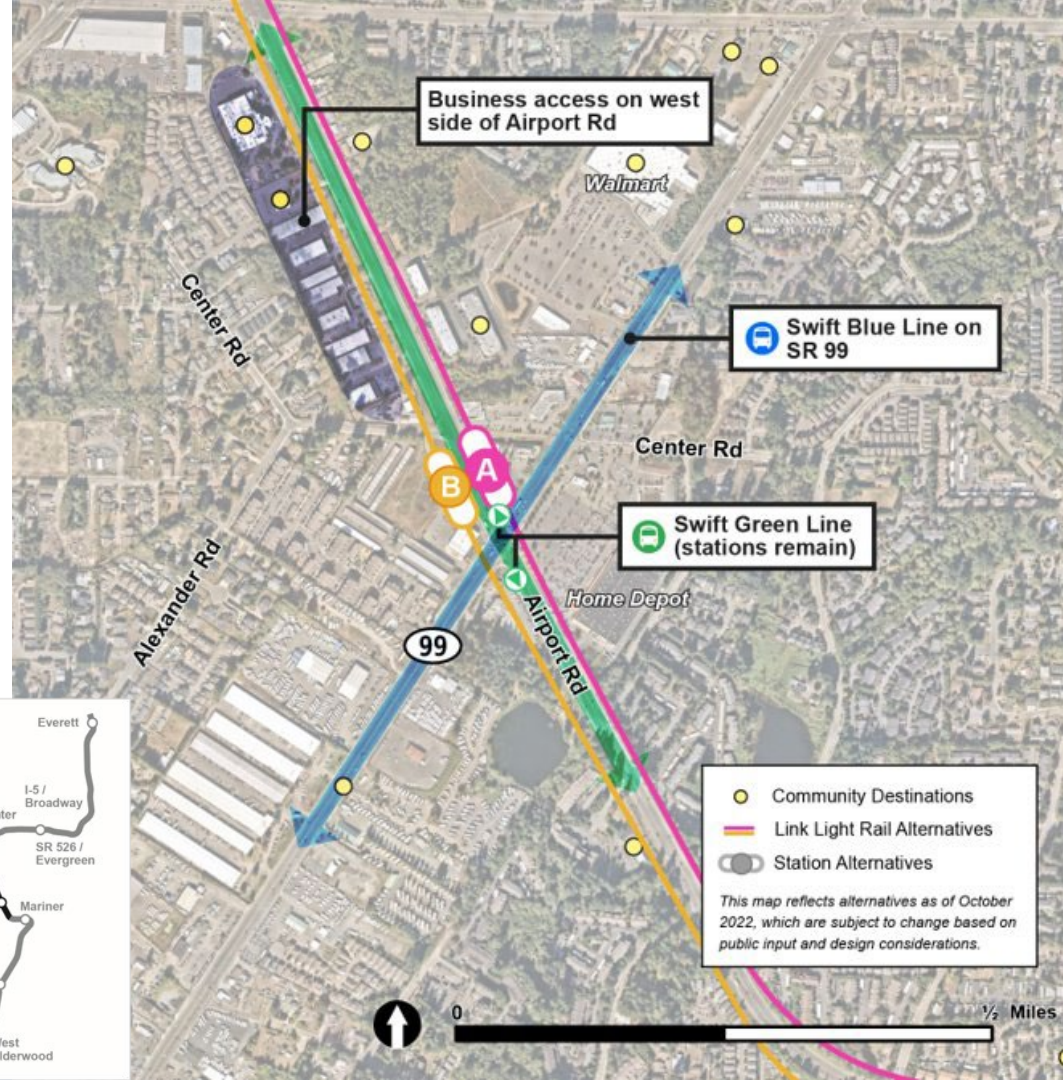
- Potential for transit-oriented development
- Opportunities for multimodal integration
- Commercial and residential property impacts



SR 99/Airport Road (Provisional)

Key considerations:

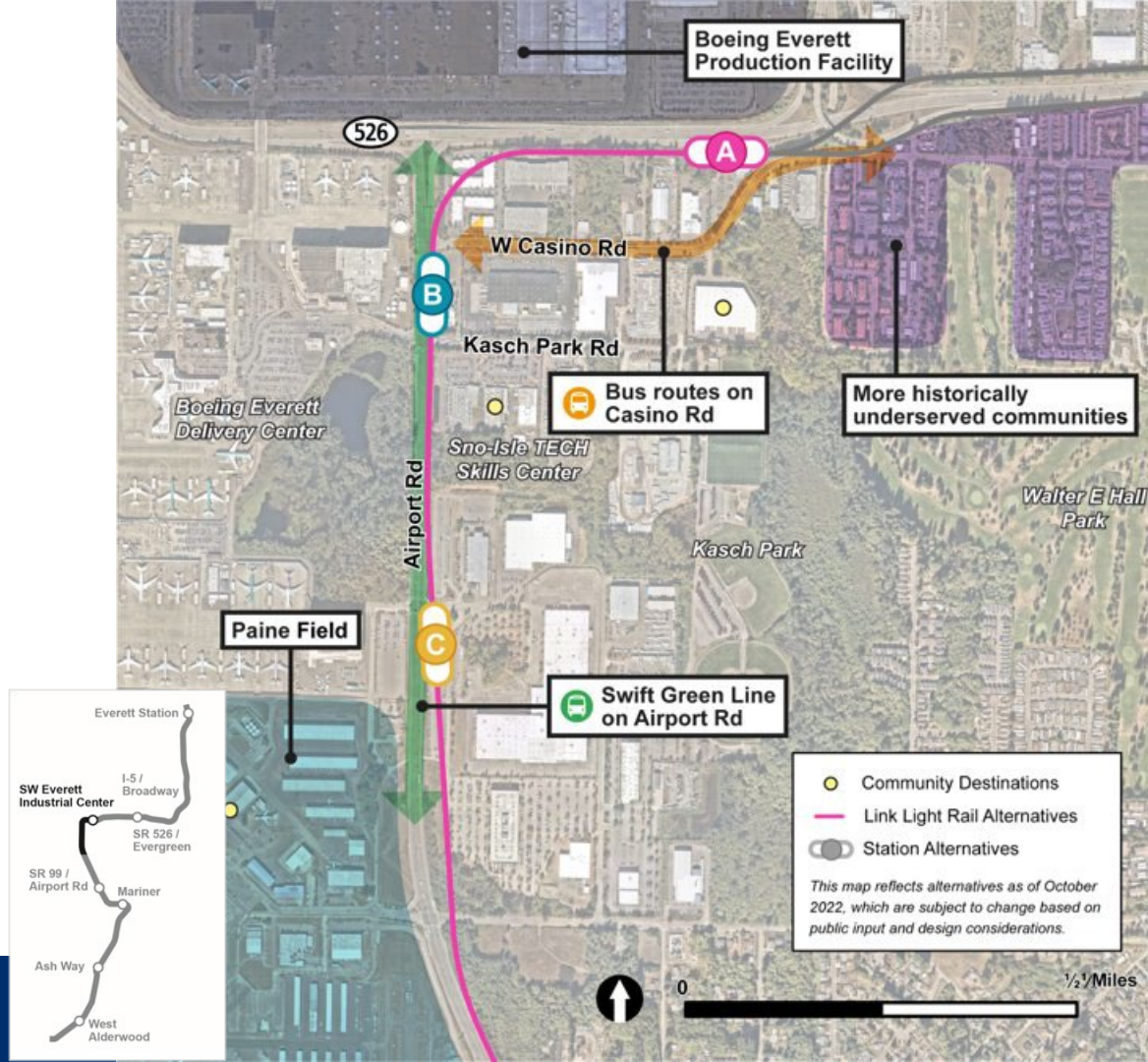
- Transit integration (2 Swift lines)
- Access and safety concerns at major intersection



SW Everett Industrial Center

Key considerations:

- Connections to job centers and residential communities
- All stations would accommodate space for shuttles to Paine Field Passenger Terminal



SR 526/Evergreen

Key considerations:

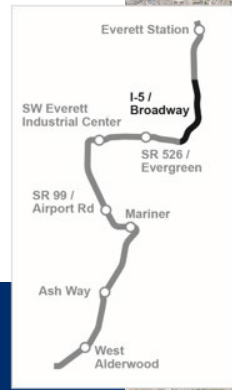
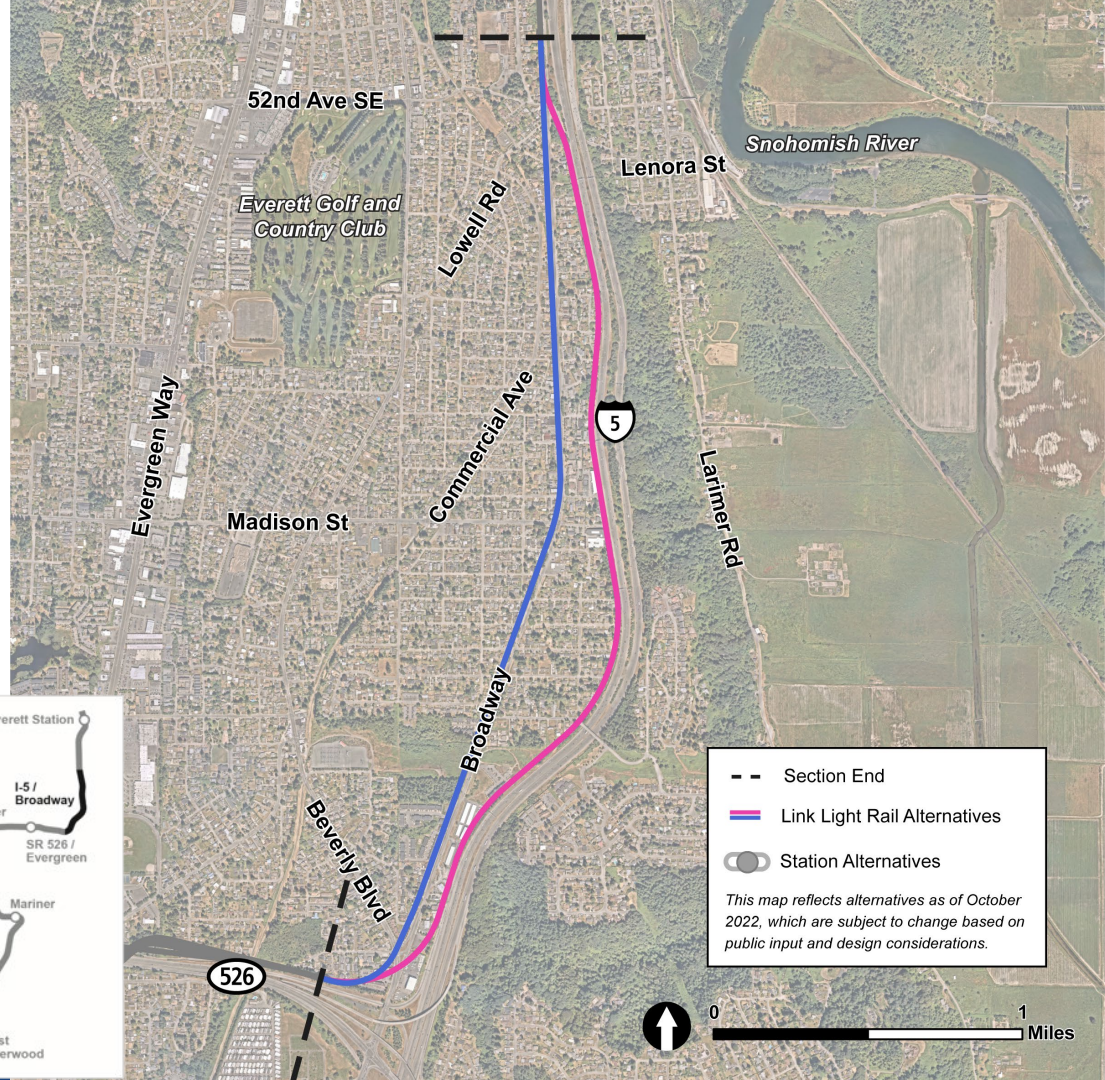
- Connections to residential communities and businesses
- Potential impacts to historically underserved communities
- Impacts to important community businesses
- Comparative cost



I-5 / Broadway Alignment

Key considerations:

- Community disruption
- Constructability risks
- Comparative cost



--- Section End
Link Light Rail Alternatives
Station Alternatives

This map reflects alternatives as of October 2022, which are subject to change based on public input and design considerations.

Everett Station

Key considerations:

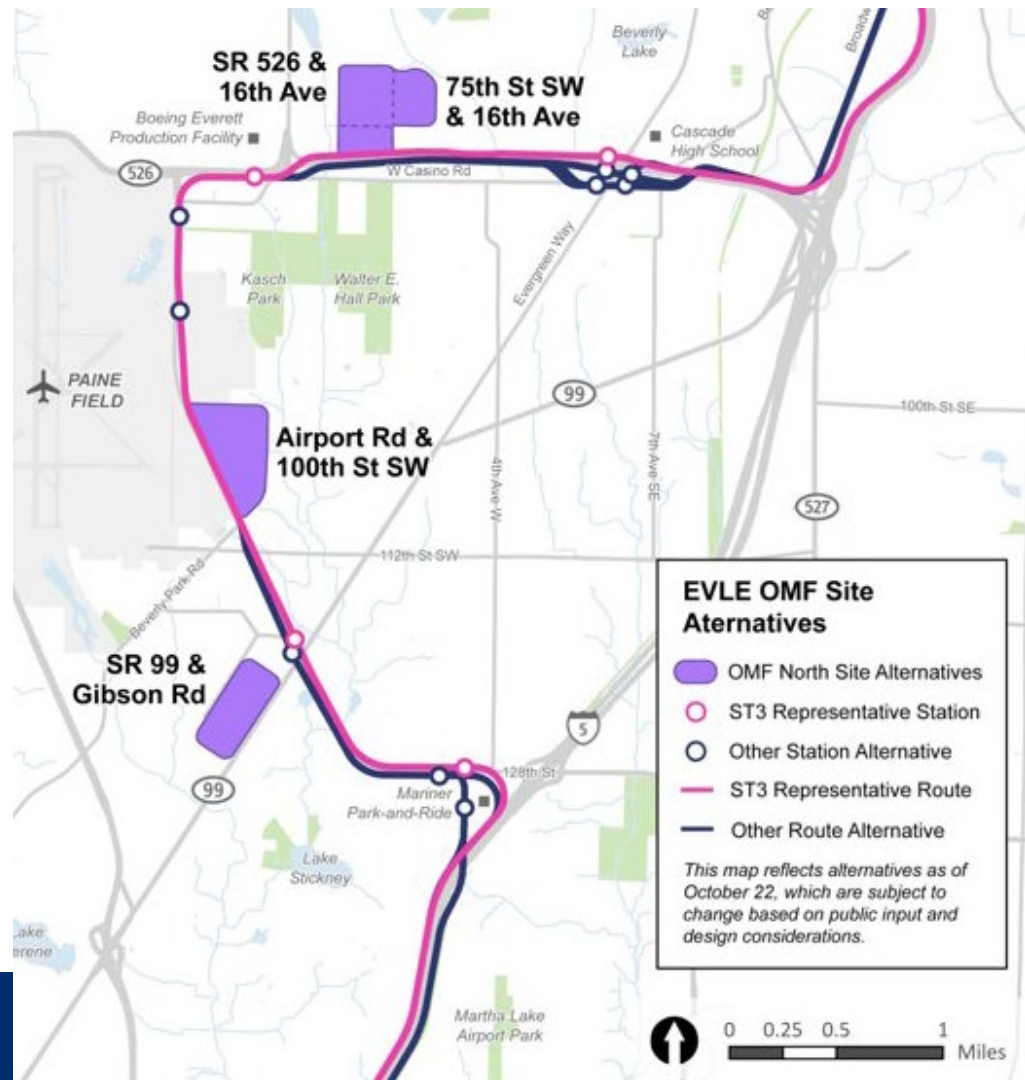
- Connection to downtown Everett
- Connection to existing transit center
- Commercial property impacts
- Comparative cost



OMF North

Key considerations:

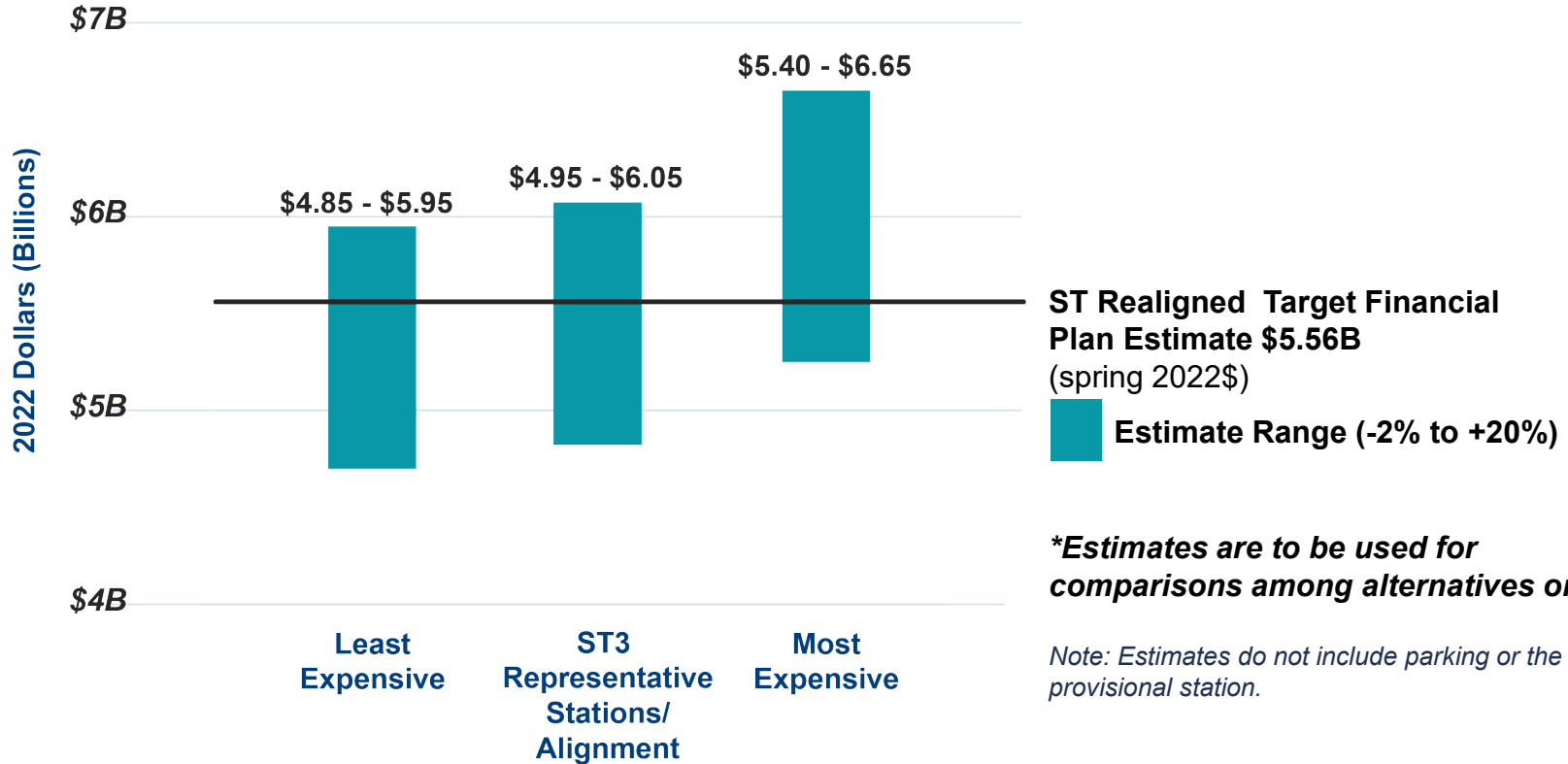
- Job/business displacements
- Environmental impacts & site development challenges
- Burdens on historically underserved communities
- Comparative cost estimates



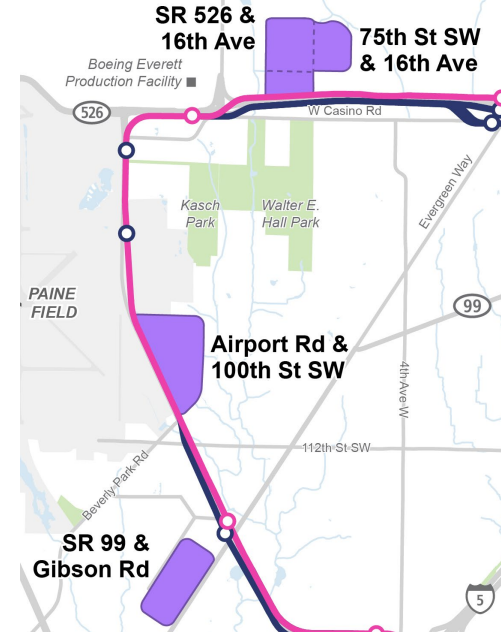
Preliminary Comparative Cost Estimates

- **Inform comparison** of alternatives
- Based on **limited conceptual design** (1-2% design)
- Does not establish project budget, budget established at baselining
- Comparative cost estimates for the OMFN and end-to-end alignments are presented in a range of -2% to +20%
- The range is based on Sound Transit experience and the Association for Advancement of Cost Engineering International (AACEi) industry standards
- Reviewed by Independent Cost Consultant, TriUnity; no changes recommended for this phase

EVLE: Preliminary Comparative Cost Estimate*



OMF North: Preliminary Comparative Cost Estimate*



ST Realigned Financial Plan Estimate \$1.43B
(spring 2022\$)

 Estimate Range (-2% to +20%)

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

How to Submit Scoping Comments

- **Fill out the survey at: everettlink.participate.online**
- **Email us: everettlinkcomments@soundtransit.org**
- **Leave a voicemail: (425) 492-7218**
- **Send a letter:**

Everett Link Extension
Kathy Fendt
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

March 10 is the end of the public scoping period, and the final day that you can submit a comment about this level of project planning.

Remember: All comments and feedback are public record

Next Steps

Preliminary schedule to reach a Preferred Alternative

Feb - March

Scoping period:

- Online open houses
- In person open house
- Tribal and agency Scoping meeting

April - May

Build consensus around Preferred Alternative and other alternatives to study in Draft EIS, including:

- Scoping summary report
- Community Advisory Group feedback
- Ongoing coordination with Tribes and agencies
- ELG recommendation to ST Board

June

ST Board:
Identifies Preferred Alternative and other alternatives for environmental review

Project Timeline

- The current cost estimate for the EVLE project is \$5,900m in 2022\$ and is affordable within the Agency's Finance Plan by 2041
- Staff are managing the project toward the Initial Target Schedule of 2037, while working to address the project's \$500 million share of the agency affordability gap
- This action is consistent with the schedule and financial plan adopted by the Board in Resolution No. 2021-05, and does not impact the affordability of any other system expansion project
- The outcome of discussions with federal agencies about the NEPA process may result in delay of the environmental review

M2023-14
Multi-Jurisdictional
Partnering Agreement

Summary of Partnering Agreement

- One partnering agreement with the cities of Everett and Lynnwood, Snohomish County, and Community Transit for the project.
- No financial commitments are made in the agreement; establishes expectation for future agreements that may include fiscal actions.
- Outlines roles and responsibilities, including for environmental and design reviews.
- Commitments include collaboration on community engagement, evaluation of reasonable alternatives and streamlining permit review.

M2023-15

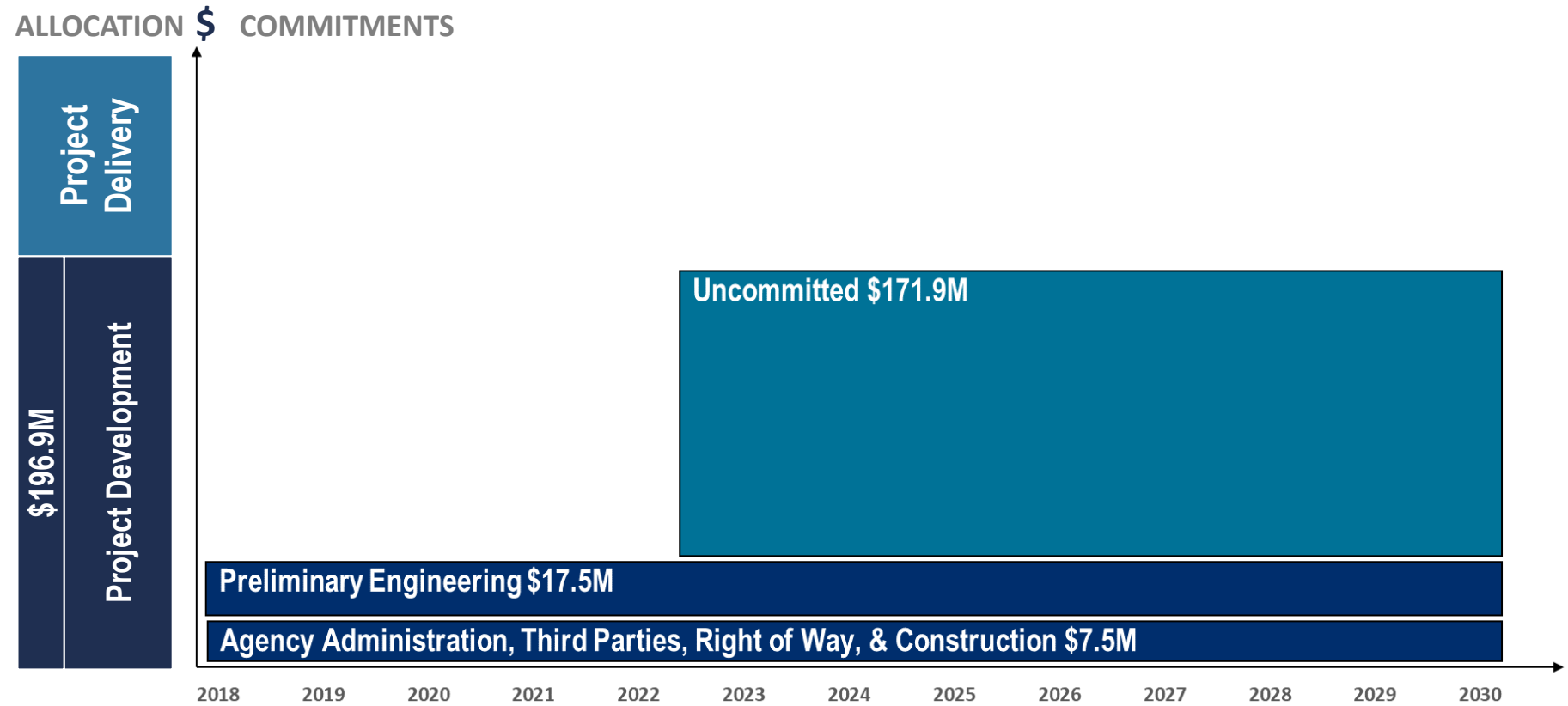
***Everett Link Extension & OMF North
Contract Modification***

Today's Action Contract Modification

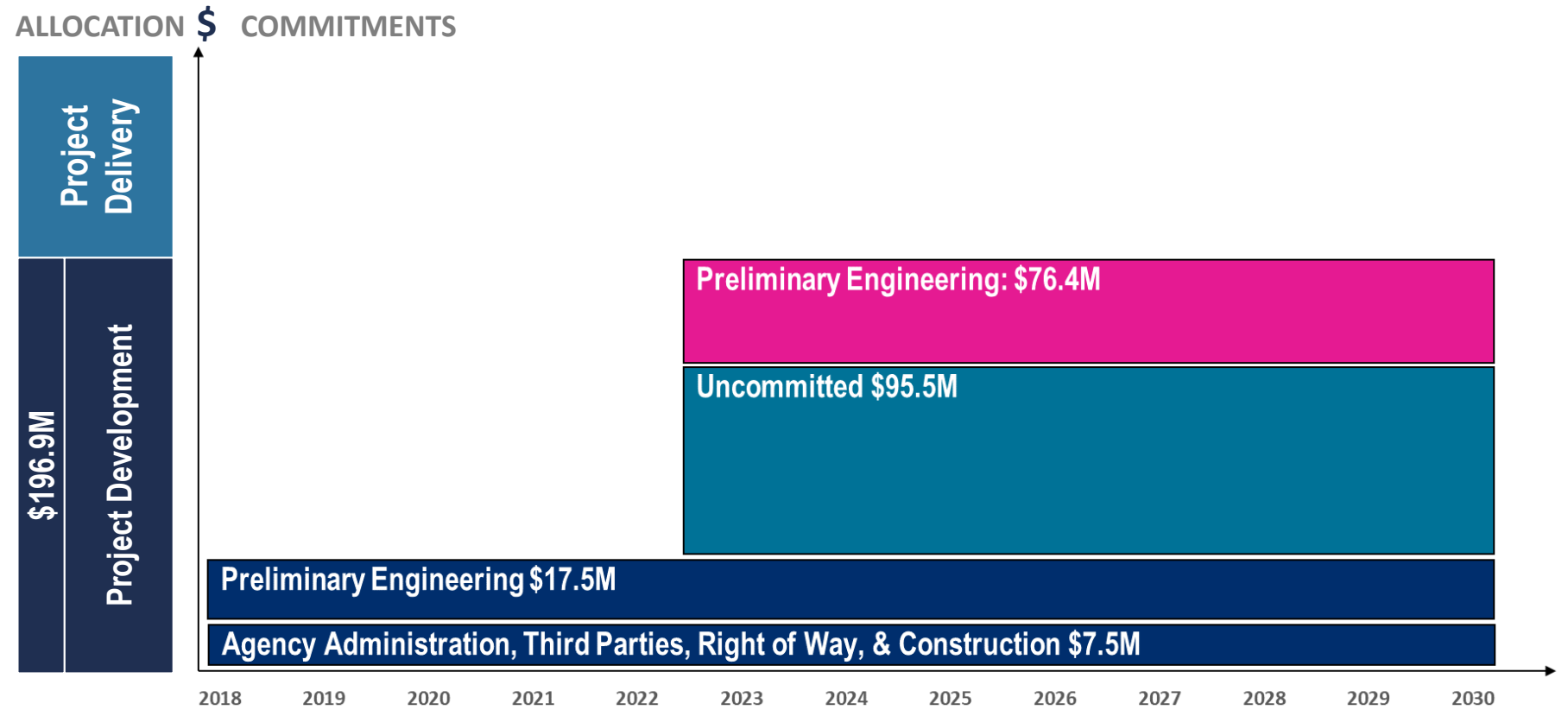
Motion No. M2023-15: Modify the consultant services contract with Kimley-Horn, Inc. to:

- Provide additional project development services and **authorize additional funding for work required for completion of Phase 1: Alternatives Development** in the amount of \$1,175,600.
- Exercise a contract option for **Phase 2 work for preparation of the Draft Environmental Impact Statement (EIS) and conceptual engineering of alternatives** in the amount of \$68,401,479, with a 10 percent contingency of \$6,828,971, totaling \$75,230,450 for a new total authorized contract amount not to exceed \$93,212,897.

Everett Link Extension: Authorized Project Allocation: \$196.9M



Everett Link Extension: Board approves \$76.4M contract modification with Kimley-Horn, Inc.



Thank you.



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

