

***Everett Link Extension &  
OMF North  
Alternatives Development  
Level 1 Evaluation***

*05/12/22*



# *Why we are here*

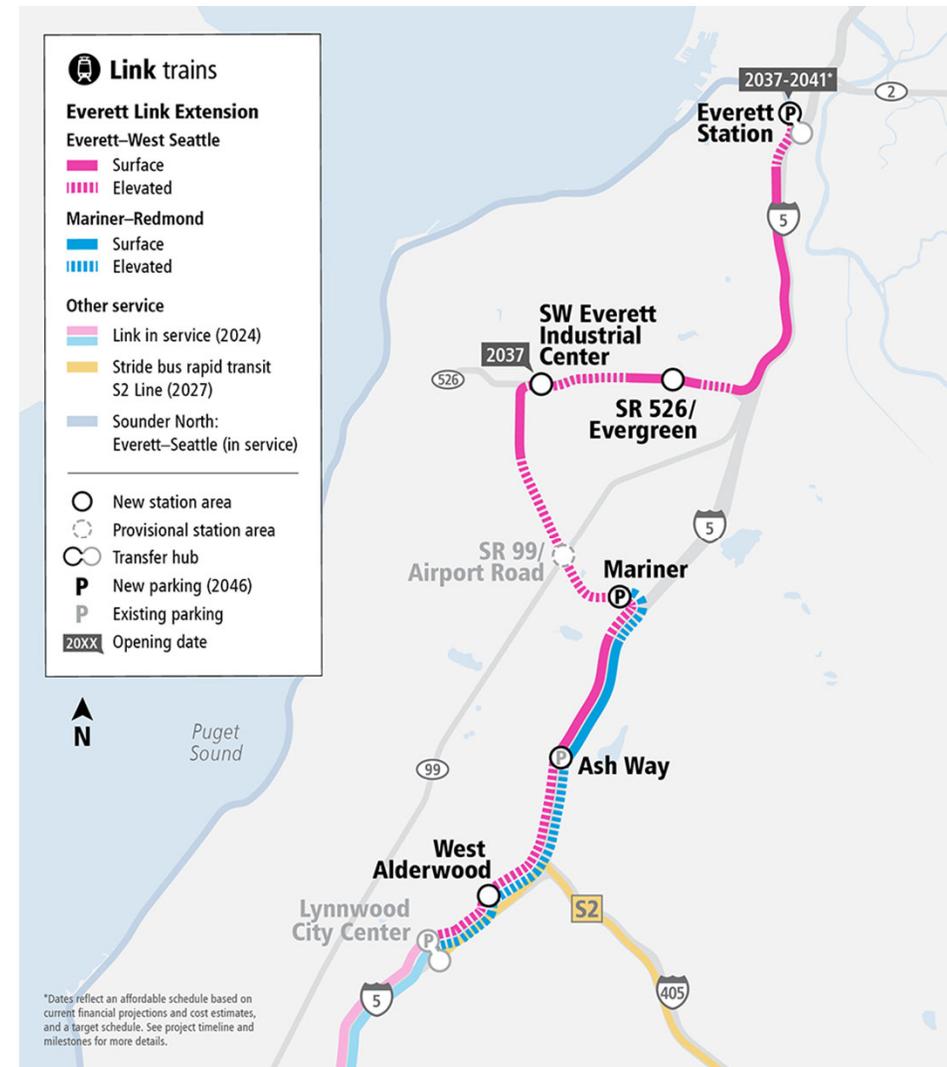
Today we are here to provide an update, no action is needed.

- Update on Everett Link Extension (EVLE) and Operations & Maintenance Facility North (OMF North) Alternatives Development
- Review alternatives for study in Level 2 evaluation

# Everett Link Extension

## ST3 Representative Project

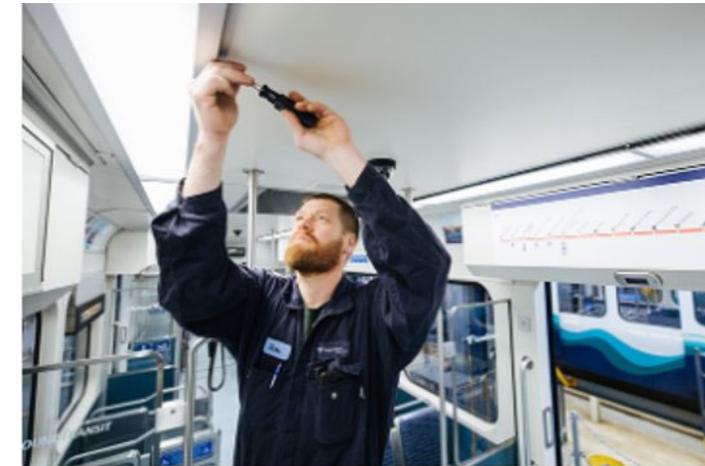
- **Length:** 16 miles
- **Stations:** six plus one provisional (unfunded) station
- **Target schedule:** 2037
- **Affordable schedule:** 2037/2041
- **Estimate in Realignment Financial Plan:** \$5,964 million in 2022\$
- **New parking** at Everett Station and Mariner opens 2046



# 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**
- **Estimate in Realignment Financial Plan:**
  - \$1,427 million in 2022\$

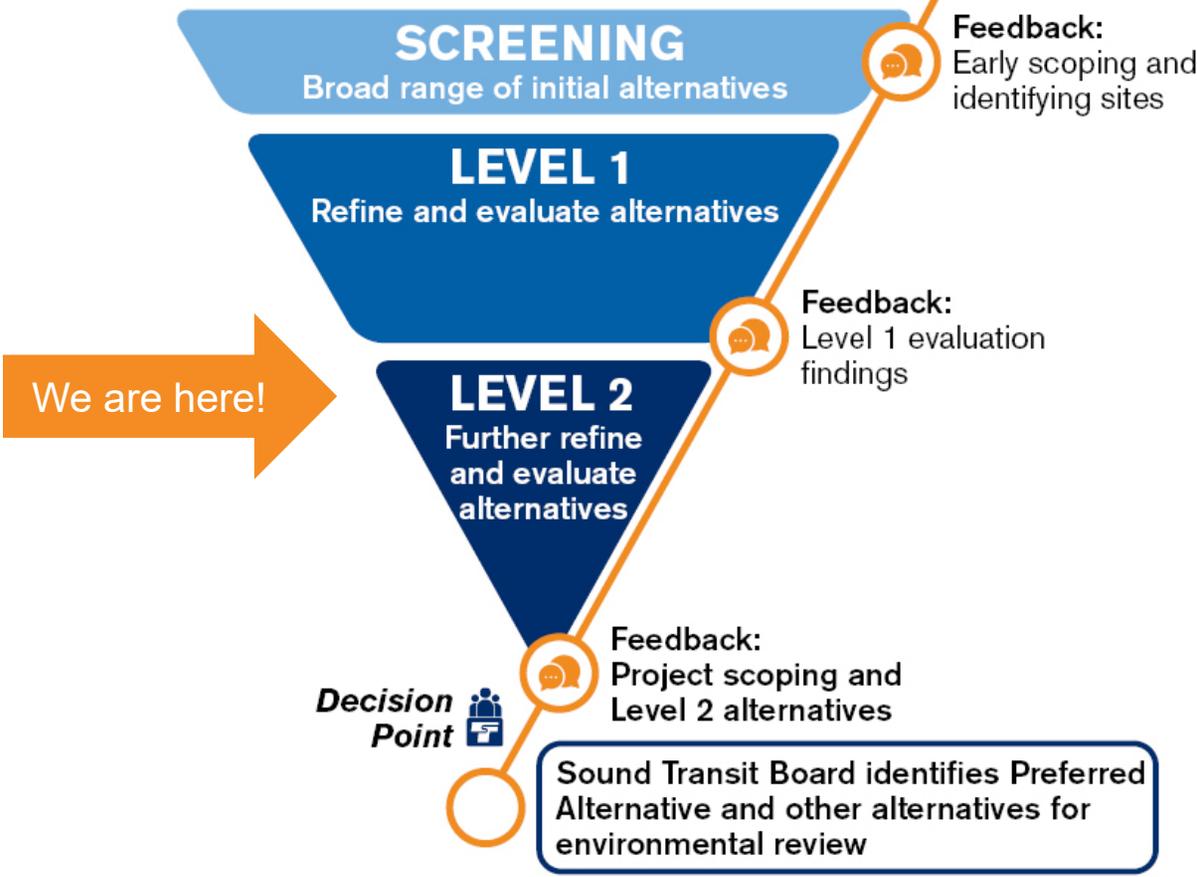


# EVLE Project Schedule



*\*Dates reflect an affordable schedule based on current financial projections and cost estimates, and the target schedule.*

# Phase 1: Alternatives Development Process

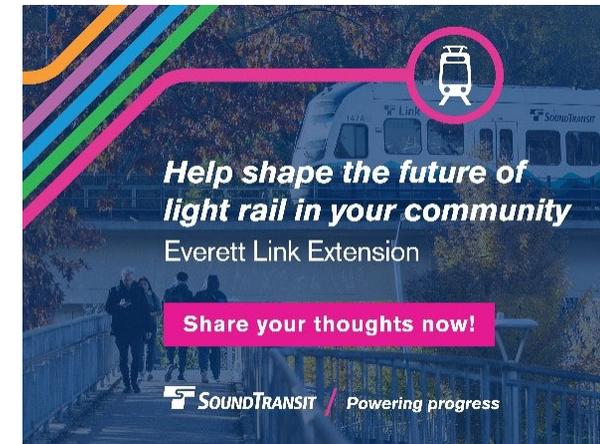
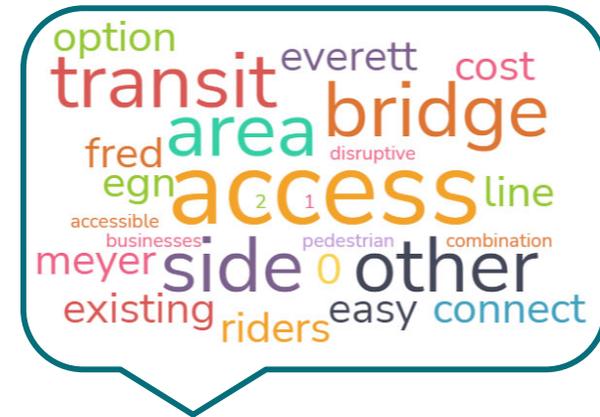


# Criteria Category Summary

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 Urban 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> 

# Community Outreach & Engagement

- **Early Scoping: Nov. 4 – Dec. 10, 2021**
  - Two online open houses and interactive website available in multiple languages; 6100 visitors
  - 300+ responses; 10 comment letters from agencies, jurisdictions and Tribes
- **Level 1 Results: March 14 – April 3, 2022**
  - Opportunity to review technical results on interactive website
  - 6300 website visitors and 350+ responses



# *Path to Level 2 Alternatives*

Elected Leadership Group recommendation inputs:

- Technical analysis
- Public feedback
- Community Advisory Group recommendation

Elected Leadership Group identified alternatives to:

- ✓ Continue study
- ✗ No longer study

# EVLE Alternatives Advancing to Level 2

Station	# Level 1 Alternatives	# Level 2 Alternatives	Key Considerations
West Alderwood	6	3	Proximity to existing and planned commercial and residential uses, multi-modal connections
Ash Way	4	2	Access to park and ride and transit service, comparative cost, consolidating similar options
Mariner	4	3	Potential for transit-oriented development, opportunities for multimodal integration
SR99 / Airport Road (provisional)	3	2	Transit integration (2 Swift lines), access and safety concerns at major intersection
Southwest Everett Industrial Center	3 stations 4 alignments	3 stations 2 alignments	Connections to job centers and residential communities, multimodal access
SR 526 / Evergreen Way	5 stations 4 alignments	4 stations 2 alignments	Connections to residential communities and businesses, technical challenges
Everett Station	4	3	Connection to downtown Everett and to existing transit center

# West Alderwood

## Three station and two alignment alternatives advance

### Key considerations:

- Proximity to existing and planned commercial and residential uses
- Alignment connection to street grid

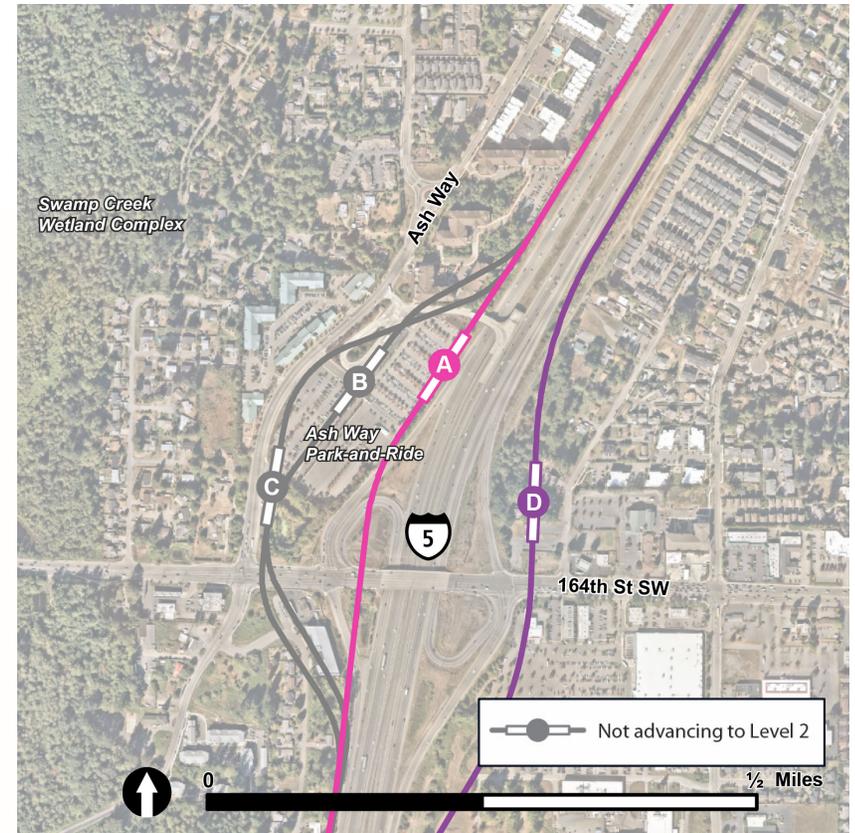


# Ash Way

## Two station and alignment alternatives advance

### Key considerations:

- Consolidate similar west side options
- Continue to explore advantages of east side option

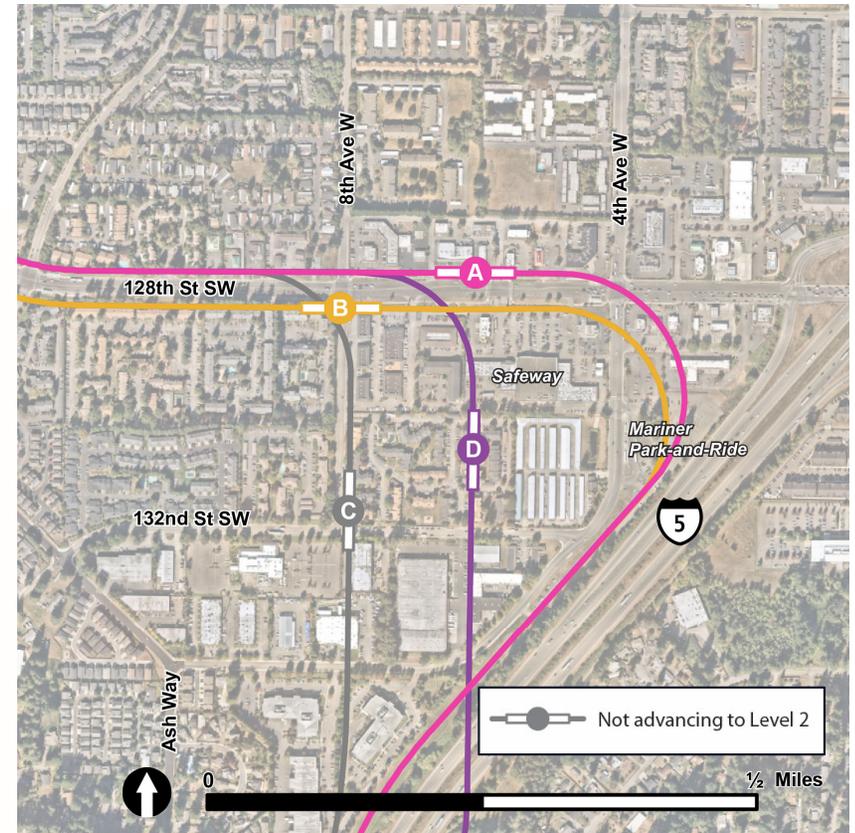


# Mariner

## Three station and alignment alternatives advance

### Key considerations:

- Potential for transit-oriented development
- Opportunities for multimodal integration

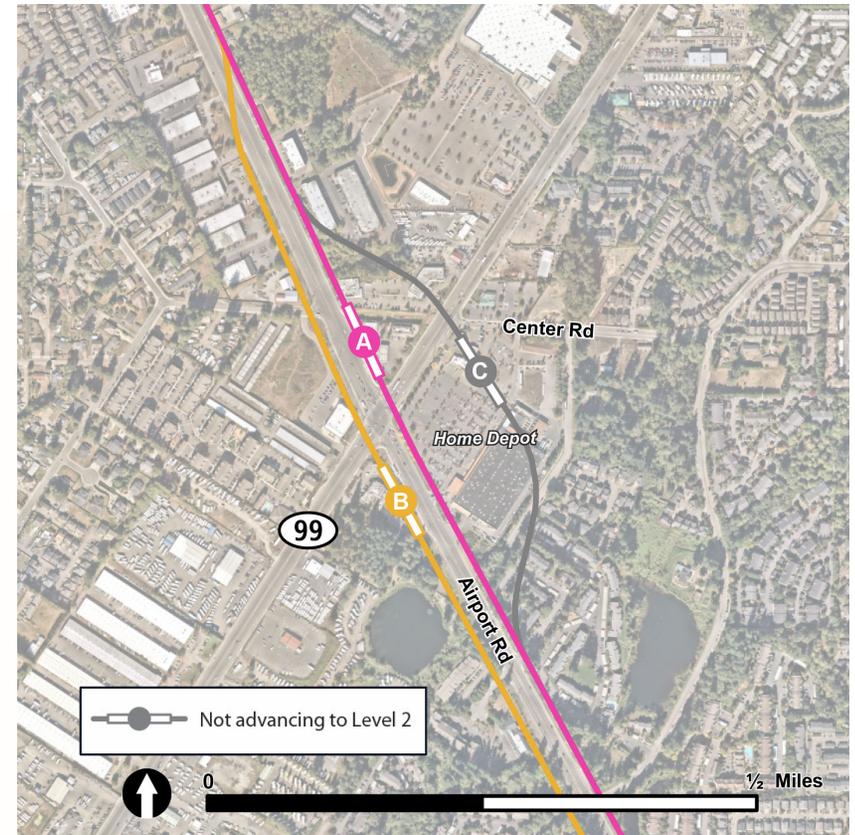


# SR 99 / Airport Road (Provisional)

## Two station and alignment alternatives advance

### Key considerations:

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

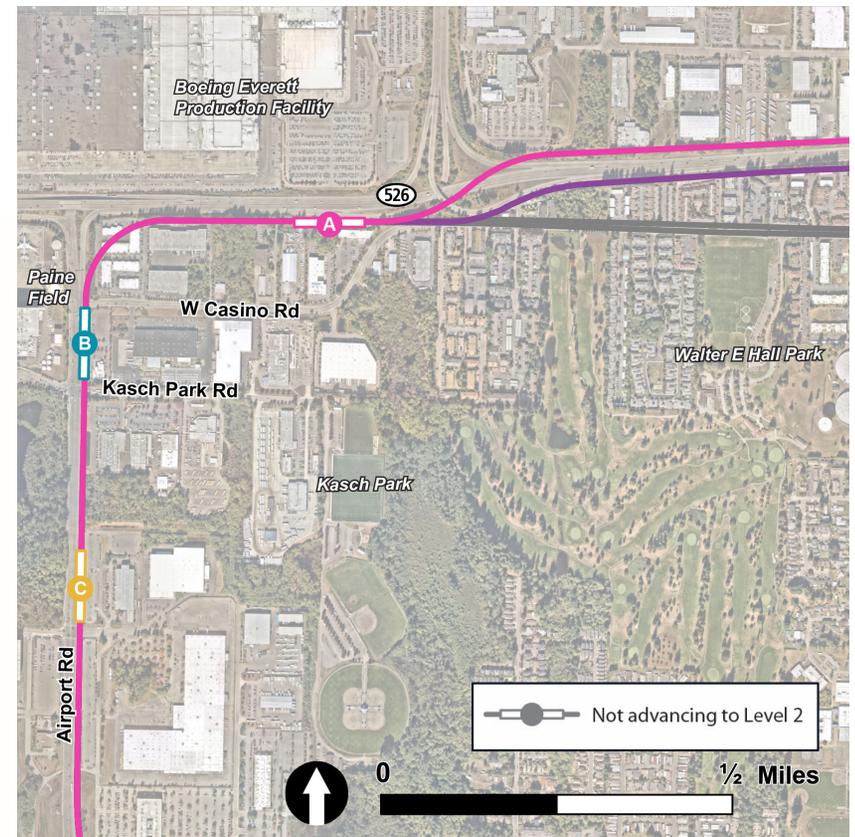


# SW Everett Industrial Center

## Three station alternatives advance

### Key considerations:

- Connections to job centers and residential communities
- Multimodal access

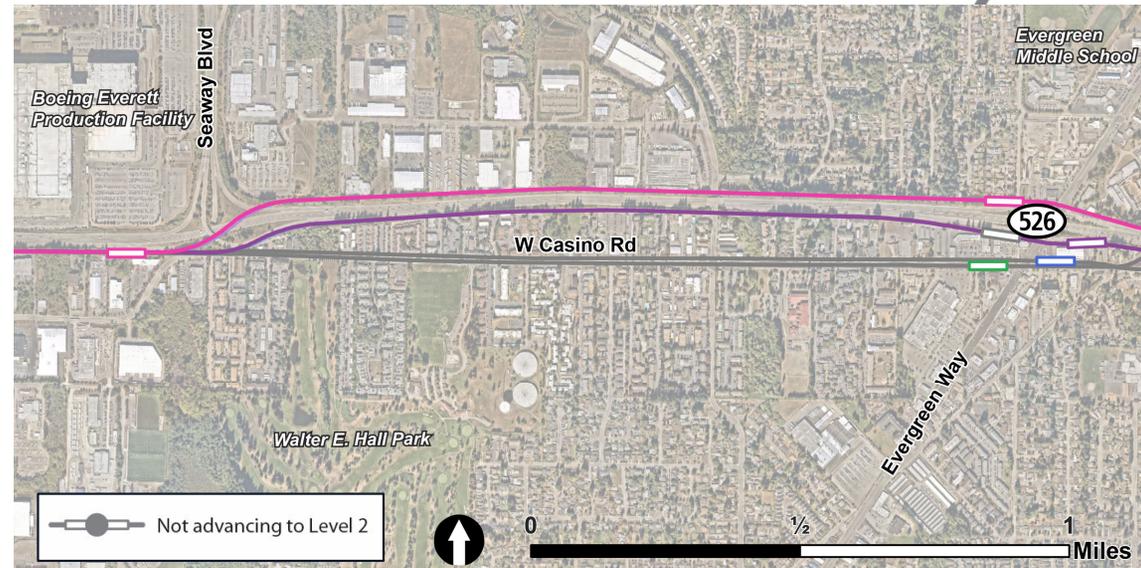


# SW Everett Industrial Center

## Two alignment alternatives advance

### Key considerations:

- Proximity to residential corridor
- Opportunity for use of existing right of way

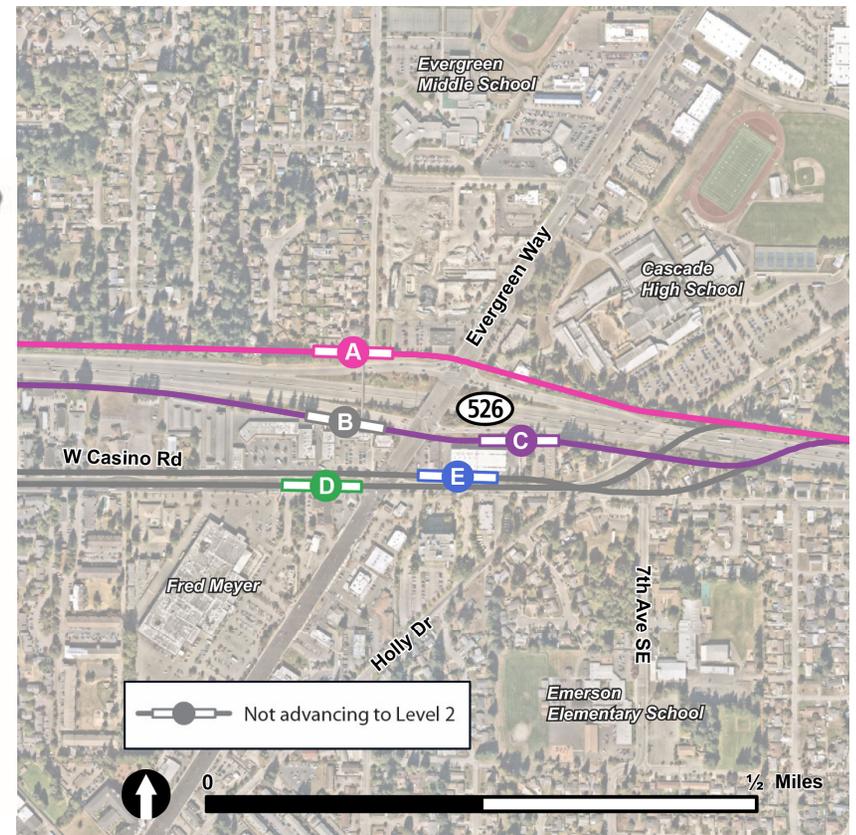


# SR 526 / Evergreen Way

## Four station and two alignment alternatives advance

### Key considerations:

- Connections to residential communities and businesses
- Technical challenges

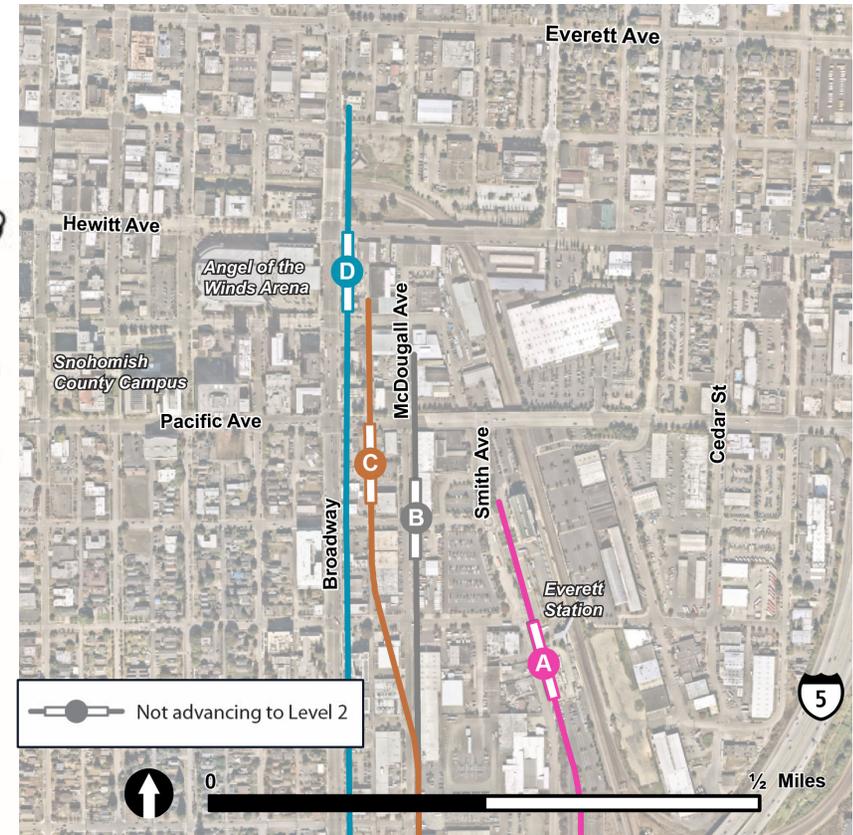


# Everett Station

## Three station and alignment alternatives advance

### Key considerations:

- Connection to downtown Everett
- Connection to existing transit center

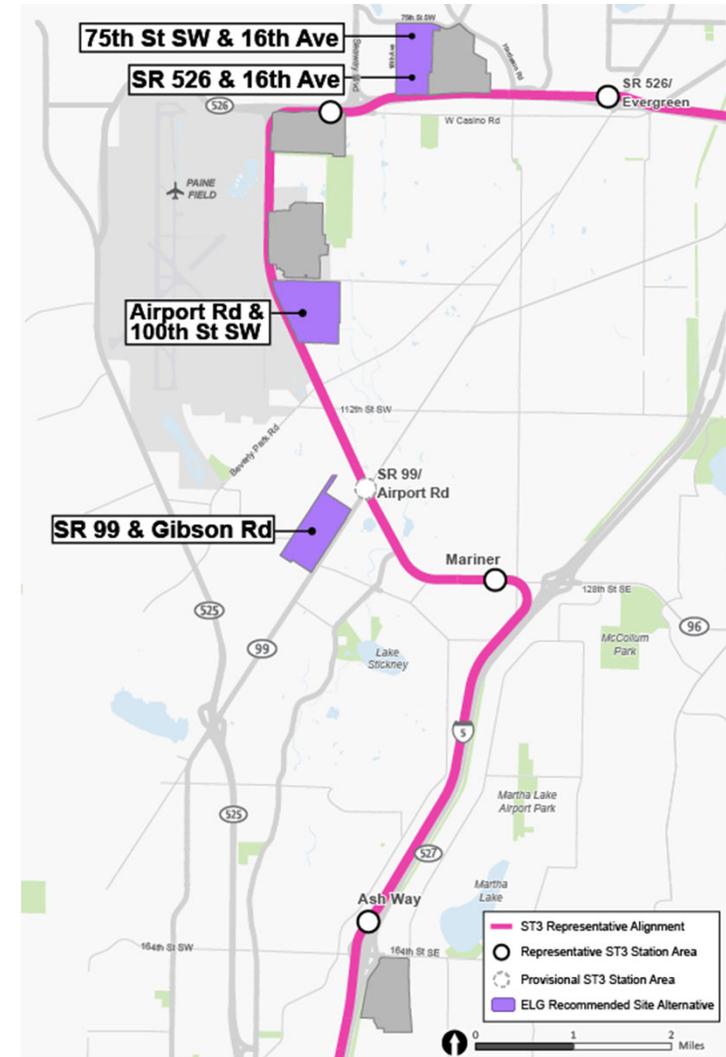


# OMF North

## Four OMF North site location alternatives advance

### Key considerations:

- Job/business displacements
- Topographic/site development challenges



# Next Steps

## Q2/Q3 2022

- **CAG & ELG:** station area planning introductions
- **Outreach:** continued engagement with community partners & public

## Q4 2022

- **CAG & ELG:** review Level 2 evaluation findings
- **Outreach:** Public feedback for Level 2 alternatives
- **Sound Transit Board:** contract authorization & partnering agreement

## Q1 2023

- **CAG & ELG:** recommendations of alternatives for environmental review
- **Sound Transit Board:** identification of Preferred Alternative and other alternatives for environmental review

*Thank you.*



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