

# *Everett Link Extension & OMF North Briefing*

*System Expansion Committee  
05/11/2023*



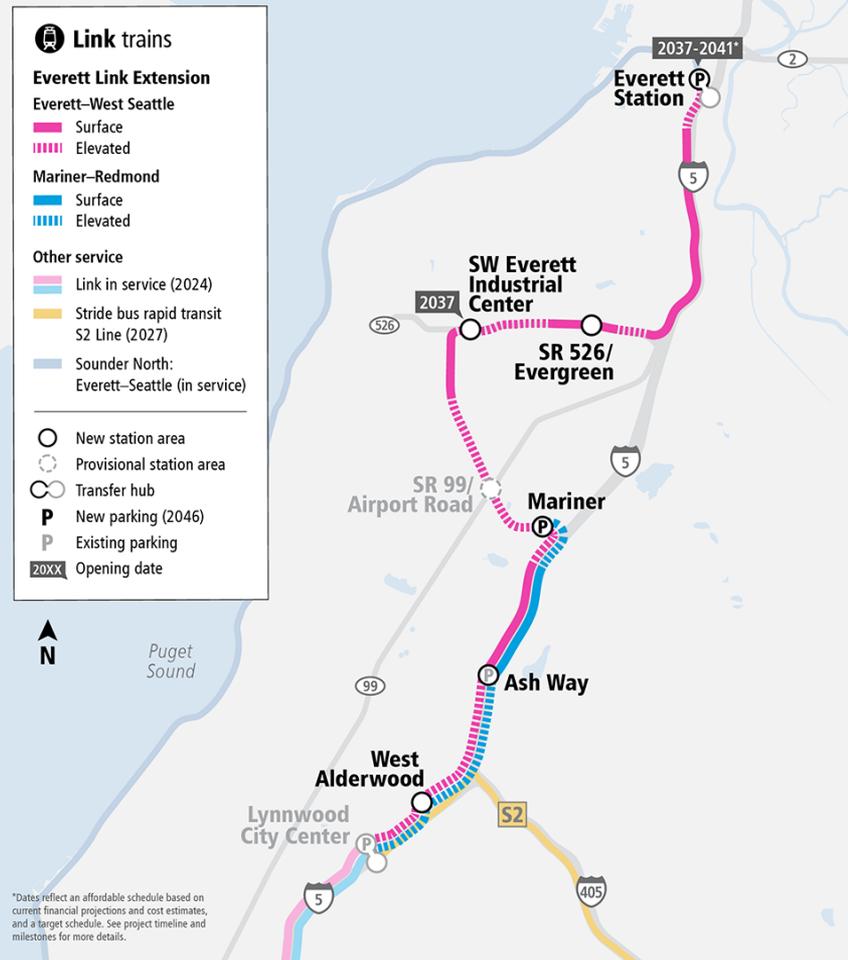
# *Why we are here*

- Provide an update on the Everett Link Extension project
- Review the results of the Level 2 technical evaluation and the key themes of the public scoping comment period
- Consider Community Advisory Group and Elected Leadership Group recommendations for alternatives to study in the Draft EIS and preferred alternative.
- Review staff recommendations for some sections, requested by the Board
- No action today

# 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**



# Project Performance Tracker Status

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

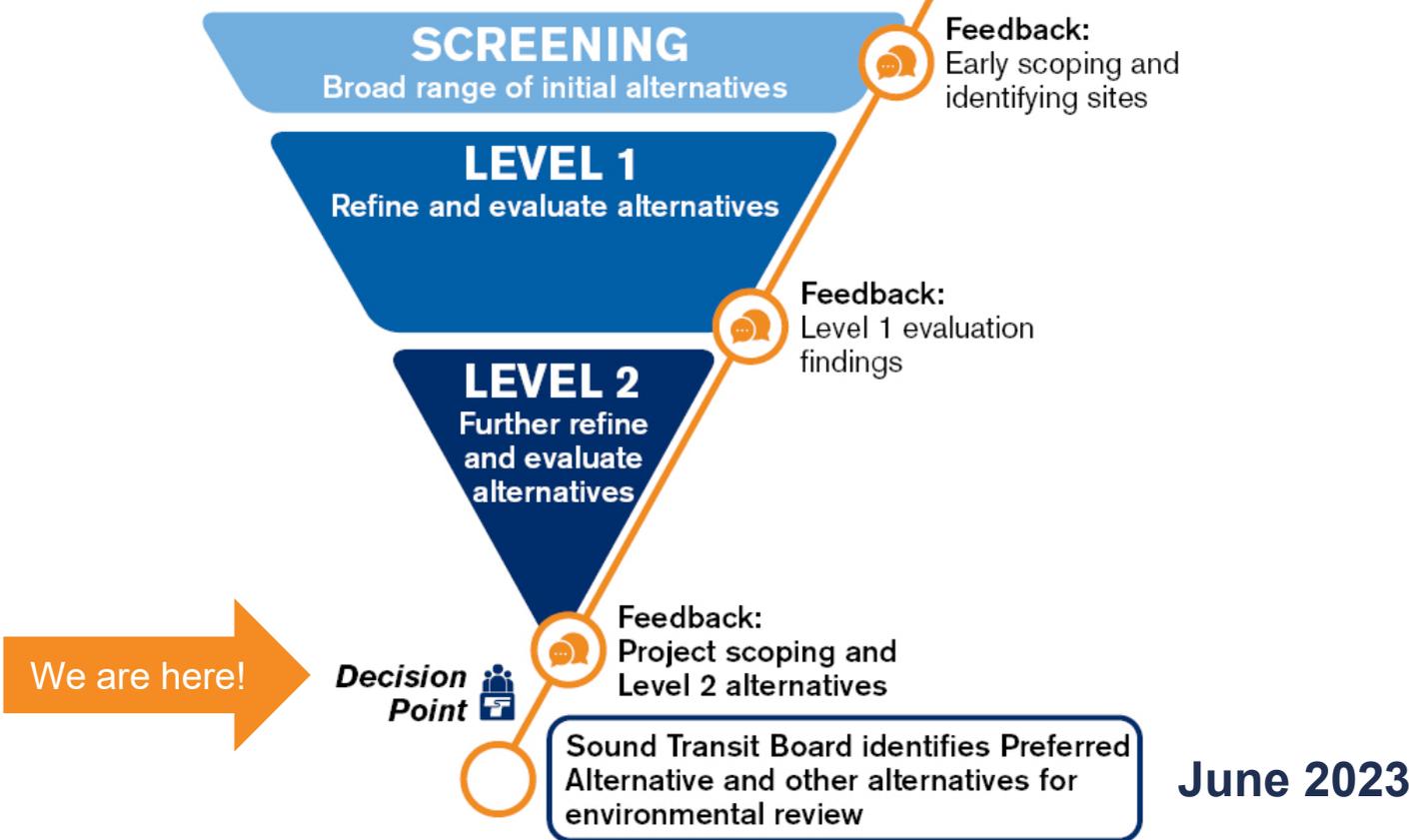
## Cost Risks

- Comparative cost estimates are within an acceptable range; QRA held in 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



# *Racial Equity Tool on EVLE*

Purpose: To integrate explicit consideration of racial equity in decision-making related to projects, policies, programs and practices.

***Engagement goal:*** engage historically underserved communities proactively and meaningfully, such that opportunities & concerns are known and integrated early.

***Alternatives evaluation goal:*** study alternatives with equity criteria that draw out potential benefits and impacts for historically underserved communities.

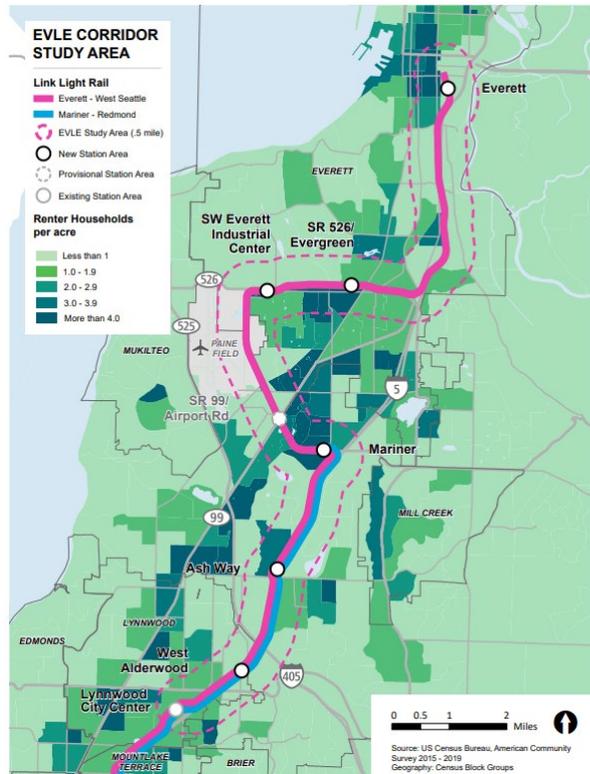
# Understanding who lives here

## Snapshot of demographics

In all station areas, one or more apply:

- Majority people of color
- Majority renters
- A quarter with low incomes
- A quarter speaking a language other than English at home

Project engagement efforts focus on understanding the individuality of people and neighborhoods, beyond these numbers.



Renter household density

***Scoping & Alternatives  
Considered***

# SEPA Scoping

**Comment period Jan 23 – Mar 10**

- Sought feedback on scope of EIS
- 10,827 unique visits to online open house

## Public meetings

- 3 virtual meetings: 127 attendees
- In-Person meeting: over 1,600 attendees
- Targeted briefings & community tabling: over 250 interactions

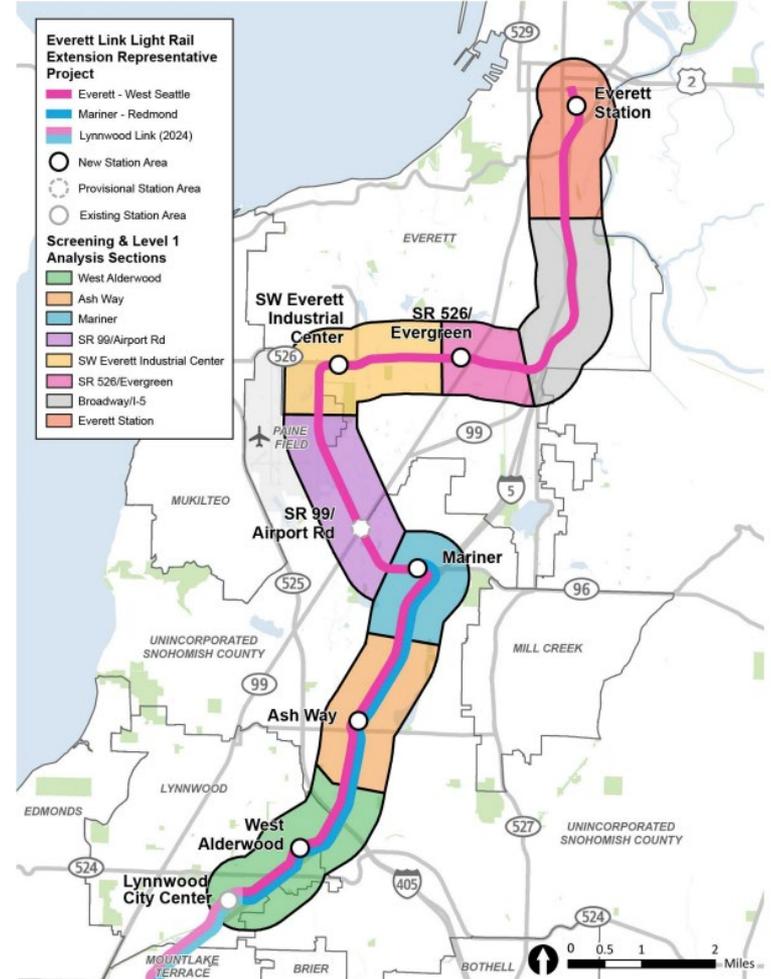
## Comments received

- Approximately 1,200 communications received
  - Letters from 2 Tribes
  - Letters from 8 agencies
- Scoping Summary Report in progress, preliminary feedback available



# 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

## Evaluation Findings

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

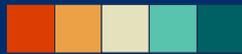
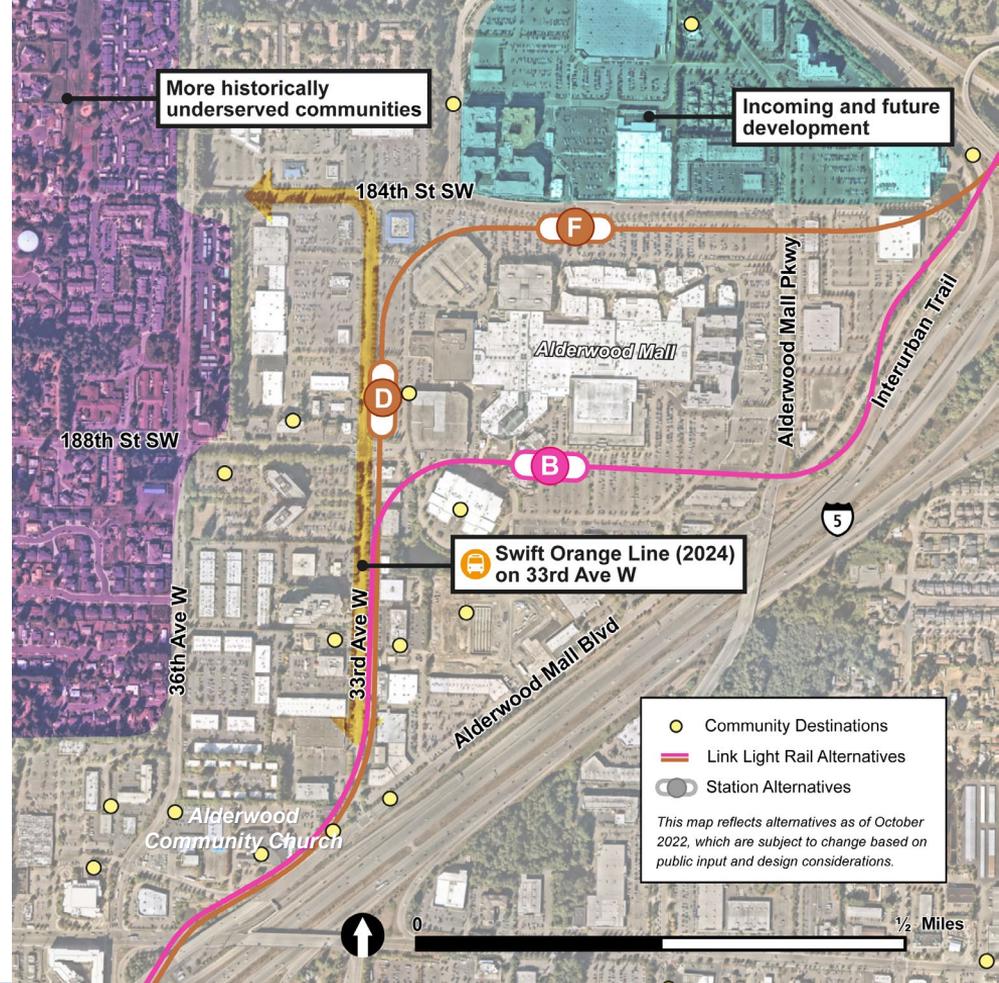
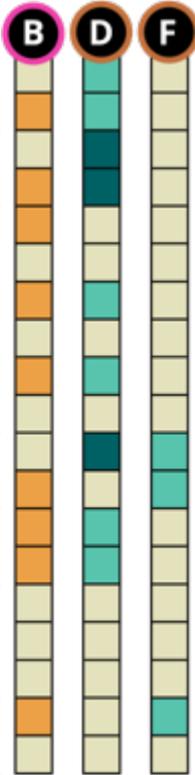
Built Environment + Social Resources

Acquisitions and Displacements

Burdens to Underserved Communities

Non-Project Traffic Effects

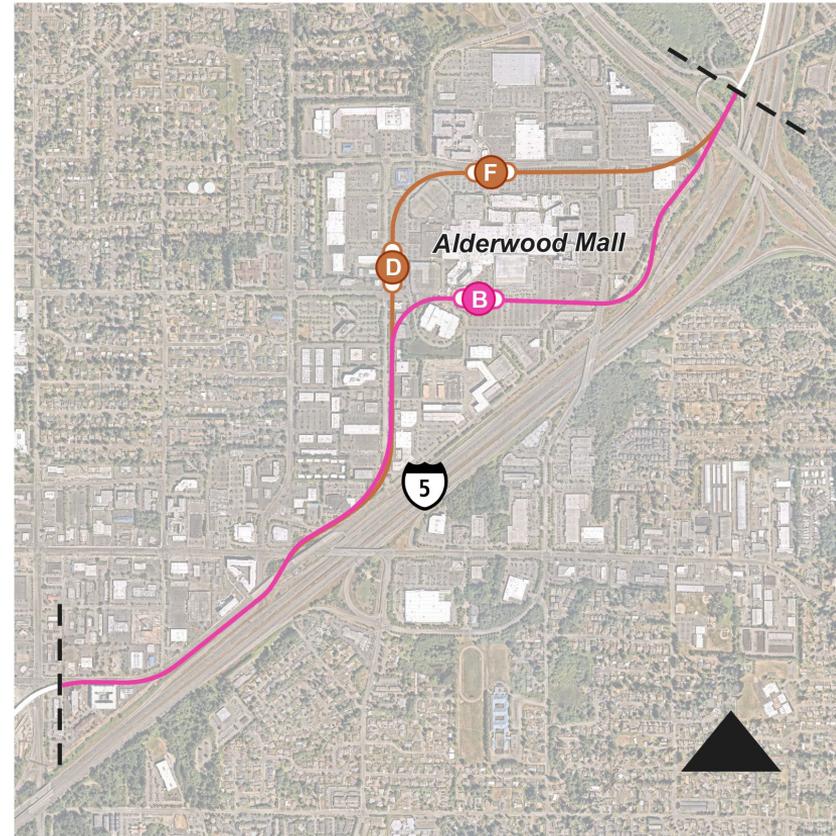
Natural Environment



# West Alderwood

## Scoping Summary

- Community requests for changes to alignment to avoid potential impacts to the Alderwood Community Church & Compassion Center.
- Public support of easy connections to the mall and nearby destinations.
- City of Lynnwood preference for D and the brown alignment.
- City of Everett supports further study of D and F.

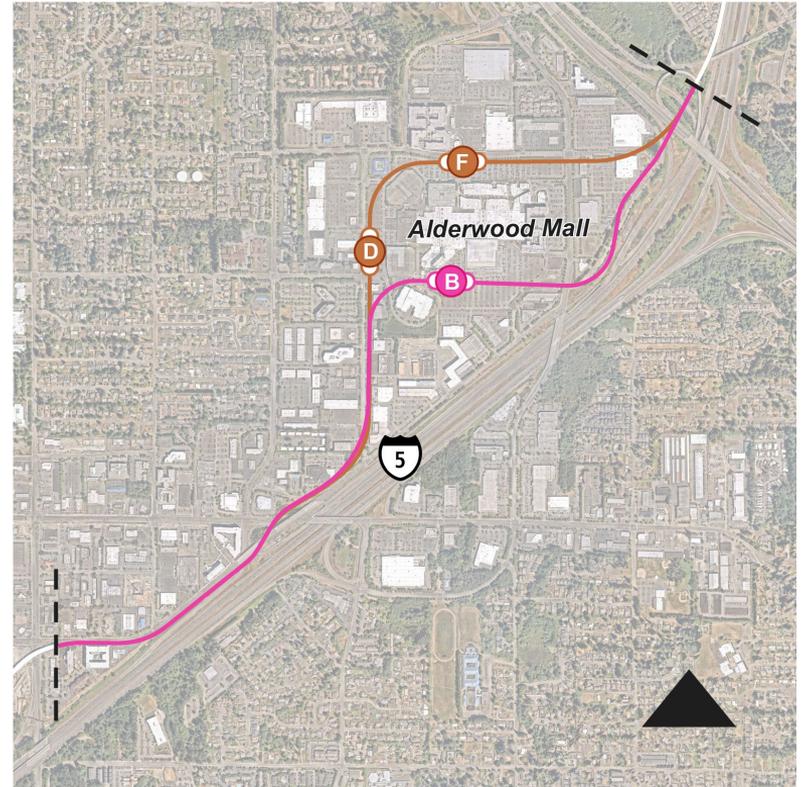


# West Alderwood

## Recommendations

	CAG	ELG
<b>B</b>	Remove from study	Remove from study/continue if needed*
<b>D</b>	Preferred	Preferred
<b>F</b>	Continue study	Continue study

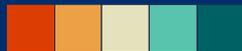
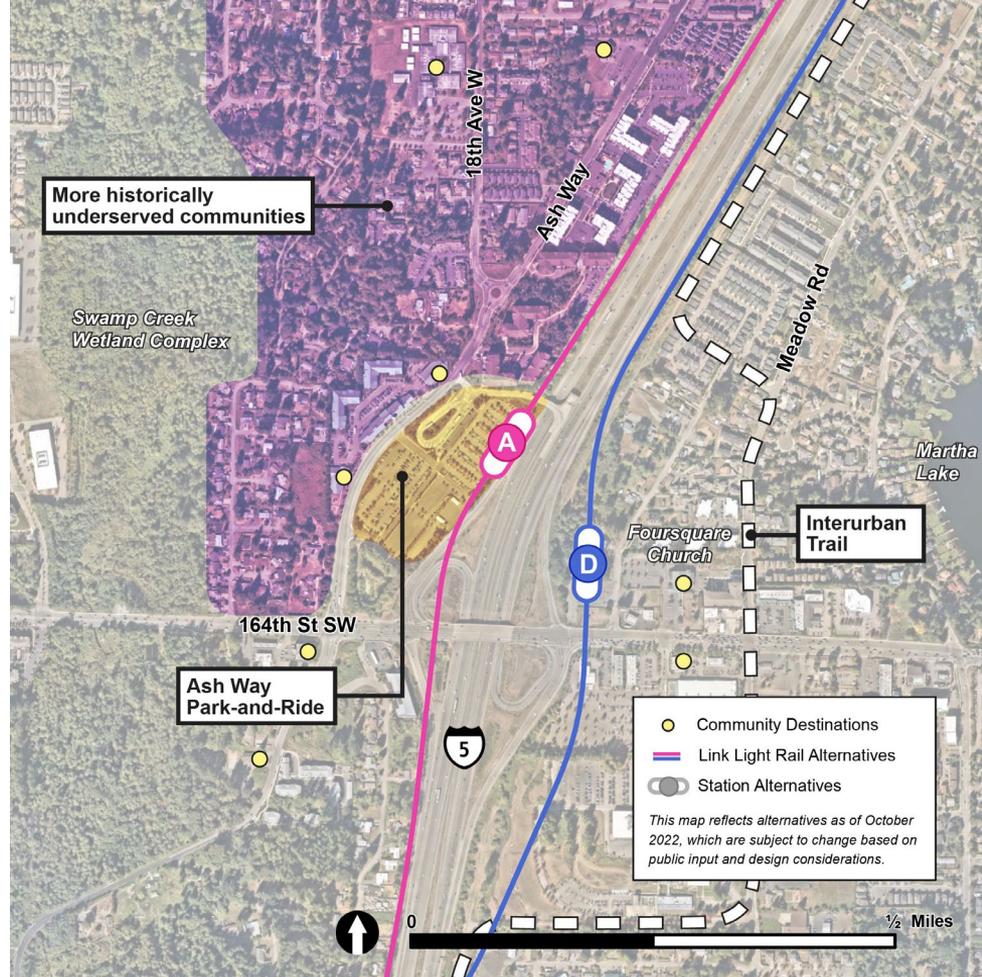
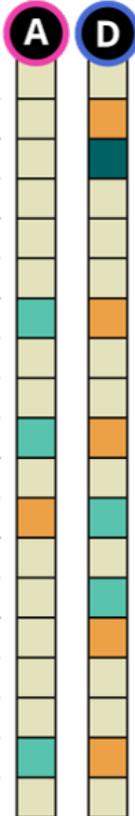
\*ST staff recommends continuing to study Station B to minimize risk of only one alignment evaluated in the Draft EIS



# Ash Way

## Evaluation Findings

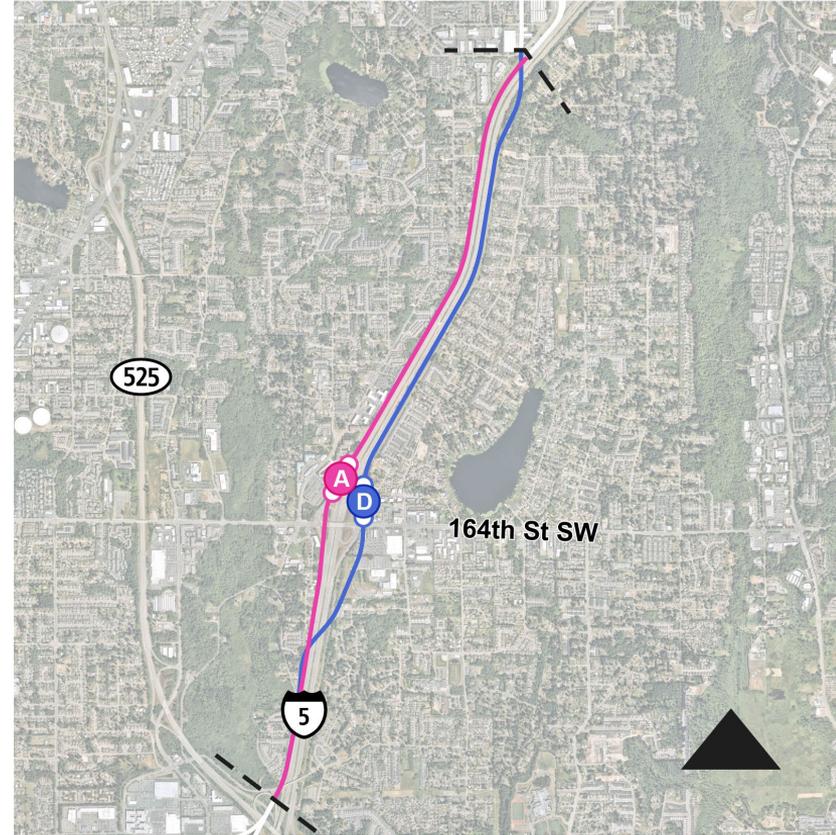
	A	D
Community Assets	Light Green	Light Green
Transit Integration	Light Green	Orange
Transportation Plan Consistency	Light Green	Dark Green
2040 Population + Jobs	Light Green	Light Green
Technical Challenges	Light Green	Light Green
Comparative Cost Estimates	Light Green	Light Green
Equity: Race, Income,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



# Ash Way

## Scoping Summary

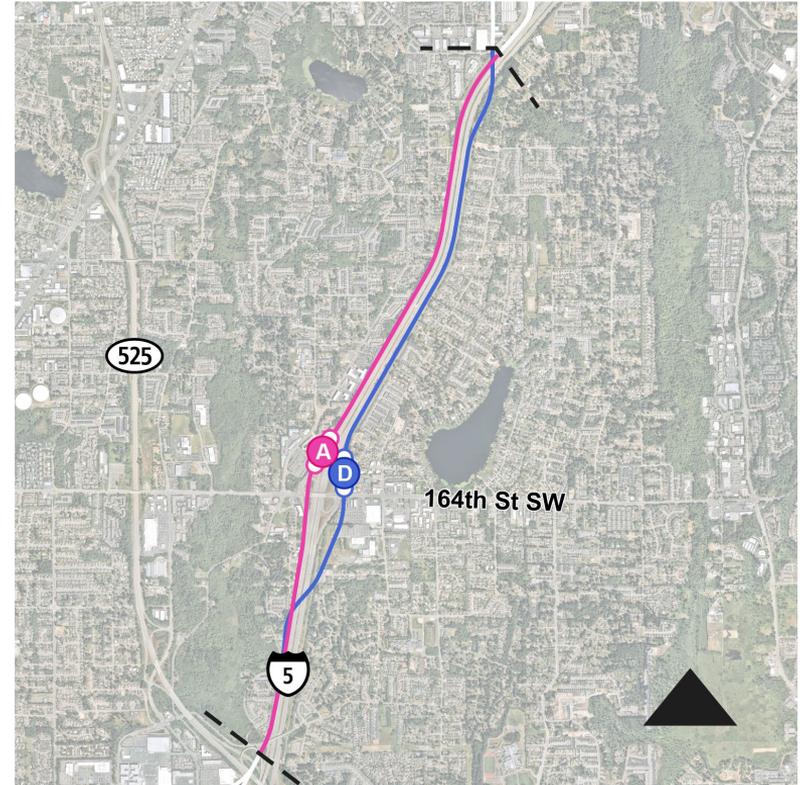
- Public support for A due to integration with Ash Way Park-and-Ride.
- Concerns from the public about potential impacts to Mill Creek Foursquare Church and the Interurban Trail.
- Snohomish County and City of Everett support further study of A and D.



# Ash Way

## Recommendations

	CAG	ELG
A	Continue study	Continue study
D	Preferred	Continue study



# Mariner

## Evaluation Findings

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

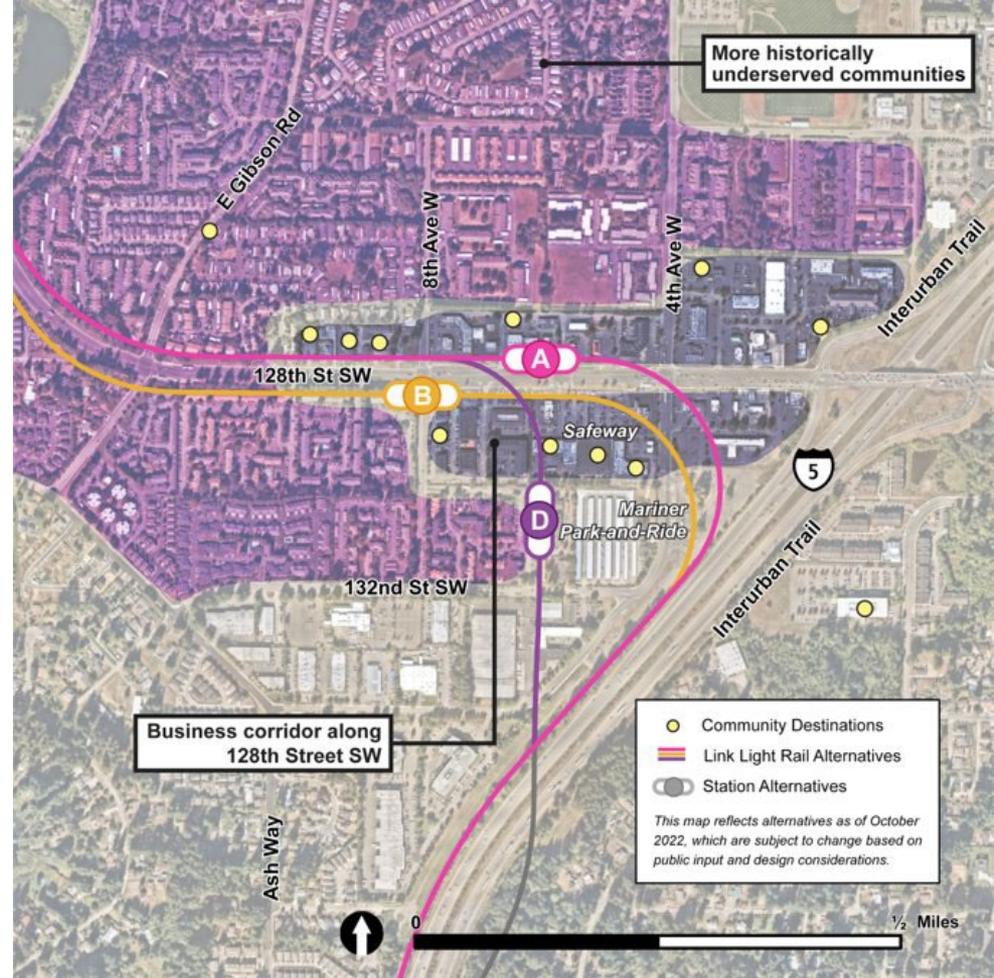
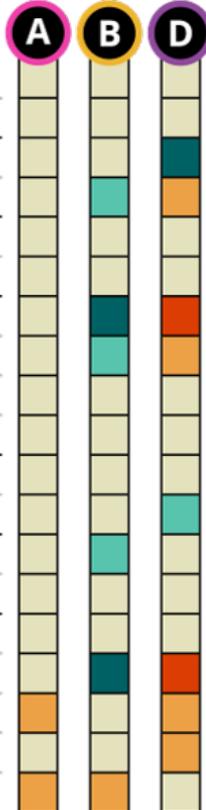
Built Environment + Social Resources

Acquisitions and Displacements

Burdens to Underserved Communities

Non-Project Traffic Effects

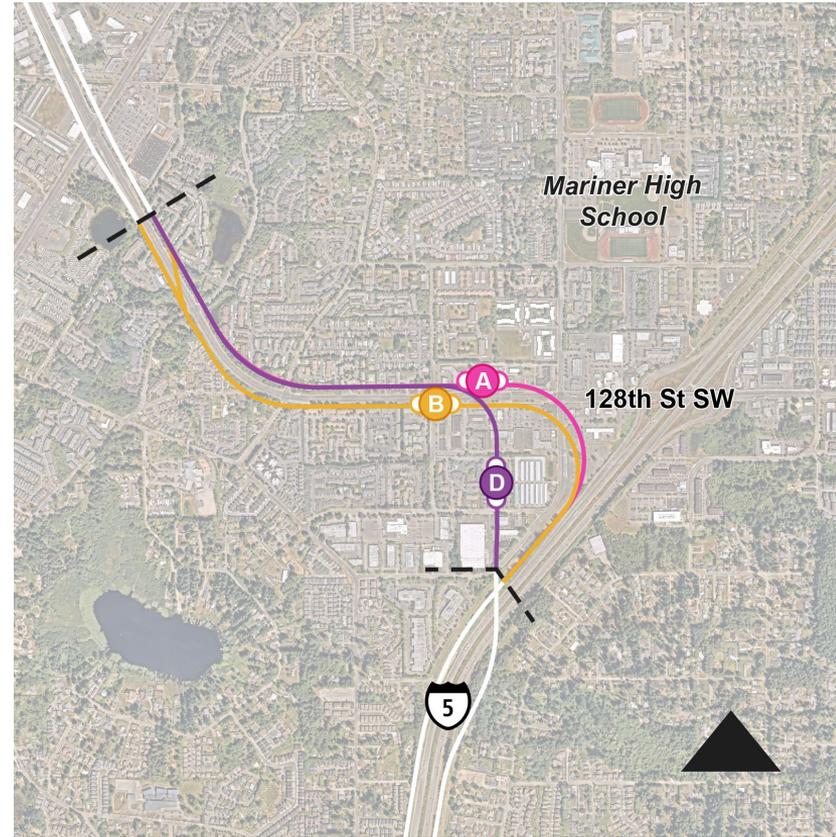
Natural Environment



# Mariner

## Scoping Summary

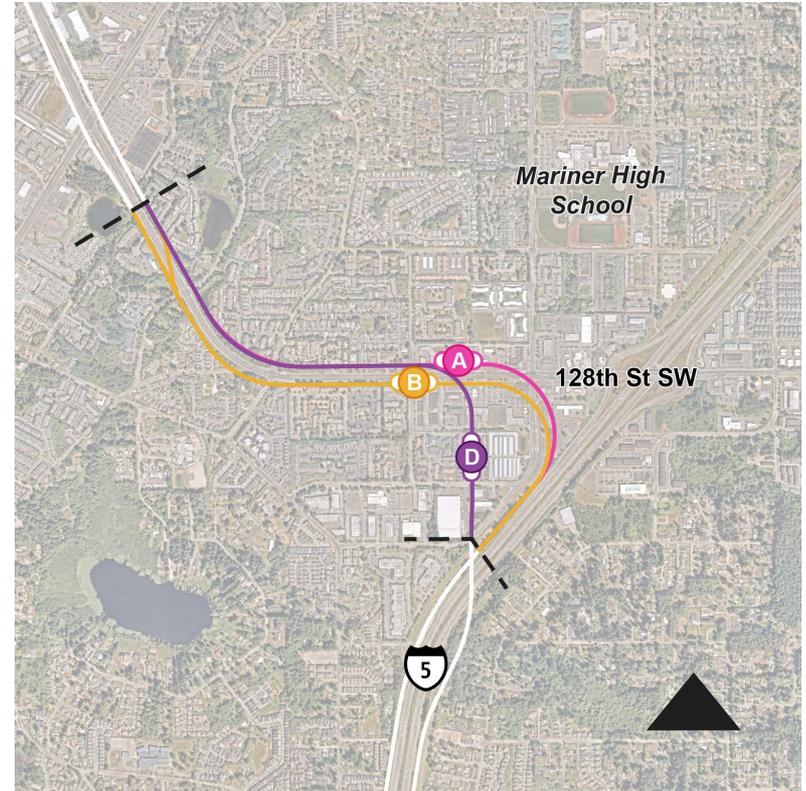
- More public support for A and B because of transit connectivity and business access.
- Some public support for D because of proximity to the existing park-and-ride.
- Snohomish County and the City of Everett support further study of B and D.



# Mariner

## Recommendations

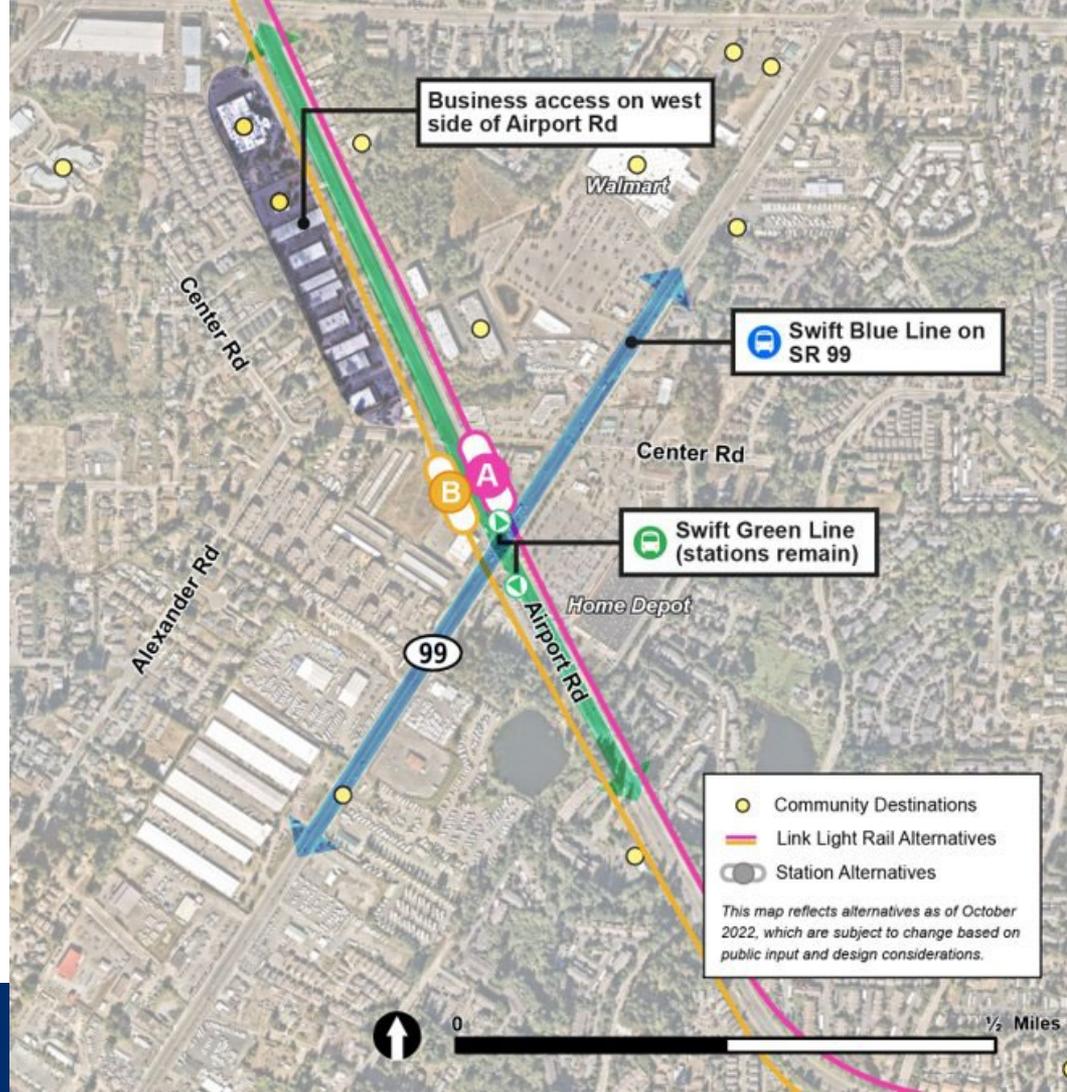
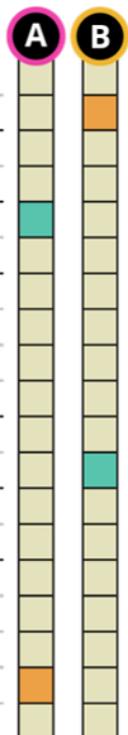
	CAG	ELG
<b>A</b>	Remove from study	Remove from study
<b>B</b>	Preferred	Continue study
<b>D</b>	Continue study	Continue study



# SR 99/Airport Road (Provisional)

## Evaluation Findings

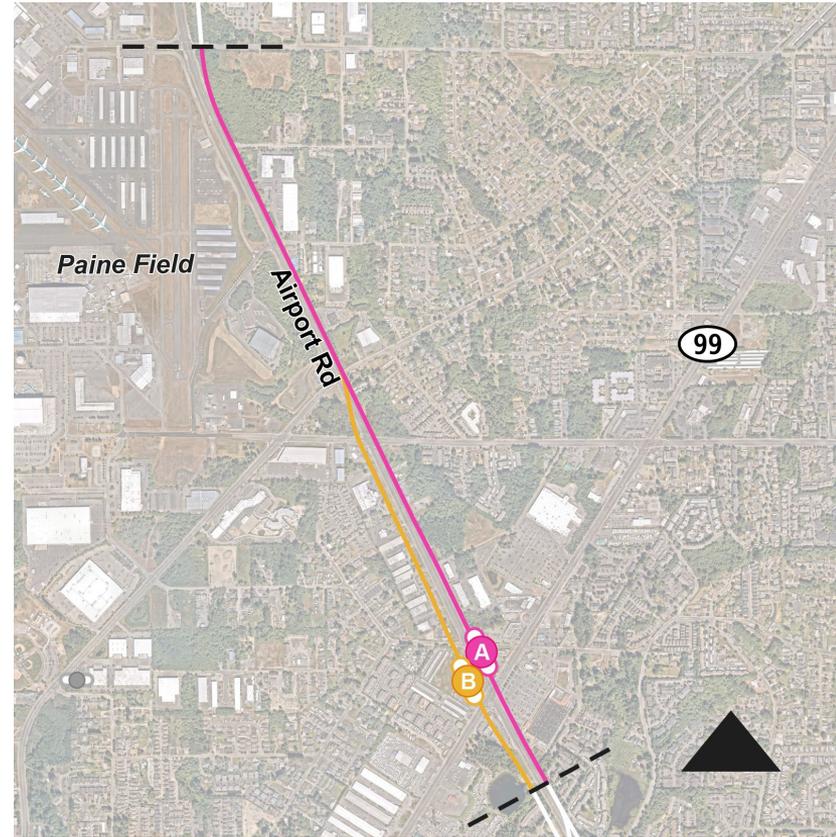
	A	B
Community Assets		
Transit Integration		
Transportation Plan Consistency		
2040 Population + Jobs		
Technical Challenges		
Comparative Cost		
Equity: Race, Income, English Proficiency		
Equity: Age, Ability, Means of Access		
Equitable Access to Jobs		
Proximity to Affordable Housing		
Land Use Plan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



# SR 99/Airport Road (Provisional)

## Scoping Summary

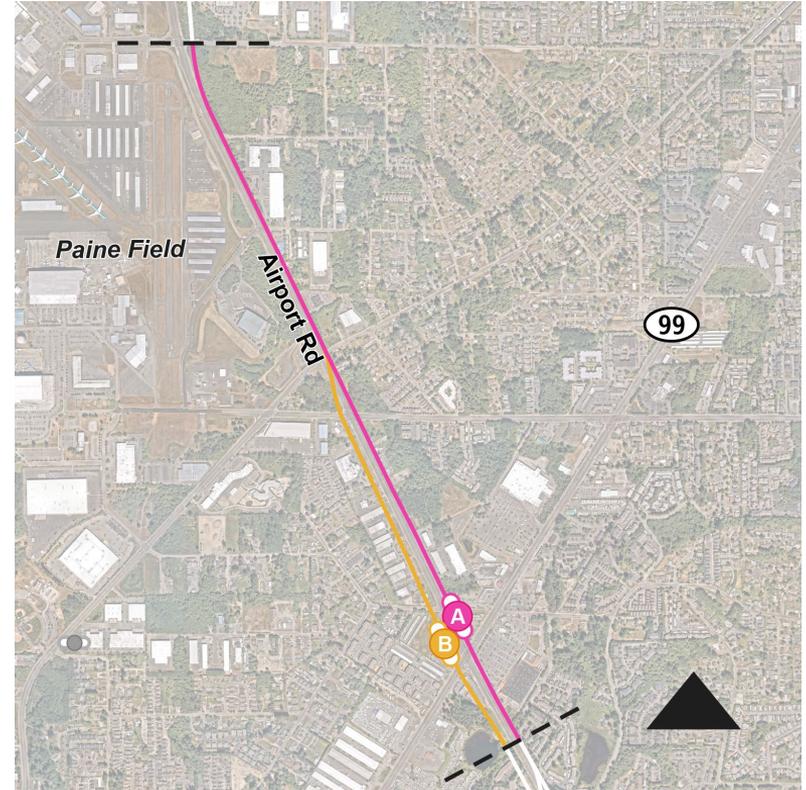
- No clear preference from the public with both station alternatives close together.
- City of Everett and Snohomish County support further study of both A and B, and Everett recommends A as the preferred alternative.



# SR 99/Airport Road

## Recommendations

	CAG	ELG
A	Preferred	Continue study
B	Continue study	Continue study



# SW Everett Industrial Center

## Evaluation Findings

### 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

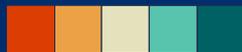
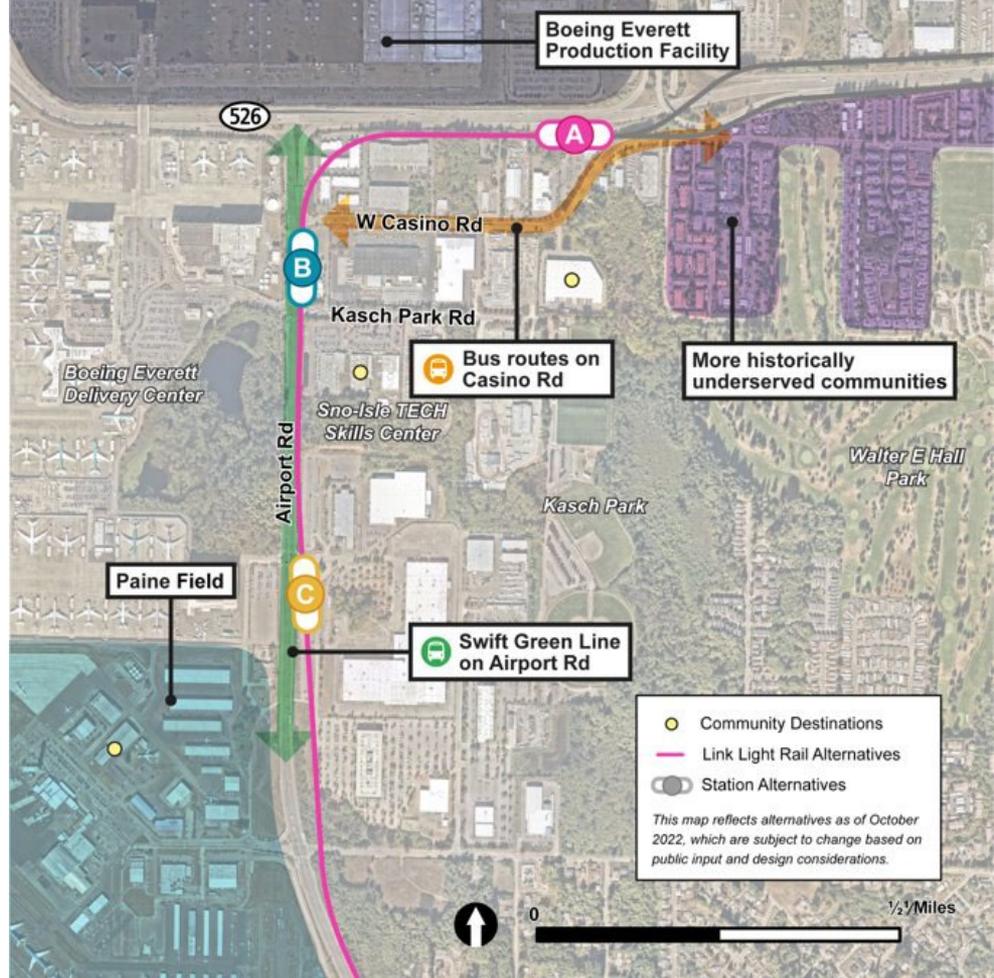
### Built Environment + Social Resources

### Acquisitions and Displacements

### Burdens to Underserved Communities

### Non-Project Traffic Effects

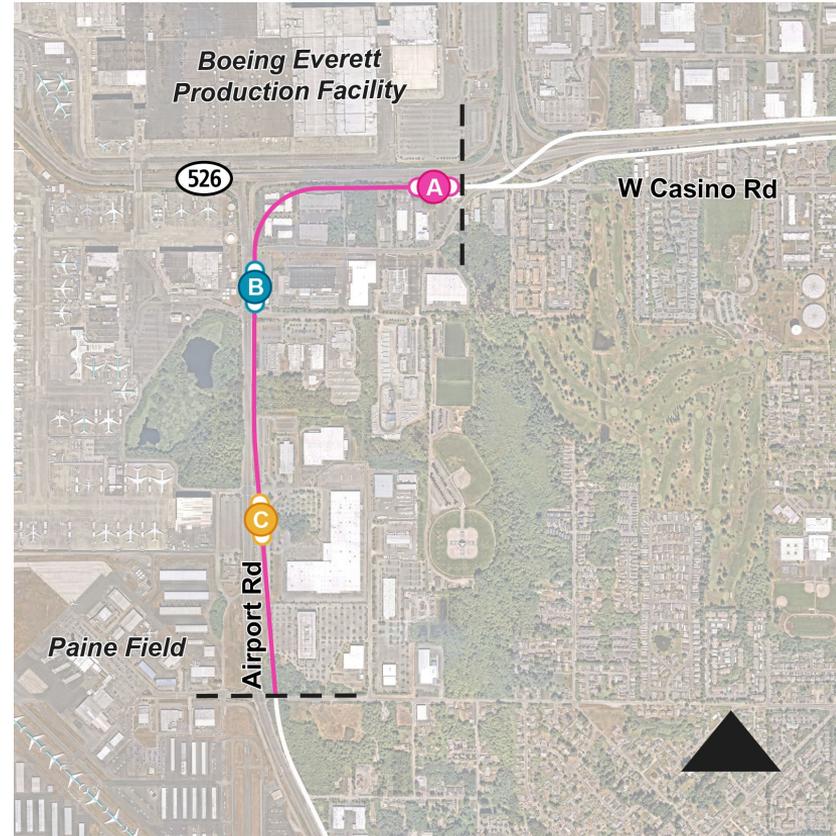
### Natural Environment



# SW Everett Industrial Center

## Scoping Summary

- Slight public preference for A because of pedestrian access.
- Public interest in a connection to the passenger terminal at Paine Field.
- City of Everett supports further study of both A and B because of their direct connection to Boeing and Casino Road, with preference for A.

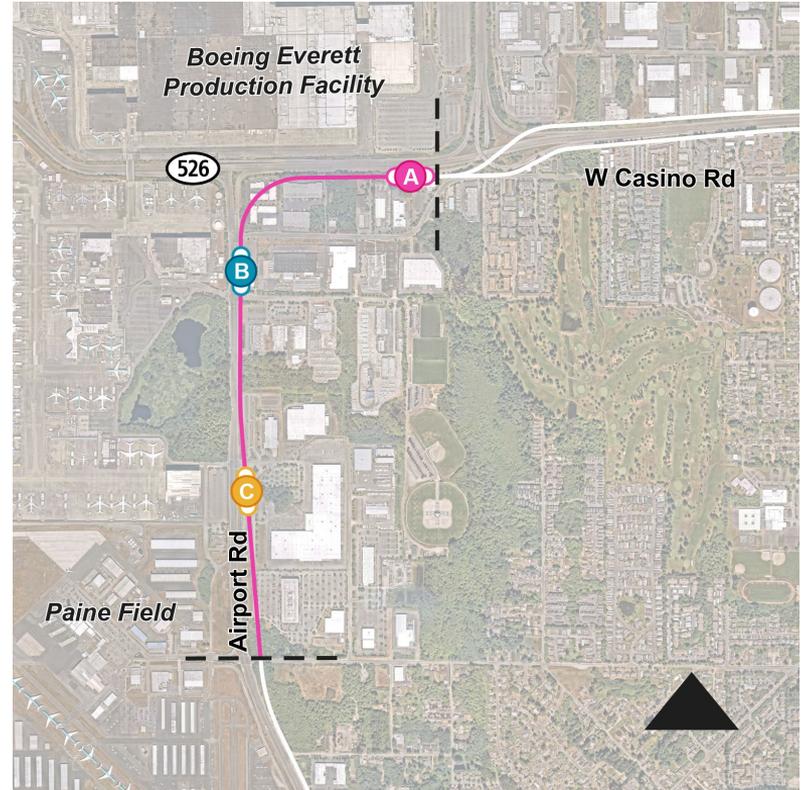


# SW Everett Industrial Center

## Recommendations

	CAG	ELG
<b>A</b>	Mixed	Preferred
<b>B</b>	Mixed	Continue study
<b>C</b>	Mixed	Remove from study/continue if needed*

\*ST staff recommends continuing to study Station C to retain multiple station options evaluated in the Draft EIS



# SR 526/Evergreen

## Evaluation Findings

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

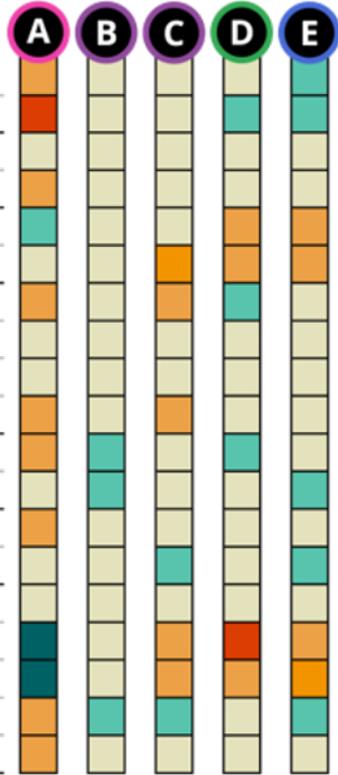
Built Environment + Social Resources

Acquisitions and Displacements

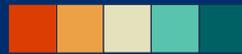
Burdens to Underserved Communities

Non-Project Traffic Effects

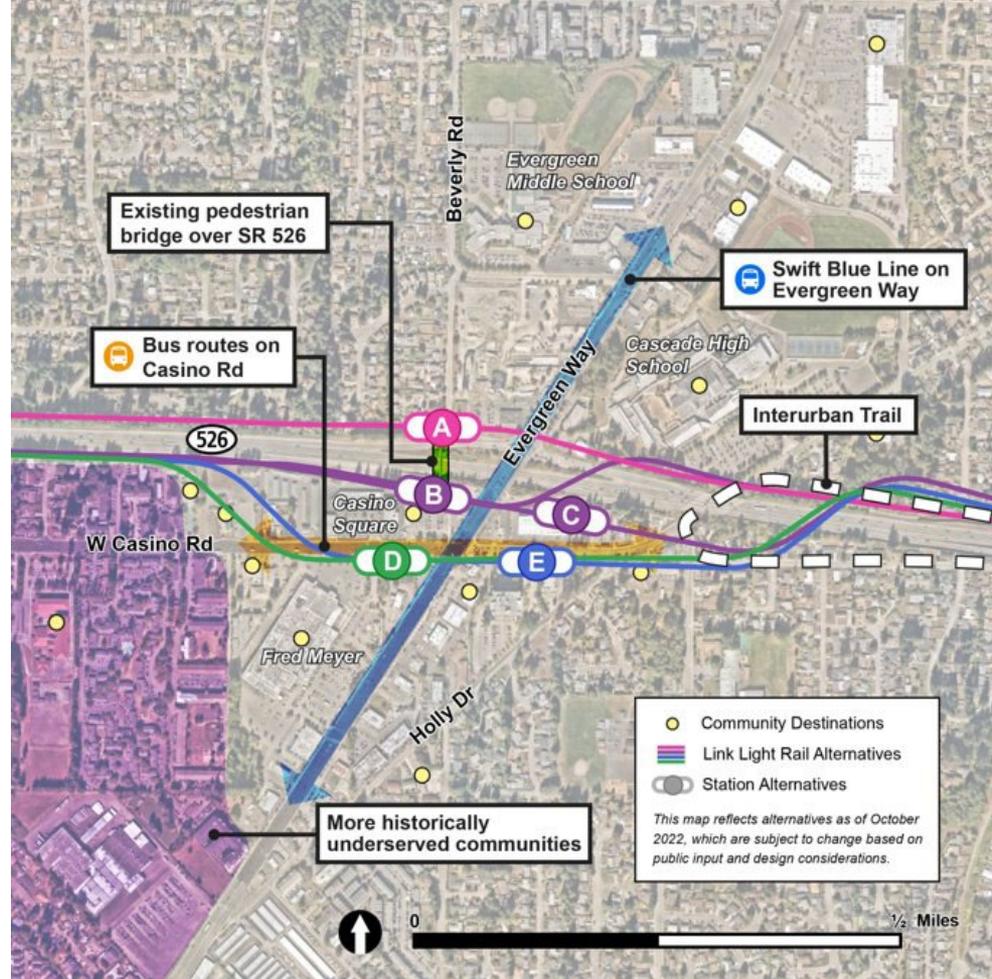
Natural Environment



Lower  
Performing



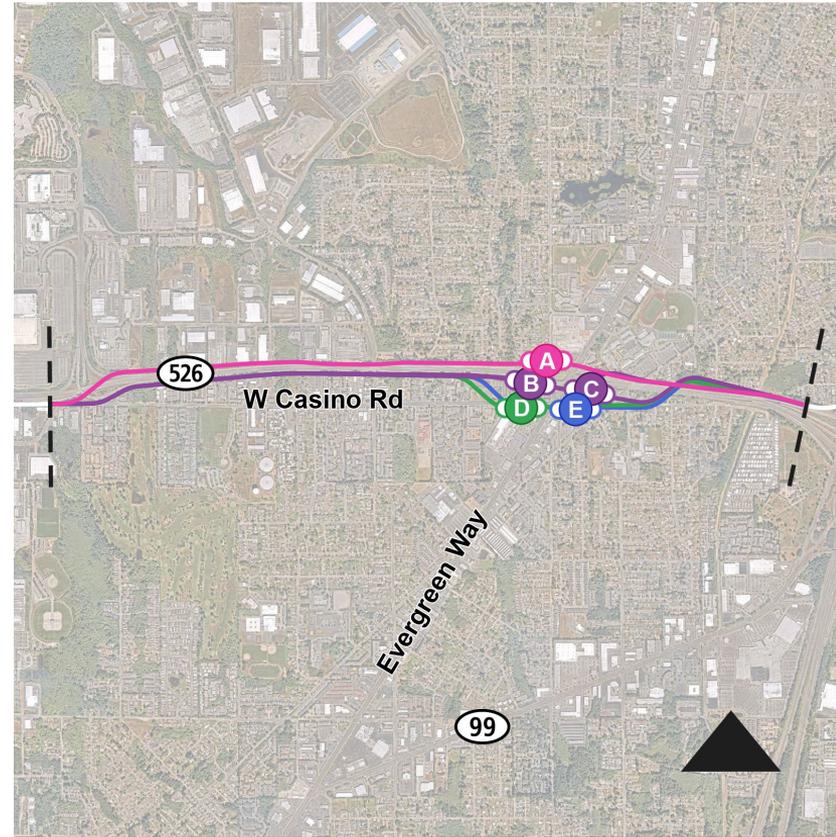
Higher  
Performing



# SR 526/Evergreen

## Scoping Summary

- Community concerns around impacts to historically underserved communities and local businesses.
- Community support for A as it avoids potential impacts along Casino Road.
- City of Everett supports further study of B & E and no further study of C & D because of non-motorized and transit access and potential property impacts.

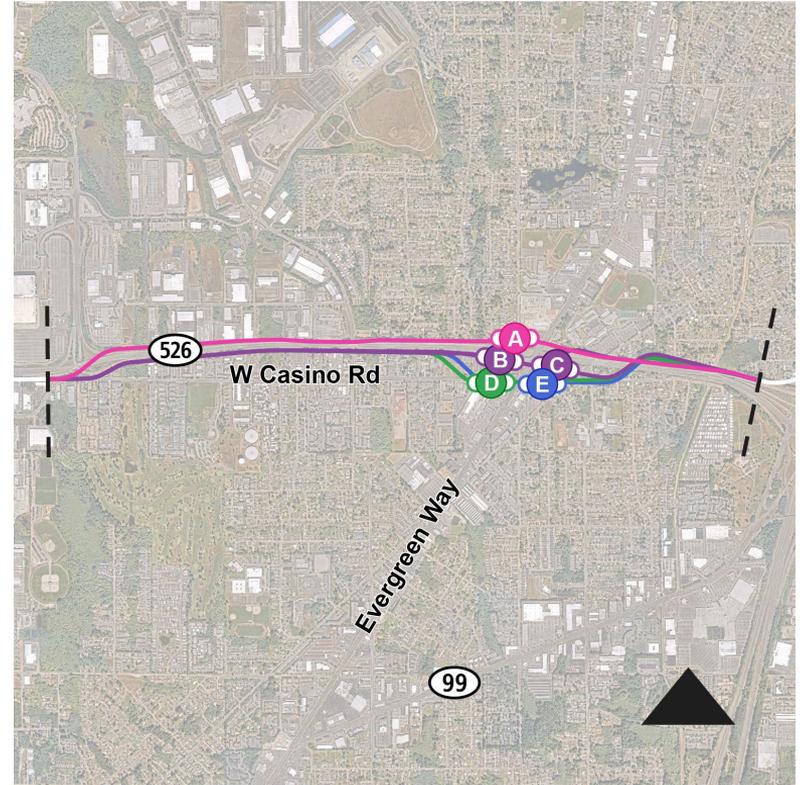


# SR 526/Evergreen

## Recommendations

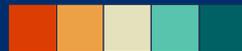
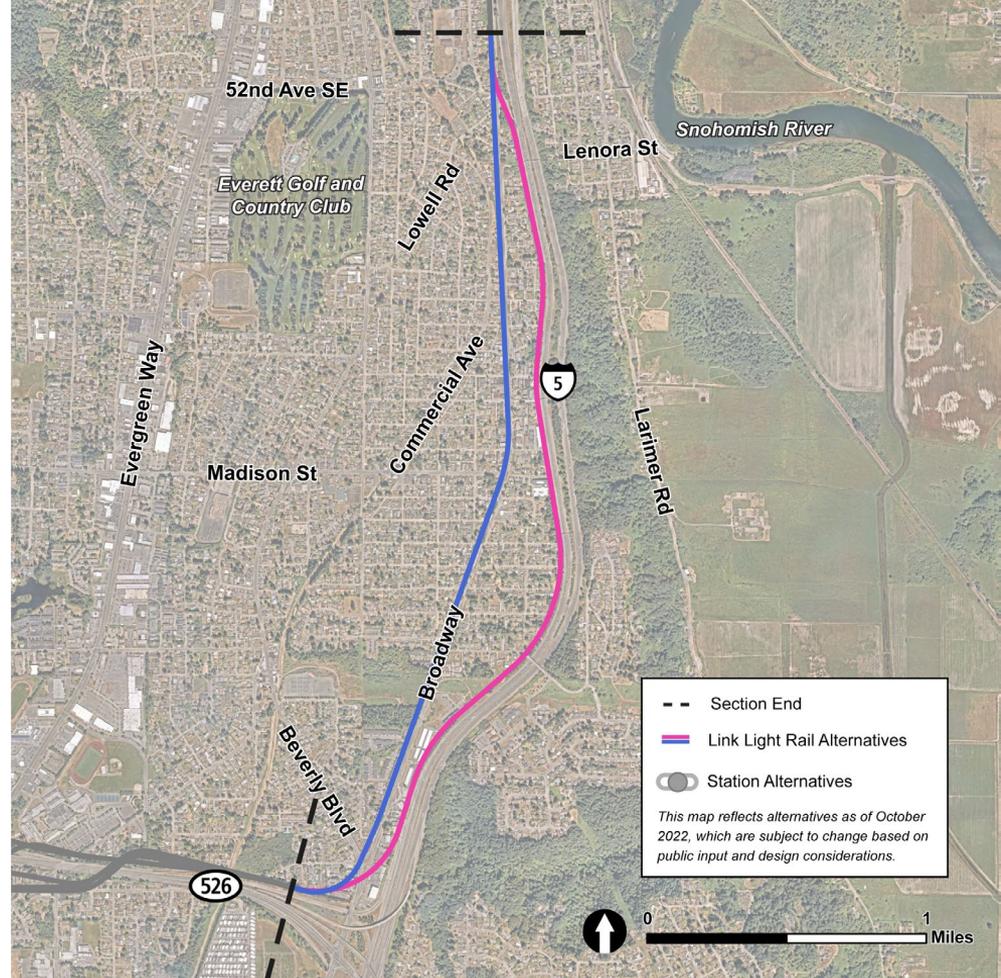
	CAG	ELG
<b>A</b>	Mixed	Continue study
<b>B</b>	Continue study	Continue study*
<b>C</b>	Remove from study	Remove from study
<b>D</b>	Continue study	Remove from study
<b>E</b>	Continue study	Continue study*

\*The ELG recommended a station and alignment south of SR-526 as the preferred alternative.



# I-5 / Broadway Alignment

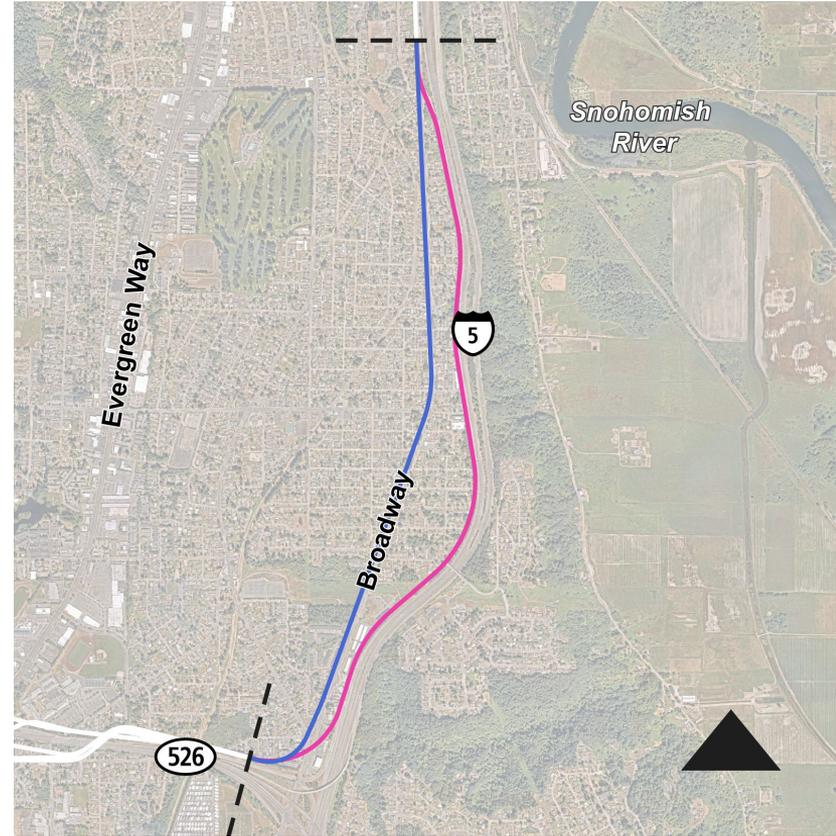
## Evaluation Findings



# I-5 / Broadway Alignment

## Scoping Summary

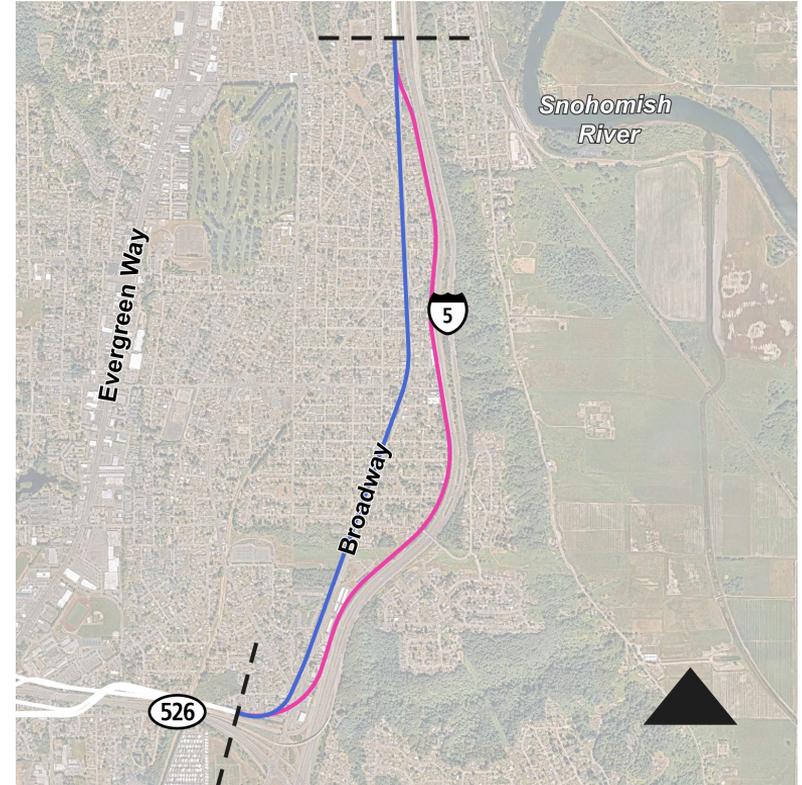
- General public support for the I-5 alignment with fewer potential property impacts and residential displacements.



# I-5 / Broadway Alignment

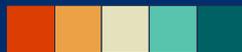
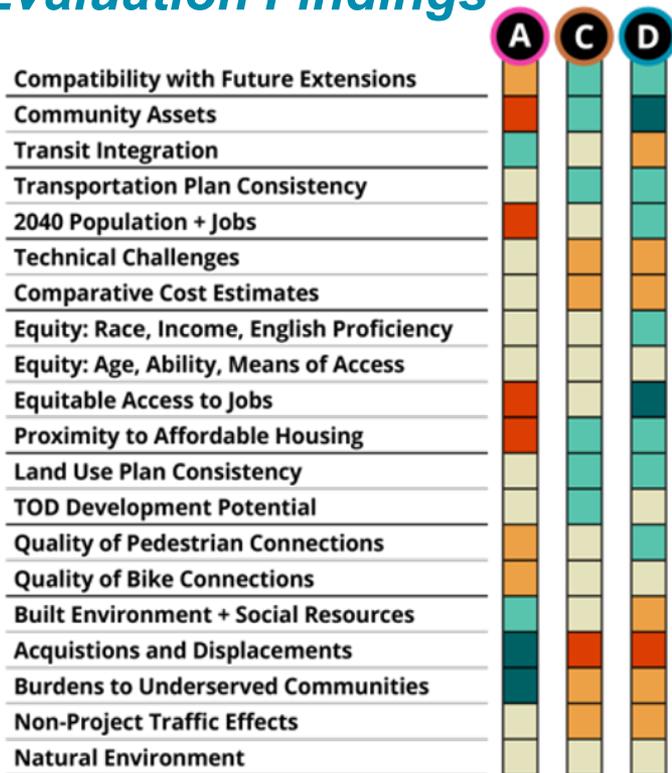
## Recommendations

	CAG	ELG
I-5	Preferred	Preferred
BRD	Continue study	Continue study



# Everett Station

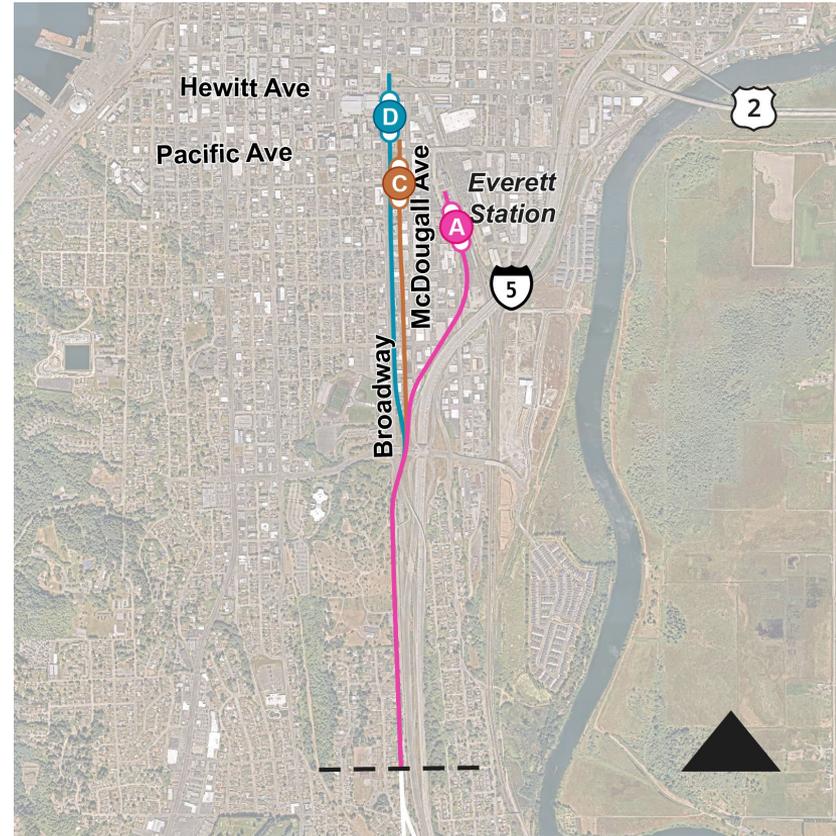
## Evaluation Findings



# Everett Station

## Scoping Summary

- Public support for A because of existing transit hub.
- Public support for C & D for proximity to downtown, with concerns for potential impacts to low-income housing and businesses on Broadway.
- No clear public preference.
- City of Everett supports further study of C & D as well as a modified A.



# Everett Station

## Recommendations

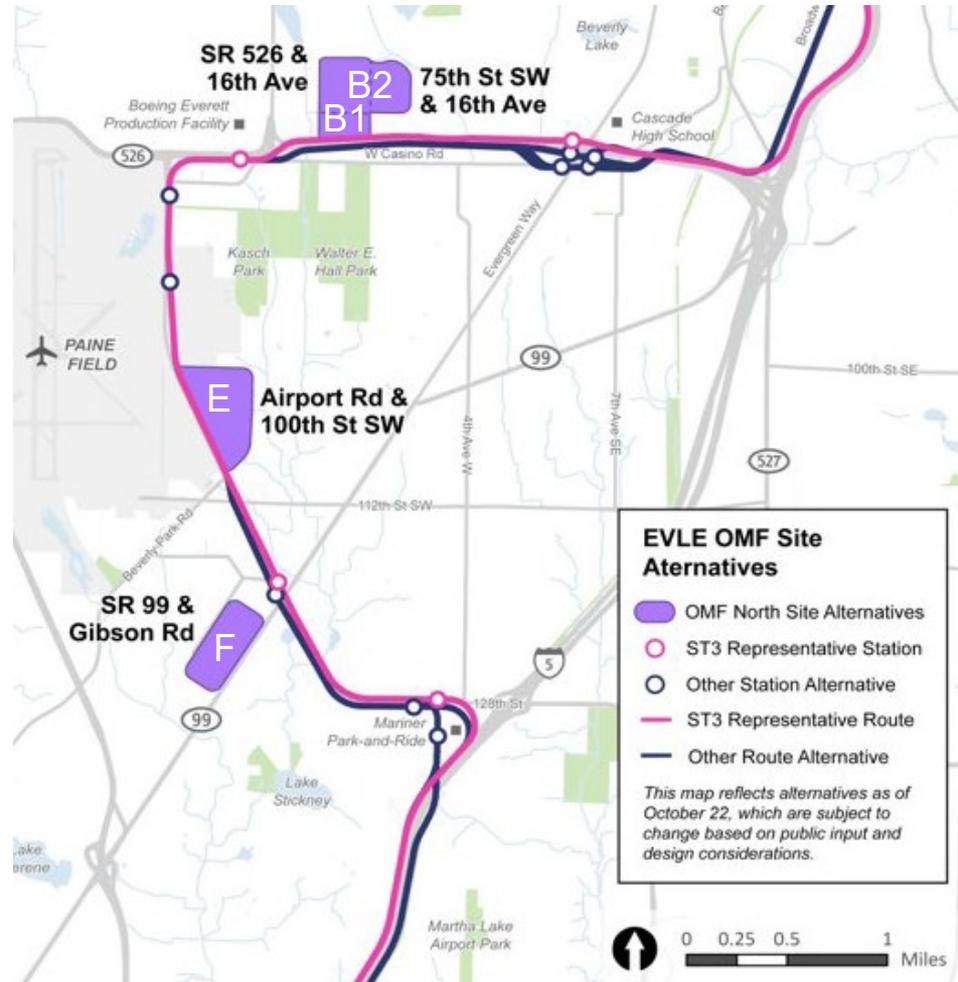
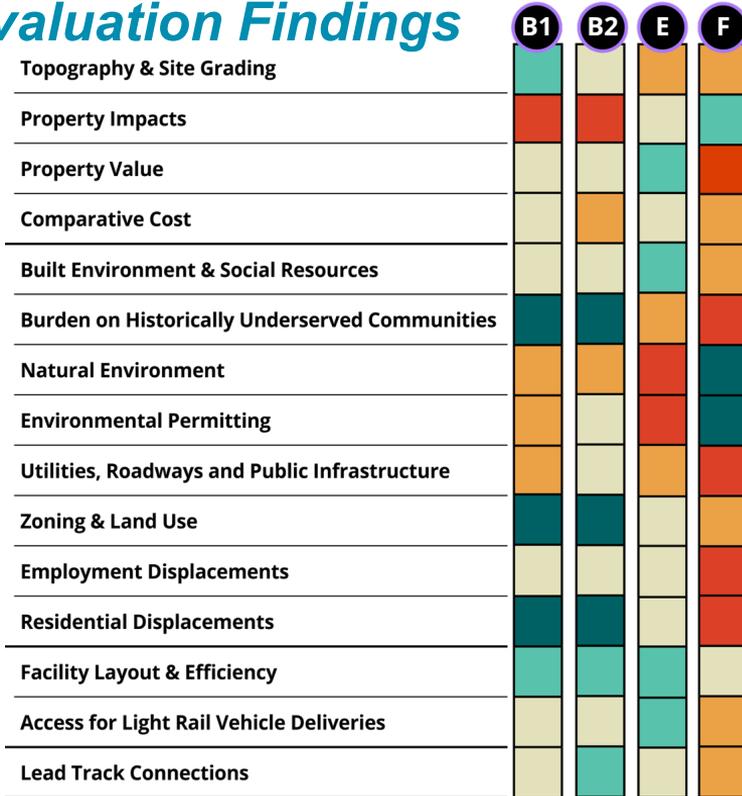
	CAG	ELG
<b>A</b>	Remove from study	Continue study*
<b>C</b>	Continue study	Preferred
<b>D</b>	Preferred station on C alignment	Preferred station on C alignment

\*The ELG recommended a revised Station A that avoids impacting Everett Station



# OMF North

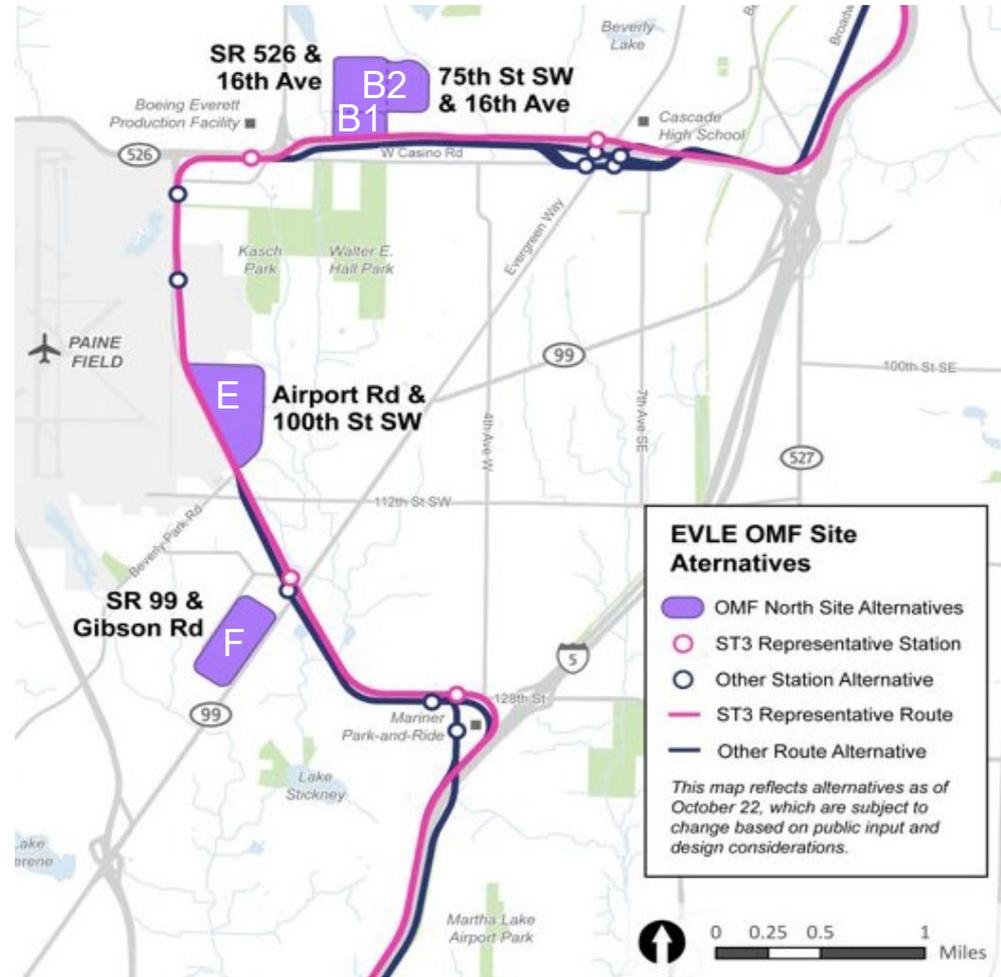
## Evaluation Findings



# OMF North

## Scoping Summary

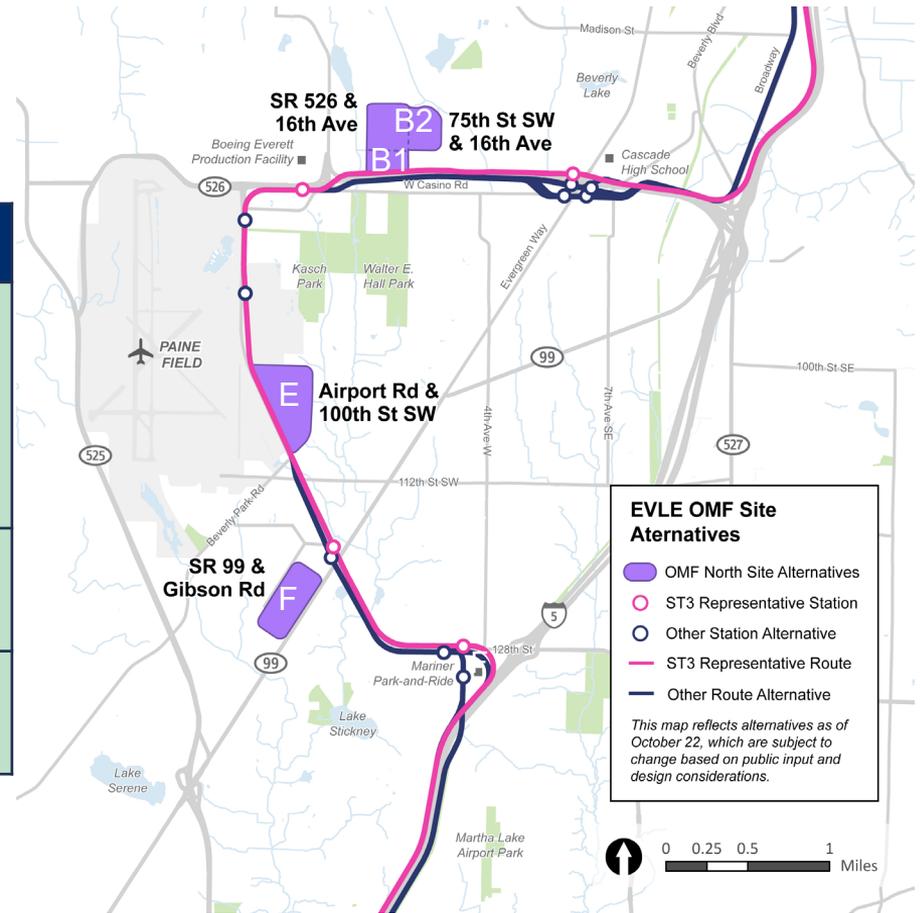
- Approximately 80 OMF related comments from the public.
- Concern for business and jobs displacement at Sites B1 and B2.
- Support for OMF Sites in industrial areas.



# OMF North

## Recommendations

	CAG	ELG
<b>Site B1</b>	Continue study of a hybrid location of Sites B1 and B2.	Continue study of a hybrid location of Sites B1 and B2.
<b>Site B2</b>		
<b>Site E</b>	Continue study	Continue study
<b>Site F</b>	Continue study	Continue study



# *Next steps*

## *June 2023*

- System Expansion Committee recommendation to the Board of Directors on alternatives to study in the Draft EIS and possibly a preferred alternative
- Board of Directors identification of alternatives to study in the Draft EIS and possibly a preferred alternative

*Thank you.*



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

