

Everett Link Extension & OMF North

M2023-47

Board of Directors

06/22/23



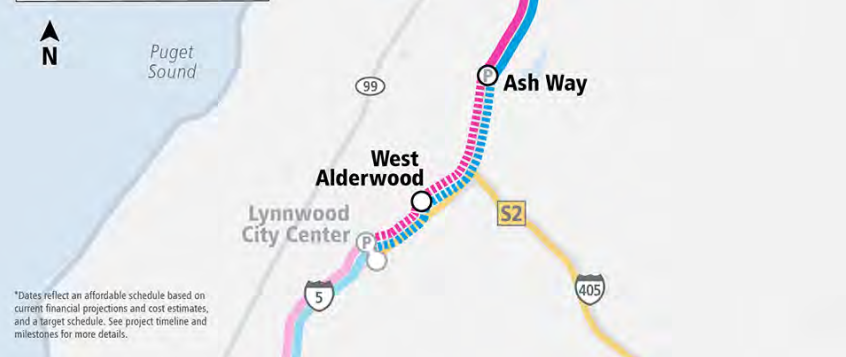
Why we are here

- Consider the System Expansion Committee's do pass recommendation of Motion 2023-47, identifying the preferred alternative and other alternatives to study in the Everett Link Extension Draft EIs

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



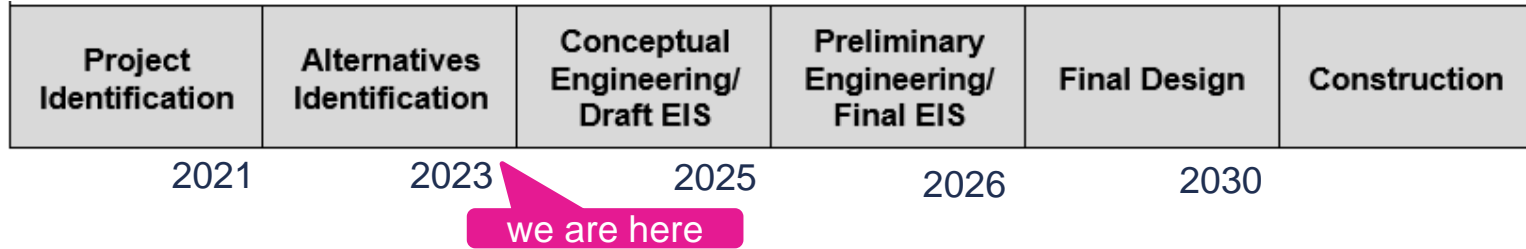
Operations and Maintenance Facility North

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**






Tracking to the Affordable Schedule



Project Section	Target Schedule	Affordable Schedule
OMF North	2034	2034
Lynnwood to SW Everett Industrial Center	2037	2037
SW Everett Industrial Center to Everett Station	2037	2041
Parking	2046	2046

Project Performance Tracker Status

Cost Risk 	Schedule Risk (to next milestone) 	Schedule Risk (to delivery date) 
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Cost Risks

- Comparative cost estimates are within an acceptable range; Quantitative Risk Assessment held in Q1 2023.
- Unknown engineering challenges in early design.
- Unknown ROW needs in early design.

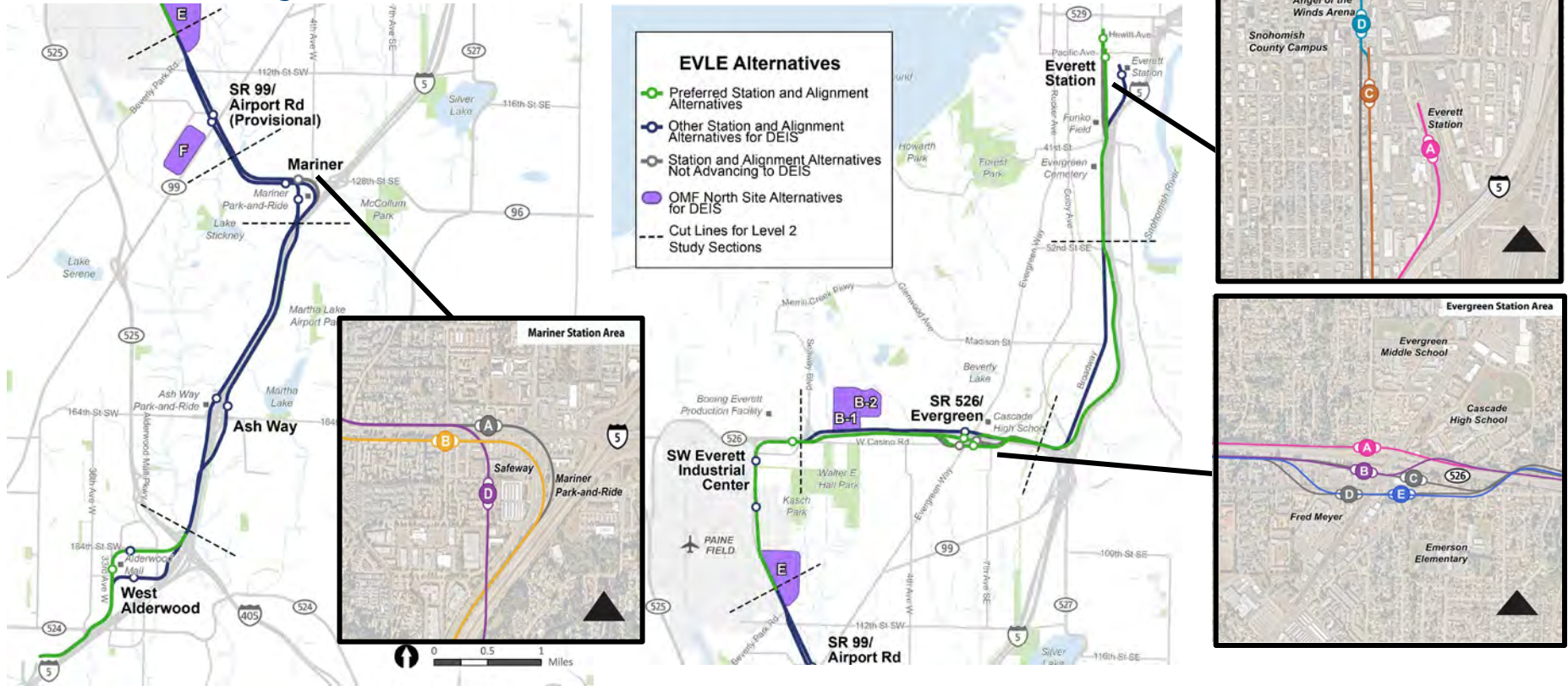
Schedule Risks

- Emerging risks due to delays to environmental review process with 3rd parties.
- Design is at 1-2% so many unknowns exist.
- Property acquisition risks due to yet unknown ROW needs.
- Delivery method not yet selected.

Today's Action – M2023-47

Identifies the preferred and other alternatives for each segment in the EVLE Draft EIS, consistent with Elected Leadership Group and Staff Recommendations.

Today's Action – M2023-47



West Alderwood

Motion 2023-47

**ALD
-B**

Study in DEIS

ST staff recommends continuing to study to retain multiple options in the DEIS.

**ALD
-D**

Preferred Alternative

Best connections to Swift BRT, serves most historically underserved communities. Closest to serve both residences and businesses.

**ALD
-F**

Study in DEIS

Most potential for new development, easier to walk and bike to. Close to the mall and other businesses.



Level 2 Evaluation

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



Ash Way

Motion 2023-47

ASH
-A

Study in DEIS

Serves more historically underserved communities, best connection to Swift BRT. Connected to park-and-ride, better access for existing residences.

ASH
-D

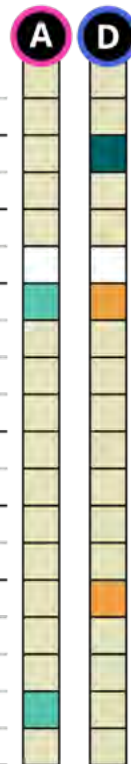
Study in DEIS

More potential for new development, most aligned with local planning. Closer to Interurban Trail and shopping areas, opportunities for future development.



Level 2 Evaluation

- ▶ Community Assets
- ▶ Transit Integration
- ▶ Transportation Plan Consistency
- ▶ 2040 Population + Jobs
- ▶ Technical Challenges
- ▶ Comparative Cost
- ▶ 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



Mariner

Motion 2023-47

MAR-B

Study in DEIS

Highest planned population and job growth, serves most historically underserved communities. Better access to businesses and schools, fewest displacements.

MAR-D

Study in DEIS

Most potential for new development, most aligned with local planning. Closest to park-and-ride, consistent with Snohomish County access plans.



Level 2 Evaluation

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



SR 99/Airport Road

Motion 2023-47

AIR-A

Study in DEIS

Better connection to Swift BRT, less disruptive to business access during construction. Convenient for surrounding residential areas.

AIR-B

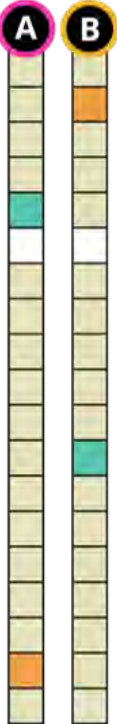
Study in DEIS

Easier to pick-up and drop-off, more potential for new development adjacent to the station. Convenient connections to existing transit.



Level 2 Evaluation

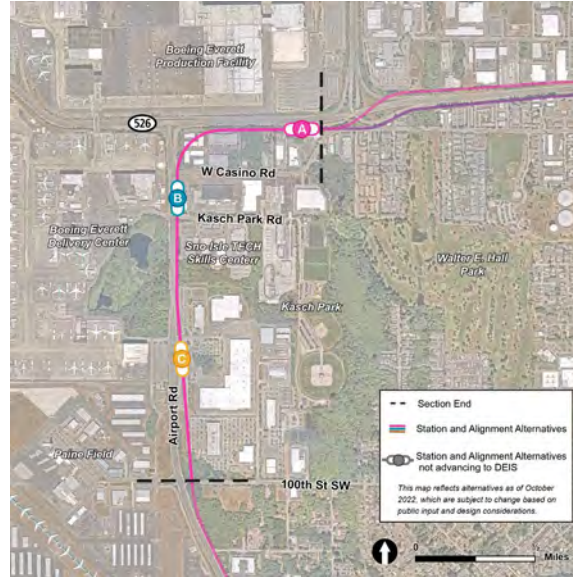
Community Assets		
Transit Integration		
Transportation Plan Consistency		
2040 Population + Jobs		
Technical Challenges		
Comparative Cost		
Equity: Race, Income, English Proficiency		
Equity: Age, Ability, Means of Access		
Equitable Access to Jobs		
Proximity to Affordable Housing		
Land Use Plan 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		



SW Everett Industrial Center

Motion 2023-47

<p>SWI-A</p>	<p>Preferred Alternative Connection to Boeing and regional employment, serves historically underserved communities . Closer to Casino Rd residents but with potential impacts.</p>
<p>SWI-B</p>	<p>Study in DEIS Shorter travel times for buses. No residential nearby.</p>
<p>SWI-C</p>	<p>Study in DEIS (additional staff recommendation) ST staff recommends continuing to study to retain multiple station options in the DEIS.</p>



Level 2 Evaluation

Community Assets
Transit Integration
Transportation Plan Consistency
2040 Population + Jobs
Technical Challenges
Comparative Cost
Equity: Race, Income, English Proficiency
Equity: Age, Ability, Means of Access
Equitable Access to Jobs
Proximity to Affordable Housing
Culturally- & Income-Specific Destinations
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



SR 526/Evergreen (vicinity of Casino Road)

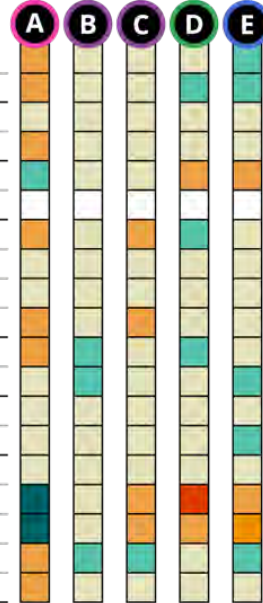
Motion 2023-47

<p>EGN-A</p>	<p>Study in DEIS Fewest potential displacements including to the Casino Road community. Near new affordable housing, poor transit connections and constrained future TOD.</p>
<p>EGN-B</p>	<p>Preferred Alternative Access for historically underserved communities, easy pick up and drop off. Convenient for Casino Road residents, good multimodal connections.</p>
<p>EGN-E</p>	<p>Preferred Alternative Better connection to buses, most historically underserved communities. Potential for TOD.</p>



Level 2 Evaluation

Community Assets
Transit Integration
Transportation Plan Consistency
2040 Population + Jobs
Technical Challenges
Comparative Cost
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



I-5 / Broadway Alignment

Motion 2023-47

I-5	<p>Preferred Alternative Fewer potential displacements, no permanent intersection closures.</p>
BRD	<p>Study in DEIS To retain multiple options in the DEIS</p>

Level 2 Evaluation

Technical Challenges	BRD: Orange	I-5: Yellow
Comparative Cost	BRD: White	I-5: White
Built Environment + Social Resources	BRD: Yellow	I-5: Yellow
Acquisitions and Displacements	BRD: Orange	I-5: Green
Burdens to Underserved Communities	BRD: Yellow	I-5: Yellow
Non-Project Traffic Effects	BRD: Orange	I-5: Green
Natural Environment	BRD: Orange	I-5: Yellow



Everett Station

Motion 2023-47

EVT-A

Study in DEIS

Best connection to Everett Station, fewest displacements. Poor connections to downtown.

EVT-C

Preferred Alternative

Closer to community destinations, higher planned job and population growth, and historically underserved communities. More compatible with subarea planning.

EVT-D



Level 2 Evaluation

Compatibility with Future Extensions

Community Assets

Transit Integration

Transportation Plan Consistency

2040 Population + Jobs

Technical Challenges

Comparative Cost

Equity: Race, Income, English Proficiency

Equity: Age, Ability, Means of Access

Equitable Access to Jobs

Proximity to Affordable Housing

Land Use Plan Consistency

TOD Development Potential

Quality of Pedestrian Connections

Quality of Bike Connections

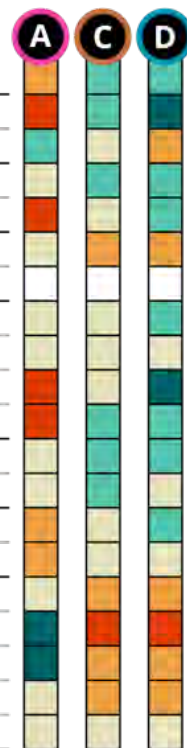
Built Environment + Social Resources

Acquisitions and Displacements

Burdens to Underserved Communities

Non-Project Traffic Effects

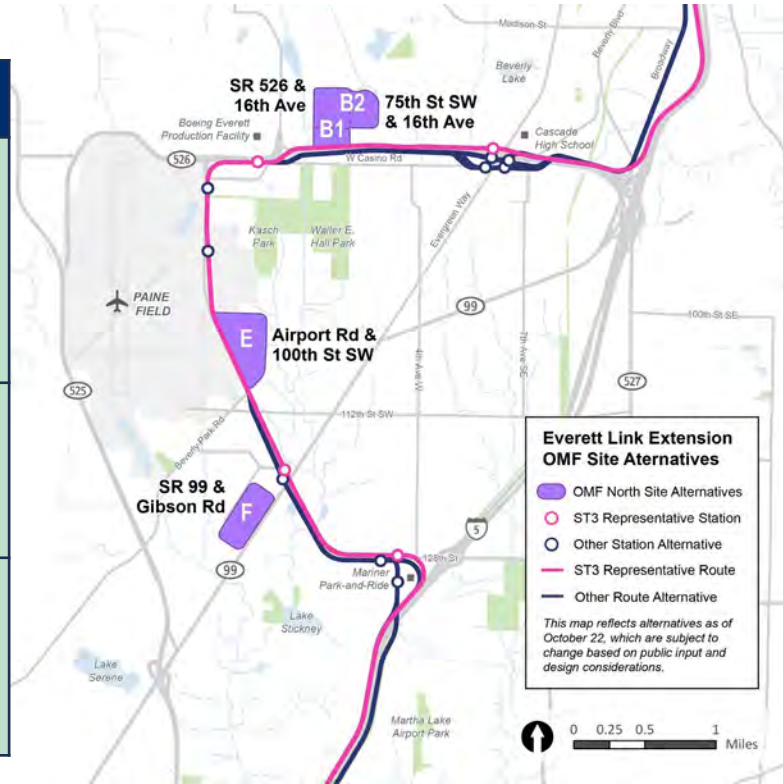
Natural Environment



OMF North

Motion 2023-47

<p>Site B1</p>	<p>Study in DEIS a hybrid location of Sites B1 and B2 No residential displacements, least potential to displace historically underserved populations. Consistent with existing land use.</p>
<p>Site B2</p>	
<p>Site E</p>	<p>Study in DEIS Easy connection to mainline track, fewer specialized businesses, job, and residential impacts.</p>
<p>Site F</p>	<p>Study in DEIS No identified wetlands or streams, fewer specialized businesses.</p>



Thank you.



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