

Motion No. M2023-47

Identifying Preferred Alternative(s) and other alternatives for Study in a Draft Environmental Impact Statement for the Everett Link Extension and Operations and Maintenance Facility (OMF) North.

Meeting:	Date:	Type of action:	Staff contact:
System Expansion Committee Board	06/08/2023 06/22/2023	Recommend to Board Final action	Brooke Belman, Chief Expansion Delivery Officer Don Billen, PEPD Executive Director Eric Widstrand, North Corridor Development Director

Proposed action

Identifies the preferred alternative(s) and other alternatives for study in the Draft Environmental Impact Statement for the Everett Link Extension project.

Key features summary

- This action identifies the preferred alternative(s) and other alternatives to be studied in the Draft Environmental Impact Statement (EIS) from the range of alternatives evaluated during the alternatives development and environmental scoping phases of project development.
- The Representative Project in the voter approved ST3 Plan defined the areas to be served by stations, general alignment and initial estimated cost and schedule.
- Alternatives under consideration were refined through three evaluation levels: Screening, Level 1 analysis, and Level 2 analysis, with public input and recommendations by the Community Advisory Group (CAG) and Elected Leadership Group (ELG). Public, Tribal and agency input was received during the State Environmental Policy Act (SEPA) scoping period.
- The project utilized Sound Transit's Racial Equity Tool during alternatives development to improve consideration of equity in engagement and alternatives evaluation.
- The System Expansion Implementation Plan includes the objective of identifying a preferred alternative along with other EIS alternatives at the end of the alternatives development process.
- In response to the Technical Advisory Group (TAG) and requests from Board members, the action includes Sound Transit staff recommendations on alternative(s) to be evaluated. This is the first staff recommendation following the TAG report. Staff's recommendations align with those of the Elected Leadership Group, except in two areas where staff recommends retaining additional alternatives for further analysis.
- The alternatives identified for study will undergo conceptual engineering to inform the Draft EIS analysis. During the design and environmental review of the alternatives, Sound Transit will engage affected communities in the project development process and get feedback on OMF North siting, light rail alignment and station design issues. Sound Transit will also seek to avoid, minimize or mitigate potential impacts of the project as the design and environmental study progresses.

Equity considerations

Alternatives evaluation included an equity analysis of each station and alignment alternatives using criteria that measured potential access to opportunities and potential to burden historically underserved communities. The evaluation presents comparative performance and elevates equity trade-offs between alternatives in each light rail project section and OMF North site.

Criteria to evaluate potential access to opportunities included proximity to populations with low incomes, limited English proficiency or a disability, youth and elderly populations, households without a private vehicle, people of color, employers of people of color and jobs with lower wages, and existing subsidized affordable housing units. Criteria to evaluate potential burdens included possible acquisitions and displacements of people with low incomes and people of color and acquisitions of affordable housing or community facilities that are culturally specific and/or important to people with low incomes. The OMF North evaluation of potential burdens looked at populations of people of color and people with low income and limited English proficiency within or nearby the site.

Level 2 Alternatives for consideration

Alternatives considered for inclusion in the Draft EIS include the Level 2 alternatives, as described in the Everett Link Extension Scoping Information Report (January 2023). The alternatives are described below by geographical segment from south to north from the Lynnwood City Center. Where a preferred alternative has been identified by the ELG, that segment is identified with an asterisk (*). In some segments, the ELG did not identify a preference and in others it identified more than one. The staff recommendations concur with the ELG preferences, except at West Alderwood and the SW Everett Industrial Center. In those segments, staff recommends retaining additional alternatives for further analysis. Those staff recommended alternatives are marked with a pound symbol (#).

West Alderwood

#ALD-B is the optimized ST3 representative project, running elevated west of I-5, turning north in the vicinity of 33rd Avenue W, turning east near Alderwood Mall with an elevated station south of the mall.

*ALD-D runs elevated west of I-5, turning north in the vicinity of 33rd Avenue W, turning east near 184th Street SW with an elevated station in the vicinity of 33rd Avenue W.

ALD-F runs elevated west of I-5, turning north in the vicinity of 33rd Avenue W, turning east near 184th Street SW with an elevated station in the vicinity of 184th Street SW.

Ash Way

ASH-A is the ST3 representative project, running elevated on the west side of I-5 with an elevated station in the vicinity of Ash Way Park-and-Ride.

ASH-D crosses to the east side of I-5 north of the SR 405 interchange, with a station near 164th Street SW in the vicinity of Motor Place and continues elevated to the west side of I-5 in the vicinity of 134th St SW.

Mariner

MAR-A is the ST3 representative project, running elevated on the west side of I-5 and turns west near 128th Street SW with an elevated station in the vicinity of 4th Avenue W., the guideway continues in the vicinity of 128th Street SW/ Airport Road.

MAR-B runs elevated on the west side of I-5 and turns west near 128th Street SW with an elevated station in the vicinity of 8th Avenue W., the guideway continues in the vicinity of 128th Street SW/ Airport Road.

MAR-D runs elevated on the west side of I-5, east of 8th Avenue W with an elevated station in the vicinity of the Mariner Park and Ride, the guideway continues in the vicinity of 128th Street SW/ Airport Road.

SR 99/Airport Road

AIR-A is the ST3 representative project, running elevated generally on the east side of Airport Road with an elevated station near the intersection with SR 99.

AIR-B runs elevated generally on the west side of Airport Road, crossing to the east side of Airport Road north of 112th St SW, with an elevated station near Airport Road/ SR 99.

SW Everett Industrial Center

*SWI-A is the ST3 representative project, running elevated near Airport Road, curving east generally south of SR 526, with an elevated station south of SR 526 near Casino Road and west of Seaway Blvd.

SWI-B runs elevated near Airport Road, curving east generally south of SR 526, with an elevated station in the vicinity of Kasch Park Road.

#SWI-C runs elevated near Airport Road, curving east generally south of SR 526, with an elevated station in the vicinity of 94th Street SW.

SR 526/Evergreen

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

*EGN-B runs elevated generally on the south side of SR 526 with an elevated station west of Evergreen Way.

EGN-C runs elevated generally on the south side of SR 526 with an elevated station east of Evergreen Way.

EGN-D runs elevated generally on the south side of SR 526, transitioning to the south side of W Casino Road with an elevated station west of Evergreen Way.

*EGN-E runs elevated generally on the south side of SR 526, transitioning to the south side of W Casino Road with an elevated station east of Evergreen Way.

I-5/Broadway

*BRD is an alignment section in the vicinity of Broadway from SR 526 to approximately 52nd St SE.

I-5 is an alignment section in the vicinity of the west side of I-5 from SR 526 to approximately 52nd St SE.

Everett Station

EVT-A is the ST3 representative project, running elevated west of I-5 with a station in the vicinity of the existing Everett Station.

*EVT-C runs elevated west of I-5, turns north in the vicinity of McDougall Avenue with an elevated station in the vicinity of 32nd Street.

*EVT-D runs elevated west of I-5 and turns north in the vicinity of Broadway with an elevated station in the vicinity of Hewitt Avenue.

OMF North

Site B-1: SR 526 & 16th Ave – Located in the City of Everett generally between State Route 526 and 75th Street SW, east of 16th Avenue W.

Site B-2: 75th St SW & 16th Ave - Located in the City of Everett generally between 80th Street SW, and 75th Street SW, east of 16th Avenue W.

Site E: Airport Rd & 100th St SW - Located in the City of Everett generally between 100th Street SW and Holly Drive, east of Airport Road

Site F: SR 99 & Gibson Rd - Located in unincorporated Snohomish County generally southwest of Airport Road and northwest of SR 99/Evergreen Way.

Background

The Everett Link Extension (EVLE) project and Operations and Maintenance Facility (OMF) North project are part of the ST3 Plan, funding for which was approved by voters in 2016. EVLE extends Link light rail transit approximately 16 miles from Lynnwood City Center Station to Everett Station and includes six stations; one unfunded provisional station; two parking facilities; OMF North; and allowances for system access, sustainability and transit-oriented development. The Board adopted target schedule for the project is 2037; the affordable schedule is 2037 to SW Everett Industrial Center and 2041 to Everett Station.

The mode and corridor served by the project were identified through the years-long planning process for the Sound Transit Regional Transit Long-Range Plan and ST3 Plan. ST3 included a description of the “representative project”, which identified the mode, station locations and related features, such as an OMF. This formed the basis for the scope, schedule and budget assumed for the expansion of light rail to Everett. The ST3 representative project itself is the result of extensive, multi-year planning and public involvement work. Alternatives under consideration were refined through three evaluation levels: Screening, Level 1 evaluation, and Level 2 evaluation.

Sound Transit, as the Lead Agency for the project under the State Environmental Policy Act (SEPA), has determined that the proposal may have significant adverse environmental impacts and intends to prepare an Environmental Impact Statement (EIS). The Federal Transit Administration (FTA) is the lead agency for environmental review in compliance with the National Environmental Policy Act (NEPA). The FTA participated in early scoping for the project in 2022. Sound Transit and FTA will continue to coordinate on timing to issue a Draft EIS to satisfy both NEPA and SEPA, as well as related NEPA requirements.

The local planning and alternatives development processes included technical analysis, public engagement, and input from affected local, state, and federal agencies and Tribes. Sound Transit developed an initial range of alternatives from the ST3 representative project and from agency and public input during the NEPA/SEPA early scoping process held November 1 through December 10, 2021.

From November 2021 through April 2023, the project engaged a Community Advisory Group (CAG) and an Elected Leadership Group (ELG). The CAG included residents, transit riders, business owners and representatives of organizations that reflected the diversity of the corridor. The ELG included elected officials representing communities along the service corridor. The CAG and ELG reviewed technical information, community, agency, and Tribal feedback and provided recommendations as alternatives moved through the evaluation process. The CAG recommendations were presented to the ELG to confirm or modify, and then all input was presented for Sound Transit Board consideration. In total, seven CAG and eight ELG meetings were held over the course of the alternatives development process.

Briefings on the status of the alternatives development process were provided to the System Expansion Committee on May 12, 2022, February 9, and May 11, 2023, and to the Sound Transit Board on May 25, 2023. The alternatives development findings were documented in the Everett Link Extension Level 1 Alternatives Development report and the Everett Link Extension Level 2 Alternatives Development report published in January 2023.

The project has been utilizing Sound Transit’s Racial Equity Tool (RET) since alternatives development began in 2020 to ensure an explicit consideration of racial equity in decision-making and identifying new opportunities to advance equity. Application of the RET resulted in enhanced equitable engagement practices that elevated issues and considerations that may affect historically disadvantaged communities. This project clarified the technical evaluation process measurement of equity in terms of

potential benefits and negative impacts to historically disadvantaged communities. Use of the RET does not replace other federally required analyses.

A Multi-Jurisdictional Partnering Agreement with the Cities of Everett and Lynnwood, Snohomish County and Community Transit was authorized by the Sound Transit Board in February 2023. The agreement is intended to provide greater clarity and predictability for each agency and to foster mutual accountability and the meeting of future milestones.

In response to the Technical Advisory Group (TAG) Report and request from Board members, the proposed motion includes Sound Transit staff recommendations regarding preferred alternative(s). This is the first staff recommendation following the TAG report. The staff recommendation tracks those of the ELG, except in two station areas: West Alderwood and SW Everett Industrial Center. For those station areas, staff recommends retaining an additional alternative for evaluation in the draft EIS. In the West Alderwood section, staff recommend retaining ALD-B in addition to ALD-D (Preferred) and ALD-F recommended by the ELG. Staff makes this recommendation in order to ensure that multiple alignment alternatives are evaluated in the EIS. In the SW Everett Industrial Center section, staff recommends retaining SWI-C in addition to SWI-A (Preferred) and SWI-B recommended by the ELG. Staff makes this recommendation in order to retain multiple station options for evaluation in the EIS. Staff concurs with all other ELG recommendations on preferred alternative(s).

Project status

Project Identification	Alternatives Identification	Conceptual Engineering/ Draft EIS	Preliminary Engineering/ Final EIS	Final Design	Construction
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Projected completion date for Alternatives Analysis (Phase 1): 2Q 2023.

Project scope, schedule and budget summary are located on page 52 of the March 2023 Agency Progress Report.

Fiscal information

The current cost estimate in the Agency’s Financial Plan for the Everett Link Extension project is \$6.0 billion in 2023\$ including deferred parking and is affordable within the Financial Plan by 2041. (Without parking the estimate is \$5.9 billion in 2023\$.) Staff are managing the project toward the Target Schedule of 2037. The current cost estimate in the Agency’s Financial Plan for the OMF North project is \$1.5 billion in 2023\$ and is affordable within the Financial Plan. Staff are managing the project toward a 2034 delivery, consistent with both Affordable and Target Schedules.

Sound Transit has established a -2% to +20% range for preliminary cost estimates based on the Association for the Advancement of Cost Engineering International standards and agency experience. The range for the EVLE least expensive alternatives is \$5.05-\$6.20B (2023\$). The range for the most expensive alternatives is \$5.66-\$6.90B (2023\$). For the OMF North the range for the least expensive alternative (B1) is \$1.50-\$1.80B (2023\$). The range for the most expensive alternative is \$1.75-\$2.15B (2023\$). The impact to agency affordability, including debt capacity and net debt service coverage is unknown at this point and will vary based on the alternative chosen. The Financial Plan cost estimate will be updated based on new data from the preliminary comparative cost estimates and any Board decisions related to this milestone.

Disadvantaged and small business participation

Not applicable to this action.

Title VI compliance

Title VI of the Civil Rights Act of 1964 requires preparation of a Title VI Facility Equity Analysis (FEA) report. After publication of the Draft EIS, a Title VI FEA report will be prepared. The analysis will include all the OMF site alternatives evaluated in the Draft EIS. Potential disproportionate direct and indirect impacts (or costs) to minority populations will be described in the FEA, with the consideration of mitigation and offsetting benefits based on the analyses conducted for the Draft EIS. The FEA will be completed and available to the Board prior to its confirming or modifying the preferred alternative for evaluation in the Final EIS.

Public involvement

Sound Transit has engaged stakeholders, the public, Tribes and agencies throughout the alternatives development process to refine the alternatives. NEPA/SEPA early scoping was conducted from November 1 through December 10, 2021. The Elected Leadership Group (ELG) and Community Advisory Group (CAG) described above provided input and recommendations.

Implementation of Sound Transit's Racial Equity Tool informed public engagement efforts and elevated issues and considerations that may affect historically underserved communities. Focus on the guiding principles of relationship building, cultural competence, responsiveness to community and resource investment advanced equitable engagement practices.

The alternatives development process included public feedback that was shared with the CAG and ELG. The recommendations made by these bodies were presented to the System Expansion Committee and/or Sound Transit Board at each level of evaluation, and alternatives at each level were carried forward to study in greater detail based on technical analyses, advisory group recommendations and community feedback.

Sound Transit held a SEPA EIS scoping period from January 23 through March 10, 2023. The scoping online open house received over 13,300 visits by over 10,800 visitors, a total of 127 people attended the two virtual public open houses, and the in-person open house had approximately 1,600 attendees. Sound Transit received approximately 1,200 comments from the public via the online comment form, written and verbal comments at the in-person open house, mail, email, voicemail. These comments are summarized in the Scoping Summary Report.

Time constraints

A delay of one-month to this Board action would have a corresponding one-month delay to the Draft EIS publication. Publication of the Draft EIS, anticipated in the first quarter of 2026, is the critical milestone of the next phase (Phase 2) of project development. A delay to the Draft EIS would likely affect downstream milestones, including completing the project's environmental review (Phase 3) and entering construction (Phase 4/5).

Prior Board/Committee actions

Motion No. M2023-15: authorized the chief executive officer to execute contract modifications with Kimley-Horn and Associates, Inc. to a) provide additional project development services for Phase 1 of the Everett Link Extension and Operations and Maintenance Facility North project in the amount of \$1,175,600 and b) exercise the option for Phase 2 services in the amount \$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.

Motion No. M2023-14: Authorized the chief executive officer to execute a Multi-Jurisdictional Partnering Agreement with the Cities of Everett and Lynnwood, Snohomish County and Community Transit for the Everett Link Extension and Operations & Maintenance Facility North project.

Resolution No. R2022-32: Authorized the chief executive officer to acquire certain real property interests, contingent on receipt of any necessary federal approvals, including acquisition by condemnation to the extent authorized by law, and to reimburse eligible relocation and reestablishment expenses incurred by affected owners and tenants as necessary in order to secure a potential site for construction, operation, and maintenance of the Everett Link Extension project.

Motion M2021-62: Authorized the chief executive officer to execute a contract modification with Kimley-Horn and Associates, Inc. to increase the contract amount for the Everett Link Extension & Operations & Maintenance Facility North project for Phase 1 Alternatives Development in the amount of \$934,000 for work to fulfill the agreement for the Federal Transit Administration's Transit-Oriented Development Pilot Program grant, for a new total authorized contract amount not to exceed \$16,806,847.

Motion M2020-60: Authorized the chief executive officer to execute a contract with Kimley-Horn and Associates, Inc. to provide project development services for the Everett Link Extension & Operations & Maintenance Facility (OMF) North project for Phase 1 - Alternatives Development in the amount of \$14,429,861, with a 10 percent contingency of \$1,442,986, for a total authorized contract amount not to exceed \$15,872,847.

Environmental review – KH 5/31/23

Legal review – AJP 5/31/23



Motion No. M2023-47

A motion of the Board of the Central Puget Sound Regional Transit Authority identifying the preferred alternative(s) and other alternatives for study in the Everett Link Extension Environmental Impact Statement, for all segments including the Operations and Maintenance Facility North.

Background

The Everett Link Extension (EVLE) project and Operations and Maintenance Facility (OMF) North project are part of the ST3 Plan, funding for which was approved by voters in 2016. EVLE extends Link light rail transit approximately 16 miles from Lynnwood City Center Station to Everett Station and includes six stations; one unfunded provisional station; two parking facilities; OMF North; and allowances for system access, sustainability and transit-oriented development. The Board adopted target schedule for the project is 2037; the affordable schedule is 2037 to SW Everett Industrial Center and 2041 to Everett Station.

The mode and corridor served by the project were identified through the years-long planning process for the Sound Transit Regional Transit Long-Range Plan and ST3 Plan. ST3 included a description of the “representative project”, which identified the mode, station locations and related features, such as an OMF. This formed the basis for the scope, schedule and budget assumed for the expansion of light rail to Everett. The ST3 representative project itself is the result of extensive, multi-year planning and public involvement work. Alternatives under consideration were refined through three evaluation levels: Screening, Level 1 evaluation, and Level 2 evaluation.

Sound Transit, as the Lead Agency for the project under the State Environmental Policy Act (SEPA), has determined that the proposal may have significant adverse environmental impacts and intends to prepare an Environmental Impact Statement (EIS). The Federal Transit Administration (FTA) is the lead agency for environmental review in compliance with the National Environmental Policy Act (NEPA). The FTA participated in early scoping for the project in 2022. Sound Transit and FTA will continue to coordinate on timing to issue a Draft EIS to satisfy both NEPA and SEPA, as well as related NEPA requirements.

The local planning and alternatives development processes included technical analysis, public engagement, and input from affected local, state, and federal agencies and Tribes. Sound Transit developed an initial range of alternatives from the ST3 representative project and from agency and public input during the NEPA/SEPA early scoping process held November 1 through December 10, 2021.

From November 2021 through April 2023, the project engaged a Community Advisory Group (CAG) and an Elected Leadership Group (ELG). The CAG included residents, transit riders, business owners and representatives of organizations that reflected the diversity of the corridor. The ELG included elected officials representing communities along the service corridor. The CAG and ELG reviewed technical information, community, agency, and Tribal feedback and provided recommendations as alternatives moved through the evaluation process. The CAG recommendations were presented to the ELG to confirm or modify, and then all input was presented for Sound Transit Board consideration. In total, seven CAG and eight ELG meetings were held over the course of the alternatives development process.

Briefings on the status of the alternatives development process were provided to the System Expansion Committee on May 12, 2022, February 9, and May 11, 2023, and to the Sound Transit Board on May 25, 2023. The alternatives development findings were documented in the Everett Link Extension Level 1 Alternatives Development report and the Everett Link Extension Level 2 Alternatives Development report published in January 2023.

The project has been utilizing Sound Transit’s Racial Equity Tool (RET) since alternatives development began in 2020 to ensure an explicit consideration of racial equity in decision-making and identifying new opportunities to advance equity. Application of the RET resulted in enhanced equitable engagement practices that elevated issues and considerations that may affect historically disadvantaged

communities. This project clarified the technical evaluation process measurement of equity in terms of potential benefits and negative impacts to historically disadvantaged communities. Use of the RET does not replace other federally required analyses.

A Multi-Jurisdictional Partnering Agreement with the Cities of Everett and Lynnwood, Snohomish County and Community Transit was authorized by the Sound Transit Board in February 2023. The agreement is intended to provide greater clarity and predictability for each agency and to foster mutual accountability and the meeting of future milestones.

In response to the Technical Advisory Group (TAG) Report and request from Board members, the proposed motion includes Sound Transit staff recommendations regarding preferred alternative(s). This is the first staff recommendation following the TAG report. The staff recommendation tracks those of the ELG, except in two station areas: West Alderwood and SW Everett Industrial Center. For those station areas, staff recommends retaining an additional alternative for evaluation in the draft EIS. In the West Alderwood section, staff recommend retaining ALD-B in addition to ALD-D (Preferred) and ALD-F recommended by the ELG. Staff makes this recommendation in order to ensure that multiple alignment alternatives are evaluated in the EIS. In the SW Everett Industrial Center section, staff recommends retaining SWI-C in addition to SWI-A (Preferred) and SWI-B recommended by the ELG. Staff makes this recommendation in order to retain multiple station options for evaluation in the EIS. Staff concurs with all other ELG recommendations on preferred alternative(s).

Motion

Based on the Board's review of review of the findings from the alternatives development process, public and agency scoping comments, Tribal comments, input from the CAG (March 20, 2023) and ELG (April 25, 2023), the Multi-Jurisdictional Partnering Agreement with the Cities of Everett and Lynnwood, Snohomish County and Community Transit, input from FTA, and other information developed to date, the preferred alternative, and other alternatives for the EVLE Draft EIS are identified as follows for all segments, it is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that, based on Board's;

West Alderwood

Preferred Alternative

- ALD-D runs elevated west of I-5, turning north in the vicinity of 33rd Avenue W, turning east near 184th Street SW with an elevated station in the vicinity of 33rd Avenue W.

Other alternatives for study in the Draft Environmental Impact Statement

- ALD-B is the optimized ST3 representative project, running elevated west of I-5, turning north in the vicinity of 33rd Avenue W, turning east near Alderwood Mall with an elevated station south of the mall. (Additional staff recommendation)
- ALD-F runs elevated west of I-5, turning north in the vicinity of 33rd Avenue W, turning east near 184th Street SW with an elevated station in the vicinity of 184th Street SW.

Ash Way

Preferred Alternative

- (Not identified)

Alternatives for study in the Draft Environmental Impact Statement

- ASH-A is the ST3 representative project, running elevated on the west side of I-5 with an elevated station in the vicinity of Ash Way Park-and-Ride.

- ASH-D crosses to the east side of I-5 north of the SR 405 interchange, with a station near 164th Street SW in the vicinity of Motor Place and continues elevated to the west side of I-5 in the vicinity of 134th St SW.

Mariner

Preferred Alternative

- (Not identified)

Alternatives for study in the Draft Environmental Impact Statement

- MAR-B runs elevated on the west side of I-5 and turns west near 128th Street SW with an elevated station in the vicinity of 8th Avenue W., the guideway continues in the vicinity of 128th Street SW/ Airport Road.
- MAR-D runs elevated on the west side of I-5, east of 8th Avenue W with an elevated station in the vicinity of the Mariner Park and Ride, the guideway continues in the vicinity of 128th Street SW/ Airport Road.

SR 99/Airport Road

Preferred Alternative

- (Not identified)

Alternatives for study in the Draft Environmental Impact Statement

- AIR-A is the ST3 representative project, running elevated generally on the east side of Airport Road with an elevated station near the intersection with SR 99.
- AIR-B runs elevated generally on the west side of Airport Road, crossing to the east side of Airport Road north of 112th St SW, with an elevated station near Airport Road/ SR 99.

SW Everett Industrial Center

Preferred Alternative

- SWI-A is the ST3 representative project, running elevated near Airport Road, curving east generally south of SR 526, with an elevated station south of SR 526 near Casino Road and west of Seaway Blvd.

Other alternatives for study in the Draft Environmental Impact Statement

- SWI-B runs elevated near Airport Road, curving east generally south of SR 526, with an elevated station in the vicinity of Kasch Park Road.
- SWI-C runs elevated near Airport Road, curving east generally south of SR 526, with an elevated station in the vicinity of 94th Street SW. (Additional staff recommendation)

SR 526/Evergreen

Preferred Alternative

- Station and alignment south of SR526, either EGN-B or EGN-E:
 - EGN-B runs elevated generally on the south side of SR 526 with an elevated station west of Evergreen Way.
 - EGN-E runs elevated generally on the south side of SR 526, transitioning to the north side of W Casino Road with an elevated station east of Evergreen Way.

Alternatives for study in the Draft Environmental Impact Statement

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

I-5 / Broadway

Preferred Alternative

- I-5 is an alignment segment in the vicinity of the west side of I-5 from SR 526 to approximately 52nd St SE.

Other alternatives for study in the Draft Environmental Impact Statement

- BRD is an alignment segment in the vicinity of Broadway from SR 526 to approximately 52nd St SE.

Everett Station

Preferred Alternative

- Alignment runs elevated west of I-5, turns north in the vicinity of McDougall Avenue with either a station at EVT-C, an elevated station in the vicinity of 32nd Street, or EVT-D, in the vicinity of Hewitt Avenue.

Other alternatives for study in the Draft Environmental Impact Statement

- EVT-A is the ST3 representative project, running elevated west of I-5 with a station in the vicinity of the existing Everett Station.

OMF North

Preferred Alternative


- (Not identified)

Alternatives for study in the Draft Environmental Impact Statement

- Site B-1 / Site B-2: A single site in the vicinity of sites B-1 and B-2 located in the City of Everett generally between SR 526 and 75th Street SW, east of 16th Avenue W.
- Site E: Airport Rd & 100th St SW - Located primarily in the City of Everett generally between 100th Street SW and Holly Drive, east of Airport Road
- Site F: SR 99 & Gibson Rd - Located in unincorporated Snohomish County generally southwest of Airport Road and northwest of SR 99/Evergreen Way.

This motion also authorizes staff to complete the Draft EIS, using the preferred alternative(s) and other alternatives identified above. Station components can be shared between alternatives in each area to define an alternative that has better performing components of multiple alternatives at each station area. The Board will not make a final decision on the project to be built until after completion of the Final EIS, which is anticipated to be published in 2028.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on June 22, 2023.



Dow Constantine
Board Chair

ATTEST:



Kathryn Flores
Board Administrator