



Everett Link Extension

Draft Environmental Impact Statement

EXECUTIVE SUMMARY



September 18, 2026

Dear Recipient:

The Federal Transit Administration (FTA) and the Central Puget Sound Regional Transit Authority (Sound Transit) have prepared this Draft Environmental Impact Statement (EIS) on the proposed Everett Link Extension Project. Sound Transit is the project proponent. The Draft EIS informs Tribes, the public, agencies, and decision-makers about the alternatives and the environmental consequences of building and operating the Everett Link Extension from the Lynnwood City Center Station to the Everett Station area in Snohomish County. The document was prepared pursuant to the National Environmental Policy Act (42 United States Code 4321) and the State Environmental Policy Act (Chapter 43.21C Revised Code of Washington).

In June 2023, the Sound Transit Board (Board) identified the alternatives for study in the Draft EIS, including a preferred alternative in some of the project segments. The core choices for the project involve the route of the light rail line and the associated station locations, and the location of an operations and maintenance facility (OMF). The project would extend Link light rail 16 miles and include six stations plus one provisional station (funded for planning, preliminary engineering, and environmental review, but not currently for design or construction). Also included as part of the project is an OMF (referred to as OMF North) along the alignment in Snohomish County. The alternatives generally follow Interstate 5 from Lynnwood to the Everett Station area with a turn to SW Everett Industrial Center via Airport Road and State Route 526.

All alternatives would have environmental impacts, but the nature of the impacts and opportunities for mitigation varies by segment. There are substantive differences in effects among the OMF North site alternatives, largely due to differences in property and ecosystem effects. Sound Transit has identified potential measures to mitigate adverse environmental impacts and will continue to refine these as design progresses.

Following the formal public comment period, the Board will consider the analysis in the Draft EIS, alongside Tribal, public and agency feedback to identify, confirm, or modify the preferred alternatives across all segments. Sound Transit will continue to evaluate potential refinements to optimize system performance, address community comments, and control project costs. FTA and Sound Transit will then prepare a Final EIS, which will respond to substantive comments, refine the comparative evaluations, and define specific mitigation commitments. After completion of the Final EIS, the Board would be anticipated to select the project to be built and FTA would also be anticipated to issue a Record of Decision, which would state FTA's decision on the project and list Sound Transit's mitigation commitments to reduce or avoid impacts.

The Draft EIS includes the appendices, which can be found online at soundtransit.org/everettlink. Please see the Fact Sheet in this Draft EIS regarding document availability, how to comment on the Draft EIS, and whom to contact for further information.

Sincerely,

Galeeb Kachra
North Corridor Environmental Manager
Environmental Affairs

Commitment to Accessibility

Sound Transit and the Federal Transit Administration are committed to ensuring that information is available in appropriate alternative formats to meet the requirements of persons who have a disability. If you require an alternative version of this file, please contact everettlink@soundtransit.org.

EVERETT LINK EXTENSION PROJECT
SNOHOMISH COUNTY, WASHINGTON
DRAFT ENVIRONMENTAL IMPACT STATEMENT

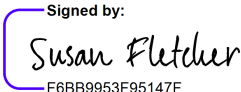
Prepared pursuant to
the National Environmental Policy Act (NEPA) (42 United States Code 4321) and related
statutes
and the State Environmental Policy Act (SEPA) (Ch. 43.21C Revised Code of Washington)

by the
UNITED STATES DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
and
CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY
(Sound Transit)

in cooperation with
FEDERAL AVIATION ADMINISTRATION
FEDERAL HIGHWAY ADMINISTRATION
U.S. ARMY CORPS OF ENGINEERS
WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
SNOHOMISH COUNTY
CITY OF EVERETT
CITY OF LYNNWOOD

8/18/2026

Date of Approval

Signed by:


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Susan K. Fletcher
Regional Administrator
NEPA Responsible Official
For Federal Transit Administration, Region 10

8/18/2026

Date of Approval

Signed by:


46FDA096119F449...
Perry Weinberg
Managing Legal Counsel
SEPA Responsible Official
For Sound Transit

Fact Sheet

Proposed Action

The Central Puget Sound Regional Transit Authority (Sound Transit) is proposing to expand the regional light rail system north from the Lynnwood City Center Station to the city of Everett, Washington, as well as construct a new operations and maintenance facility (OMF) to support light rail operations. The proposed light rail extension, called the Everett Link Extension (EVLE), would be within the city of Lynnwood, city of Everett, and unincorporated Snohomish County.

The proposed project is part of the Sound Transit 3 Plan, funding for which was approved by voters in 2016 (Sound Transit 2016). EVLE would begin at the Lynnwood City Center Station in the city of Lynnwood and end in the Everett Station area in the city of Everett. The 16-mile-long project corridor would have six stations, and one provisional station (funded for planning, preliminary engineering, and environmental review, but not currently for design or construction), and would generally run parallel to Interstate 5 (I-5), Airport Road, and State Route (SR) 526.

The Federal Transit Administration (FTA) is the federal lead agency under the National Environmental Policy Act (NEPA), and Sound Transit is the lead agency under the State Environmental Policy Act (SEPA). This Draft Environmental Impact Statement (EIS) has been prepared consistent with NEPA and SEPA. The analysis is designed to help Tribes, elected officials, agency decision-makers, community leaders, and the public understand the range of environmental effects that are likely to result from the proposal. The Draft EIS describes potential adverse effects of each alternative and describes proposed measures to avoid, minimize, or otherwise mitigate potential adverse impacts. The Draft EIS includes a preferred alternative identified by the Sound Transit Board (Board) for stations and/or alignments in four of the project's eight geographic segments: West Alderwood, SW Everett Industrial Center, Broadway/I-5, and Everett Station. The Board did not yet identify a preferred alternative in the Ash Way, Mariner, SR 99/Airport Road, or SR 526/Evergreen Segments or for the OMF North site. The Board will identify a preferred alternative for the remaining segments and OMF North, and confirm or modify the preferred alternative for the other segments, after publication of the Draft EIS.

The Draft EIS evaluates several Build Alternatives and a No Build Alternative, which considers how the transportation system would operate if the proposed project were not built. The No Build Alternative also provides a baseline against which to measure the effects of the Build Alternatives. The Build Alternatives include at-grade (including retained-fill), elevated, and retained-cut (below-grade) light rail alignments with different station configurations.

FTA is consulting with the following federally recognized Tribes for the EVLE Project:

- Confederated Tribes and Bands of the Yakama Nation.
- Confederated Tribes of the Warm Springs Reservation of Oregon.
- Muckleshoot Indian Tribe.
- Port Gamble S'Klallam Tribe.
- Sauk-Suiattle Indian Tribe.
- Snoqualmie Indian Tribe.
- Stillaguamish Tribe of Indians of Washington.

- Suquamish Indian Tribe of the Port Madison Reservation.
- Swinomish Indian Tribal Community.
- Tulalip Tribes of Washington.
- Upper Skagit Indian Tribe.

Sound Transit is also consulting with two non-federally recognized Tribes – the Duwamish Tribe of Indians and the Snohomish Tribe of Indians.

Project Proponent

Sound Transit
401 S Jackson Street
Seattle, WA 98104-2826
www.soundtransit.org

Dates of Construction and Opening

Sound Transit proposes to begin construction of EVLE in 2030. The proposed schedule for opening light rail service from the Lynnwood City Center Station to Everett Station is 2041, with a shorter route connecting Lynnwood City Center to the SW Everett Industrial Center Station opening first in 2037. OMF North would open in 2034. For the Draft EIS analysis, parking facilities at the Mariner and Everett Stations are assumed to open in 2046.

NEPA Lead Agency

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Seattle, WA 98174-1002
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NEPA Responsible Official

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Anticipated Licenses, Permits, and Approvals

Federal Agencies

Bonneville Power Administration (BPA)

- NEPA Decision Document
- Approval to Modify an Existing BPA Asset

Federal Aviation Administration (FAA)

- NEPA Decision Document
- Notice of Proposed Construction or Alteration (Form 7460)
- Land Release

Federal Highway Administration (FHWA)

- NEPA Decision Document
- Air Space Lease for Use of Interstate Right-of-Way
- Operations and Maintenance Agreement (with Washington State Department of Transportation)
- Design Deviation Approval
- I-5 Compatibility Report (with Washington State Department of Transportation)

Federal Transit Administration (FTA)

- NEPA Final EIS and Record of Decision (ROD)
- National Historic Preservation Act Section 106 Review
- United States Department of Transportation Act Section 4(f) Review

Federal Emergency Management Agency (FEMA)

- Conditional Letter of Map Revision
- Letter of Map Revision

U.S. Army Corps of Engineers (Corps)

- NEPA Decision Document
- Clean Water Act, Section 404 Permit

U.S. Department of the Interior

- National Historic Preservation Act Section 106 Review
- U.S. Department of Transportation Act Section 4(f) Review

U.S. Fish and Wildlife Service

- Endangered Species Act Consultation

National Oceanic and Atmospheric Administration Fisheries Service

- Endangered Species Act Consultation
- Magnuson-Stevens Conservation and Management Act, Essential Fish Habitat Consultation

State, County, and Regional Agencies

Washington Department of Fish and Wildlife

- Hydraulic Project Approval

Washington State Department of Archaeology and Historic Preservation

- National Historic Preservation Act Section 106 Review

Washington State Department of Ecology

- Clean Water Act, Section 401 Certification
- Clean Water Act, Section 402 Permit
- Wastewater Discharge Permit

Washington State Department of Ecology and Puget Sound Clean Air Agency

- Notice of Construction (Air Quality)

Washington State Department of Transportation

- Air Space Lease
- Construction Oversight Agreement
- Utility Franchise
- Design Documentation Package
- General Permits
- Operations and Maintenance Agreement (with FHWA)
- Survey Permits
- I-5 Compatibility Report (with FHWA)

Local Jurisdictions

City of Lynnwood, City of Everett, and/or Snohomish County

- Land Use Approvals, such as zoning code amendments, zoning code divergences (variances and/or various administrative processes), Hearing Examiner approval, conditional use permits, special use permits, design review approvals, site plan approvals, lot boundary adjustment/elimination, and development agreements
- Building Permits, such as clearing and grading, demolition, drainage, driveway, haul route, sanitary sewer, side sewer, street use, and tree protection permits
- Environmental Critical Areas/Sensitive Areas Review and Approvals, including wetlands, streams, fish and wildlife conservation areas, geologic hazard areas, critical aquifer recharge areas, and flood hazard areas
- Noise Variances
- Permanent, Interim, or Temporary Right-of-Way Permits or Franchises (utilities)
- Street and Alley Vacations
- Access or Use Easements for City-Owned Properties
- Flood Hazard Permit

Other

Utility Providers

- Pipeline and Utility Crossing Permits
- Easements and Use Agreements

Other permits and approvals, to be determined.

Principal Contributors

This Draft EIS was prepared by Sound Transit and consultants at the following firms: Kimley-Horn, Cascade Heritage Consultants, Cross-Spectrum Acoustics, EnviroIssues, Equinox Research and Consulting International, Mott MacDonald, Parsons, and Shannon & Wilson. See Appendix A for a detailed list of preparers and the nature and subject area of their contributions.

Date of Issue

September 2026

Commenting on the Draft EIS

Your feedback directly shapes the future of the regional transit system. FTA and Sound Transit encourage Tribes, agencies, and the public to comment on the alternatives, environmental findings, and potential mitigation measures detailed in the Draft EIS. The Draft EIS will be available for a formal 45-day public comment period, which begins immediately upon publication of the Notice of Availability. All substantive comments received during this period will be evaluated and formally responded to in the Final EIS, directly informing the Sound Transit Board. Comments on the Draft EIS can be made in writing, by email, by voicemail, or at a public hearing. Send written comments to the following address:

Sound Transit
Attn: Galeeb Kachra
401 S Jackson Street
Seattle, WA 98104-2826

Email comments should be sent to everettlinkcomments@soundtransit.org. Written or emailed comments should include your name and return address. Comments may also be submitted on voicemail at [425-243-6255](tel:425-243-6255), on the project's online open house (soundtransit.org/everettlink-deis), and at a public hearing/open house.

One virtual and three in-person public hearings/open houses will be held during the comment period. Details regarding dates and locations of the public hearings/open houses are available on the project website (soundtransit.org/everettlink-deis).

Next Actions

Following publication of this Draft EIS and the close of the public comment period, Sound Transit will prepare a Final EIS that will include and respond to comments on this Draft EIS. The Final EIS will also provide an updated list of potential measures to mitigate project impacts. The Final EIS and comments received will inform the Sound Transit Board selection of the project to be built. Following issuance of the Final EIS, FTA may issue a ROD (anticipated in early 2028). Issuance of a ROD is a prerequisite for federal funding or approvals.

Related Documents

- Final Supplemental Environmental Impact Statement, Long-Range Plan Update (Sound Transit 2014).
- Sound Transit 3: The Regional Transit System Plan for Central Puget Sound (Sound Transit 2016).
- Everett Link Extension Early Scoping Information Report (Sound Transit 2021).
- Everett Link Extension Early Scoping Summary Report (Sound Transit 2022).
- Everett Link Extension Level 1 Alternatives Evaluation Report (Sound Transit 2023a).
- Everett Link Extension Scoping Information Report (Sound Transit 2023b).
- Everett Link Extension SEPA EIS Scoping Summary Report (Sound Transit 2023c).
- Everett Link Extension Level 2 Alternatives Development Report (Sound Transit 2023d).

All of the above documents are available on the Sound Transit website, www.soundtransit.org.

Document Availability

This Draft EIS is available for public review on the Sound Transit website at soundtransit.org/everettlink. Paper copies are available for review at the following public places:

- Everett Public Library (2702 Hoyt Avenue, Everett, WA 98201).
- Everett Public Library - Evergreen Branch (9512 Evergreen Way, Everett, WA 98204).
- Lynnwood Library (19200 44th Avenue, Lynnwood, WA 98036).
- Mariner Library (520 128th Street SW, Everett, WA 98204).
- Mill Creek Library (15429 Bothell Everett Hwy, Mill Creek, WA 98012).
- Mukilteo Library (4675 Harbour Pointe Blvd, Mukilteo, WA 98275).

Paper copies are also available upon request for the cost of printing. To request a paper copy, please contact Dominique Jones at Dominique.Jones@soundtransit.org or 206-689-4783.

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Executive Summary

ES.1 Introduction

The Central Puget Sound Regional Transit Authority (Sound Transit) is proposing to expand Link light rail transit service from the Lynnwood City Center Station to the Everett Station area in Snohomish County, Washington. The Everett Link Extension (EVLE) Project is part of the Sound Transit 3 (ST3) Plan of regional transit investments, and it includes the light rail alignment, six stations (plus one provisional/unfunded station), two parking facilities, and an operations and maintenance facility (OMF).

Continued population and employment growth is anticipated in the Puget Sound region. The EVLE Project would provide fast, reliable light rail connections to regional residential and job centers in Snohomish County's growing urban areas and improve multimodal mobility for residents, by providing connectivity with existing local and regional transit services. The Federal Transit Administration (FTA) and Sound Transit concluded that the EVLE Project has the potential to result in significant environmental effects (or impacts); therefore, FTA and Sound Transit prepared a Draft Environmental Impact Statement (EIS) as required by the National Environmental Policy Act (NEPA) and the State Environmental Policy Act (SEPA). This Executive Summary provides an overview of the Draft EIS findings. It is not a substitute for the comprehensive analysis contained in the Draft EIS. Readers are encouraged to review the full Draft EIS and supporting technical appendices to fully understand the EVLE Project.



ES.2 Purpose and Need

ES.2.1 Purpose of EVLE

The purpose of the EVLE Project is to expand Sound Transit's Link light rail transit system from the Lynnwood City Center Station to the Everett Station area and construct a new OMF. The project will:



Provide high quality, rapid, reliable, accessible, and efficient light rail transit service to communities in the EVLE Project corridor as defined through the local planning process and reflected in the ST3 Plan (Sound Transit 2016).



Encourage smart growth in station areas through support of transit oriented development and multimodal integration in a manner that is consistent with local land use plans and policies.



Improve regional mobility by increasing connectivity and capacity in the EVLE corridor from the Lynnwood Transit Center to the Everett Station area to meet projected transit demand.



Encourage convenient and safe non-motorized access to transit stations, such as bicycle and pedestrian connections, consistent with Sound Transit's System Access Policy.



Connect regional centers as described in adopted regional and local land use, transportation, and economic development plans and Sound Transit's Regional Transit Long-Range Plan (Sound Transit 2014).



Preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built, and socioeconomic environments through smart practices.



Implement a system that is technically and financially feasible to build, operate, and maintain.



Provide an operations and maintenance facility with the capacity to receive, test, commission, store, maintain, and deploy vehicles to support the intended level of service for system-wide light rail expansion.



Expand mobility for the corridor and the region's residents, including explicit consideration for those who use transit as a primary means of transportation.



Develop an operations and maintenance facility that supports efficient and reliable light rail service and minimizes system operating costs.



ES.2.2 Need for EVLE

The project is needed because:

- ✓ Chronic roadway congestion on Interstate 5 (I-5) and State Route (SR) 99 – two primary highways connecting communities along the corridor – delays travelers, including those using transit, and degrades the reliability of bus service traversing the corridor, particularly during commute periods.
- ✓ These chronic, degraded conditions are expected to worsen as the region's population and employment grow.
- ✓ Regional and local plans call for high-capacity transit in the corridor, consistent with Sound Transit's Regional Transit Long-Range Plan (Sound Transit 2014).
- ✓ Regional and local plans call for increased residential and/or employment density at and around high-capacity stations and increased options for multimodal access.
- ✓ Snohomish County residents and communities, including those who use transit as a primary means of transportation, need long-term regional mobility and multimodal connectivity, as called for in the Washington State Growth Management Act.
- ✓ Prioritizing transportation investments that decrease vehicle miles traveled (VMT), and their resulting environmental effects, is a goal of the state and region, as established in Washington state law and embodied in Puget Sound Regional Council's (PSRC) Regional Transportation Plan (PSRC 2018).
- ✓ The current regional system lacks an OMF with sufficient capacity and suitable location to support the efficient and reliable long-term operations for system-wide light rail expansion, including the next phase of light rail expansion in Snohomish and King Counties.
- ✓ New light rail maintenance and storage capacity needs to be available with sufficient time to accept delivery of and commission new vehicles to meet fleet expansion needs and to store existing vehicles while the new vehicles are tested and prepared.



ES.3 Comparison of Alternatives

This Draft EIS compares the reasonably foreseeable effects (i.e., impacts) of the EVLE alternatives, including a No Build Alternative that considers the transportation system and environment as they would exist if the proposed project were not built. The No Build Alternative also provides a baseline against which to measure the potential effects of the Build Alternatives. Build Alternatives were developed and refined through a three-phase Alternatives Development process involving Tribal, agency, and public input.

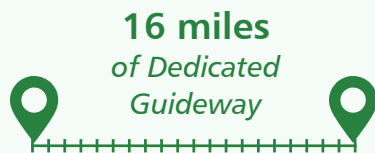
This section summarizes the location, major features, and forecasted daily boardings of alignment/station alternatives in each segment. Features of the three OMF site alternatives are also provided. Key findings related to environmental effects, as well as other factors to be considered in decision-making, are noted.

ES.3.1 No Build Alternative

The No Build Alternative describes the environment, including the transportation system, as it would exist in 2046 without the proposed project. The list of transportation projects assumed in the No Build Alternative includes transit, roadway, and other transportation projects by state, regional, and local agencies that are currently funded or committed, and those that are likely to be implemented based on approved and committed funding. Draft EIS Appendix C describes all the capital projects assumed to have been completed as part of the No Build Alternative. The No Build Alternative uses 2046 as the year of analysis to align with the target date for completion of all EVLE Project components and the full buildout of the light rail capital projects included in the ST3 Plan.¹

ES.3.2 Build Alternatives

This section describes the EVLE Build Alternatives and design options evaluated in this Draft EIS. The EVLE Project includes:



16 miles
of Dedicated
Guideway

Approximately 16 miles of dedicated guideway extending across the city of Lynnwood, city of Everett, and unincorporated Snohomish County. The guideway could be constructed at-grade, elevated, or below-grade, but most of the guideway would be elevated, and there would be no at-grade vehicle or pedestrian crossings of the guideway.



One OMF adjacent to the alignment in Snohomish County or Everett.



Two parking facilities, one at Mariner Station (550 spaces) in either a surface or structured park-and-ride configuration and one at Everett Station (1,000 spaces) in a structured park-and-ride configuration.



Six stations, one in Lynnwood, two in unincorporated Snohomish County, and three in Everett. An additional provisional station (funded for planning, preliminary engineering, and environmental review but not currently for design or construction) is also evaluated in unincorporated Snohomish County.



¹ This Draft EIS uses a horizon year of 2046 that assumes that the ST3 program of project is operational, including EVLE parking. This allows for the most conservative assessment of impacts and accounts for the potential for projects to be delivered earlier. See Draft EIS Section 1.3 for more information.

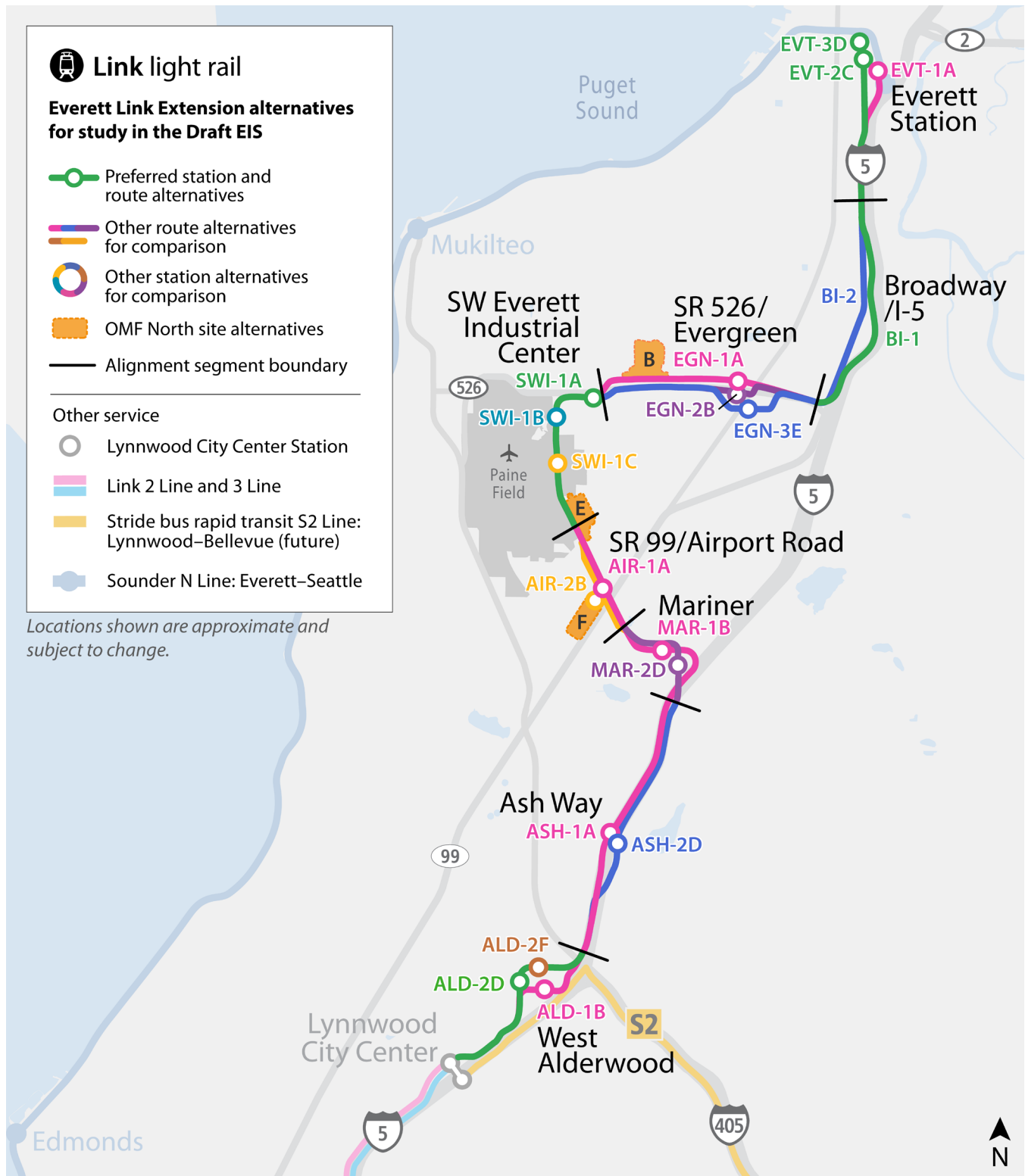
Alignment and station alternatives were developed and evaluated within eight geographic segments: West Alderwood (ALD), Ash Way (ASH), Mariner (MAR), SR 99/Airport Road (AIR), SW Everett Industrial Center (SWI), SR 526/Evergreen (EGN), Broadway/I-5 (BI), and Everett Station (EVT). In total, this Draft EIS studies the effects of 17 alignment alternatives and 18 station location alternatives within the eight segments, as well as three OMF site alternatives (Figure ES-1).

Alignment alternatives in each segment are identified with numbers (e.g., ALD-1) and station alternatives are identified with letters (e.g., ALD-B). In seven of the segments, the alignment and station alternatives were combined to create the Build Alternatives (e.g., Station ALD-B is located on Alignment ALD-1, so this pairing is referred to as Alternative ALD-1B). There is not a station in the Broadway/I-5 Segment. Design options, or alternate designs for portions of Build Alternatives, are also evaluated for eight of the alignment/station alternatives and two of the OMF North site alternatives. These design options could be a different route or profile along a portion of the alignment, a different station configuration, or a different parking location.

The Sound Transit Board of Directors (Board) identified a preferred alternative for stations and/or alignments in four of the EVLE Project's eight segments: West Alderwood (Alternative ALD-2D), SW Everett Industrial Center (Alternative SWI-1A), Broadway/I-5 (Alternative BI-1), and Everett Station (Alternatives EVT-2C and EVT-3D). The Board did not identify a preferred alternative in the Ash Way, Mariner, SR 99/Airport Road, or SR 526/Evergreen Segments. The Board also did not identify a preferred location for OMF North. The preferred alternative is a statement of preference based on currently available information. It is identified to let the public, Tribes, and agencies know which alternative the agency is leaning toward selecting. It is not a decision to build the EVLE Project or which alternatives to build. After completion of the Draft EIS and public review and comment, the Board will identify, confirm, or modify the preferred alternative in all eight segments, and for OMF North. The Final EIS will include analysis comparing the preferred alternative, other Build Alternatives, and the No Build Alternative.



Figure ES-1: EVLE Project Alternatives



ES.3.2.1: West Alderwood Segment

The West Alderwood Segment and alternatives are shown on **Figure ES-2**.

The West Alderwood Segment includes the area between the existing northerly Link light rail terminus in the city of Lynnwood (Lynnwood City Center Station) and the I-5/I-405 interchange in unincorporated Snohomish County.

This segment includes one station, the West Alderwood Station. This segment also includes a pocket track between the two mainline tracks for temporary train storage, primarily during operator breaks, inspection activities, and schedule recovery. There are two alignment alternatives and three station alternatives that combine into the three Build Alternatives described in the Draft EIS. There is also one alignment design option (Alderwood Mall Boulevard) that is compatible with all three Build Alternatives in this segment. Alternative ALD-2D is the preferred alternative.

The West Alderwood Station is forecasted to have approximately 1,900 daily boardings.

Comparison of West Alderwood Segment Alternatives

Table ES-1 summarizes potential impacts of alternatives in the West Alderwood Segment.

Key Findings: Alternative ALD-1B would be closer to the south entrance of Alderwood Mall but would be more disruptive to existing and planned development on the east and north sides of the mall, respectively, while Preferred Alternative ALD-2D and Alternative ALD-2F would provide more direct access to existing and future development.

Figure ES-2: West Alderwood Segment Alternatives



Table ES-1: Comparison of Potential Effects – West Alderwood Segment Alternatives

Measure ^a	ALD-1B	ALD-1B with Design Option	Preferred ALD-2D	ALD-2D with Design Option	ALD-2F	ALD-2F with Design Option
Transportation						
Potential Street Closures During Construction	Overnight closures of access ramps to/from I-5, I-405, and SR 525					
Number of Intersections Requiring Mitigation	0					
Acquisitions, Displacements, and Relocations						
Number of Displacements	Residential: 0 Business: 14		Residential: 0 Business: 37	Residential: 0 Business: 36	Residential: 0 Business: 29	Residential: 0 Business: 28
Economics						
Number of Employee Displacements ^b	220		250		160	
Land Use						
Acres Converted to Transportation-Related Use	22.4	22.5	35.6	36.2	36.5	37
Social Resources, Community Facilities, and Neighborhoods						
Displaced Facilities	US Social Security office		US Social Security office		None	
Visual and Aesthetic Resources						
Visual Impacts	No impacts					
Noise and Vibration						
Number of Noise Impacts (moderate and severe)	588 impacts 0 after mitigation	589 impacts 0 after mitigation	938 impacts 0 after mitigation	939 impacts 0 after mitigation	938 impacts 0 after mitigation	939 impacts 0 after mitigation
Number of Vibration Impacts	No impacts					
Water Resources						
Floodplain Impacts	One guideway column in the floodplain would add fill and reduce flood conveyance.					
Change in Surface Cover ^c NPGIS (acres)	9.6	9.8	9.5	9.8	9.6	9.9
PGIS (acres)	-6.1	-6.0	-6.7	-6.4	-5.9	-6.1
Pervious (acres)	-3.5	-3.8	-2.8	-3.4	-3.7	-3.8



Measure ^a	ALD-1B	ALD-1B with Design Option	Preferred ALD-2D	ALD-2D with Design Option	ALD-2F	ALD-2F with Design Option
Ecosystems						
Wetland Impacts (acres) ^d	No impacts					
Stream Impacts (linear feet) ^d	50					
Open Space Upland Habitat Impacts (acres)	No impacts					
Public Services, Safety, and Security						
Displaced Facilities	One government facility (US Social Security Office) ^e		One government facility (US Social Security Office) ^e		None	
Historic and Archaeological Resources						
Number of Properties with Potential Adverse Effects ^f	1		2		2	
Parks and Recreational Resources						
Impacts on Parks and Recreational Resources	Requires realignment of ~250 feet of the Interurban Trail; detours provided during construction.					
Opinion of Probable Cost						
Cost in Millions ^g	\$960 – 1,090	\$930 – 1,050	\$990 – 1,110	\$960 – 1,080	\$950 – 1,070	\$920 – 1,040

NOTES:

- a) Numbers or descriptions presented in this table are for operational (long-term) impacts except where otherwise noted to be a construction (short-term) impact.
- b) The employee numbers are estimates and rounded to the nearest 10 digit. These employee numbers were derived using an accepted formula used by the U.S. Energy Information Administration (2018). The estimate for each alternative is based on translating the size of the business building area into jobs using a job density factor. The estimate is based off the predominant building use included in the parcel data.
- c) Table values represent the total amount of area converted to a different land cover type based on proposed conditions. All alternatives would increase impervious surface compared to existing conditions. NPGIS = Non-Pollution-Generating Impervious Surface. PGIS = Pollution-Generating Impervious Surface.
- d) Impacts to buffers for wetlands and streams will be quantified in the Final EIS after wetland and stream locations, type, and ratings are more certain and their extents better defined.
- e) This public service facility is also considered a social resource/community facility.
- f) FTA has made an adverse effect determination for one resource in this segment that would be affected by all alternatives. All other potential effects are preliminary. Final determinations will be reported in the Final EIS.
- g) Opinions of probable cost are in 2025 dollars, are for comparative purposes only, and do not represent the EVLE Project budget.



ES.3.2.2 Ash Way Segment

The Ash Way Segment and alternatives are shown on **Figure ES-3**.

The Ash Way Segment includes the area between the I-5/I-405 interchange and 134th Street SW, entirely in unincorporated Snohomish County. This segment includes one station, the Ash Way Station. There are two alignment and station alternatives that combine into the two Build Alternatives described in the Draft EIS. There is no design option or preferred alternative in this segment.

The Ash Way Station is forecasted to have approximately 4,600 daily boardings.

Comparison of Ash Way Segment Alternatives

Table ES-2 summarizes potential impacts of alternatives in the Ash Way Segment.

- Key Findings:** Alternative ASH-1A would provide direct access to the existing Ash Way Park-and-Ride, while Alternative ASH-2D would be closer to potential future developable areas on the east side of I-5.

Figure ES-3: Ash Way Segment Alternatives

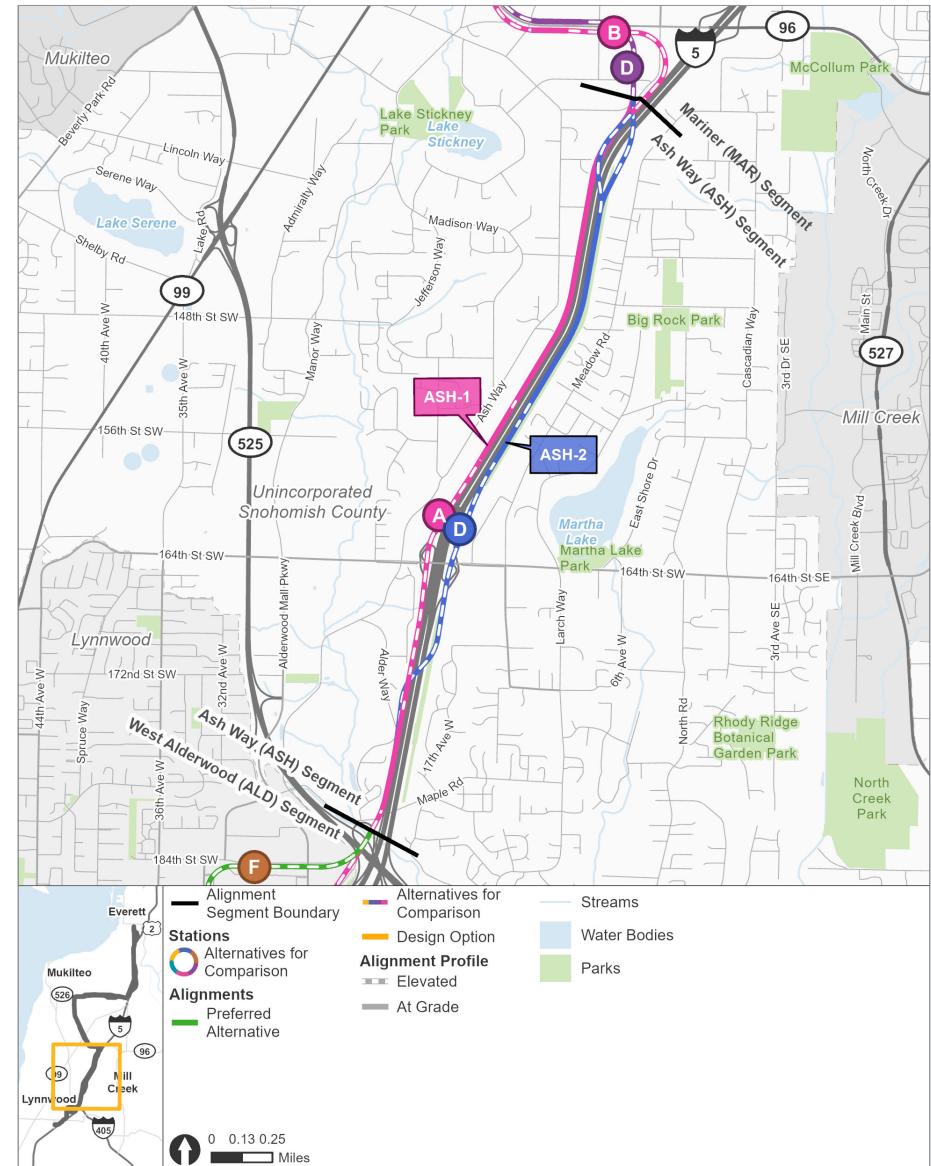


Table ES-2: Comparison of Potential Effects – Ash Way Segment Alternatives

Measure ^a	ASH-1A	ASH-2D
Transportation		
Potential Street Closures During Construction	Overnight closures of southbound I-5 access ramps to/from 164th Street SW	Overnight closures of the northbound and southbound lanes of I-5 and northbound I-5 access ramps to/from 164th Street SW
Number of Intersections Requiring Mitigation	0	1
Acquisitions, Displacements, and Relocations		
Number of Displacements	Residential: 63 Business: 0 – 1	Residential: 38 – 45 Business: 1
Economics		
Number of Employee Displacements ^b	0 – fewer than 10	Fewer than 10
Land Use		
Acres Converted to Transportation-Related Use	16.0 – 17.2	27.2 – 34.6
Social Resources, Community Facilities, and Neighborhoods		
Displaced Facilities	None	
Visual and Aesthetic Resources		
Visual Impacts	No impacts	
Noise and Vibration		
Number of Noise Impacts (moderate and severe)	391 – 393 impacts 0 after mitigation	63 – 67 impacts 0 after mitigation
Number of Vibration Impacts	23 impacts 0 after mitigation	3 impacts 0 after mitigation
Water Resources		
Floodplain Impacts	Two existing stream culverts may need to be replaced	
Change in Surface Cover ^c NPGIS (acres)	15.3	18.8
PGIS (acres)	-1.3	4.1
Pervious (acres)	-14.0	-22.9



Measure ^a	ASH-1A	ASH-2D
Ecosystems		
Wetland Impacts (acres) ^d	0.9	1.3
Stream Impacts (linear feet) ^d	150	500
Open Space Upland Habitat Impacts (acres)	2.8	8.9
Public Services, Safety, and Security		
Displaced Facilities	None	
Historic and Archaeological Resources		
Number of Properties with Potential Adverse Effects	0	
Parks and Recreational Resources		
Impacts on Parks and Recreational Resources	Crosses Interurban Trail only; no realignment needed; detours provided during construction	Requires realignment of ~1,200 feet of the Interurban Trail; detours provided during construction
Opinion of Probable Cost		
Cost in Millions ^e	\$1,090 – 1,230	\$980 – 1,110

NOTES:

- a) Numbers or descriptions presented in this table are for operational (long-term) impacts except where otherwise noted to be a construction (short-term) impact. Each alignment alternative is compatible with all alignment alternatives in the adjacent segments. The ranges of displacements reflect the various connections to the adjacent segments.
- b) The employee numbers are estimates and rounded to the nearest 10 digit. These employee numbers were derived using an accepted formula used by the U.S. Energy Information Administration (2018). The estimate for each alternative is based on translating the size of the business building area into jobs using a job density factor. The estimate is based off the predominant building use included in the parcel data.
- c) Table values represent the total amount of area converted to a different land cover type based on proposed conditions. All alternatives would increase impervious surface compared to existing conditions. NPGIS = Non-Pollution-Generating Impervious Surface. PGIS = Pollution-Generating Impervious Surface.
- d) Impacts to buffers for wetlands and streams will be quantified in the Final EIS after wetland and stream locations, type, and ratings are more certain and their extents better defined.
- e) Opinions of probable cost are in 2025 dollars, are for comparative purposes only, and do not represent the EVLE Project budget.



ES.3.2.3 Mariner Segment

The Mariner Segment and alternatives are shown on **Figure ES-4**.

The Mariner Segment includes the area between 134th Street SW and Avondale Road in unincorporated Snohomish County. This segment includes one station, the Mariner Station, which would include parking for 550 vehicles in either a surface lot or structure. This segment also includes turnback tracks to allow 2 Line trains to reverse direction. The station would include two platforms so that the turnback tracks and operator comfort station can be included in the station footprint.

There are two alignment alternatives and two station alternatives for this segment that combine into the two Build Alternatives described in the Draft EIS. There is also a Surface Parking Design Option (instead of structured parking) for each alternative. There is no preferred alternative in this segment.

The Mariner Station is forecasted to have approximately 4,600 daily boardings.

Comparison of Mariner Segment Alternatives

Table ES-3 summarizes potential impacts of alternatives in the Mariner Segment.

Key Findings: Both Mariner alternatives would result in displacements on either the north or south side of 128th Street SW but would offer different opportunities for station access and transit integration.

Figure ES-4: Mariner Segment Alternatives

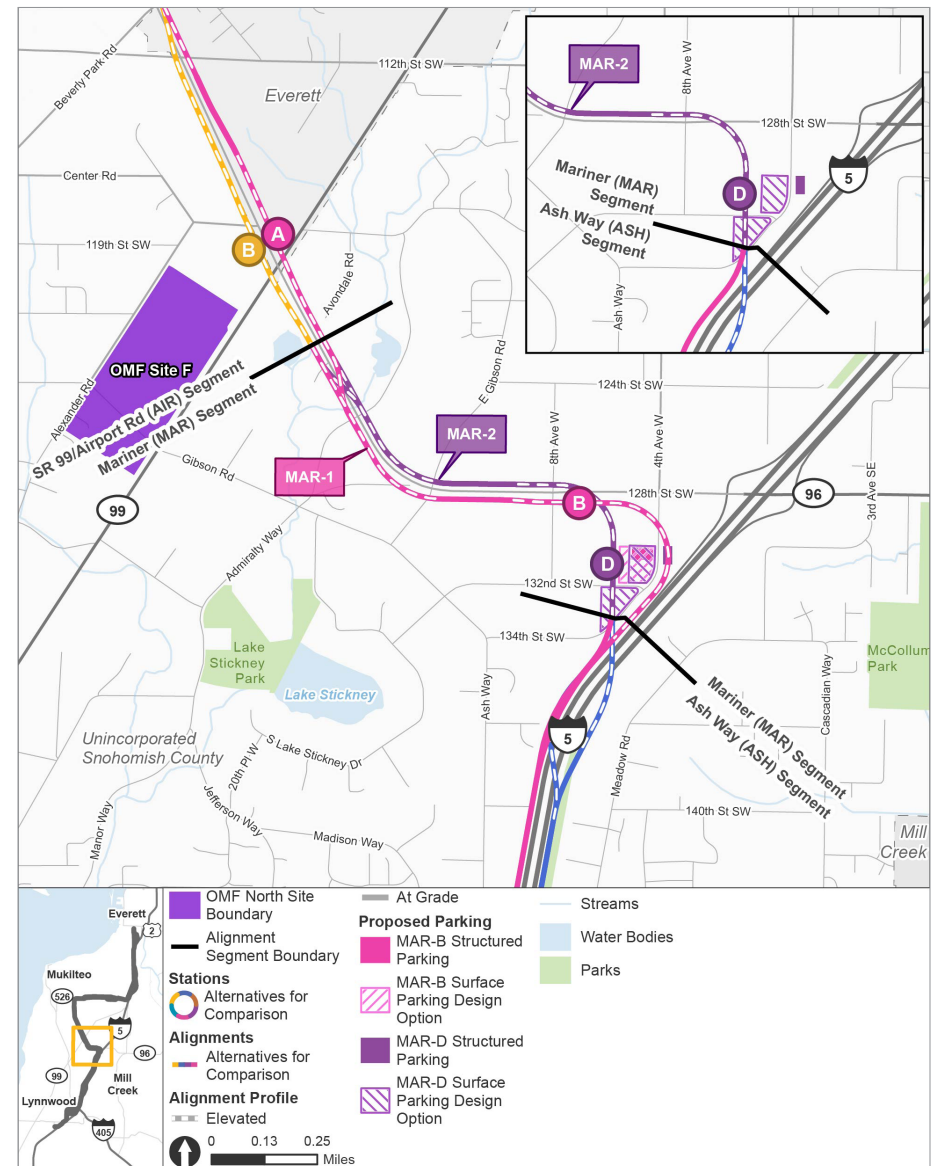


Table ES-3: Comparison of Potential Effects – Mariner Segment Alternatives

Measure ^a	MAR-1B	MAR-1B with Design Option	MAR-2D	MAR-2D with Design Option
Transportation				
Potential Street Closures During Construction	Local road closures including 4th Avenue W and the south side of 128th Street W			
Number of Intersections Requiring Mitigation	0			
Acquisitions, Displacements, and Relocations				
Number of Displacements	Residential: 300 Business: 68		Residential: 287 Business: 45 – 46	
Economics				
Number of Employee Displacements ^b	210		160 – 170	
Land Use				
Acres Converted to Transportation-Related Use	35.5 – 35.8		29.9 – 30.0	
Social Resources, Community Facilities, and Neighborhoods				
Displaced Facilities	Mariner Library, Royal Party Hall, Katya’s Bakery, Oriental & African Mini Market, Dollar Tree, Safeway, and Arriba Mexico Store y Oaxaca Galmen		Oriental & African Mini Market, Dollar Tree, several buildings within Windstone (HUD-assisted) Apartments, and Pellegrini Orthodontics	
Visual and Aesthetic Resources				
Visual Impacts	No impacts			
Noise and Vibration				
Number of Noise Impacts (moderate and severe)	200 – 232 impacts 0 after mitigation		263 – 284 impacts 0 after mitigation	
Number of Vibration Impacts	No impacts			
Water Resources				
Stormwater Impacts	Stormwater pond would be removed for parking; existing stream culvert may need to be replaced	Surface parking would increase impervious surface cover	Stormwater pond would be removed for parking	Surface parking would increase impervious surface cover



Measure ^a	MAR-1B	MAR-1B with Design Option	MAR-2D	MAR-2D with Design Option
Change in Surface Cover ^c NPGIS (acres)	10.1	9.0	6.4	4.8
PGIS (acres)	-4.0	-2.8	-1.4	0.9
Pervious (acres)	-6.0	-6.2	-5.0	-5.7
Ecosystems				
Wetland Impacts (acres) ^d	0.1		0.3	
Stream Impacts (linear feet) ^d	50			
Open Space Upland Habitat Impacts (acres)	0.7		No impacts	
Public Services, Safety, and Security				
Displaced Facilities	None		One healthcare facility (Pellegrini Orthodontics) ^e	
Historic and Archaeological Resources				
Number of Properties with Potential Adverse Effects	0			
Parks and Recreational Resources				
Impacts on Parks and Recreational Resources	No Impacts			
Opinion of Probable Cost				
Cost in Millions ^f	\$1,220 – 1,370		\$920 – 1,040	\$910 – 1,020

NOTES:

- Numbers or descriptions presented in this table are for operational (long-term) impacts except where otherwise noted to be a construction (short-term) impact. Each alignment alternative is compatible with all alignment alternatives in the adjacent segments. The ranges of displacements reflect the various connections to the adjacent segments.
- The employee numbers are estimates and rounded to the nearest 10 digit. These employee numbers were derived using an accepted formula used by the U.S. Energy Information Administration (2018). The estimate for each alternative is based on translating the size of the business building area into jobs using a job density factor. The estimate is based off the predominant building use included in the parcel data.
- Table values represent the total amount of area converted to a different land cover type based on proposed conditions. All alternatives would increase impervious surface compared to existing conditions. Impacts have been rounded to the nearest tenth. Totals may not appear to add up due to rounding. NPGIS = Non-Pollution-Generating Impervious Surface. PGIS = Pollution-Generating Impervious Surface.
- Impacts to buffers for wetlands and streams will be quantified in the Final EIS after wetland and stream locations, type, and ratings are more certain and their extents better defined.
- This public service facility is also considered a social resource/community facility.
- Opinions of probable cost are in 2025 dollars, are for comparative purposes only, and do not represent the EVLE Project budget. The opinion of probable cost for the Mariner alternatives does not include cost for parking.



ES.3.2.4 SR 99/Airport Road

The SR 99/Airport Road Segment and alternatives are shown on **Figure ES-5**.

The SR 99/Airport Road Segment includes the area between Avondale Road and 106th Street SW, extending from unincorporated Snohomish County into the city of Everett. This segment includes the EVLE Project's one provisional station, the SR 99/Airport Road Station, which would only be built if and when funding is available. There are two alignment alternatives and two station alternatives for this segment that combine into the two Build Alternatives described in the Draft EIS. There is no design option or preferred alternative in this segment.

The SR 99/Airport Road Station is forecasted to have approximately 900 daily boardings.

Comparison of SR 99/Airport Road Segment Alternatives

Table ES-4 summarizes potential impacts of alternatives in the SR 99/Airport Road Segment.

- Key Findings:** The two SR 99/Airport Road alternatives would mainly differ on their impact to either the east (Alternative AIR-1A) or west (Alternative AIR-2B) side of Airport Road. Alternative AIR-2B would also include one additional overcrossing of Airport Road. Alternative AIR-1A would result in the daylighting (restoration) of a previously piped stream.

Figure ES-5: SR 99/Airport Road Segment Alternatives

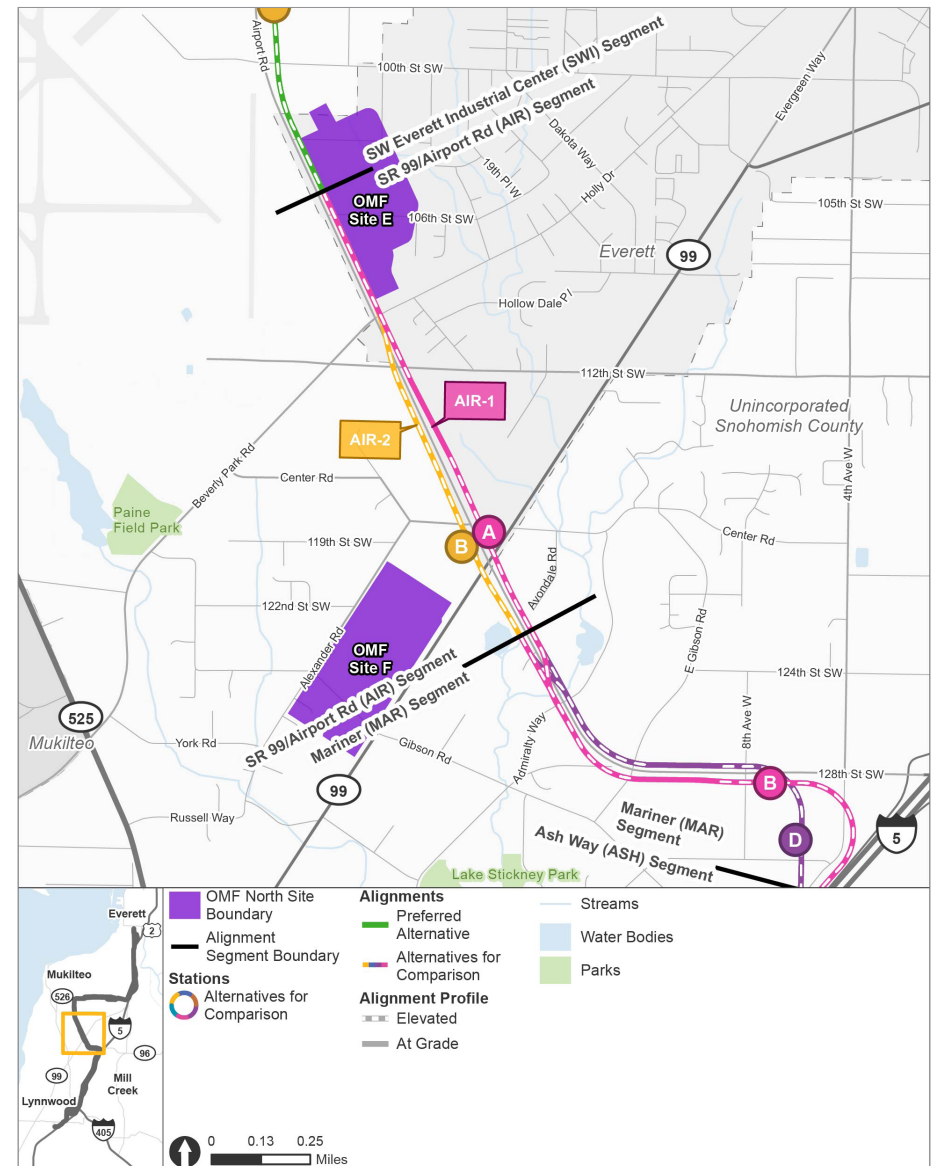


Table ES-4: Comparison of Potential Effects – SR 99/Airport Road Segment Alternatives

Measure ^a	AIR-1A	AIR-2B
Transportation		
Potential Street Closures During Construction	Overnight closures of SR 99 and 112th Street SW on the east side of Airport Road	Full closures of Airport Road and overnight closures of SR 99 and 112th Street SW on the west side of Airport Road
Number of Intersections Requiring Mitigation	0	
Acquisitions, Displacements, and Relocations		
Number of Displacements	Residential: 17 Business: 27	Residential: 5 Business: 23
Economics		
Number of Employee Displacements ^b	140	50
Land Use		
Acres Converted to Transportation-Related Use	35.0	22.7
Social Resources, Community Facilities, and Neighborhoods		
Displaced Facilities	Sonrise Christian Center, 7-Eleven convenience store, La Palmera Family Mexican Restaurant, and the Society of Professional Engineering Employees in Aerospace (SPEEA) Everett Hall	CVS and SPEEA Everett Hall
Visual and Aesthetic Resources		
Visual Impacts	No impacts	
Noise and Vibration		
Number of Noise Impacts (moderate and severe)	No impacts	233 impacts 0 after mitigation
Number of Vibration Impacts	No impacts	
Water Resources		
Stormwater/Surface Water Impacts	Existing culvert would be impacted and require stream daylighting	Existing stream culvert may need to be replaced with fish passable structure
Change in Surface Cover ^c NPGIS (acres)	6.6	5.5
PGIS (acres)	-2.4	-1.2
Pervious (acres)	-4.2	-4.3



Measure ^a	AIR-1A	AIR-2B
Ecosystems		
Wetland Impacts (acres) ^d	0.2	0.3
Stream Impacts (linear feet) ^d	50	No impacts
Open Space Upland Habitat Impacts (acres)	0.7	0.5
Public Services, Safety, and Security		
Displaced Facilities	None	
Historic and Archaeological Resources		
Number of Properties with Potential Adverse Effects	0	
Parks and Recreational Resources		
Impacts on Parks and Recreational Resources	No impacts	
Opinion of Probable Cost		
Cost in Millions ^e	\$690 – 780	\$680 – 760

NOTES:

- a) Numbers or descriptions presented in this table are for operational (long-term) impacts except where otherwise noted to be a construction (short-term) impact.
- b) The employee numbers are estimates and rounded to the nearest 10 digit. These employee numbers were derived using an accepted formula used by the U.S. Energy Information Administration (2018). The estimate for each alternative is based on translating the size of the business building area into jobs using a job density factor. The estimate is based off the predominant building use included in the parcel data.
- c) Table values represent the total amount of area converted to a different land cover type based on proposed conditions. All alternatives would increase impervious surface compared to existing conditions. NPGIS = Non-Pollution-Generating Impervious Surface. PGIS = Pollution-Generating Impervious Surface.
- d) Impacts to buffers for wetlands and streams will be quantified in the Final EIS after wetland and stream locations, type, and ratings are more certain and their extents better defined.
- e) Opinions of probable cost are in 2025 dollars, are for comparative purposes only, and do not represent the EVLE Project budget. The SR 99/Airport Road Station is not currently funded for final design and construction.



ES.3.2.5 SW Everett Industrial Center Segment

The SW Everett Industrial Center Segment and alternatives are shown on **Figure ES-6**.

The SW Everett Industrial Center Segment includes the area north of 106th Street SW and just west of Seaway Boulevard in the city of Everett. This segment includes one station, the SW Everett Industrial Center Station. This segment has one alignment alternative and three station alternatives that combine into the three Build Alternatives described in the Draft EIS. There is also a design option that would lower the alignment and station height of Alternative SWI-1A (Lower Design Option). Alternative SWI-1A is the preferred alternative.

The SW Everett Industrial Center Station is forecasted to have approximately 1,500 daily boardings.

Comparison of SW Everett Industrial Center Segment Alternatives

Table ES-5 summarizes potential impacts of alternatives in the SW Everett Industrial Center Segment.

Key Findings: Alternative SWI-1C is closest to the Paine Field passenger terminal and the Bomarc business center. Preferred Alternative SWI-1A is closest to the Boeing Everett Production Facility and residential development along W Casino Road, and it would require daylighting a portion of a stream. Alternative SWI-1B would be most convenient for businesses along Kasch Park Road and the Sno-Isle TECH Skills Center. Alternative SWI-1A with Lower Design Option would require residential displacements.

Figure ES-6: SW Everett Industrial Center Segment Alternatives



Table ES-5: Comparison of Potential Effects – SW Everett Industrial Center Segment Alternatives

Measure ^a	Preferred SWI-1A	SWI-1A with Design Option	SWI-1B	SWI-1C
Transportation				
Potential Street Closures During Construction	24/7 closure of SR 526 shoulder and overnight closures of one lane			
Number of Intersections Requiring Mitigation	0			
Acquisitions, Displacements, and Relocations				
Number of Displacements	Residential: 0 Business: 35	Residential: 52 Business: 37	Residential: 0 Business: 29	Residential: 0 Business: 30
Economics				
Number of Employee Displacements ^b	180	200	120	650
Land Use				
Acres Converted to Transportation-Related Use	36.9	55.0	30.8	48.8
Social Resources, Community Facilities, and Neighborhoods				
Displaced Facilities	None			
Visual and Aesthetic Resources				
Visual Impacts	No impacts			
Noise and Vibration				
Number of Noise Impacts (moderate and severe)	No impacts			
Number of Vibration Impacts	No impacts			
Water Resources				
Stormwater/ Surface Water Impacts	An existing culvert would be impacted and require daylighting of the stream		Would remove the fewest trees, which reduces stormwater runoff and associated pollution	Would only remove existing green space



Measure ^a	Preferred SWI-1A	SWI-1A with Design Option	SWI-1B	SWI-1C
Change in Surface Cover ^c NPGIS (acres)	9.1	11.6	8.8	12.0
PGIS (acres)	-3.0	-4.2	-2.4	-4.2
Pervious (acres)	-6.1	-7.4	-6.4	-7.8
Ecosystems				
Wetland Impacts (acres) ^d	1.1	1.2	0.8	0.9
Stream Impacts (linear feet) ^d	150	200	150	150
Open Space Upland Habitat Impacts (acres)	0.8	0.9	0.8	0.9
Public Services, Safety, and Security				
Displaced Facilities	None			
Historic and Archaeological Resources				
Number of Properties with Potential Adverse Effects	0			
Parks and Recreational Resources				
Impacts on Parks and Recreational Resources	No Impacts			
Opinion of Probable Cost				
Cost in Millions ^e	\$870 – 980	\$880 – 990	\$800 – 900	\$840 – 950

NOTES:

- a) Numbers or descriptions presented in this table are for operational (long-term) impacts except where otherwise noted to be a construction (short-term) impact.
- b) The employee numbers are estimates and rounded to the nearest 10 digit. These employee numbers were derived using an accepted formula used by the U.S. Energy Information Administration (2018). The estimate for each alternative is based on translating the size of the business building area into jobs using a job density factor. The estimate is based off the predominant building use included in the parcel data.
- c) Table values represent the total amount of area converted to a different land cover type based on proposed conditions. All alternatives would increase impervious surface compared to existing conditions. NPGIS = Non-Pollution-Generating Impervious Surface. PGIS = Pollution-Generating Impervious Surface.
- d) Impacts to buffers for wetlands and streams will be quantified in the Final EIS after wetland and stream locations, type, and ratings are more certain and their extents better defined.
- e) Opinions of probable cost are in 2025 dollars, are for comparative purposes only, and do not represent the EVLE Project budget.



ES.3.2.6 SR 526/Evergreen Segment

The SR 526/Evergreen Segment and alternatives are shown on **Figure ES-7**.

The SR 526/Evergreen Segment includes the area between Seaway Boulevard and the I-5/SR 526 interchange in the city of Everett. This segment includes one station, the SR 526/Evergreen Station. There are three alignment alternatives and three station alternatives for this segment that combine into the three Build Alternatives described in the Draft EIS. There is also a design option in this segment for two of the alignments (North Side of SR 526), which would allow for a station on the south side of SR 526 (Station EGN-B or EGN-E) with an alignment along the north side. There is no preferred alternative in this segment.

The SR 526/Evergreen Station is forecasted to have approximately 2,900 daily boardings.

Comparison of SR 526/Evergreen Segment Alternatives

Table ES-6 summarizes potential impacts of alternatives in the SR 526/Evergreen Segment.

- Key Findings:** Station EGN-B would require demolition of the Casino Square shopping center. Alternative EGN-1A would result in fewer displacements and would not be as disruptive to the Casino Square shopping center as Station EGN-B, but it would require construction of a new pedestrian bridge over SR 526 that would displace some of the shops and parking at Casino Square. Access to Station EGN-A from the south side of SR 526 would also be more difficult. The alignment design option would connect Stations EGN-B and EGN-E with a north side alignment that would result in fewer displacements than with Alignments EGN-2 and EGN-3 on the south side of SR 526.

Figure ES-7: SR 526/Evergreen Segment Alternatives



Table ES-6: Comparison of Potential Effects – SR 526/Evergreen Segment Alternatives

Measure ^a	EGN-1A	EGN-2B	EGN-2B with Design Option	EGN-3E	EGN-3E with Design Option
Transportation					
Potential Street Closures During Construction	Overnight closures of SR 526 eastbound and westbound, access ramps to and from Evergreen Way; 24/7 closure of SR 526 shoulder	Overnight closures of SR 526; 24/7 closure of SR 526 shoulder	Overnight closures of SR 526 eastbound and westbound, access ramps to and from Evergreen Way; 24/7 closure of SR 526 shoulder	Overnight closures of SR 526; 24/7 closure of SR 526 shoulder	Overnight closures of SR 526 eastbound and westbound, access ramps to and from Evergreen Way; 24/7 closure of SR 526 shoulder
Number of Intersections Requiring Mitigation	0				
Acquisitions, Displacements, and Relocations					
Number of Displacements	Residential: 58 Business: 5	Residential: 171 Business: 23	Residential: 32 Business: 24	Residential: 184 Business: 11	Residential: 42 Business: 12
Economics					
Number of Employee Displacements ^b	40	80	100	30	50
Land Use					
Acres Converted to Transportation-Related Use	28.5	25.5	27.5	24.8	27.3
Social Resources, Community Facilities, and Neighborhoods					
Displaced Facilities	DaVita Everett Dialysis	Casino Square businesses, Jaya Hanuman Temple and Cultural Centre		A&D Market, Los Guerreros, and Hope Slavic Baptist Church	
Visual and Aesthetic Resources					
Visual Impacts	None	Visual impacts to residential areas and sensitive viewers walking or bicycling along Casino Road	None	Visual impacts to residential areas and sensitive viewers walking or bicycling along Casino Road and 84th St SW	Visual impacts to residential areas and sensitive viewers walking or bicycling along 84th Street SW



Measure ^a	EGN-1A	EGN-2B	EGN-2B with Design Option	EGN-3E	EGN-3E with Design Option
Noise and Vibration					
Number of Noise Impacts (moderate and severe)	23 impacts 0 after mitigation	405 impacts 0 after mitigation	34 impacts 0 after mitigation	391 impacts 0 after mitigation	39 impacts 0 after mitigation
Number of Vibration Impacts	No impacts	48 impacts 0 after mitigation	No impacts	49 impacts 0 after mitigation	No impacts
Water Resources					
Stormwater/ Surface Water Impacts	Only alternative where at-grade guideway would cause stream impacts; three existing stream culverts may need to be replaced	Would require a structure in a wetland and wetland buffer	Less at-grade guideway through low-density residential would result in less stormwater runoff compared to EGN-1A	More at-grade guideway through wetlands and buffers would have greater permanent impacts to hydrology and water quality compared to EGN-3E with North Side of SR 526 Design Option	Least amount of at-grade guideway of all alternatives in this segment (would produce less stormwater runoff and associated pollution)
Change in Surface Cover ^c NPGIS (acres)	11.6	9.8	11.1	9.5	11.2
PGIS (acres)	-1.4	-3.2	-3.3	-3.2	-3.2
Pervious (acres)	-10.2	-6.6	-7.8	-6.3	-8.0
Ecosystems					
Wetland Impacts (acres) ^d	0.4	0.3	0.4	0.3	0.4
Stream Impacts (linear feet) ^d	500	650	200	650	200
Open Space Upland Habitat Impacts (acres)	1.0	0.6	0.8	0.4	0.7
Public Services, Safety, and Security					
Displaced Facilities	One healthcare facility (DaVita Everett Dialysis) ^e	None		None	



Measure ^a	EGN-1A	EGN-2B	EGN-2B with Design Option	EGN-3E	EGN-3E with Design Option
Historic and Archaeological Resources					
Number of Properties with Potential Adverse Effects	1	0		1	
Parks and Recreational Resources					
Impacts on Parks and Recreational Resources	Requires relocation of ~2,200 feet of the Interurban Trail; detours provided during construction	Requires relocation of ~2,200 feet of the Interurban Trail; detours provided during construction		Requires relocation of ~1,800 feet of the Interurban Trail; detours provided during construction	
Opinion of Probable Cost					
Cost in Millions ^f	\$900 – 1,020	\$980 – 1,100	\$1,020 – 1,150	\$990 – 1,120	\$1,020 – 1,150

NOTES:

- a) Numbers or descriptions presented in this table are for operational (long-term) impacts except where otherwise noted to be a construction (short-term) impact.
- b) The employee numbers are estimates and rounded to the nearest 10 digit. These employee numbers were derived using an accepted formula used by the U.S. Energy Information Administration (2018). The estimate for each alternative is based on translating the size of the business building area into jobs using a job density factor. The estimate is based off the predominant building use included in the parcel data.
- c) Table values represent the total amount of area converted to a different land cover type based on proposed conditions. All alternatives would increase impervious surface compared to existing conditions. NPGIS = Non-Pollution-Generating Impervious Surface. PGIS = Pollution-Generating Impervious Surface.
- d) Impacts to buffers for wetlands and streams will be quantified in the Final EIS after wetland and stream locations, type, and ratings are more certain and their extents better defined.
- e) This public service facility is also considered a social resource/community facility.
- f) Opinions of probable cost are in 2025 dollars, are for comparative purposes only, and do not represent the EVLE Project budget.



ES.3.2.7 Broadway/I-5 Segment

The Broadway/I-5 Segment and alternatives are shown on **Figure ES-8**.

The Broadway/I-5 Segment includes the area between the I-5/SR 526 interchange and Eugene Street in the city of Everett. This segment does not include a station. There are two alignment alternatives, which are the Build Alternatives for this segment as described in the Draft EIS. Alternative BI-1 is the preferred alternative. There is no design option in this segment.

Comparison of Broadway/I-5 Segment Alternatives

Table ES-7 summarizes potential impacts of alternatives in the Broadway/I-5 Segment.

- **Key Findings:** Alternative BI-2 would convert much more land to a transportation use than Preferred Alternative BI-1 and would require realigning several local roads that connect to Broadway, creating a barrier and reducing neighborhood cohesion.

Figure ES-8: Broadway/I-5 Segment Alternatives



Table ES-7: Comparison of Potential Effects – Broadway/I-5 Segment Alternatives

Measure ^a	Preferred BI-1	BI-2
Transportation		
Potential Street Closures During Construction	Overnight closures of Broadway and Lowell Road near the intersection of these two roads	Overnight closures of Broadway
Number of Intersections Requiring Mitigation	No station in segment, not analyzed	
Acquisitions, Displacements, and Relocations		
Number of Displacements	Residential: 204 Business: 11	Residential:181 Business: 9
Economics		
Number of Employee Displacements ^b	80	50
Land Use		
Acres Converted to Transportation-Related Use	24.7	48.7
Social Resources, Community Facilities, and Neighborhoods		
Displaced Facilities	Melvin Apartments – Building B and New Century Village (HUD-assisted properties)	Montessori Schools of Snohomish County
Visual and Aesthetic Resources		
Visual Impacts	No impacts	
Noise and Vibration		
Number of Noise Impacts (moderate and severe)	37 impacts 0 after mitigation	154 impacts 0 after mitigation
Number of Vibration Impacts	14 impacts 0 after mitigation	5 impacts 0 after mitigation
Water Resources		
Stormwater/Surface Water Impacts	Would require more tree removal than BI-2 which would increase stormwater runoff and associated pollutants	Would impact more stream and wetland buffer than Preferred BI-1 which can decrease water quality
Change in Surface Cover ^c NPGIS (acres)	10.0	10.1
PGIS (acres)	0.2	-2.0
Pervious (acres)	-10.2	-8.1



Measure ^a	Preferred BI-1	BI-2
Ecosystems		
Wetland Impacts (acres) ^d	No impacts	0.2
Stream Impacts (linear feet) ^d	No impacts	300
Open Space Upland Habitat Impacts (acres)	0.5	0.4
Public Services, Safety, and Security		
Displaced Facilities	None	One private school (Montessori Schools of Snohomish County) ^e
Historic and Archaeological Resources		
Number of Properties with Potential Adverse Effects	None	One private school (Montessori Schools of Snohomish County) ^e
Parks and Recreational Resources		
Impacts on Parks and Recreational Resources	No impacts	
Opinion of Probable Cost		
Cost in Millions ^f	\$740 – 840	\$820 – 930

NOTES:

- a) Numbers or descriptions presented in this table are for operational (long-term) impacts except where otherwise noted to be a construction (short-term) impact.
- b) The employee numbers are estimates and rounded to the nearest 10 digit. These employee numbers were derived using an accepted formula used by the U.S. Energy Information Administration (2018). The estimate for each alternative is based on translating the size of the business building area into jobs using a job density factor. The estimate is based off the predominant building use included in the parcel data.
- c) Table values represent the total amount of area converted to a different land cover type based on proposed conditions. All alternatives would increase impervious surface compared to existing conditions. NPGIS = Non-Pollution-Generating Impervious Surface. PGIS = Pollution-Generating Impervious Surface.
- d) Impacts to buffers for wetlands and streams will be quantified in the Final EIS after wetland and stream locations, type, and ratings are more certain and their extents better defined.
- e) This public service facility is also considered a social resource/community facility.
- f) Opinions of probable cost are in 2025 dollars, are for comparative purposes only, and do not represent the EVLE Project budget.



ES.3.2.8 Everett Station Segment

The Everett Station Segment and alternatives are shown on **Figure ES-9**.

The Everett Station Segment includes the area between Eugene Street and Hewitt Avenue in the city of Everett, near the existing multimodal Everett Station. This segment includes one station, Everett Station. This station would include parking for 1,000 vehicles in a structure. This segment also includes tail tracks that allow for temporary layover or storage of a four-car train beyond the terminus station. There are three alignment alternatives and three station alternatives for this segment that combine into the three Build Alternatives described in the Draft EIS. For this segment, the Board identified two preferred alternatives: Alternatives EVT-2C and EVT-3D. There is no design option in this segment.

The Everett Station is forecasted to have approximately 10,700 daily boardings.

Comparison of Everett Station Segment

Table ES-8 summarizes potential impacts of alternatives in the Everett Station Segment.

Key Findings: The alternatives in this segment share an alignment until they split just north of 41st Street SW, so all differences in impacts and benefits are north of that point. Stations EVT-C and EVT-D would be located closer to downtown Everett, but their associated alignments (EVT-2 and EVT-3, respectively) would include impacts along McDougall Avenue and Broadway, resulting in more business displacements than Alternative EVT-1A. Station EVT-A would be located closer to the existing transportation hub at Everett Station.



Figure ES-9: Everett Station Segment Alternatives

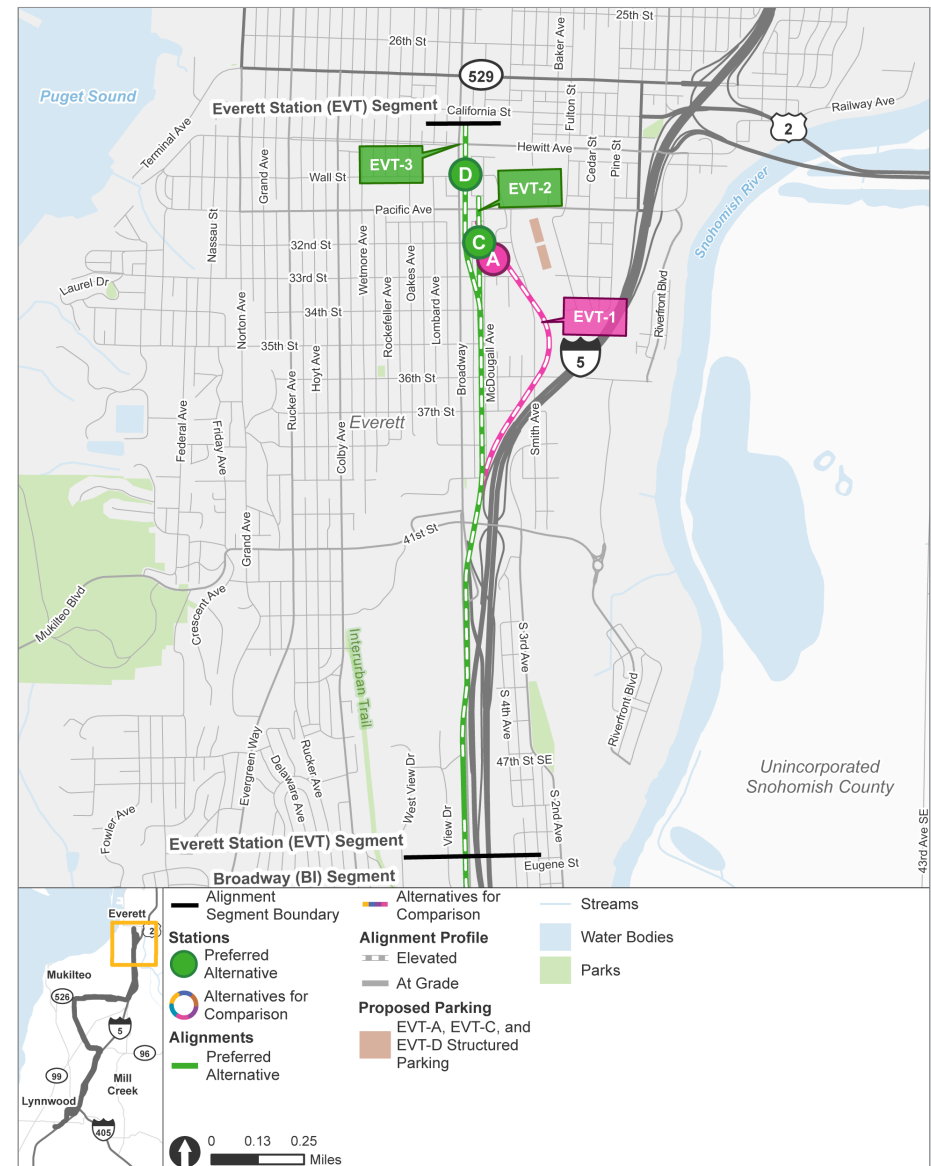


Table ES-8: Comparison of Potential Effects – Everett Station Segment Alternatives

Measure ^a	EVT-1A	Preferred EVT-2C ^b	Preferred EVT-3D ^b
Transportation			
Potential Street Closures During Construction	Local road closures including 4th Avenue W and the south side of 128th Street W		
Number of Intersections Requiring Mitigation	5	4	5
Acquisitions, Displacements, and Relocations			
Number of Displacements	Residential: 6 Business: 17	Residential: 6 Business: 34	Residential: 6 Business: 37
Economics			
Number of Employee Displacements ^c	120	190	195
Land Use			
Acres Converted to Transportation-Related Use	20.1	20.0	17.8
Social Resources, Community Facilities, and Neighborhoods			
Displaced Facilities	United Way of Snohomish County	United Way of Snohomish County	None
Visual and Aesthetic Resources			
Visual Impacts	No impacts		
Noise and Vibration			
Number of Noise Impacts (moderate and severe)	11 impacts 0 after mitigation	216 impacts 0 after mitigation	307 impacts 0 after mitigation
Number of Vibration Impacts	1 impact 0 after mitigation	1 impact 0 after mitigation	66 impacts 0 after mitigation
Water Resources			
Impacts on Water Resources	Impacts to water resources would be similar between all Everett Station Segment alternatives. Existing land is more than 90% impervious surface, including roadways, parking lots, and structures		
Change in Surface Cover ^d NPGIS (acres)	7.3	7.7	8.1
PGIS (acres)	-2.7	-3.6	-4.0
Pervious (acres)	-4.6	-4.1	-4.1



Measure ^a	EVT-1A	Preferred EVT-2C ^b	Preferred EVT-3D ^b
Ecosystems			
Wetland Impacts (acres) ^e	<0.1		
Stream Impacts (linear feet) ^e	No impacts		
Open Space Upland Habitat Impacts (acres)	0.5		
Public Services, Safety, and Security			
Displaced Facilities	One emergency shelter (United Way of Snohomish County) ^f	One emergency shelter (United Way of Snohomish County) ^f	None
Historic and Archaeological Resources			
Number of Properties with Potential Adverse Effects ^g	2	4	4
Parks and Recreational Resources			
Impacts on Parks and Recreational Resources	No impacts	No impacts	James J. Hill Park property would be acquired for transportation use
Opinion of Probable Cost			
Cost in Millions ^h	\$800 – 900	\$840 – 940	\$850 – 960

NOTES:

- a) Numbers or descriptions presented in this table are for operational (long-term) impacts except where otherwise noted to be a construction (short-term) impact.
- b) In the Everett Station Segment, the Board identified the preferred alternative as either Alternative EVT-2C or EVT-3D.
- c) The employee numbers are estimates and rounded to the nearest 10 digit. These employee numbers were derived using an accepted formula used by the U.S. Energy Information Administration (2018). The estimate for each alternative is based on translating the size of the business building area into jobs using a job density factor. The estimate is based off the predominant building use included in the parcel data.
- d) Table values represent the total amount of area converted to a different land cover type based on proposed conditions. All alternatives would increase impervious surface compared to existing conditions. NPGIS = Non-Pollution-Generating Impervious Surface. PGIS = Pollution-Generating Impervious Surface.
- e) Impacts to buffers for wetlands and streams will be quantified in the Final EIS after wetland and stream locations, type, and ratings are more certain and their extents better defined.
- f) This public service facility is also considered a social resource/community facility.
- g) FTA has made an adverse effect determination for one resource in this segment that would be affected by all alternatives. All other potential effects are preliminary. Final determinations will be reported in the Final EIS.
- h) Opinions of probable cost are in 2025 dollars, are for comparative purposes only, and do not represent the EVLE Project budget. The opinion of probable cost for the Everett Station alternatives does not include cost for parking.



ES.3.2.9 OMF North Site Alternatives

Three OMF North site alternatives are being considered, as shown in **Figure ES-10**.

OMF Sites F and B also include a design option for the lead tracks to the facility (Lead Tracks to West Side of Airport Road and Lead Tracks to South Side of SR 526, respectively). A preferred OMF North site alternative has not been identified for the Draft EIS.

The completed OMF North operating area would be approximately 50 to 70 acres, but the project limits include a total of 80 to 100 acres for additional construction and potential mitigation needs. All alternatives have the same height assumptions for on-site buildings; the maximum height of OMF structures including maintenance and maintenance of way buildings would be two stories. While all OMF North site alternatives met initial screening requirements within the Lynnwood to Everett corridor, further site-specific design may identify access, operational performance, or permitting constraints. These constraints may depend on the selection of the preferred alignment and station alternatives.

Comparison of OMF North Site Alternatives

Table ES-9 summarizes potential impacts of OMF North site alternatives.

Key Findings: OMF Site F would have the most residential and business displacements and would result in adverse effects to 11 historic properties. OMF Site B would displace fewer businesses than OMF Site F, but the site includes several specialty manufacturing facilities that would be difficult and disruptive to supply chains to relocate. There is also a stream that would be filled and would not be replaced on-site because no on-site relocation or replacement opportunities could be identified. OMF Site E would have the most impacts to wetlands and streams, which would require substantial mitigation and may be challenging to permit.

Figure ES-10: OMF North Site Alternatives



Table ES-9: Comparison of Potential Effects – OMF North Site Alternatives

Measure ^a	OMF Site F	OMF Site F with Design Option	OMF Site E	OMF Site B	OMF Site B with Design Option
Transportation					
Potential Street Closures During Construction	No interstate or state highway closures	Overnight closures of SR 99	No interstate or state highway closures	No interstate or state highway closures	Overnight closures of SR 526
Number of Intersections Requiring Mitigation	0				
Acquisitions, Displacements, and Relocations					
Number of Displacements	Residential: 189 Business: 68	Residential: 186 Business: 62	Residential: 49 Business: 13	Residential: 0 Business: 16	Residential: 90 Business: 13
Economics					
Number of Employee Displacements ^b	580	530	320	760	610
Land Use					
Acres Converted to Transportation-Related Use	71.5	75.1	89.1	84.0	89.9
Social Resources, Community Facilities, and Neighborhoods					
Displaced Facilities	Airport RV Park and two multi-unit buildings at the Axis Apartment complex, a HUD-assisted apartment complex		Aerospace Machinist District 751 and SPEEA Everett Hall	None	
Visual and Aesthetic Resources					
Visual Impacts	Visual impacts to residential areas along Alexander Road and northeast of the site		Visual impacts to sensitive viewers walking or bicycling along Airport Road	Visual impacts to residential areas northeast of the site	
Noise and Vibration					
Number of Noise Impacts (moderate and severe)	63 impacts 0 after mitigation	158 impacts 0 after mitigation	2 impacts 0 after mitigation	4 impacts 0 after mitigation	191 impacts 0 after mitigation
Number of Vibration Impacts	No impacts	30 impacts 0 after mitigation	No impacts	No impacts	



Measure ^a	OMF Site F	OMF Site F with Design Option	OMF Site E	OMF Site B	OMF Site B with Design Option
Water Resources					
Stormwater/ Surface Water Impacts	Existing stormwater retention facility would be filled; York Creek Tributary would be impacted	Existing stormwater retention facility would be filled	Existing stormwater retention facility would be filled	A stream would be filled; four culverts would be impacted; existing stormwater retention facility would be filled	Least amount of at-grade guideway of all alternatives in this segment (would produce less stormwater runoff and associated pollution)
Change in Surface Cover ^c NPGIS (acres)	22.7	23.9	26.6	14.2	15.5
PGIS (acres)	-16.4	-16.0	-6.3	-7.8	-8.2
Pervious (acres)	-6.3	-7.9	-20.3	-6.4	-7.3
Ecosystems					
Wetland Impacts (acres) ^d	0.3	1.2	5.2	1.1	1.3
Stream Impacts (linear feet) ^d	100	No impacts	850	1,950	2,650
Open Space Upland Habitat Impacts (acres)	0.5	1.0	19.7	2.9	
Public Services, Safety, and Security					
Displaced Facilities	None			One government facility (Everett School District Central Bus Facility)	
Impacts on Emergency Response	No impacts		No impacts	Would close part of 80th Street SW, but emergency response times are not expected to be substantially impacted	
Historic and Archaeological Resources					
Number of Properties with Potential Adverse Effects	11 (1 individually eligible property and 1 eligible historic district with 10 contributing resources)		0	0	



Measure ^a	OMF Site F	OMF Site F with Design Option	OMF Site E	OMF Site B	OMF Site B with Design Option
Parks and Recreational Resources					
Impacts on Parks and Recreational Resources	No impacts				
Opinion of Probable Cost					
Cost in Billions ^e	\$2.03 – 2.28	\$2.11 – 2.38	\$1.72 – 1.94	\$2.31 – 2.60	\$2.31 – 2.61

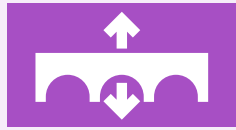
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- c) Table values represent the total amount of area converted to a different land cover type based on proposed conditions. All alternatives would increase impervious surface compared to existing conditions. NPGIS = Non-Pollution-Generating Impervious Surface. PGIS = Pollution-Generating Impervious Surface.
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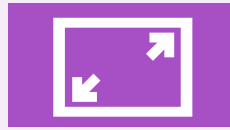


ES.3.3 Potential Design Refinements

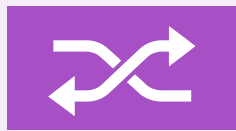
In addition to the alternatives and design options described above, this Draft EIS qualitatively evaluates several potential design refinements that could reduce overall project cost if applied to alignment and station alternatives. Types of design refinements included in the Draft EIS that could be considered during advanced design work include:



Altering the guideway by lowering the elevated guideway or changing the structure type from an elevated guideway to retaining wall supported or at-grade guideway to reduce structural and construction costs (there would be no at-grade vehicle or pedestrian crossings).



Maximizing the use of existing transportation right-of-way to reduce property acquisitions and associated costs, by shifting the alignment, moving or consolidating supporting guideway infrastructure, or using space below the elevated guideway for stormwater ponds.



Relocating special trackwork (such as crossovers²) to areas that would have lower construction costs and/or reduced impacts.



Relocating or removing maintenance (hi-rail³) access points.

The design refinements identified to date that could be considered in each segment are described Chapter 4 of the Draft EIS. Additional refinements may be identified after publication of the Draft EIS. If Sound Transit decides to include these refinements as part of the EVLE Project prior to the Final EIS, they would be reflected in the conceptual design plans and evaluated in the Final EIS. No design refinements have yet been identified for OMF North.

The potential impacts of the design refinements were qualitatively evaluated as described in Draft EIS Appendix I. A preliminary footprint for each potential design refinement was developed to determine whether parcels might be permanently affected by the EVLE Project in addition to the potentially affected parcels identified in the Draft EIS. This review identified 31 additional properties that may be affected – three in the West Alderwood Segment, 16 in the Ash Way Segment, six in the SW Everett Industrial Center Segment, and six in the Everett Station Segment (see Draft EIS Appendix G.2). Up to three additional businesses may be displaced; however, the displacement of a historic property in the SR 526/Evergreen Segment would be avoided, and overall property acquisitions would be reduced. Some refinements would require changes to the transportation network, including one additional street closure and street realignment. Many refinements would result in different visual changes, but they would not lower visual quality. Stream, wetland, and floodplain impacts would be similar in scale but may affect different locations.

² Crossover tracks connect two parallel tracks and allow trains to change safely from one track to another.

³ Hi-rail vehicles are specialized vehicles that can operate on both rail tracks and along conventional roads. These vehicles are used for inspection and maintenance of track, guideway, and other related system components.



ES.4 Potential Mitigation Measures

Sound Transit is committed to complying with all applicable federal, state, and local environmental regulations, following best management practices (BMPs), and designing the EVLE Project in a way that mitigates adverse impacts. As a result, mitigation measures are reflected in the design of Build Alternatives. The Draft EIS presents mitigation measures, further described in the technical reports in Draft EIS Appendix G, that would reduce or eliminate adverse effects.

Final mitigation measures will be refined through ongoing consultation with local agency partners. The potential mitigation measures will be updated and a mitigation plan appendix will be included in the Final EIS and Record of Decision (ROD). The mitigation commitments will reflect technical necessity, industry standards, and community priorities.

ES.5 Significant and Unavoidable Adverse Impacts

While Sound Transit would incorporate rigorous design practices to avoid or minimize environmental disruptions and mitigate impacts where possible, certain long-term permanent impacts of the EVLE Project may be unavoidable. These include an adverse effect to at least one NRHP-eligible property; visual changes resulting from the removal of mature vegetation and forested areas adjacent to the guideway; and a localized loss of upland habitat. Additionally, despite robust relocation assistance, some businesses and residences may face challenges relocating within the immediate area if suitable affordable space is unavailable nearby.

Temporary but adverse construction impacts would also occur, including long-term lane or roadway closures (lasting more than 4 months), localized noise, and temporary loss of parking. Construction-related traffic shifts and reduced visibility may also temporarily affect sales for adjacent businesses. Sound Transit is committed to deploying comprehensive construction management plans to minimize these disruptions to the greatest extent feasible.

ES.6 Areas of Controversy and Issues to Be Resolved

Areas of controversy and issues that remain to be resolved include the following:

- Funding for the SR 99/Airport Road Station (currently considered provisional) and parking facilities at Mariner and Everett Station.
- Confirming the type of parking facility at Mariner (surface or parking garage).
- Completing necessary agreements for location of guideway within Washington State Department of Transportation right-of-way.
- Addressing potential conflicts with the new Everett Outdoor Event Center and location of Station EVT-D.
- Addressing substantial impacts to wetlands and streams, which may pose a risk to both the schedule and budget for OMF Sites E and B.
- Selection of potential design refinements as part of the EVLE Project.

Sound Transit would continue to coordinate with the appropriate federal, state, and local agencies and jurisdictions and affected Tribes to address these and any other issues that arise. Additional areas of controversy and issues to be resolved may be identified during the Draft EIS comment period.



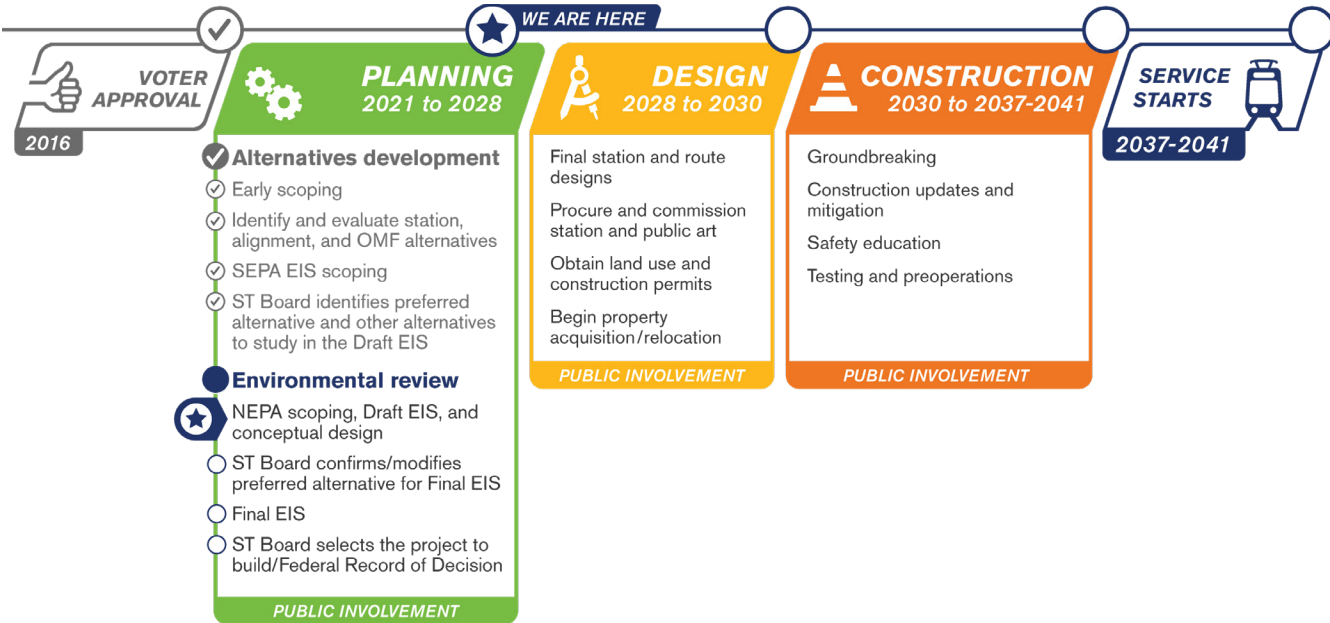
ES.7 Next Steps and Schedule

Figure ES-11 shows project milestones for the development of EVLE.

Following the publication of this Draft EIS and the associated 45-day comment period, the Sound Transit Board plans to identify a preferred alternative for the alignment and station segments, as well as one preferred location for OMF North. The Final EIS will include analysis comparing the preferred alternative, other Build Alternatives, and the No Build Alternative. It will also describe the potential measures to mitigate project impacts. Following completion of the Final EIS, the Sound Transit Board is anticipated to select the project to be built and FTA is also anticipated to issue a ROD. Issuance of a ROD is a prerequisite for federal funding or approvals.

Environmental review is expected to occur through 2028, with final design from 2028 to 2030, and construction starting in 2030. The proposed schedule for opening light rail service from the Lynnwood City Center Station to Everett Station is 2041, with a shorter route connecting Lynnwood City Center to the SW Everett Industrial Center Station opening first in 2037. OMF North would open in 2034. Due to funding availability, new parking facilities are deferred; however, for the Draft EIS analysis, parking is assumed to open in 2046. The schedule is subject to change.

Figure ES-11: Project Milestones



soundtransit.org/everettlink-deis

Questions? Contact Community Engagement
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