



Everett Link Extension

Draft Environmental Impact Statement

DISTRIBUTION LIST, GLOSSARY, REFERENCES, AND LIST OF PREPARERS

Appendix A

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1 DISTRIBUTION LIST

Tribes

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

Federal Agencies

- Bonneville Power Administration.
- Federal Aviation Administration, Seattle Airports District.
- Federal Highway Administration, Washington State Division.
- Federal Motor Carrier Safety Administration.
- Federal Railroad Administration.
- National Oceanic and Atmospheric Administration (NOAA Fisheries).
- United States Army Corps of Engineers.
- United States Bureau of Indian Affairs, Northwest Region.
- United States Department of Homeland Security, Transportation Security Administration.
- United States Department of Housing and Urban Development, Region 10.
- United States Department of the Interior/National Park Service.
- United States Environmental Protection Agency, Region 10.
- United States Fish and Wildlife Service.
- United States Postal Service, Western Area Operations.

State Agencies

- Washington State Department of Archaeology and Historic Preservation.
- Washington State Department of Ecology, Northwest Region.
- Washington State Department of Fish and Wildlife, Region 4.
- Washington State Department of Natural Resources.
- Washington State Department of Social and Health Services.
- Washington State Department of Transportation.
- Washington State Parks.
- Washington State Recreation and Conservation Office.

Regional Agencies

- Puget Sound Clean Air Agency.
- Puget Sound Regional Council.
- Martha Lake Fire Station 21.
- Mariner Fire Station 11.

Counties

- Snohomish County.

Transit Agencies

- Community Transit.
- Everett Transit.

Local Agencies

- City of Everett.
- City of Lynnwood.

Utility Providers

- Alderwood Water and Wastewater District.
- AT&T.
- Boeing Company.
- BZ-TV.
- Cascade Natural Gas Company.
- City of Everett Public Works.
- City of Mountlake Terrace Public Works.
- Comcast.

- Mukilteo Water and Wastewater District.
- Puget Sound Energy.
- Silver Lake Water District.
- Snohomish County Public Utility District #1.
- The Williams Company, Inc.
- Verizon Wireless.
- Zayo.

Libraries

- Everett Public Library.
- Everett Public Library – Evergreen Branch.
- Lynnwood Library.
- Mariner Library.
- Mill Creek Library.
- Mukilteo Library.

2 GLOSSARY

Air pollutant. Smoke, dust, fumes, or odors in the ambient air that have the potential for harmful effects.

Alignment. Horizontal geometric elements that define the location of the light rail track or roadway.

Archaeological sensitivity zone. An area where the potential for finding an archaeological resource is high. See **high probability areas**.

Aquatic resource. The physical elements of the aquatic environment, such as streams, rivers, lakes, and shorelands, as well as life forms such as aquatic plants and fish that live within the aquatic environment.

Aquifer. An underground layer of water-bearing permeable rock or unconsolidated materials (gravel, sand, or silt) from which groundwater can be extracted using a water well.

Arterial. A major thoroughfare used mainly for through traffic rather than access to adjacent property. Arterials generally have greater traffic-carrying capacity than collector or local streets and are designed for continuously moving traffic.

Artifact. Any portable object used and/or modified by civilization (particularly during prehistoric times).

At-grade profile. Where the light rail track is at the same grade (ground level) as the surrounding terrain.

Attainment area. An attainment area is an area considered to have air quality as good as or better than the national ambient air quality standards for specific pollutants as defined in the Clean Air Act.

A-weighted sound level (dBA). The A-weighted sound level has been widely adopted by acousticians as the most appropriate descriptor for environmental noise as specified by the American National Standards Institute (ANSI) Standard S1.4-1971. The unit of measure is the decibel (dB), commonly referred to as dBA when A-weighting is used. The “A” weighting scale closely resembles human response to noise.

Ballast. Gravel or coarse stone used to form the bed of a railroad track or road.

Best management practices (BMPs). Approved physical, structural, and/or managerial practices that, when used singularly or in combination, prevent or reduce pollutant discharges.

Buffer. An area adjacent to a critical area (e.g., wetland or stream) that functions to avoid loss or decline in ecological functions and values. In addition to preserving the ecological functions of a wetland system, a buffer physically isolates a critical area from potential disturbance and harmful intrusion, and works to minimize risk to the public from loss of life, well-being, or property damage.

Capacity, person. The maximum number of persons that can be carried past a given location during a given time period under specified operating conditions without unreasonable delay, hazard, or restriction. Usually measured in terms of persons per hour.

Capacity, vehicle. The maximum number of vehicles that can be accommodated in a given time by a transit or highway facility.

Capital costs. Nonrecurring costs required to construct transit systems, including costs of right-of-way, facilities, rolling stock, power distribution, and the associated administrative and design costs, as well as financing charges during construction.

Carbon monoxide (CO). A colorless, odorless, tasteless gas, and one of the U.S. Environmental Protection Agency's criteria air pollutants released from automobile exhaust.

Census tract. A census tract is a small subdivision of an urban area used by the U.S. Census Bureau to identify population and housing statistics. Census blocks are subdivisions of census tracts and are the smallest unit of census geography for which the Census Bureau collects data. The boundaries of census blocks are generally streets or other notable physical features and often correspond to a city block. A census block group is a combination of census blocks, typically encompassing two to four city blocks.

The U.S. Census collects some information at the block level, some at the block group level, and some at the tract level.

Concentration (also, level). A measure of the air pollutant in the ambient air, having the units of mass per volume.

Conformity (air quality). A process that ensures federal funding and approval goes to transportation activities consistent with federal air quality goals. The Federal Highway Administration and the Federal Transit Administration jointly determine that specific regions meet air quality standards.

Construction staging area. During construction, a site temporarily used for materials or equipment storage, assembly, or other temporary, construction-related activities.

Criteria air pollutants. Those air pollutants that have been recognized by the U.S. Environmental Protection Agency as potentially harmful and for which standards have been set to protect the public health and welfare. The criteria air pollutants are carbon monoxide, sulfur dioxide, particulates, nitrogen dioxide, ozone, hydrocarbons, and lead.

Day-night sound level (Ldn). The day-night sound level (Ldn) is the noise descriptor commonly used for assessing the noise impact of rail projects at residential land uses. Ldn is a 24-hour cumulative A-weighted noise level that includes all noises that occur during a day, with a 10-dB penalty for nighttime noise (10 p.m. to 7 a.m.). This weights Ldn toward nighttime noise because most people are more easily annoyed by noise during the nighttime hours when background noise is lower and most people are sleeping.

Decibel (dB). The unit used to measure the loudness of noise.

de minimis impacts. Section 4(f) *de minimis* impacts cannot "adversely affect the activities, features, and attributes" of a Section 4(f) resource. For public parks or recreation properties, a *de minimis* impact finding requires an opportunity for public review and comment, plus written concurrence from the official with jurisdiction over the property. For *de minimis* impact findings for historic and archaeological sites, the public notice and comment required by 36 CFR Part 800 is sufficient. When FTA has made a *de minimis* impact determination, the project is not required to analyze avoidance alternatives for that Section 4(f) property.

Dewatering. The temporary removal of ground or surface water from a construction area to allow construction to be done under dry conditions.

Displacement. A property acquisition that would require removing an existing use.

Elevated guideway. A guideway that is positioned above the normal activity level (e.g., elevated structure for light rail to cross over a street).

Emission. Particulate, gaseous, noise, or electromagnetic byproducts of the transit system or vehicle.

Endangered species. According to the Endangered Species Act of 1973, an endangered species is any species in danger of extinction throughout all or a significant portion of its range, other than an insect determined by the Secretary of the Interior to constitute a pest whose protection under the provisions of this act would present an overwhelming and overriding risk to man.

Equivalent level (Leq). Leq is a measure of sound energy over a period of time. It is referred to as the equivalent sound level because it is equivalent to the level of a steady sound which, over a referenced duration and location, has the same A-weighted sound (dBA) energy as the fluctuating sound.

Full acquisition. The full parcel would be acquired, and the current use would be displaced. Full acquisitions include parcels that might not be fully needed for the project but would be affected to the extent that current uses would be substantially impaired (e.g., loss of parking or access).

Glacial till. This type of soil typically consists of a diverse mix of gravelly sand with scattered cobbles and boulders in a clay/silt matrix. It is very dense and is locally referred to as “hardpan.”

Grade separated. Parallel or crossing lines of traffic that are vertically or horizontally physically separated from each other and do not share a common intersection.

Groundborne noise. Noise that is transmitted through the ground, typically reported in decibels.

Groundborne vibration. A small but rapidly fluctuating motion transmitted through the ground, typically reported as velocity or acceleration.

Habitat function. Terrestrial plant communities, wetlands, and aquatic systems such as streams that provide a variety of functions in the environment. For instance, depending on the condition and location of a wetland, wetland functions might include water quality improvement, groundwater recharge, nutrient and sediment filtering, and habitat for a variety of animals, as well as education and recreation opportunities for people — the habitat function is one of several functions potentially performed by wetlands. Similarly, terrestrial and aquatic systems each also may perform many functions. When they provide habitat for animals, they are said to be performing or providing a “habitat function.”

Habitat value. The value of a plant community’s function as determined by the habitat’s ability to support the needs of biological species. High-value habitats are those that support or may support threatened, endangered, and/or sensitive species as determined by federal, state, and local jurisdictions.

Hazardous materials. Hazardous materials are materials that, because of their chemical, physical, or biological nature, pose a potential risk to life, health, or property when released. Such materials include hazardous waste, dangerous waste, hazardous substances, and toxic substances.

Headway. The headway between vehicles in public transit systems is the amount of time (usually in minutes) that elapses between two vehicles passing the same point traveling in the same direction on a given route.

High-capacity transit (HCT). A system of public transportation services within an urbanized region operating principally on exclusive rights-of-way; examples include light rail transit or express buses on exclusive bus ways and their supporting services.

High probability areas. Areas that have moderate, high, or very high probability of containing archaeological materials according to Washington State Department of Archaeology and Historic Preservation's predictive model.

Hours of service. The number of hours during the day between the start and end of service on a transit route, also known as the service span.

Indirect impacts. Impacts (i.e., effects) caused by the proposed action or alternative and occur later in time or are farther removed in distance but still reasonably foreseeable. Indirect impacts may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate, and related effects on air and water and other natural systems, including ecosystems.

Lead track. A track connecting a railroad yard or facility with a mainline track.

Leq. The equivalent steady-state sound level that, in a specified time period, would contain the same acoustic energy as the varying sound level during the same period; considers volume capacity, travel speeds, and delay.

Leq(h). The hourly value of Leq.

Level of service (L.O.S.). A qualitative measure that represents the collective factors of travel under a particular volume condition. A measure of traffic congestion.

Light rail transit (also light rail). A mode of mass transportation comprising light rail vehicles that travel on steel tracks and are powered by electricity from overhead wires. This mode is characterized by its ability to operate in at-grade and/or grade-separated environments.

Link. Sound Transit's light rail system.

Mainline. Track that is used for light rail vehicles or is the principal artery of a system to which other components (such as operation and maintenance facilities) are connected.

Maintenance area. Maintenance areas are geographic areas with a history of nonattainment of National Ambient Air Quality Standards (NAAQS) but that now consistently meet NAAQS.

Megawatt (MW). 1,000,000 watts.

Mobility. The ease of continuous movement along the transportation system.

Mode. A particular form or method of travel, such as pedestrian, bicycle, automobile, bus, or light rail.

Model Toxics Control Act (MTCA). The Model Toxics Control Act Cleanup Regulation, Washington Administrative Code 173-340, implements the Model Toxics Control Act, Revised Code of Washington 70.105D, which addresses strict requirements for site discovery and reporting, site assessments, and site remediation. Most important, the regulation defines standard methods used to assess whether a site is contaminated or clean.

National Ambient Air Quality Standards (NAAQS). Federal limits on levels of atmospheric contamination necessary to protect the public from adverse effects on health (primary standards) and welfare (secondary standards).

National Historic Preservation Act of 1966 (NHPA). The act that established the National Register of Historic Places and State Historic Preservation program and set forth guidelines and regulations for environmental review of projects involving federal funding.

National Register of Historic Places (NRHP). The official list of the nation's cultural resources determined to be worthy of preservation; the register is maintained by the National Park Service.

Network. A system of real or hypothetical interconnecting links that forms the configuration of transit routes and stops comprising the total system.

No Build Alternative. The No Build Alternative includes the transportation system and environment as they would exist without the proposed project.

Noise wall (also sound wall). A barrier designed to protect residents or other sensitive receivers from high noise levels generated nearby, such as from a highway or light rail line.

Nonattainment area. An area designated by the U.S. Environmental Protection Agency as currently violating the National Ambient Air Quality Standards, based on archival air quality data.

Nonmotorized transportation. Also known as active transportation, this primarily refers to walking, bicycling, and wheelchair travel, but also includes other small-wheeled modes of transportation like scooters and skates. Nonmotorized facilities are the infrastructure nonmotorized travelers use to get around, including sidewalks, bike lanes, and shared-use paths.

NOx. Oxides of nitrogen (nitrogen oxide and nitrogen dioxide). The pollutants released during high-temperature combustion of fossil fuels such as diesel.

Off-peak. Those periods of the day when demand for transit service is not at a maximum.

Operating costs. Recurring costs incurred in operating transit systems, including wages and salaries, maintenance of facilities and equipment, fuel, supplies, employee benefits, insurance, taxes, and other administrative costs. Amortization of facilities and equipment is not included.

Operating revenue. The gross income from operation of the transit system, including fares, charter income, concessions, advertising, etc. Does not include interest from securities, nonrecurring income from sale of capital assets, etc.

Operational energy. The energy used for vehicle propulsion, facilities, and maintenance for a specified period, usually 1 year.

Overhead catenary system. Electrical transmission poles and lines that supply power to the light rail system.

Ozone. A gas consisting of three oxygen atoms formed in reactions of nonmethane hydrocarbons and nitrogen oxides in the presence of sunlight. Ozone is one of the U.S. Environmental Protection Agency's criteria air pollutants.

Parking utilization. The number of parking spaces being utilized at a given location; it is calculated as the total number of parking spaces occupied divided by the total parking supply at a given location.

Partial acquisition. Part of a parcel would be acquired, but the current use generally would not be displaced. In some instances, such as larger parcels that hold multiple uses, a business or residential unit on a parcel could be displaced, but most uses would remain.

Particulate matter. A mixture of extremely small particles and liquid droplets that is made up of a number of components, including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles. The U.S. Environmental Protection Agency is concerned about particles that are 10 micrometers in diameter or smaller because those are the particles that generally pass through the throat and nose and enter the lungs.

Peak hour. The hour of the day in which the maximum demand for service is experienced, accommodating the largest number of automobile or transit patrons.

Peak period. A time period or periods when travel activity is at its heaviest.

Pedestrian level of service. An overall measure of walking conditions on a route, path, or facility.

Pollution-generating impervious surface (PGIS). Impervious surfaces considered to be a significant source of pollutants in stormwater runoff. Such surfaces include those subject to vehicular use, industrial activities (as defined in Washington State Department of Ecology's Stormwater Management Manual), or storage of erodible or leachable materials, wastes, or chemicals, and which receive direct rainfall or the run-on or blow-in of rainfall.

Preferred alternative. The alternative identified as the favored course of action by the lead agency during the environmental review process. A preferred alternative is not an action or decision within the meaning of Washington Administrative Code 197-11-070.

Profile. The vertical position of the track in relation to surrounding terrain. Light rail profile types are at-grade, elevated, and retained-cut.

Project limits. The area required for permanent project improvements and for construction of the project, including permanent acquisitions and easements, as well as temporary construction easements.

Queue. A line of vehicles, bicycles, or persons waiting to be served by the system in which the flow rate from the front of the queue determines the average speed within the queue. Slowly moving vehicles or people joining the rear of the queue are usually considered part of the queue. The internal queue dynamics can involve starts and stops. A faster-moving line of vehicles is often referred to as a moving queue or a platoon.

Recreation and Conservation Office. The Washington State Recreation and Conservation Office is a state agency that manages grant programs to create outdoor recreation opportunities, protect the state's wildlife habitat and working farms and forests, and help return salmon from near extinction. The office supports the Recreation and Conservation Funding Board, Salmon Recovery Funding Board, Invasive Species Council, Governor's Salmon Recovery Office, and Habitat and Recreation Lands Coordinating Group.

Reliability. How often transit service is provided as promised; affects waiting time, consistency of passenger arrivals from day to day, total trip time, and loading levels.

Retained-cut profile. Where the trackway is built above the ground surface on fill with a retaining wall on one side or both sides.

Right-of-way. The corridor (horizontal and vertical space) owned by the transit agency for the transportation way.

Riparian habitat. A habitat type associated with stream or river margins and characterized by dense vegetation consisting primarily of willow, alder, and cottonwood species, supporting a wide variety of waterfowl, songbirds, amphibians, and small mammals.

Route. The course followed by a transit vehicle as a part of the transit system.

Runoff. The rainwater that directly leaves an area in surface drainage, as opposed to the amount that seeps out as groundwater.

Screenline. A screenline is an imaginary line across a section of freeways or arterials. Screenlines are often used in traffic analyses to determine how much volume is entering or exiting a particular area.

Section 106. Section 106 of the National Historic Preservation Act of 1966 established a procedure to review the potential effects on cultural resources by projects that involve a federal action.

Section 4(f). Section 4(f) of the Department of Transportation Act protects publicly owned and accessible parks, recreation areas, and wildlife and waterfowl refuges and historic sites, regardless of ownership and accessibility.

Section 401. Section 401 of the Clean Water Act is a certification program administered by the Washington Department of Ecology under guidelines of the U.S. Environmental Protection Agency to ensure projects applying for a Section 404 permit comply with state water quality standards and other requirements of the state law.

Section 404. Section 404 of the Clean Water Act is a permit program administered by the U.S. Army Corps of Engineers under guidelines by the U.S. Environmental Protection Agency to protect the nation's waters from dredged and fill sources.

Section 6(f). Section 6(f) of the Land and Water Conservation Act of 1965 established restrictions on, and replacement requirements for, the use of land acquired with funds authorized under the Land and Water Conservation Fund Act.

Sensitive receptor (noise). A local area or site that supports activities easily disrupted by audio intrusions or distractions, such as a school, historic landmark, or residential neighborhood.

Sensitive viewers. Viewers who are very aware of the existing viewed landscape and are concerned about changes to it. Residents and recreationists are more sensitive to change in the landscape than office workers or motorists.

Service frequency. The number of transit units (vehicles or trains) on a given route or line that are moving in the same direction and pass a given point within a specified interval of time, usually 1 hour.

Social interaction. Intra-neighborhood communication and circulation using street, sidewalk, and bikeway connections between residential areas and community facilities, retail businesses, and employment centers.

Sound Transit 2 (ST2) and Sound Transit 3 (ST3). Packages of high-capacity transit investments in the regional transit system. Sound Transit 2 was adopted in July 2008. Sound Transit 3 was approved by Washington voters in November 2016.

Sound Transit District. Sound Transit's taxing district includes the most populated areas of King, Pierce, and Snohomish Counties. The district generally follows the urban growth boundaries created by each county. For a district map see <http://www.soundtransit.org/About-Sound-Transit/Taxing-district>.

Souder. Sound Transit's commuter rail system, which travels from Lakewood to Everett, through Seattle.

Staging area. Section of land near a construction site designated for equipment and truck storage, maintenance, and warm-up prior to engagement in construction activities.

Stormwater. Stormwater is rain and snow melt that runs off surfaces such as rooftops, paved streets, highways, and parking lots. As water runs off these surfaces, it can pick up pollution.

Stormwater detention. The temporary storage of stormwater runoff and subsequent release at a slower rate.

Stormwater treatment. Stormwater ponds and underground vaults are used to remove sediments and dissolved metals from stormwater. They collect sediments on the bottom of the pond or vault, where maintenance workers can clean them out on a regular basis.

Straddle bent. Light rail guideway support that extends across the width of the street.

Study area. The geographic area where potential impacts were studied. The size of this area varies according to the potential range of effects for each particular resource.

Terminus. A transit station located at the end of a transit line.

Threatened species. According to the Endangered Species Act of 1973, any species that is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range.

Total travel time. The total elapsed time between trip beginning and end, including travel, terminal, and waiting time.

Traction power substation. Electrical station that provides the power needed to drive the trains. The substations are housed in either standalone structures, or within transit stations, typically within or adjacent to the right-of-way.

Transfer time. The elapsed trip time required to change between modes (e.g., bus to light rail) or to transfer between routes of the same mode (e.g., bus to bus).

Transfer. The portion of a trip between two connecting transit lines, both of which are used for completion of the trip.

Transit. A transportation system principally for moving people in an urban area and made available to the public usually through paying a fare.

Transit center. A station with shelters where a large number of transit vehicles and passengers can be brought together with safety and convenience.

Transit oriented development (TOD). Transit oriented development emphasizes high-quality walking environments, mixed land uses, and high-density developments linked to transit. TOD creates a pattern of dense, diverse, pedestrian-friendly land uses near transit nodes that support higher transit patronage.

Travel time (in vehicle). The time required to travel between two points, not including terminal or waiting time.

Trip. The one-way movement of one person between the origin and the destination, including transfers, and the walk distance to and from the means of transportation.

Unity. In visual analysis, the visual coherence and compositional harmony of the landscape.

Vegetation clear zone. The area extending 12 feet beyond the light rail guideway footprint where tall shrubs and trees are not allowed to grow in order to protect the light rail overhead catenary system lines and tracks.

Vehicle hours traveled (VHT). The total vehicle hours expended traveling on the roadway network in a specified area during a specified time period.

Vehicle mile. An amount of travel equivalent to one vehicle traveling one mile.

Vehicle miles traveled (VMT). The total number of vehicle miles traveled within a specific geographic area over a given period of time.

Vehicle occupancy. The number of persons per vehicle. Usually an average number for a specified trip type, area, and analysis year.

Vibration propagation. The transfer of vibration through soil or other media.

Vibration propagation test. A test that provides an estimate of vibration levels as a function of distance from a vibration source, in this case the light rail vehicle. Tests are done on the surface to evaluate propagation at-grade, or at the bottom of a bore hole for tunnel routes.

Vibration velocity. Vibration velocity is the basic measure of groundborne vibration. It is a measure of the rate at which particles in the ground are oscillating relative to the equilibrium point.

Vibration velocity level. It is generally accepted that, over the frequency range important for groundborne vibration from transit systems, human response to vibration is best correlated to the root mean square (rms) vibration velocity.

Viewer sensitivity. Refers to a viewers' sensitivity to changes in the viewed environment. It can be affected by what the viewer is doing; the visual context; and the values, expectations, and interests of the viewer. Viewer sensitivity to the viewed environment is classified as low, moderate, or high.

View. A scene observed from a given vantage point.

Viewshed. An area of land, water, or other environmental element that is visible to the human eye from a fixed vantage point.

Visual character. A non-evaluative description of a viewed landscape that considers and includes topography, vegetation, land use patterns, community identity (aesthetics and image), neighborhood boundaries and edges, building scale and massing, and building/open space texture.

Visual quality. Assigns a meaningful "value" or "degree of attractiveness" to a landscape and is described in terms of vividness, intactness, and unity. *Vividness* is the degree of drama, memorability, or distinctiveness of the landscape. Vividness is composed of four elements—landform, vegetation, water features, and human-made elements—that usually influence the degree of vividness. *Intactness* is a measure of the visual integrity of the natural and human-built landscape and its freedom from encroaching elements. Intactness is composed of two primary elements—development and encroachment—that influence the degree of intactness. *Unity* is the degree of visual coherence and compositional harmony of the landscape when it is considered as a whole. Visual quality is an assessment of the visual character and is categorized as low, average, or high, as follows:

Low visual quality. Areas with low visual quality have some combination of features that seem visually out of place, lack visual coherence, lack compositional harmony, and/or might contain unsightly elements.

Medium visual quality. Areas with average visual quality are commonly occurring or average-appearing landscapes that have a generally pleasant appearance but might lack enough vividness (distinctiveness, memorability, and drama), intactness (the elements in the views "fit" with their natural and human-built surroundings), and unity (compositional harmony) to place them in the high visual quality category.

High visual quality. Areas with high visual quality must be outstanding in terms of being very memorable, distinctive, unique (in a positive way), and/or intact—they can be natural, park-like, or urban, with urban areas displaying strong and consistent architectural and urban design features.

Washington State Department of Ecology 303(d) List. The federal Clean Water Act, adopted in 1972, requires states to restore their waters to be "fishable and swimmable." The Clean Water Act established a process to identify and clean up polluted waters. Every 2 years, all states are required to prepare a list of water bodies that do not meet water quality standards. This list is called the 303(d) list because the process is described in Section 303(d) of the Clean Water Act.

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Everett Link Extension

Draft Environmental Impact Statement

ALTERNATIVES CONSIDERED

Appendix B

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1 OVERVIEW

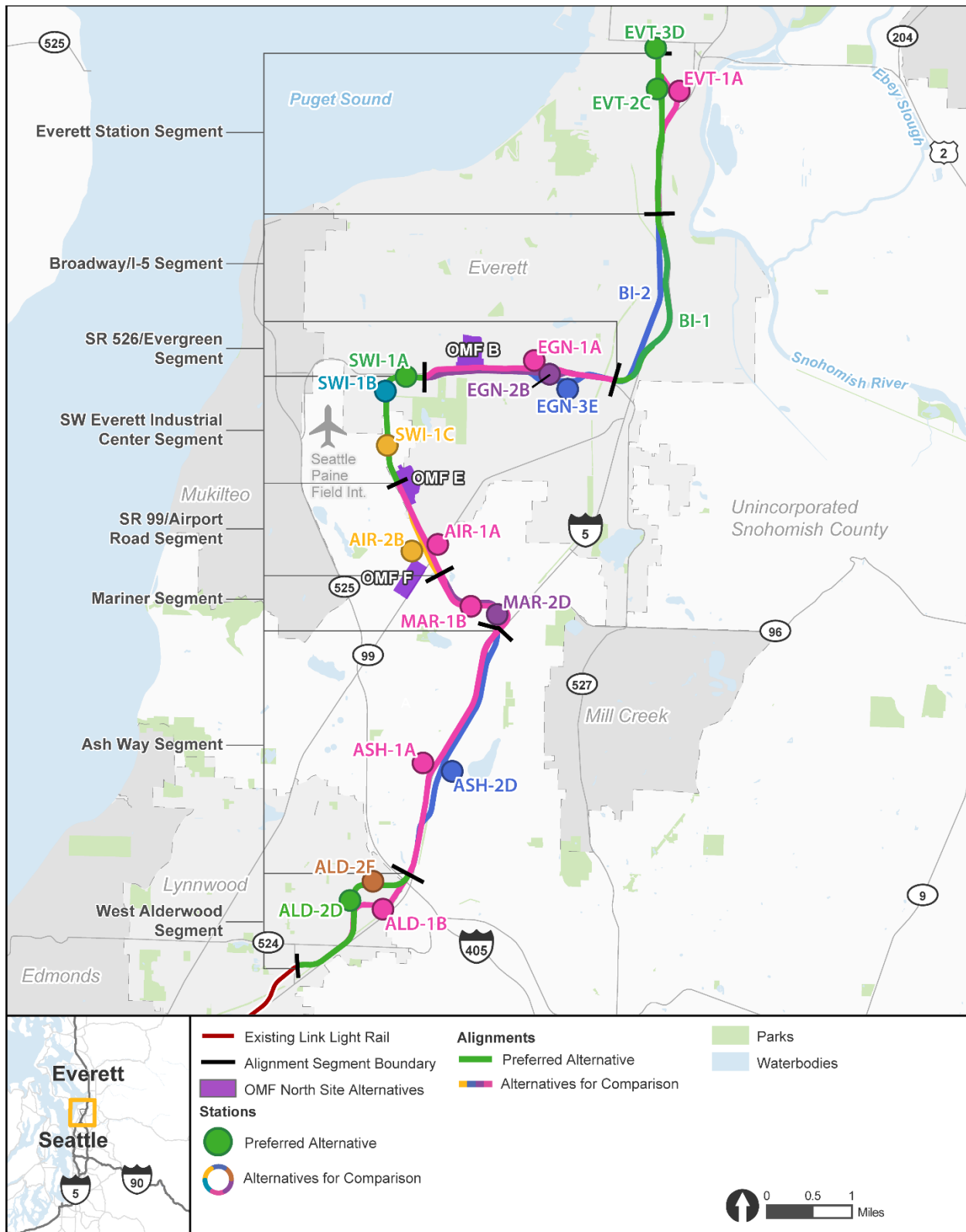
This appendix describes the alternatives evaluated for the Everett Link Extension (EVLE) Draft Environmental Impact Statement (EIS) and how they were developed. The analysis of these alternatives is designed to help elected officials, agency decision-makers, community leaders, and the public understand the range of environmental impacts that could result from the proposal. The Draft EIS evaluates multiple Build Alternatives in the project corridor, including different alignments, stations, and operations and maintenance facility (OMF) sites (see Figure B1-1). It also evaluates a shorter route that is planned to open first, referred to as the initial phase (see Section 3.3), and a No Build Alternative. The No Build Alternative allows an analysis of the potential impacts of not building the EVLE Project, and it provides a basis for comparing the Build Alternatives with a future baseline condition.

The project purpose and need described in Chapter 1 of the Draft EIS served as the basis for developing the EVLE Project alternatives, including the alternatives for OMF North. The EVLE Project extends Sound Transit's Link light rail system from Lynnwood City Center Station to the Everett Station area. Section 2 describes how the alternatives included in the Draft EIS were developed and evaluated.

The Sound Transit Board of Directors (Board) identified a preferred alternative for stations and/or alignments in four of the project's eight segments: West Alderwood, SW Everett Industrial Center, Broadway/Interstate 5 (I-5), and Everett Station. The Board did not identify a preferred alternative in the Ash Way, Mariner, State Route (SR) 99/Airport Road, or SR 526/Evergreen Segments or 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. It is not a decision to build the 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 the OMF North, for evaluation in the Final EIS. The Board will not make a final decision on the project to be built (station locations, alignment, and OMF) until after completion of the Final EIS.

The station and alignment alternatives evaluated in the Draft EIS are shown in Figure B3-9 through Figure B3-23, and the OMF North site alternatives are shown in Figure B3-25 through Figure B3-28. Each alternative is described in detail in Section 3.

Figure B1-1 Everett Link Extension Alternatives Overview



2 ALTERNATIVES DEVELOPMENT AND SCOPING

The EVLE Project is the result of a multi-year planning process. After voters approved funding for Sound Transit 3 (ST3), Sound Transit continued to build on past planning work by conducting the Alternatives Development process. The Federal Transit Administration (FTA) is using information and analysis developed during prior planning and State Environmental Policy Act (SEPA) environmental review processes in accordance with 23 Code of Federal Regulations CFR Part 450.

In 2016, ST3 defined a Representative Project for EVLE as the starting point for project planning. The Representative Project identified light rail as the mode for high-capacity transit in this area, defining the general transit alignment and station areas. ST3 also identified the need for OMF North in the project area. In the spring of 2021, Sound Transit started a public Alternatives Development process, by exploring refinements to the locations of each transit component.

Sound Transit and FTA conducted early scoping under NEPA and SEPA for the EVLE Project from November 1 through December 10, 2021. Early scoping is an optional step in the public planning and environmental review processes that precedes the formal scoping process under NEPA and SEPA. Its purpose is to identify possible issues prior to making any significance determinations or deciding on the level of environmental review. Early scoping started the planning and environmental review process for the project.

Among other notice methods, Sound Transit published a formal notice of early scoping in the SEPA Register on November 1, 2021. FTA published a notice in the *Federal Register* on November 5, 2021, which initiated early scoping at the federal level and welcomed public comments. Through this process, comments were requested on the project purpose and need, the Representative Project, other potential alignment and station alternatives, OMF North sites, and the transportation, environmental, and community impacts and benefits to consider when evaluating alternatives. Potential alternatives were then evaluated in the increasingly detailed Level 1¹ and Level 2² alternatives evaluation phases, using criteria based on the project purpose and need.

Sound Transit conducted SEPA EIS scoping³ from January 23 to March 10, 2023, starting with publication of a Determination of Significance and request for comments on the scope of the EIS in the SEPA Register on January 23, 2023.

FTA conducted NEPA EIS scoping from July 29 to August 28, 2025, starting with publication of a Notice of Intent to Prepare an EIS and request for comments on the scope of the EIS in the *Federal Register* on July 29, 2025. A detailed description of NEPA scoping can be found in Draft EIS Appendix E.

¹ The Level 1 Alternatives Development Report is available at <https://www.soundtransit.org/sites/default/files/documents/evle-level%201-alternatives-development-report.pdf>.

² The Level 2 Alternatives Development Report is available at <https://www.soundtransit.org/sites/default/files/documents/evle-level-2-alternatives-development-report.pdf>.

³ The SEPA EIS Scoping Summary Report is available at <https://www.soundtransit.org/get-to-know-us/documents-reports/evle-sepa-eis-scoping-summary-report>.

Comments received during the early scoping and the scoping periods helped to inform recommendations for the alternatives to advance into the Draft EIS. In June 2023, at the end of the Alternatives Development phase, the Sound Transit Board approved Motion M2023-47, which identified alternatives to study further in this Draft EIS, including preferred alternatives (see Section 3). In making their decision, the Board considered technical work conducted during the Alternatives Development phase; public, Tribal, and agency comments provided during SEPA scoping; and recommendations from Sound Transit staff, the Community Advisory Group,⁴ and the Elected Leadership Group.⁵ No additional alternatives were identified for further study in the EIS based on comments received during the NEPA scoping period.

The decision-making process for identifying the preferred alternatives is summarized in the Post-Level 2 Decision Making Summary of Alternatives for Study in the Draft EIS.⁶ The rationale for the preferred alternative decision in each segment is summarized in Table B2-1. The Board did not identify a preferred alternative in the Ash Way, Mariner, SR 99/Airport Road, or SR 526/Evergreen Segments or for OMF North. For these segments, the Board decided to wait for additional design and evaluation before identifying a preferred alternative.

Since scoping, refinements have been made to the Build Alternatives as part of conceptual design. The analysis in the Draft EIS reflects the alternatives as shown in the conceptual design drawings in Draft EIS Appendix F.

Table B2-1 Preferred Alternative Identification

Segment	Preferred Alternative ^a	Reason for Identification
West Alderwood	ALD-2D	Proximity to residential areas and potential for transit oriented development
Ash Way	None	Not applicable
Mariner	None	Not applicable
SR 99/Airport Road	None	Not applicable
SW Everett Industrial Center	SWI-1A	Proximity to Boeing Everett Production Facility and residential areas of Casino Road
SR 526/Evergreen	None	Not applicable
Broadway/I-5	BI-1	Fewer property acquisitions than BI-2
Everett Station	EVT-2C and EVT-3D	Closer to downtown and existing residential development
OMF North	None	Not applicable

NOTE:

- a) 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. It is not a decision on the project to build.

⁴ The Community Advisory Group is a forum for community members to inform the development of alternatives for the EVLE Project. The Community Advisory Group provides valuable input to elected leaders as they make project decisions.

⁵ The Elected Leadership Group is composed of Sound Transit Board members and other local elected officials in the corridor. Its purpose is to build consensus around key decisions and work through project issues as needed.

⁶ Available at <https://www.soundtransit.org/sites/default/files/documents/EVLE-post-level-2-decision-making.pdf>.

3 BUILD ALTERNATIVES

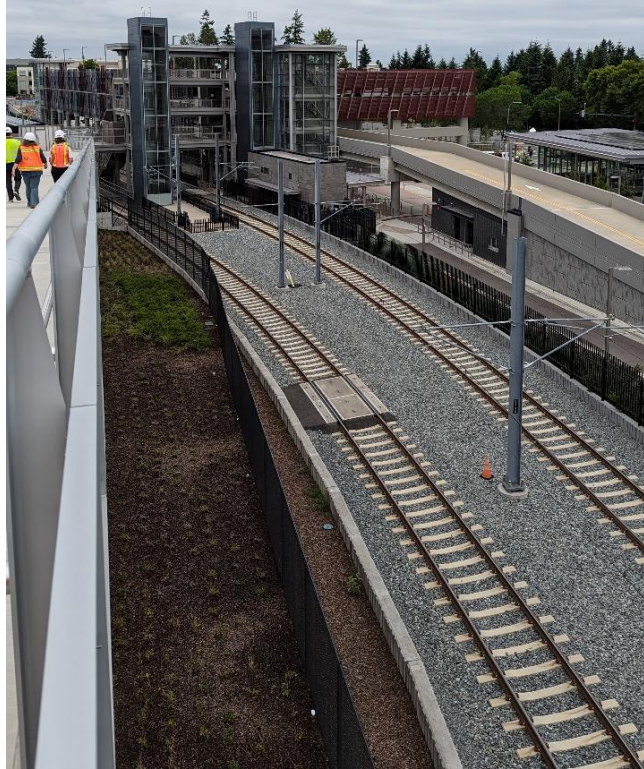
This section describes the Build Alternatives for the EVLE Project, including their components and functions. This section also describes the project's initial phase as well as project operations and maintenance needs.

3.1 Components of Alignment and Station Alternatives

This section describes the general components of the alignments and station alternatives. The specific alignment and station alternatives under consideration are described in Section 3.2. Section 3.2.9 and Section 3.2.10 describe the OMF site alternatives.

3.1.1 Guideway

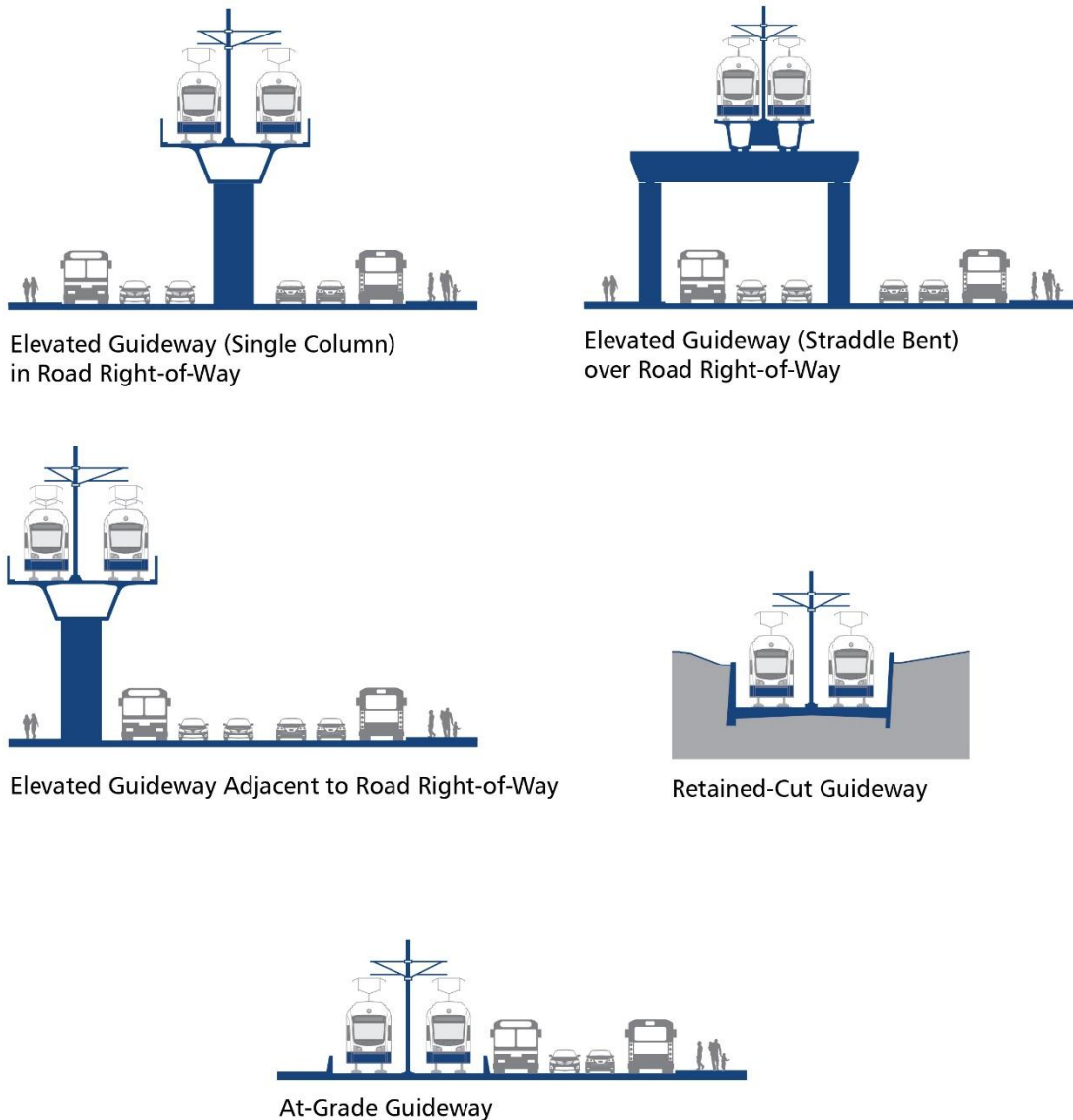
A guideway is a specifically designed travel way used by transit vehicles. Light rail would operate on a fixed guideway in exclusive right-of-way separated from vehicular traffic to maintain reliable operations and provide fast and frequent service in the EVLE Project corridor. Trains would arrive as frequently as every 3 minutes and travel at speeds of up to 55 miles per hour (see Section 3.4.1 for additional details on operations). The guideway right-of-way would generally be 60 to 70 feet wide, with two sets of tracks (see Figure B3-1). The tracks that connect the stations are referred to as mainline tracks. Right-of-way requirements would generally be 10 feet beyond the infrastructure limits (project footprint) but would specifically be established by the track and structural and architectural designs, based on actual locations and conditions (see conceptual design drawings in Draft EIS Appendix F). Right-of-way includes room for the poles that support the overhead catenary system, which are the contact wires needed to power the trains (additional information on the overhead catenary system is included in Section 3.1.3).

Figure B3-1 Guideway and Track

Sections of the guideway would be wider when approaching stations with platforms in the center in order to fit the platform between the tracks. The guideway would also be wider in areas to accommodate walls or barriers to restrict unauthorized access to the guideway and in areas with a pocket track in the middle to store trains. Emergency access points would also be located at every station and approximately every 2,500 feet along the alignment as required by National Fire Protection Association standards and local fire authorities.

The guideway could be constructed at-grade (including retained-fill), elevated, or retained-cut (below-grade) as illustrated in the examples shown in Figure B3-2. For more details on these construction types, see Section 5.2.

Figure B3-2 Typical Elevated, At-Grade, and Retained-Cut (Below-Grade) Guideway



3.1.2 Special Trackwork

Special trackwork, including tail tracks, pocket tracks, turnback tracks, and crossovers, is used along alignments to serve certain operational and maintenance purposes. Wider right-of-way sections may be required to accommodate special trackwork.

Tail tracks are tracks that extend past a terminus station far enough to allow the temporary layover of one four-car train, typically extending around 500 feet beyond the end of the station platform.

A pocket track (see Figure B3-3) is a track that sits between two mainline tracks and is connected to both tracks at either end. They provide maximum operational flexibility to temporarily store and stage trains off mainline tracks.

A turnback track is similar to a pocket track in its configuration but has the express purpose of moving a train off the mainline track to reverse directions. A turnback track is often accompanied by an operator comfort station for train operator breaks.

Crossover tracks connect two parallel tracks and allow trains to change safely from one track to the other (see Figure B3-4). The project would include crossovers adjacent to all stations to allow for maintenance that requires removing one track from service to bypass a stalled train, to turn trains in the opposite direction, or to operate in the event of emergencies or blockages. Crossover tracks and pocket tracks require special signaling control equipment under or adjacent to the guideway.

Figure B3-3 Pocket Tracks



Figure B3-4 Crossover Tracks



3.1.3 Other Facilities and Structures

Right-of-way would also include other ancillary facilities needed for light rail operation such as traction power substations and signal bungalows, as well as utilities to support these facilities.

Traction power substations are metal buildings about 20 feet wide by 60 feet long, which boost power to the overhead catenary system to ensure power is delivered consistently to the light rail vehicles (LRVs). They are typically located at stations but are also placed along the guideway approximately every 1 to 1.25 miles. The specific location of traction power substations may shift within the project footprint as design advances to accommodate local utility service connections.

Figure B3-5 Traction Power Substation



Signal bungalows are typically integrated into a station but can also be stand-alone structures approximately 32 feet long by 10 feet wide. These bungalows contain signal system equipment and provide power to equipment and circuits for train speed control and separation.

Figure B3-6 Signal Bungalow



The overhead catenary system delivers the electricity that powers the LRVs. It supplies two wires for each track, supported on 15- to 23-foot-high steel poles about 150 to 200 feet apart.

Poles may be as close as 50 feet apart where the guideway curves. The poles are typically between the two tracks.

Figure B3-7 Typical Overhead Catenary System



Hi-rail vehicles are specialized vehicles that can operate on both rail tracks and conventional roads. Access points for hi-rail vehicles would be located approximately every 3 miles along the corridor. These vehicles are used for track, guideway, and overhead catenary system inspection and maintenance. Generally, hi-rail access would be provided in locations where the guideway would be close to or at-grade, accessible from an adjacent access road. Where hi-rail access is needed on an elevated guideway, Sound Transit may design access that would start at-grade and transition to an elevated structure to reach the height of the guideway.

The project would also include the construction of permanent stormwater treatment and flow control best management practices, as required, for all new and replaced impervious surfaces. Stormwater vaults, ponds, and/or low impact development features would be provided along the corridor to control the quality, volume, rate, frequency, and flow duration of stormwater runoff. In addition, the project would include functional landscaping⁷ in station areas and in locations along the alignment.

3.1.4 Stations

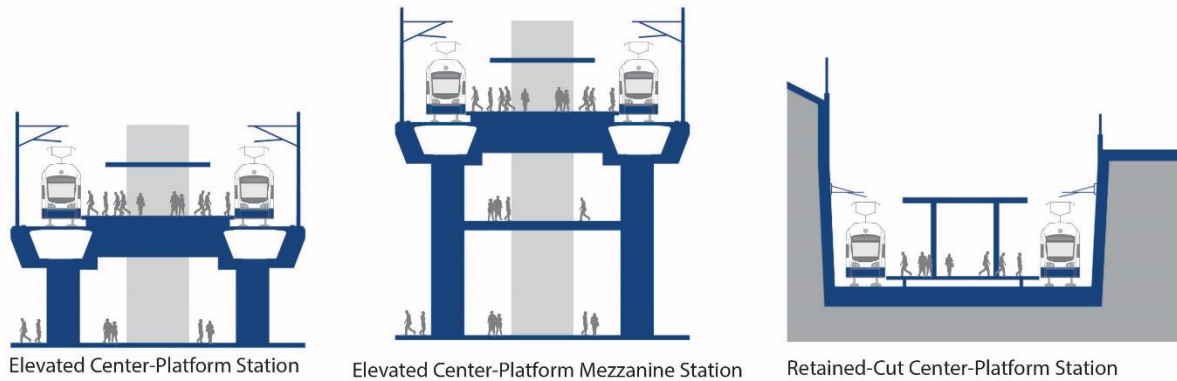
The project includes six new light rail stations, with one provisional station that has not yet been funded. The stations would be elevated or in an open-air retained-cut guideway configuration depending on the site conditions, guideway profile, and the engineering requirements of the guideway. Some taller stations would include an intermediate landing, sometimes called a mezzanine, below the platform. Most station areas would accommodate a traction power substation and/or a signal bungalow as described above. They would also include ticket vending

⁷ FTA describes functional landscaping as landscaping that has a function rather than solely visual or aesthetic appeal, such as aiding in the absorption of storm water, preventing erosion, minimizing noise impacts, protecting habitat, and many other purposes.

machines, fare paid zone demarcation, closed circuit television cameras, a public address system, emergency phones, and variable-message signage.

Figure B3-8 shows the various station types that could be considered for the project. All stations would meet Americans with Disabilities Act, public access, fire code, and safety requirements.

Figure B3-8 Typical Stations – Elevated and Retained Cut



Link riders could access stations by bus transit, micro-transit, automobile drop-off/pick-up or parking, bicycling, walking, and, at Everett Station, commuter or regional rail. Sound Transit and regional transit routes would provide service as described in the Transportation Technical Report in Draft EIS Appendix G.1. All stations would have paratransit stops and accessible stalls for riders with disabilities. Each station would include bus stops on adjacent streets for riders to transfer to or from buses. Depending on the projected level of future bus service, some stations would have bus layover on adjacent streets or dedicated off-street facilities for bus layover within the station area. Paratransit and bus facilities at stations were developed in coordination with local transit authorities (Community Transit and Everett Transit), and the specific locations and configurations will continue to evolve during the station planning process. Sound Transit could construct, or partner with other local agencies on, road improvements (such as sidewalks, bike lanes, or widening) or road realignments at some stations.

3.1.5 Parking

New station parking is included for 550 vehicles at Mariner Station in a parking structure or surface lot and for 1,000 vehicles at Everett Station in a parking structure.

3.2 Alignment and Station Alternatives

The following sections describe the alignment and station Build Alternatives, including the locations where the Sound Transit Board identified a preferred alternative. For planning and engineering purposes, the project is organized into eight geographic segments, discussed in this document from south to north. Within those segments, a total of 17 alignment alternatives and 18 station location alternatives are under consideration. These alignment and station alternatives are combined into Build Alternatives for analysis as shown in Table B3-1.

Table B3-1 describes the alignment and station alternatives as follows:

- **Segments:** The eight alignment segments and corresponding abbreviations are:
 - 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).
 - Everett Station (EVT).
- **Alignment alternatives:** Alignment alternatives in each segment are identified with numbers (e.g., ALD-1).
- **Station alternatives:** Station alternatives in each segment are identified with letters (e.g., ALD-B).⁸
- **Build Alternatives:** Alignments and stations are combined to create the Build Alternative name (e.g., Station ALD-B is located on Alignment ALD-1, so this pairing is referred to as Alternative ALD-1B). If a preferred Build Alternative has been identified by the Sound Transit Board of Directors, it is indicated with an asterisk.
- **Design options:** A design option is an alternate design for a portion of a Build Alternative. It could be a different route or profile along a portion of an alignment, a different station configuration, or a different parking location. For example, in the West Alderwood Segment the Alderwood Mall Boulevard Design Option is being considered for all three Build Alternatives.

Note that the names of alternative routes, stations, and OMF North sites have been refined since the Alternatives Development phase.

⁸ Letters identifying station alternatives are non-sequential in some segments; missing letters denote alternatives that did not perform as well as alternatives considered in the Draft EIS. For more information on the Alternatives Development process, see Draft EIS Chapter 2.

Table B3-1 Alignment and Station Alternatives by Segment

Segment	Alignment Alternatives	Station Alternatives	Build Alternatives (Combined Alignment and Station)	Build Alternative Design Options Also Considered
West Alderwood	ALD-1	ALD-B	ALD-1B	Alderwood Mall Boulevard
	ALD-2	ALD-D	ALD-2D*	Alderwood Mall Boulevard
		ALD-F	ALD-2F	Alderwood Mall Boulevard
Ash Way	ASH-1	ASH-A	ASH-1A	None
	ASH-2	ASH-D	ASH-2D	None
Mariner	MAR-1	MAR-B	MAR-1B	Surface Parking
	MAR-2	MAR-D	MAR-2D	Surface Parking
SR 99/ Airport Road	AIR-1	AIR-A	AIR-1A	None
	AIR-2	AIR-B	AIR-2B	None
SW Everett Industrial Center	SWI-1	SWI-A	SWI-1A*	Lower
		SWI-B	SWI-1B	None
		SWI-C	SWI-1C	None
SR 526/ Evergreen	EGN-1	EGN-A	EGN-1A	None
	EGN-2	EGN-B	EGN-2B	North Side of SR 526
	EGN-3	EGN-E	EGN-3E	North Side of SR 526
Broadway/I-5	BI-1	None	BI-1*	None
	BI-2	None	BI-2	None
Everett Station	EVT-1	EVT-A	EVT-1A	None
	EVT-2	EVT-C	EVT-2C*	None
	EVT-3	EVT-D	EVT-3D*	None

* Denotes preferred alternative. In the Everett Station Segment, the Board identified the preferred alternative as either Alternative EVT-2C or EVT-3D.

The alignment and station Build Alternatives are illustrated in Figure B3-9 through Figure B3-23. While in some cases there are areas of overlap between alignment alternatives, each Build Alternative is described in its entirety, as an independent alternative, in the following sections. The conceptual design drawings are included in Draft EIS Appendix F.

3.2.1 West Alderwood Segment

The West Alderwood Segment includes the area between the northern 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. There are two alignment alternatives and three station alternatives that combine into the three Build Alternatives described in the following sections. There is also one alignment design option that is compatible with all three Build Alternatives in this segment. The West Alderwood alternatives are shown on Figure B3-9.

3.2.1.1 Alternative ALD-1B (Southern Mall Alignment and Station)

Alternative ALD-1B consists of Alignment ALD-1 and Station ALD-B. Alignment ALD-1 would be elevated along the west side of I-5, in between the southbound travel lanes and on-ramp near the Interurban Trail, turning north near 33rd Avenue W, then turning east near 188th Street SW. The height of the guideway would range between approximately 25 and 80 feet high. Station Alternative ALD-B would be an elevated station on the south side of the mall near Alderwood Mall Parkway. The station canopy would be approximately 60 feet above the ground.

3.2.1.2 Preferred Alternative ALD-2D (Northern Mall Alignment With 33rd Avenue W Station)

Alternative ALD-2D consists of Alignment ALD-2 and Station ALD-D. Alignment ALD-2 would be elevated along the west side of I-5, in between the southbound travel lanes and on-ramp near the Interurban Trail, turning north near 33rd Avenue W, then turning east near 184th Street SW. The height of the guideway would range between approximately 25 and 80 feet high. Station ALD-D would be an elevated station on the east side of 33rd Avenue W near 188th Street SW on the west side of Alderwood Mall. The station canopy would be approximately 65 feet above the ground.

3.2.1.3 Alternative ALD-2F (Northern Mall Alignment With 184th Street SW Station)

Alternative ALD-2F consists of Alignment ALD-2, described above, and Station ALD-F. Station ALD-F would be an elevated station on the north side of the mall in the vicinity of 184th Street SW. The station canopy would be approximately 60 feet above the ground.

3.2.1.4 Alderwood Mall Boulevard Design Option

The Alderwood Mall Boulevard Design Option would be elevated along the west side of I-5, just east of Alderwood Mall Boulevard and the Interurban Trail. The alignment would then cross over to the west side of Alderwood Mall Boulevard at 196th Street SW. The alignment would then turn to the north to follow 33rd Avenue W and continue as either Alignment ALD-1 (see Figure B3-10) or ALD-2 (see Figure B3-11) as described above.

Figure B3-9 West Alderwood Segment Alternatives



Figure B3-10 Alignment ALD-1 With Alderwood Mall Boulevard Design Option

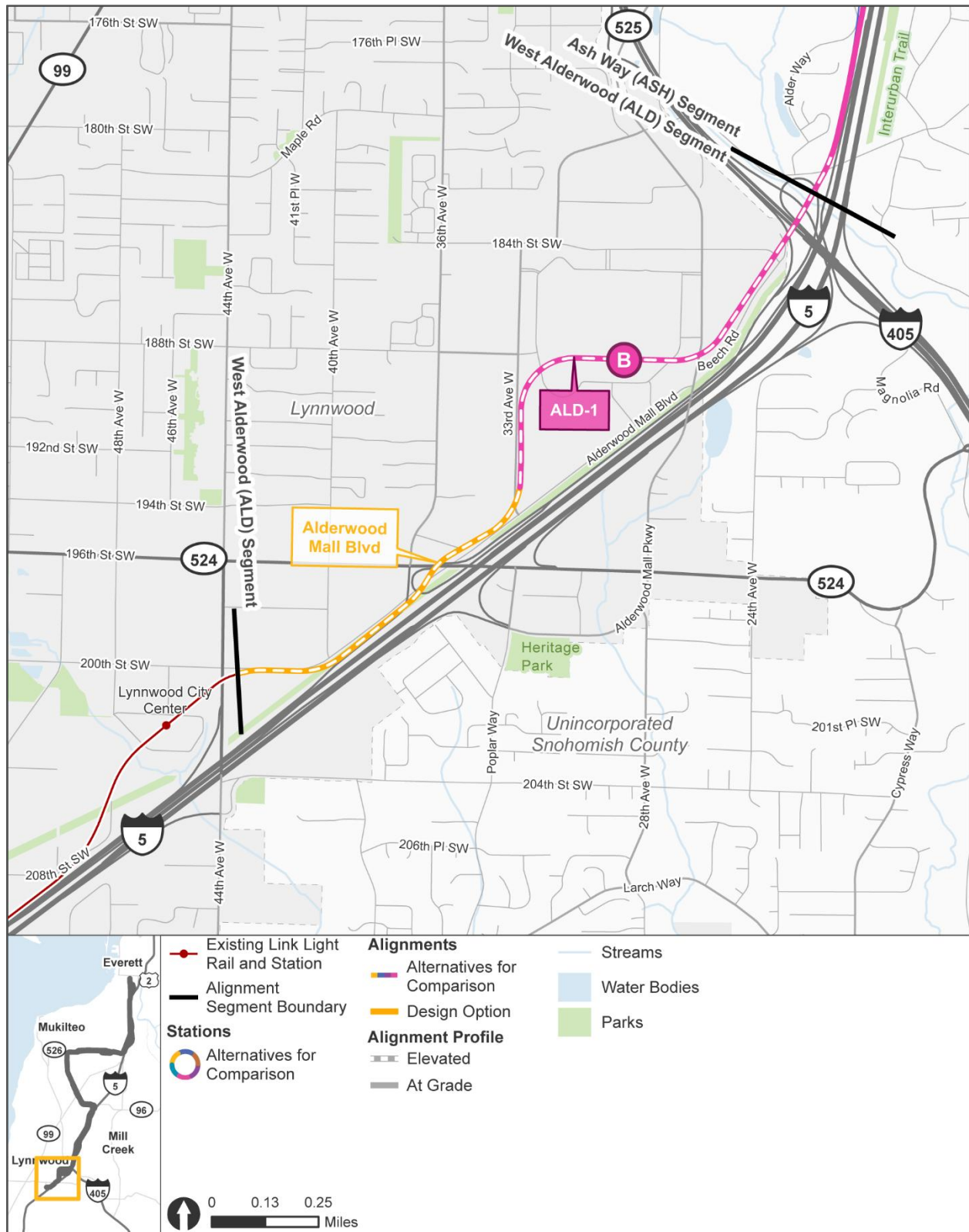


Figure B3-11 Alignment ALD-2 With Alderwood Mall Boulevard Design Option



3.2.2 Ash Way Segment

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 alternatives and two station alternatives for this segment that combine into the two Build Alternatives described in the following sections. The Ash Way alternatives are shown on Figure B3-12.

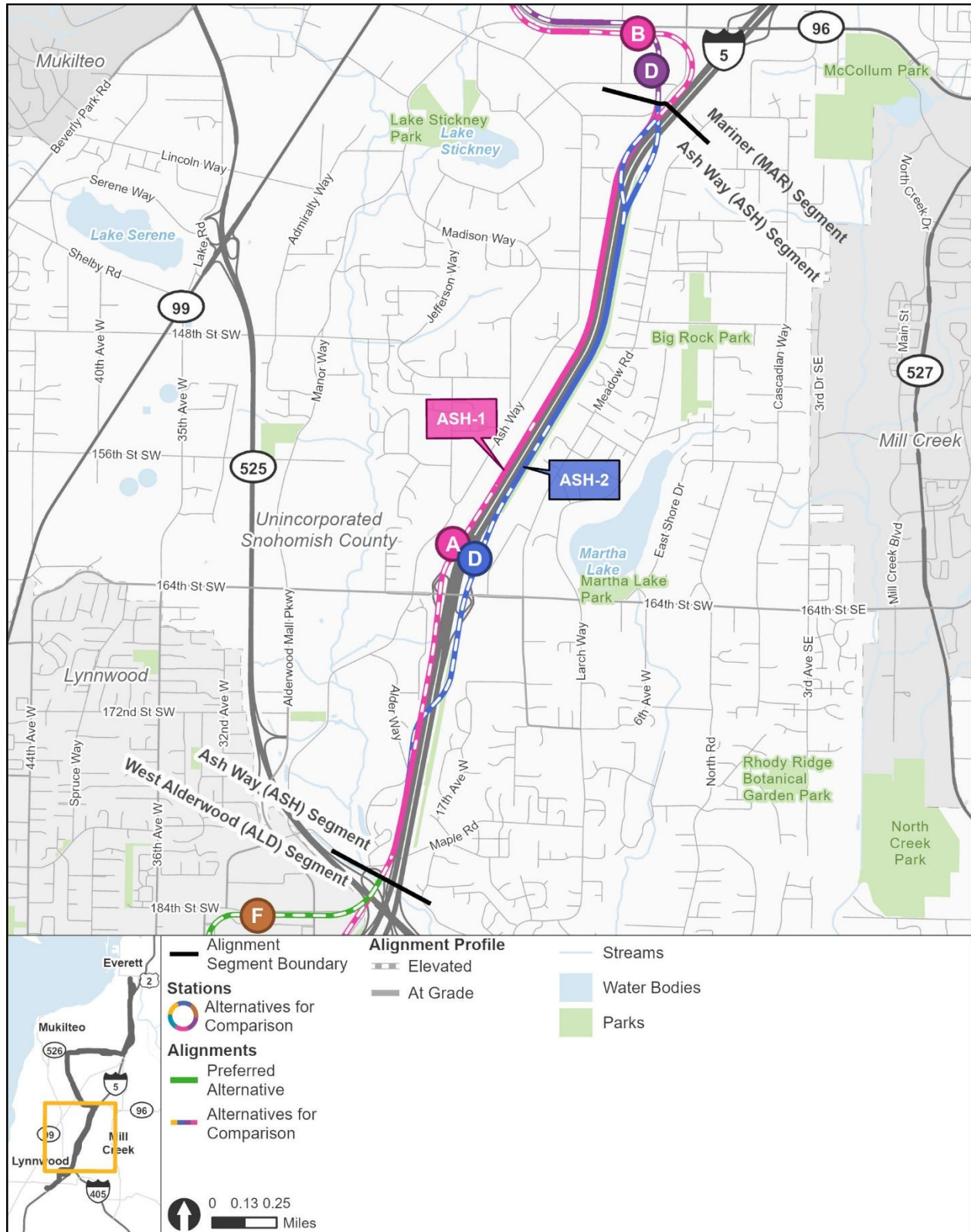
3.2.2.1 Alternative ASH-1A (West of I-5 Alignment With Ash Way Park-and-Ride Station)

Alternative ASH-1A consists of Alignment ASH-1 and Station ASH-A. Alignment ASH-1 would be elevated along the west side of I-5, transitioning to an at-grade profile near Maple Road, elevated near 170th Street SW, and back to at-grade near Oak Road. The height of the guideway would range between at-grade and 70 feet high. Station ASH-A would be an elevated station in the vicinity of Ash Way Park-and-Ride on the ASH-1 alignment. The station canopy would be approximately 75 feet above the ground.

3.2.2.2 Alternative ASH-2D (East of I-5 Alignment With 164th Street SW Station)

Alternative ASH-2D consists of Alignment ASH-2 and Station ASH-D. Alignment ASH-2 would be elevated along the west side of I-5, transitioning to an at-grade profile near Maple Road. The alignment would then transition to elevated near 177th Place SW, cross from west to east over I-5 south of the 164th Street SW interchange, and transition back down to an at-grade profile near 160th Street SW. The alignment would continue at grade, with a brief elevated portion near 154th Place SW where the alignment would cross a stream. The alignment would transition back to elevated and cross over to the west side of I-5 near 140th Street SW. The height of the guideway would range between at-grade and an elevated guideway approximately 75 feet high. Station ASH-D would be an elevated station near 164th Street SW in the vicinity of Motor Place. The station canopy would be approximately 70 feet above the ground.

Figure B3-12 Ash Way Segment Alternatives



3.2.3 Mariner Segment

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 for 2 Line trains, which will provide service between Mariner and Downtown Redmond as described in Section 3.4. 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 following sections. There is also a Surface Parking Design Option for each alternative. The Mariner alternatives are shown on Figure B3-13.

3.2.3.1 Alternative MAR-1B (South of 128th Street Alignment With 8th Avenue W Station)

Alternative MAR-1B consists of Alignment MAR-1 and Station MAR-B. Alignment MAR-1 would run elevated on the west side of I-5 and turn west near 128th Street SW, continuing elevated along the south side of 128th Street SW before going briefly to at-grade east of E Gibson Road and returning to elevated along the southwest side of Airport Road. The height of the guideway would range between at-grade and approximately 70 feet high. Station MAR-B would be an elevated station in the vicinity of 8th Avenue W. The station canopies would be approximately 80 feet above the ground, and the platforms would require an intermediate landing, sometimes called a mezzanine, below the platforms. Parking for Station MAR-B would be located in two parking structures, one adjacent to the station platform at the corner of 128th Street SW and 8th Avenue W and another along 4th Avenue W, across from the existing Mariner Park-and-Ride.

3.2.3.2 Alternative MAR-2D (North of 128th Street SW Alignment With Mariner Park-and-Ride Station)

Alternative MAR-2D consists of Alignment MAR-2 and Station MAR-D. Alignment MAR-2 would run elevated roughly parallel to 4th Ave W. The guideway would turn west and cross over 128th Street SW near 8th Avenue W where it would transition briefly to an at-grade profile before returning to elevated along the northeast side of Airport Road. The height of the guideway would range between at-grade and approximately 55 feet high. Station MAR-D would be an elevated station in the vicinity of Mariner Park-and-Ride. The station canopies would be approximately 65 feet above the ground. Parking for Station MAR-D would be located in a parking structure at the existing Mariner Park-and-Ride.

3.2.3.3 Surface Parking Design Option

Each station alternative has a design option for a surface parking lot instead of a parking structure. For Station MAR-B, the surface parking design option would be located at the corner of 4th Avenue W and 132nd Street SW across from the existing Mariner Park-and-Ride. For Station MAR-D, the surface parking design option would be located in two lots: one at the corner of 4th Avenue W and 132nd Street SW across from the existing Mariner Park-and-Ride and another on the south side of 132nd Street SW. The parking design options for Stations MAR-B and MAR-D are shown in Figure B3-14 and Figure B3-15, respectively.

Figure B3-13 Mariner Segment Alternatives



Figure B3-14 Station MAR-B Parking Options



Figure B3-15 Station MAR-D Parking Options



3.2.4 SR 99/Airport Road Segment

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 one provisional station of the project, the SR 99/Airport Road Station, which will 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 following sections. The SR 99/Airport Road alternatives are shown on Figure B3-16.

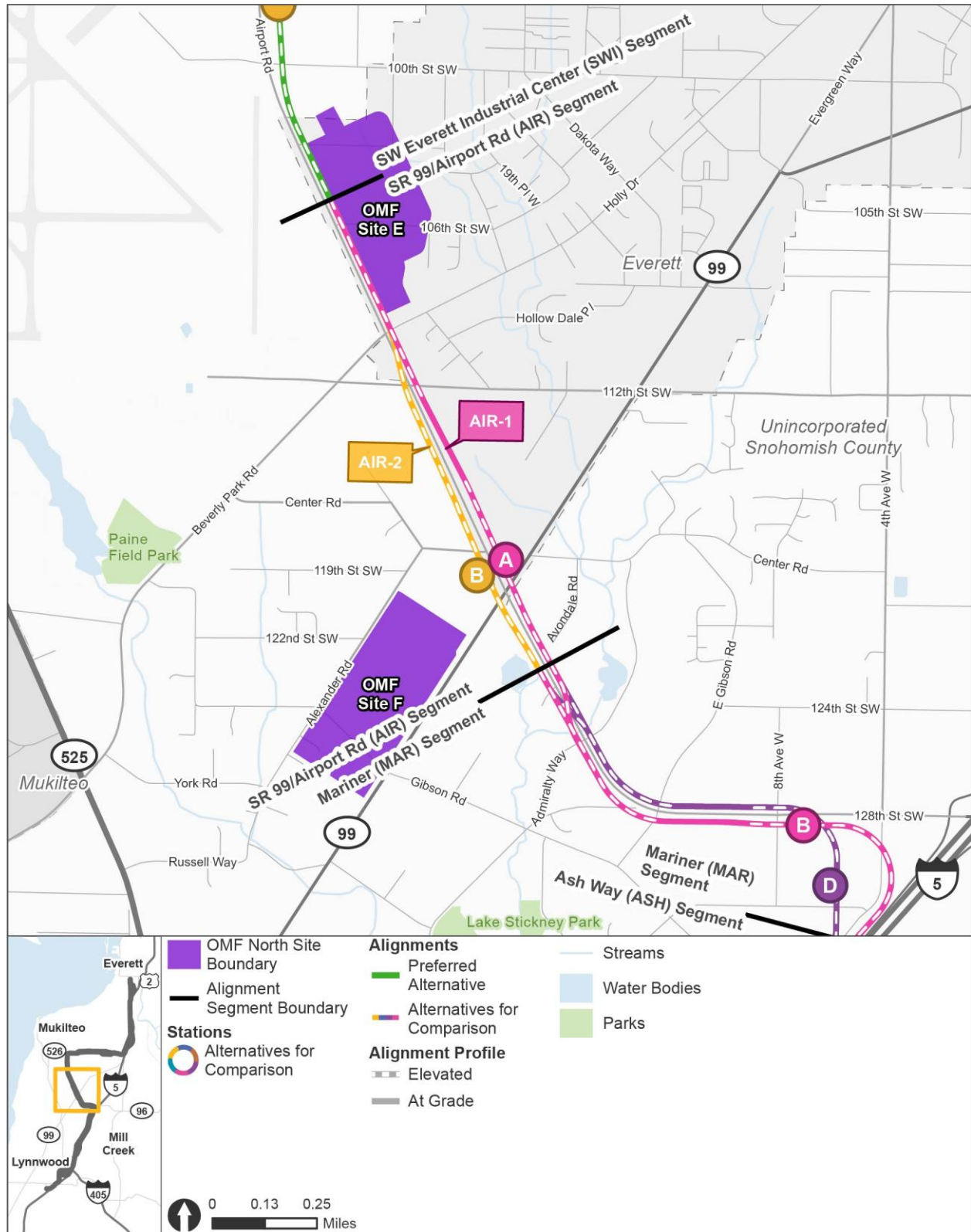
3.2.4.1 Alternative AIR-1A (East of Airport Road Alignment and Station)

Alternative AIR-1A consists of Alignment AIR-1 and Station AIR-A. Alignment AIR-1 would run elevated on the east side of Airport Road with a short section of at-grade profile north of SR 99. The height of the guideway would range between at-grade and approximately 50 feet high. Station AIR-A would be an elevated station near SR 99. The station canopy would be approximately 70 feet above the ground.

3.2.4.2 Alternative AIR-2B (West of Airport Road Alignment and Station)

Alternative AIR-2B consists of Alignment AIR-2 and Station AIR-B. Alignment AIR-2 would run elevated on the west side of Airport Road. The guideway would cross to the east side of Airport Road north of 112th Street SW. The height of the guideway would range between approximately 30 and 65 feet high. Station AIR-B would be an elevated station near SR 99. The station canopy would be approximately 80 feet above the ground, and the platforms would require an intermediate landing.

Figure B3-16 SR 99/Airport Road Segment Alternatives



3.2.5 SW Everett Industrial Center Segment

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. There is one alignment alternative, and there are three station alternatives for this segment that combine into the three Build Alternatives described in the following sections. There is also a design option for one of the Build Alternatives. The SW Everett Industrial Center alternatives are shown on Figure B3-17.

3.2.5.1 Preferred Alternative SWI-1A (Airport Road/SR 526 Alignment With SR 526 Station)

Alternative SWI-1A consists of Alignment SWI-1 and Station SWI-A. Alignment SWI-1 would run elevated generally along the east side of Airport Road, curving east south of SR 526 and continuing on the south side of SR 526. The height of the guideway would range between approximately 25 and 75 feet high. Station SWI-A would be an elevated station south of SR 526 near W Casino Road, west of Seaway Boulevard. The station canopy would be approximately 95 feet above the ground, and the platforms would require an intermediate landing.

3.2.5.2 Alternative SWI-1B (Airport Road/SR 526 Alignment With Kasch Park Road Station)

Alternative SWI-1B consists of Alignment SWI-1, described above, and Station SWI-B. Station SWI-B would be an elevated station in the vicinity of Kasch Park Road and W Casino Road. The station canopy would be approximately 65 feet above the ground.

3.2.5.3 Alternative SWI-1C (Airport Road/SR 526 Alignment With 100th Street SW Station)

Alternative SWI-1C consists of Alignment SWI-1, described above, and Station SWI-C. Station SWI-C would be an elevated station in the vicinity of 100th Street SW. The station canopy would be approximately 55 feet above the ground.

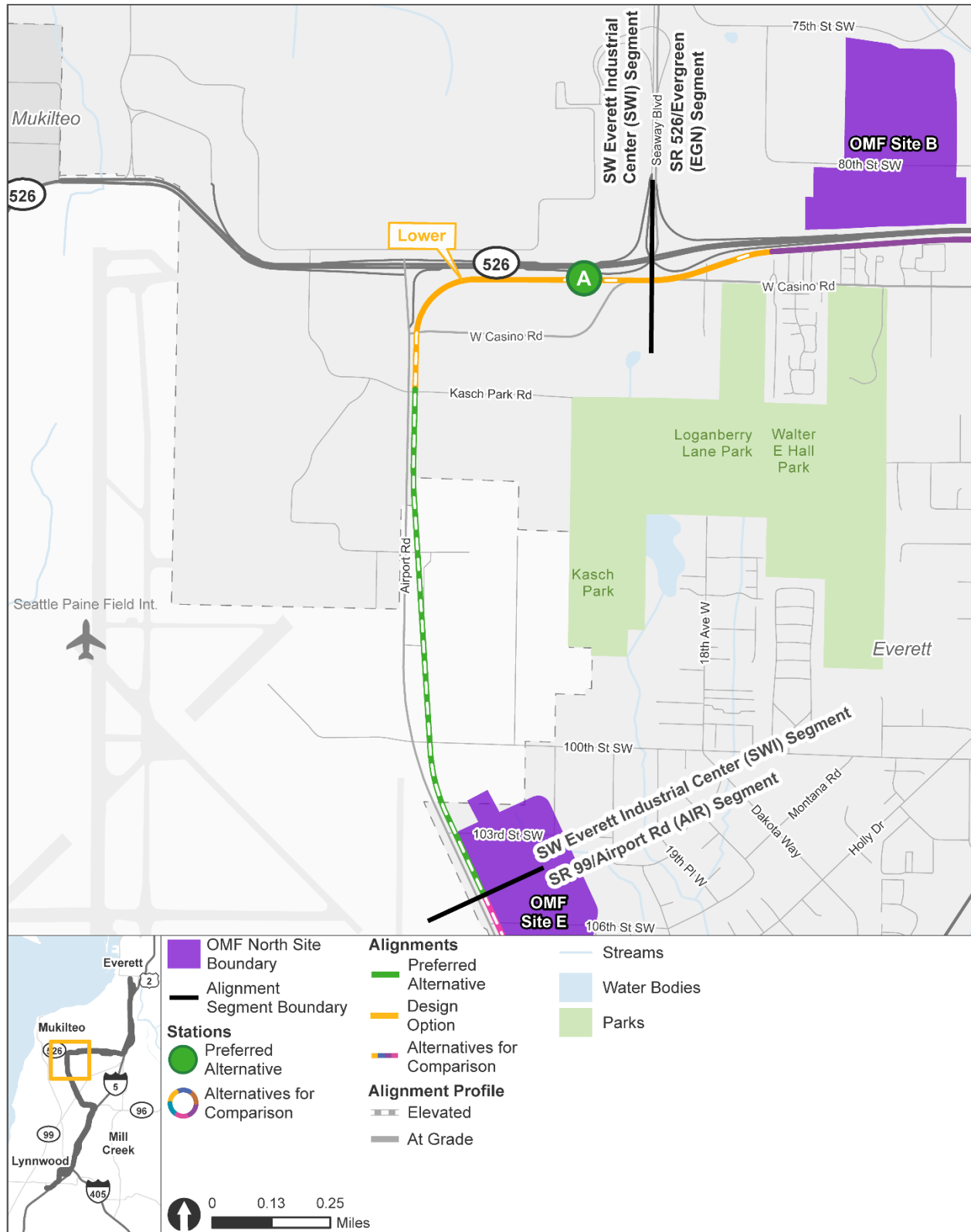
3.2.5.4 Lower Design Option

The Lower Design Option for Alternative SWI-1A follows the path of Alignment SWI-1 and includes Station SWI-A but has a lower profile north of Kasch Park Road (see Figure B3-18). The alignment would be at-grade north of W Casino Road, but the station would still be elevated due to the topography in the area. The guideway would then return to an at-grade profile, tying into Alignment EGN-2 or EGN-3 just east of the segment break. The height of the guideway would range between at-grade and approximately 45 feet high. The station canopy would be approximately 65 feet above the ground. This design option would be compatible with two of the three Build Alternatives in the adjacent SR 526/Evergreen Segment (Alternatives EGN-2B and EGN-3E but not Alternative EGN-1A, described in Section 3.2.6).

Figure B3-17 SW Everett Industrial Center Segment Alternatives



Figure B3-18 Alternative SWI-1A With Lower Design Option



3.2.6 SR 526/Evergreen Segment

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 following sections. There is also a design option in this segment for two of the alignments. The SR 526/Evergreen alternatives are shown on Figure B3-19.

3.2.6.1 Alternative EGN-1A (North of SR 526 Alignment and Station)

Alternative EGN-1A consists of Alignment EGN-1 and Station EGN-A. Alignment EGN-1 would be elevated and cross to the north side of SR 526 near Seaway Boulevard. The alignment would then go back to at-grade near Upper Ridge Road and cross under Evergreen Way. The alignment would then continue at-grade with a short section elevated near E Casino Road and another near the Interurban Trail. The height of the guideway would range between an undercrossing approximately 30 feet deep and an elevated guideway approximately 70 feet high. Station EGN-A would be an open-air station slightly below street level on the north side of SR 526 near the intersection of SR 526 and west of Evergreen Way. The station platform would be approximately 25 feet below street level in an open-air retained-cut section, and the canopy would be approximately 20 feet above street level.

3.2.6.2 Alternative EGN-2B (South of SR 526 Alignment and Station)

Alternative EGN-2B consists of Alignment EGN-2 and Station EGN-B. Alignment EGN-2 starts elevated along the south side of SR 526, transitioning to at-grade just east of Seaway Boulevard, back to elevated near Hardeson Road, and briefly back to at-grade near Upper Ridge Road before continuing with an elevated profile. The elevated guideway would then cross to the north side of SR 526 at the SR 526 and Evergreen Way interchange and continue along the northern side of SR 526, becoming at-grade around Xavier Way with a small section of elevated track near the Interurban Trail. The height of the guideway would range between at-grade and approximately 55 feet high. Station EGN-B would be an elevated station on the north side of E Casino Road near the intersection of SR 526 and west of Evergreen Way. The station canopy would be approximately 55 feet above the ground.

3.2.6.3 Alternative EGN-3E (E Casino Road Alignment and Station)

Alternative EGN-3E consists of Alignment EGN-3 and Station EGN-E. Alignment EGN-3 starts elevated along the south side of SR 526, transitioning to at-grade just east of Seaway Boulevard, back to elevated near Hardeson Road, and briefly back to at-grade near Upper Ridge Road before continuing with an elevated profile. The elevated guideway would then move to the south side of E Casino Road before crossing Evergreen Way. The alignment would continue elevated along E Casino Road and cross to the north side of SR 526 near 9th Avenue SE and continue along the northern side of SR 526, becoming at-grade around Xavier Way with a small section of elevated track near the Interurban Trail. The height of the guideway would range between at-grade and approximately 60 feet high. Station EGN-E would be an elevated station on the south side of E Casino Road and east of Evergreen Way. The station canopy would be approximately 55 feet above the ground.

3.2.6.4 North Side of SR 526 Design Option

The North Side of SR 526 Design Option follows Alignment EGN-1 from the SR 526 and Seaway Boulevard interchange to east of Hardeson Road. The alignment would then cross to the south side of SR 526 and continue as either Alignment EGN-2 (see Figure B3-20) or EGN-3 (see Figure B3-21). The height of the guideway would range between at-grade and approximately 70 feet high.

Figure B3-19 SR 526/Evergreen Segment Alternatives



Figure B3-20 Alignment EGN-2 With North Side of SR 526 Design Option

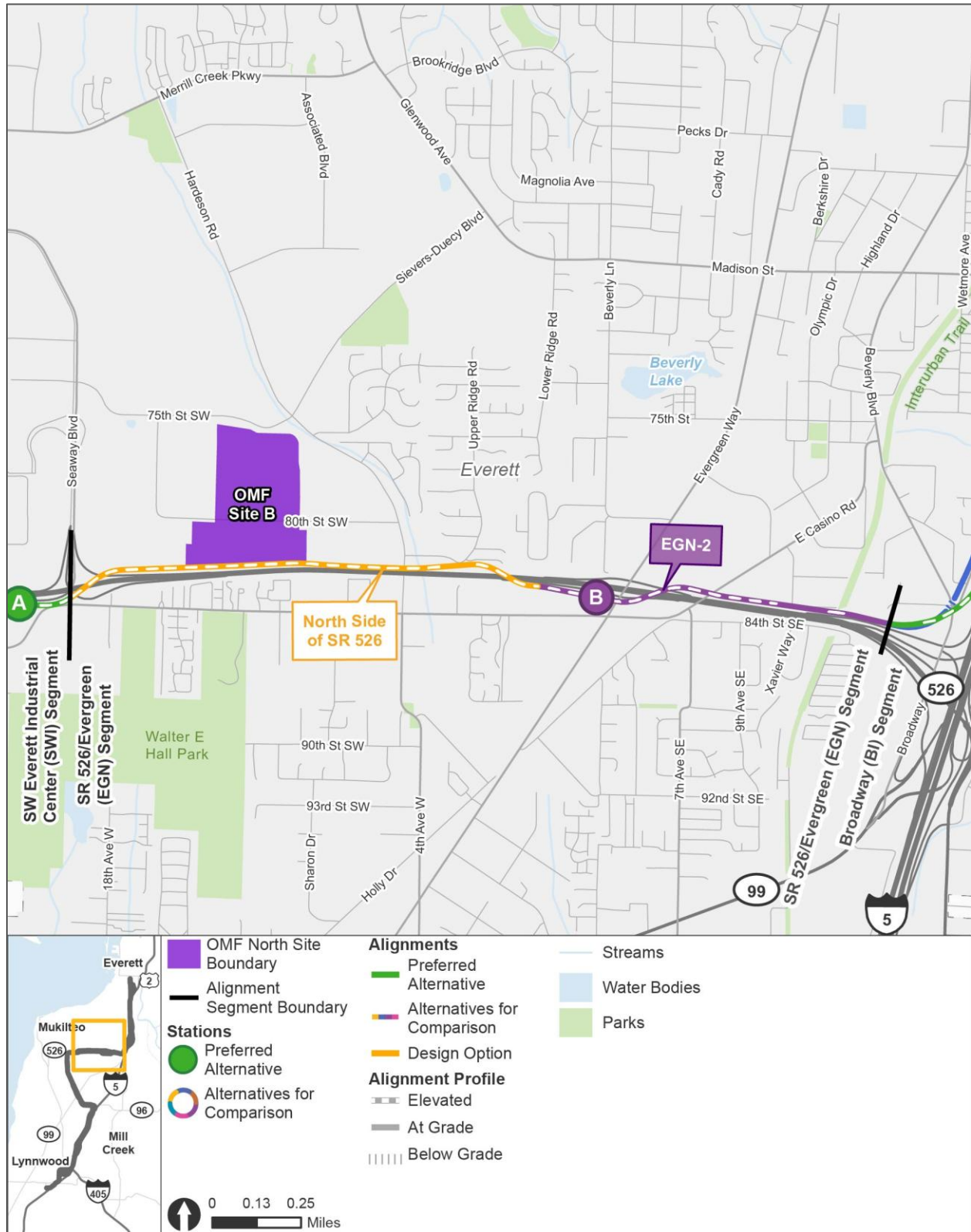
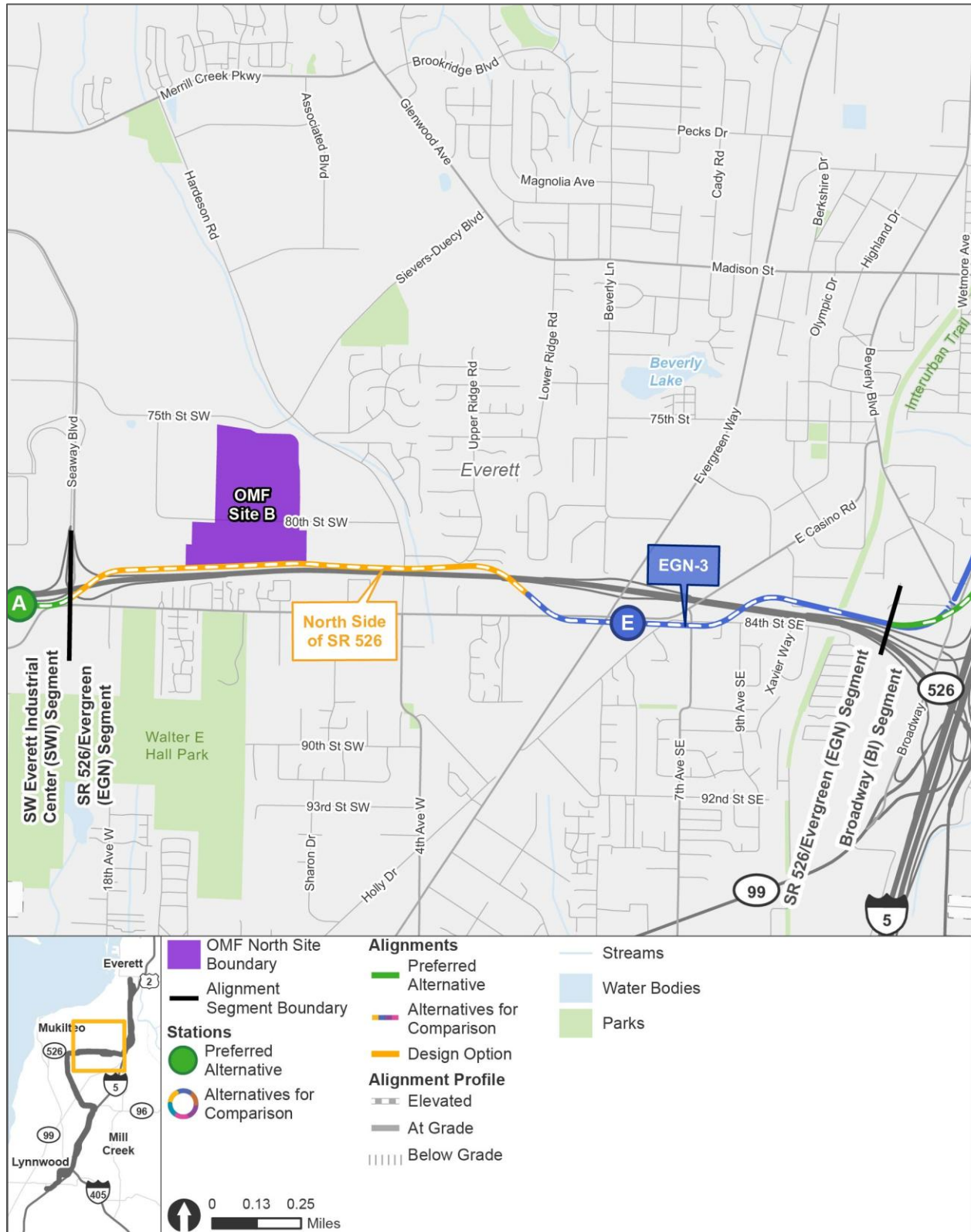


Figure B3-21 Alignment EGN-3 With North Side of SR 526 Design Option



3.2.7 Broadway/I-5 Segment

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 following sections. The Broadway/I-5 alternatives are shown on Figure B3-22.

3.2.7.1 Preferred Alternative BI-1 (I-5 Alignment)

Alternative BI-1 would run at-grade north of SR 526 and then transition to an elevated profile before crossing over Broadway. The alignment would then follow the west side of I-5, transitioning to an at-grade profile south of 75th Street SE. The alignment would continue to follow I-5, transitioning to an elevated profile south of Lowell Road. The height of the guideway would range between at-grade and an elevated guideway approximately 60 feet high.

3.2.7.2 Alternative BI-2 (Broadway Alignment)

Alternative BI-2 would run at-grade along the west side of Broadway from SR 526 with an undercrossing under Beverly Boulevard and a short, elevated section south of 75th Street SE, returning to at-grade, then becoming elevated near 73rd Street and continuing north along Broadway. The height of the guideway would range between an undercrossing approximately 30 feet deep and an elevated guideway approximately 55 feet high.

Figure B3-22 Broadway/I-5 Segment Alternatives



3.2.8 Everett Station Segment

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. There are three alignment alternatives and three station alternatives for this segment that combine into the three Build Alternatives described in the following sections. For this segment, the Board identified two preferred alternatives. The Everett Station alternatives are shown on Figure B3-23.

3.2.8.1 Alternative EVT-1A (Smith Avenue Alignment)

Alternative EVT-1A consists of Alignment EVT-1 and Station EVT-A. Alignment EVT-1 would run elevated north along the west side of Broadway with an at-grade section near View Drive, crossing east over Broadway near 41st Street, then continuing northeast along I-5, and then turning north to cross over Smith Avenue ending just south of Pacific Avenue. The height of the guideway would range between at-grade and approximately 60 feet high. Station EVT-A would be an elevated station at the corner of Smith Avenue and 32nd Street. The station canopy would be approximately 55 feet above the ground. Parking for this alternative would be located in a structure in the existing Sound Transit park-and-ride lot on the east side of the Burlington Northern Santa Fe (BNSF) rail tracks near Pacific Avenue.

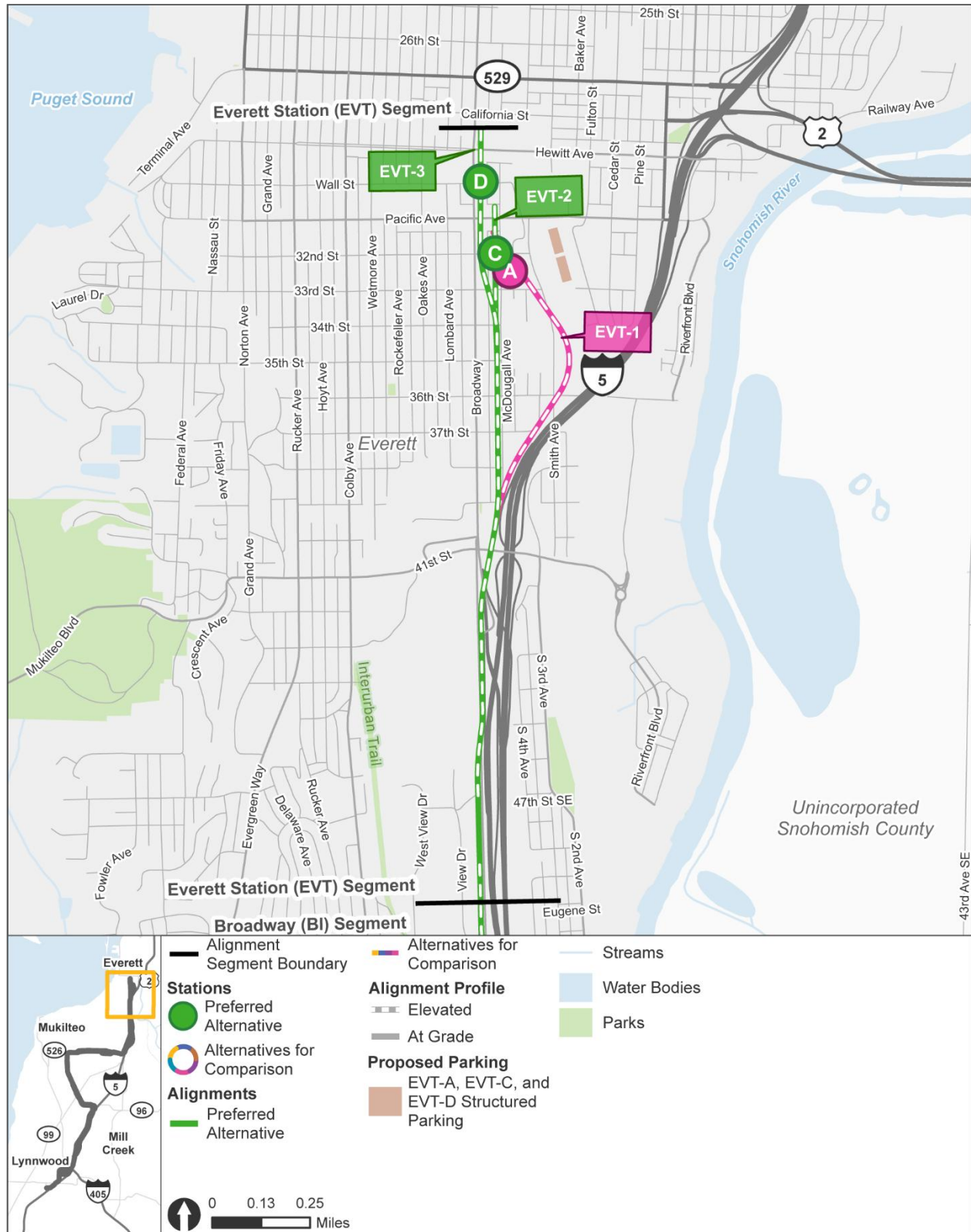
3.2.8.2 Preferred Alternative EVT-2C (McDougall Avenue Alignment With 32nd Street Station)

Alternative EVT-2C consists of Alignment EVT-2 and Station EVT-C. Alignment EVT-2 would run elevated north along the west side of Broadway with an at-grade section near View Drive, crossing east over Broadway near 41st Street, then continuing north along the west side of McDougall Avenue, ending just north of Pacific Avenue. The height of the guideway would range between at-grade and approximately 65 feet high. Station EVT-C would be an elevated station in the vicinity of 32nd Street. The station canopy would be approximately 55 feet above the ground. Parking for this alternative would be located in a structure in the same location as for Alternative EVT-1A, in the existing Sound Transit park-and-ride lot on the east side of the BNSF rail tracks near Pacific Avenue.

3.2.8.3 Preferred Alternative EVT-3D (McDougall Avenue Alignment With Wall Street Station)

Alternative EVT-3D consists of Alignment EVT-3 and Station EVT-D. Alignment EVT-3 would run elevated north along the west side of Broadway with an at-grade section near View Drive, crossing east over Broadway near 41st Street, then continuing north along the west side of McDougall Avenue and then shifting to follow the east side of Broadway, ending just north of Hewitt Avenue. The height of the guideway would range between at-grade and approximately 60 feet high. Station EVT-D would be an elevated station in the vicinity of Pacific Avenue and Hewitt Avenue. The station canopy would be approximately 55 feet above the ground. Parking for this alternative would be located in a structure in the same location as the other two alternatives.

Figure B3-23 Everett Station Segment Alternatives



3.2.9 Components of OMF North Site Alternatives

OMF North would operate together with the other OMFs in the Sound Transit Link system and would store and service new vehicles for the EVLE Project as well as other portions of the Link system throughout the region. OMF North would deploy approximately 150 LRVs for daily service.

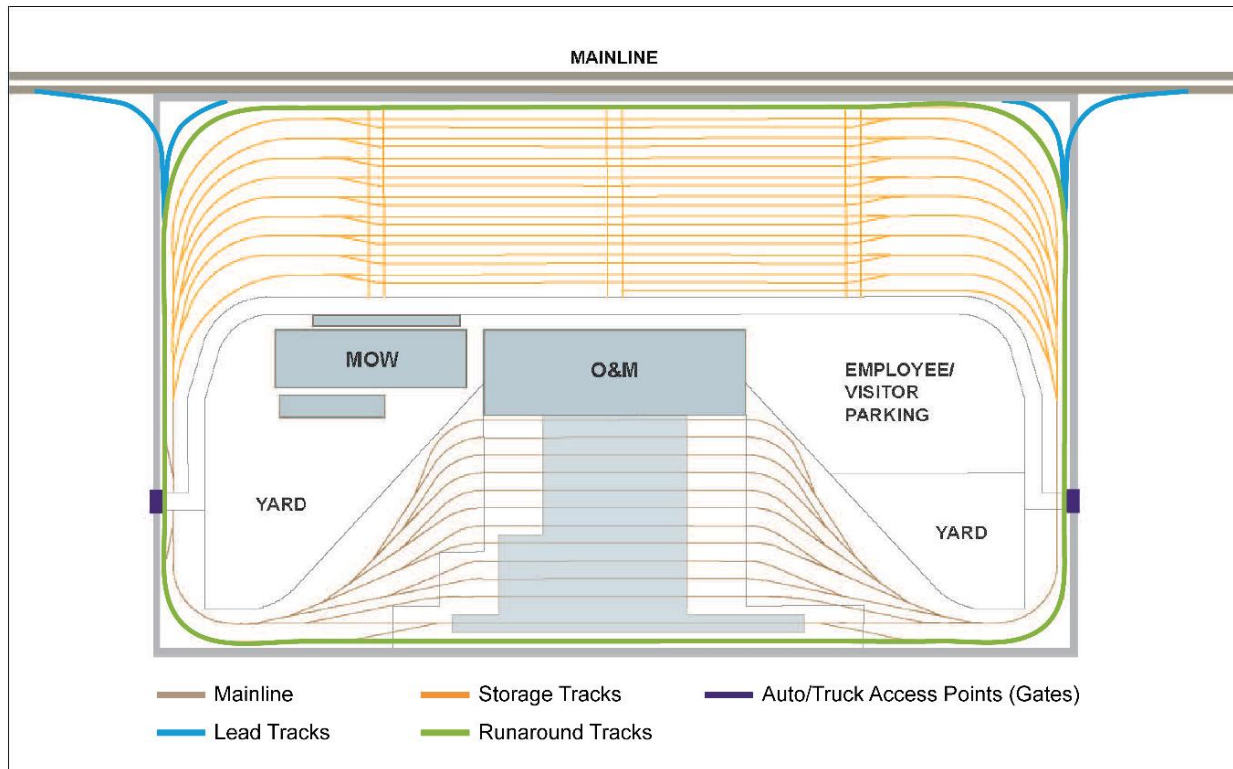
OMF North would include the following components:

- Runaround tracks located around the perimeter of the facility.
- Storage tracks sized for approximately 150 LRVs.
- Four lead tracks connecting the site to the mainline tracks.
- Maintenance building with interior service lanes for vehicle maintenance, repair, carwash, cleaning, painting, spare parts storage, operations, and administration.
- Yard area for outside storage.
- Maintenance of Way (MOW) building for maintenance and storage of spare parts for tracks, vehicle propulsion equipment, train signals, and other infrastructure.
- Offices, locker rooms, lunchrooms, and other spaces for employees.
- Gated automobile/truck access points.
- Parking for Sound Transit vehicles, employees, and visitors.

In general, the minimum OMF site size is driven by the size of the operations and maintenance building, the number of tracks needed to store the LRVs, and other support facilities and structures. The actual site sizes for the OMF North alternatives vary due to parcel shapes and sizes and other site constraints, such as topography.

There are multiple track types within an OMF site. LRVs not in service are stored on storage tracks. Runaround track allows LRVs to enter and move around within the site. Vehicles can either go directly to the storage area or continue to the maintenance and/or wash bays for service and then return to the storage area directly without the operator changing ends of the train. An OMF connects to the light rail system mainline tracks via lead tracks. The length of these lead tracks depends on the distance from the OMF to an operating mainline and varies by alternative. The lead tracks allow the LRVs to deploy from the OMF to the mainline for daily operation and travel back to the facility nightly for vehicle maintenance. All site alternatives would have four independent lead track connections and two gated automobile/truck site access points. Figure B3-24 shows the general location of the different types of tracks found in a typical OMF.

Figure B3-24 Track Types in Typical OMF Layout



3.2.10 OMF North Site Alternatives

The three OMF North site alternatives are described in the following sections, and the locations are shown in Figure B3-25 through Figure B3-28. A preferred OMF North site alternative has not been identified.

3.2.10.1 OMF Site F (SR 99)

OMF Site F would be an approximately 59-acre facility along the southwest side of the alignments in the SR 99/Airport Road Segment within unincorporated Snohomish County (see Figure B3-25). The site would be southwest of Airport Road, northwest of SR 99, and southeast of Alexander Road. The lead tracks for this site would cross over Airport Road to connect to Alignment AIR-1 at approximately 65 feet above grade and come down to enter the facility at-grade. The maximum height of OMF structures including maintenance and MOW buildings would be two stories. This site is compatible with Alignment AIR-1 described in Section 3.2.4.

Lead Tracks to West Side of Airport Road Design Option

The Lead Tracks to West Side of Airport Road Design Option would be on the same site and have the same layout as OMF Site F (see Figure B3-26). The lead tracks for this site would be elevated on the west side of Airport Road north and south of Evergreen Way. The maximum height of OMF structures including maintenance and MOW buildings would be two stories. This lead track design option is compatible with Alignment AIR-2 described in Section 3.2.4.

3.2.10.2 OMF Site E (Airport Road)

OMF Site E would be an approximately 53-acre facility along the east side of the alignments in the SR 99/Airport Road and SW Everett Industrial Segments, primarily within the city of Everett and unincorporated Snohomish County (see Figure B3-27). The site would be north of Holly Drive, east of Airport Road, west of 21st Avenue W, and south of 100th Street SW. For this OMF site, the lead tracks and a portion of the mainline alignment between Holly Drive and 100th Street SW would be at-grade. The maximum height of OMF structures including maintenance and MOW buildings would be two stories. This site is compatible with all alignment alternatives.

3.2.10.3 OMF Site B (SR 526)

OMF Site B would be an approximately 66-acre facility located in the city of Everett generally between SR 526 and 75th Street SW, east of 16th Avenue W (see Figure B3-28). The lead tracks for this site would be at- or above-grade, connecting to the mainline on the north side of SR 526. The maximum height of OMF structures including maintenance and MOW buildings would be two stories. This site is compatible with Alignment EGN-1 and the North Side of SR 526 Design Options for Alignments EGN-2 and EGN-3 described in Section 3.2.6.

Lead Tracks to South Side of SR 526 Design Option

The Lead Tracks to South Side of SR 526 Design Option would be on the same site as OMF Site B though with a smaller size (approximately 59 acres) (see Figure B3-29). The lead tracks for this site would be at-grade on the south side of SR 526, crossing over SR 526 near 10th Avenue W. The maximum height of OMF structures including maintenance and MOW buildings would be two stories. This lead track design option is compatible with Alignments EGN-2 and EGN-3 described in Section 3.2.6.

Figure B3-25 OMF Site F

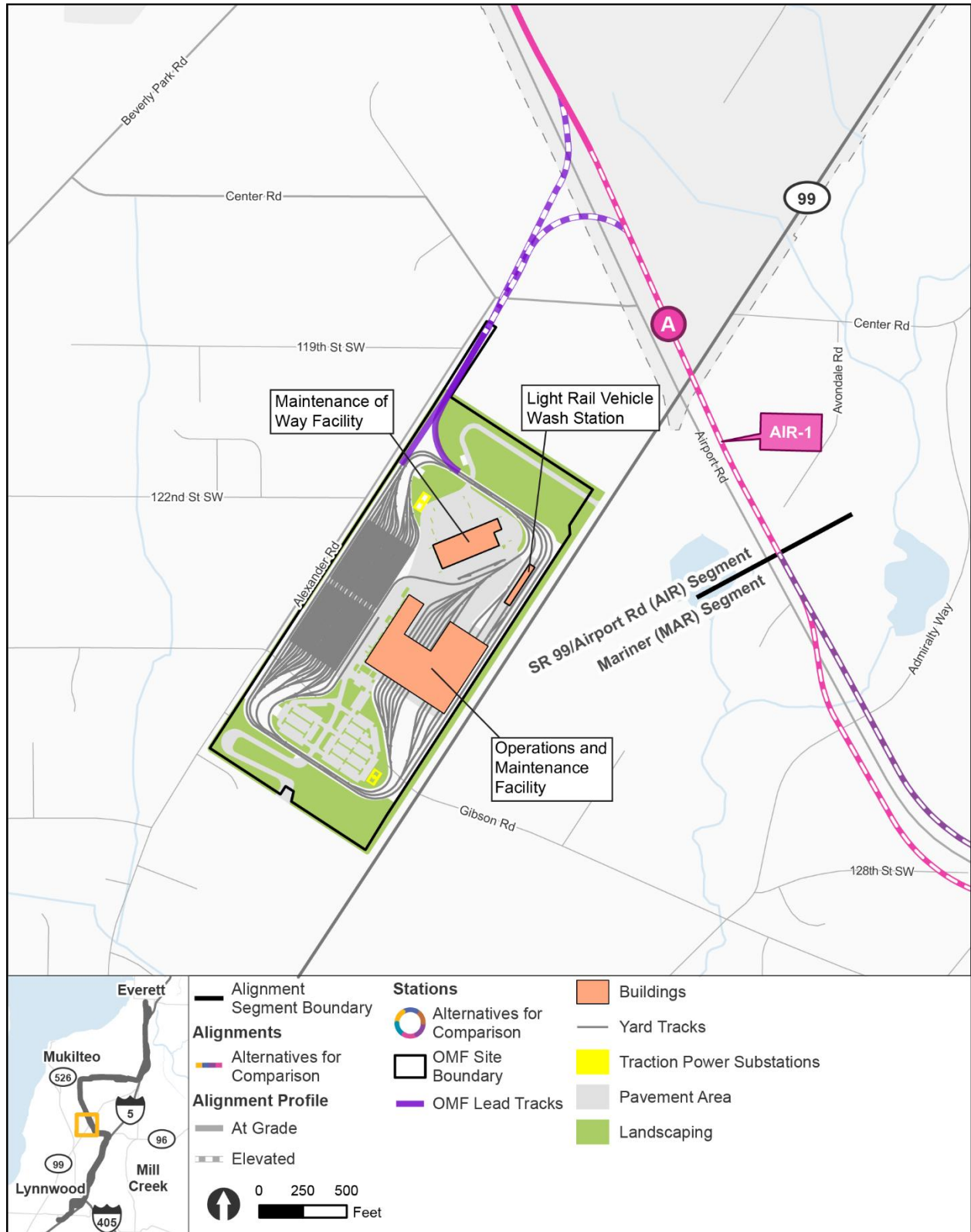


Figure B3-26 OMF Site F with Lead Tracks to West Side of Airport Road

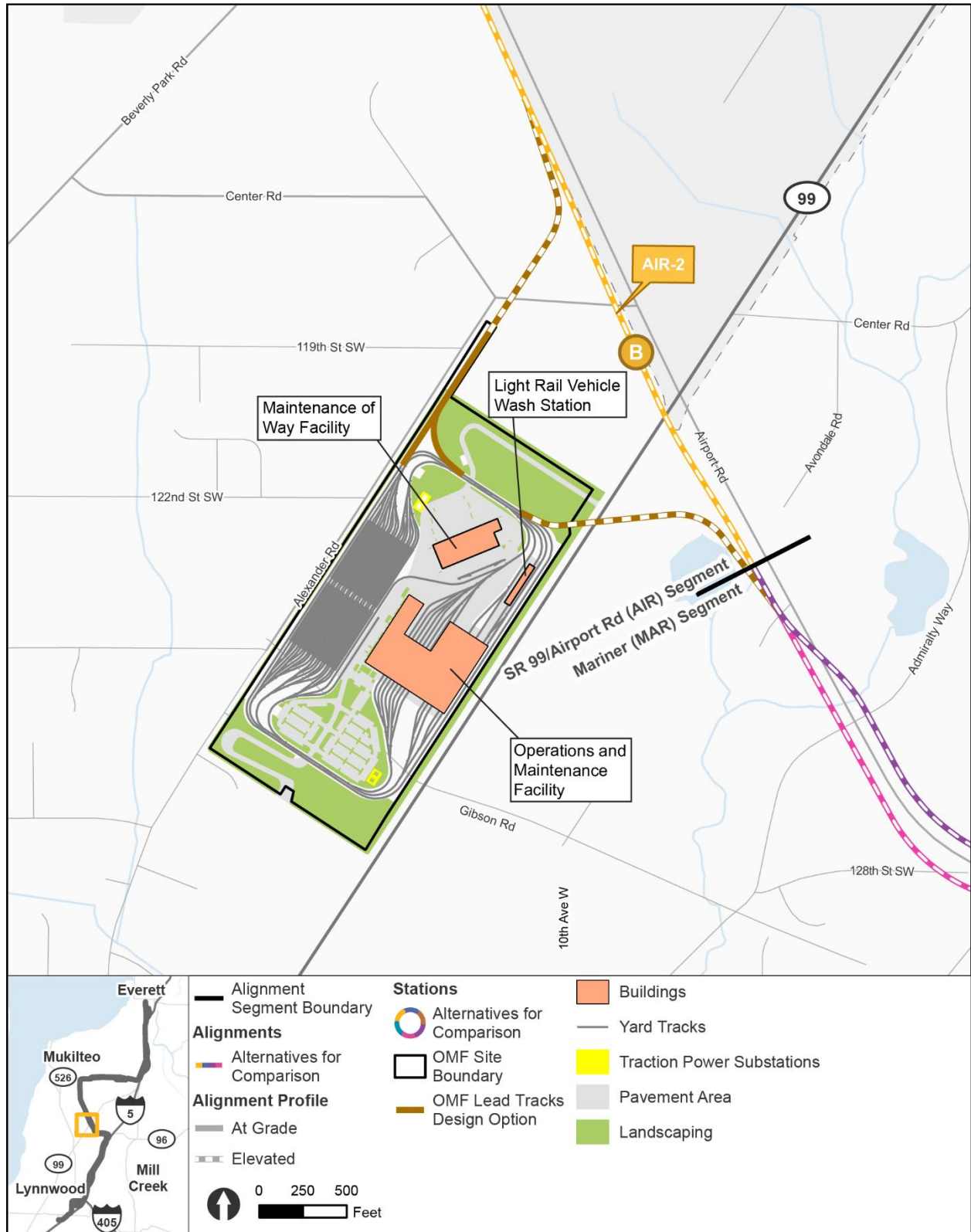


Figure B3-27 OMF Site E

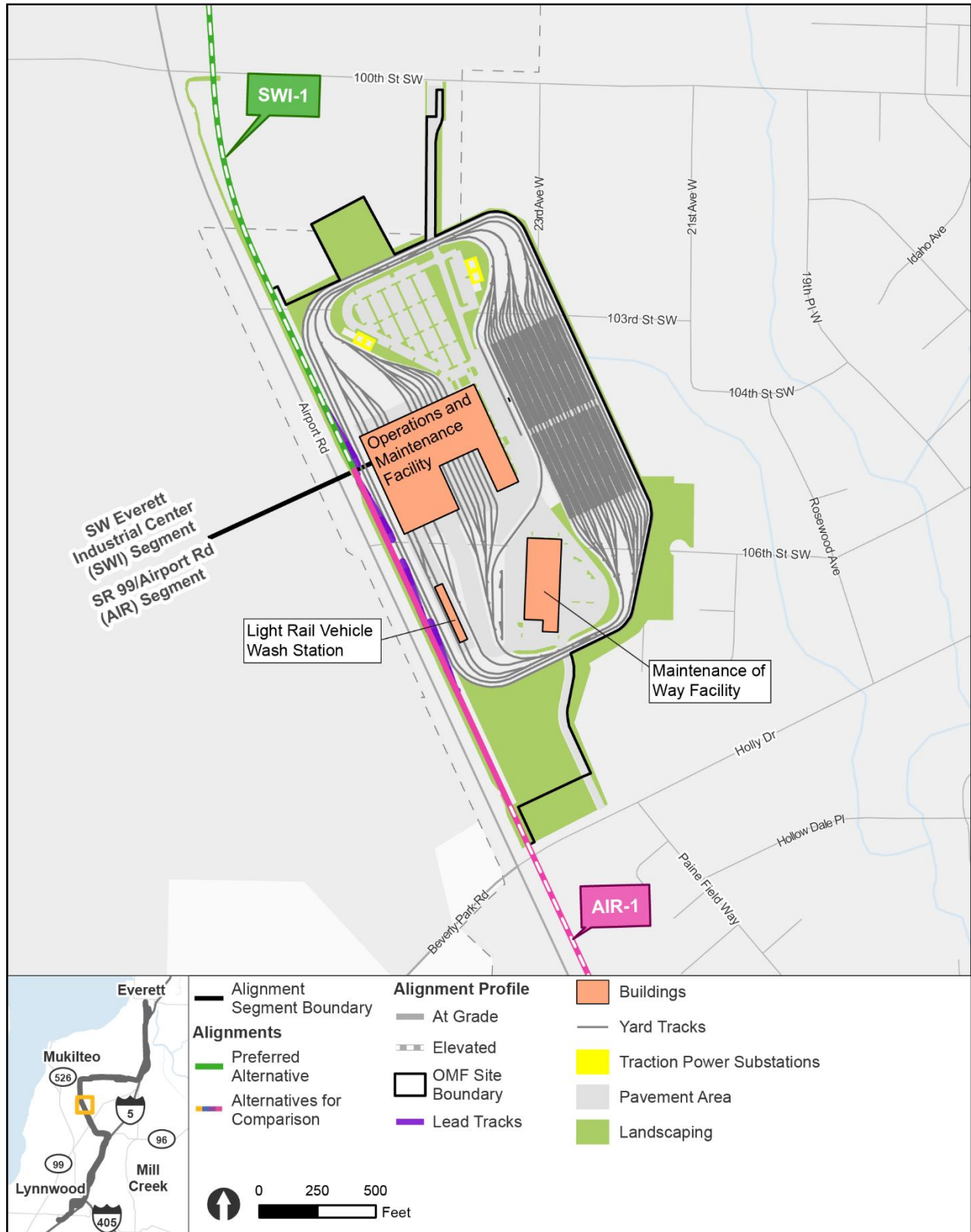


Figure B3-28 OMF Site B

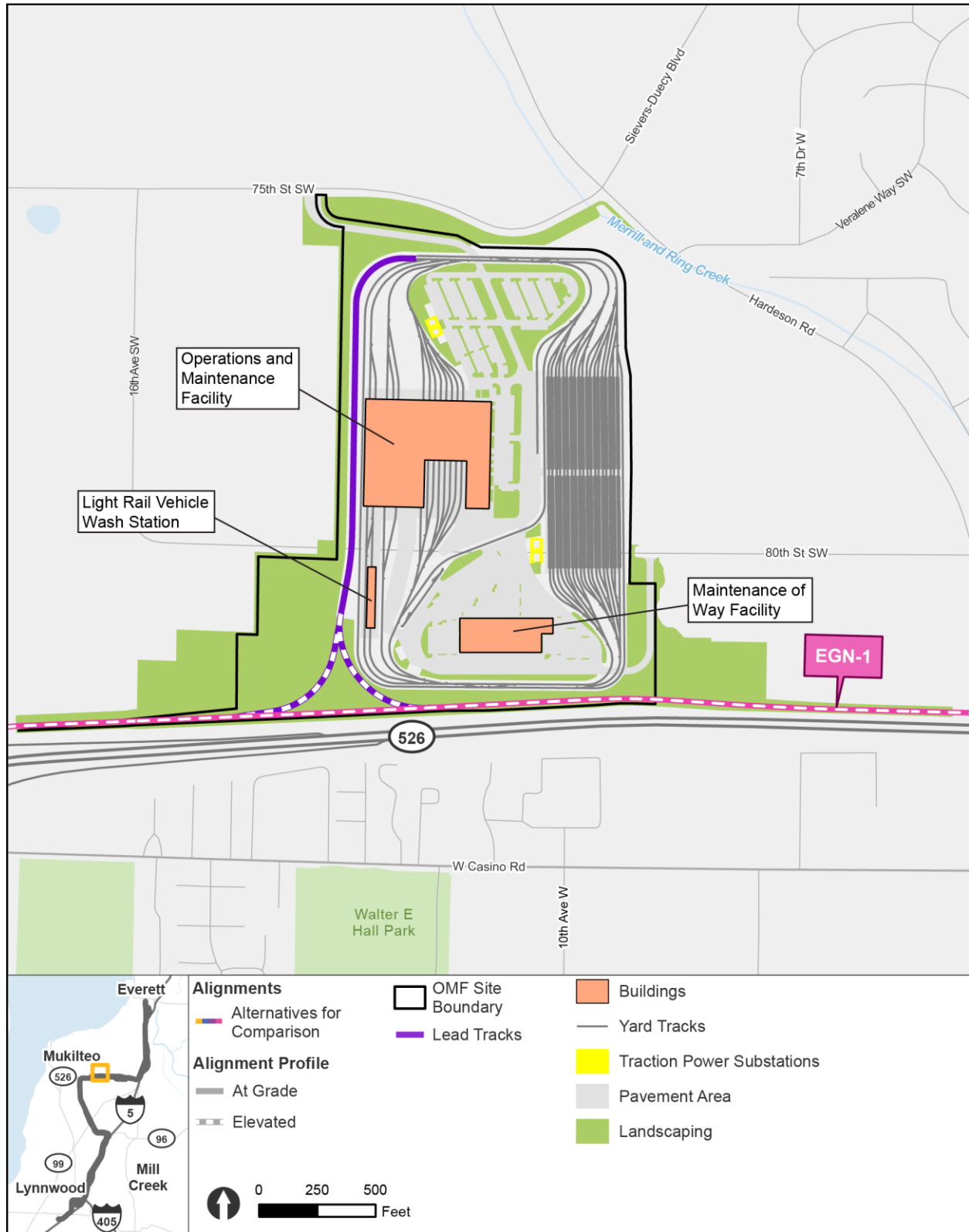
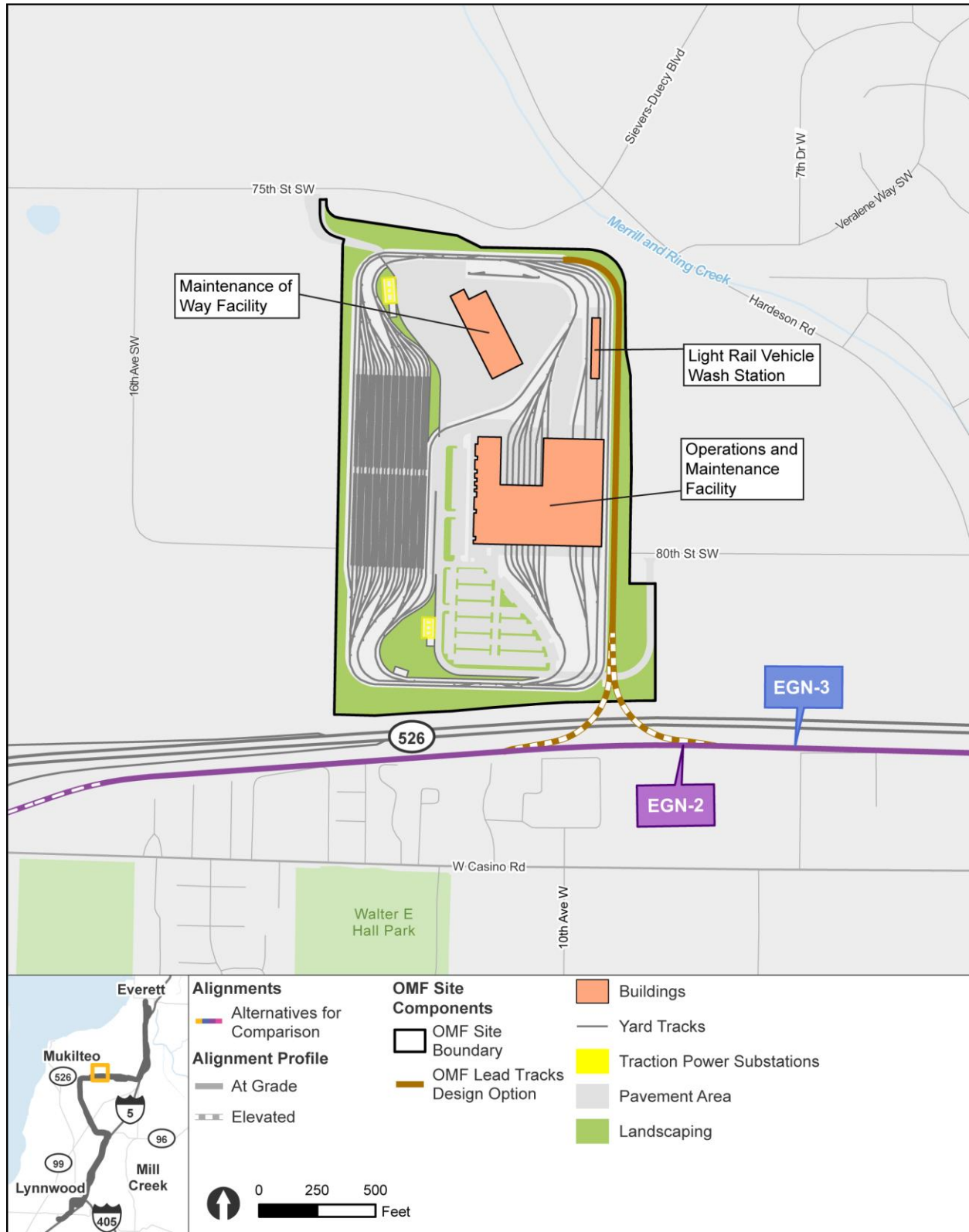


Figure B3-29 OMF Site B with Lead Tracks to South Side of SR 526



3.3 Project Initial Phase

EVLE is planned to be constructed in phases based on available funding. Service from Lynnwood City Center Station to SW Everett Industrial Center Station is planned to open in 2037. The two most northern stations (SR 526/Evergreen and Everett Station) would then open in 2041.

As such, the SW Everett Industrial Center Station would temporarily serve as the end of the line for the project. To serve as the temporary end of line, the SW Everett Industrial Center Station would have end of line facilities, including a tail track beyond the station platform, parking for operators, and storage space for light maintenance activities such as inspection and cleaning of LRVs. The length of the tail track would vary depending on the alignment chosen since tail tracks on an alignment on the north side of SR 526 would have to extend far enough to cross the entire Seaway Boulevard interchange. When service to Everett Station opens, the tail track would then be incorporated into the mainline. If OMF Site B is selected, the track beyond the station platform would instead extend to serve the OMF and would also be incorporated into the mainline when service to Everett Station opens.

These end of line facilities for the initial phase of the project would be located within the project limits as defined for the fully built project and shown on the conceptual design drawings in Draft EIS Appendix F. The initial phase of the project would not include additional parking or bus bays beyond those included in the full buildout design.

3.4 Project Operations

3.4.1 Transit Service Operation

Table B3-2 identifies the preliminary service schedule for the overall EVLE Project. Service frequency would be higher during peak periods, when travel activity is at its heaviest, compared to off-peak periods. Light rail is assumed to operate 20 hours a day Monday through Saturday and 18 hours a day on Sundays and holidays. Sound Transit operating plans have two trains deployed between approximately 4:30 a.m. and 5 a.m., to be staged along the line in preparation for the beginning of morning service. Similarly, two trains may operate between approximately 1 a.m. and 1:30 a.m. as they return to the operations and maintenance facility or terminus stations at the close of service each day. Light rail trains would operate with up to four cars, although fewer cars could be used during off-peak periods.

Train frequencies are established based on ridership demand and other service standards and will be finalized in an updated Rail Fleet Management Plan. The full buildout of the Link Light Rail system is detailed in the ST3 Plan. The ST3 future service plan is shown in Figure B3-30 and includes service between Alaska Junction and Everett Station on the 3 Line and service between Downtown Redmond and Mariner on the 2 Line. The 2 and 3 Lines would interline, meaning they would operate on the same tracks, between International District/Chinatown and Mariner Station. The 2 Line terminus at Mariner Station requires turnback facilities for vehicles to change direction and switch operators. Interlining of the 2 and 3 Lines would provide peak frequencies of 3 minutes at West Alderwood, Ash Way, and Mariner Stations; stations north of Mariner would have a peak frequency of 6 minutes.

Figure B3-30 Sound Transit Future Service



Table B3-2 Service Schedule

Service Period	Time Period	Train Frequency Line 2	Train Frequency Line 3
Early morning	5 a.m. to 6 a.m.	10	10
Morning peak	6 a.m. to 8:30 a.m.	6	6
Midday	8:30 a.m. to 3 p.m.	10	10
Afternoon peak	3 p.m. to 6:30 p.m.	6	6
Evening	6:30 p.m. to 10 p.m.	10	10
Evening late night	10 p.m. to 1 a.m.	15	15
Weekend/Holiday	All day	10	10

Conventional low-floor LRVs would be used to provide level boarding to the train for all passengers and would be accessible by people with disabilities. A typical Link light rail train is shown on Figure B3-31.

Figure B3-31 Link Light Rail Train



3.4.2 Maintenance

OMF North would operate 24 hours a day, seven days a week. However, the majority of the LRV, track, and systems maintenance activities would occur between 1 a.m. and 5 a.m. daily, outside of normal hours of light rail service. Approximately 585 staff would be working at the OMF North over the course of any given day, but the largest concentration would be during the day shift, from 3:30 a.m. to 4 p.m. Employee arrivals and departures would be staggered throughout each shift.

4 NO BUILD ALTERNATIVE

The No Build Alternative describes the environment, including the transportation system, using a horizon year of 2046. It 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. The No Build Alternative assumes implementation of the ST3 program to allow for the most conservative assessment of impacts and accounts for the potential for projects to be delivered earlier.

The No Build Alternative assumes the following are built and operating: the projects listed in the State Transportation Improvement Plan (Washington Department of Transportation 2023); PSRC's Regional Capacity Projects List (PSRC 2022); county and city capital and transportation improvement plans; and county and city capital facilities plans (City of Everett 2022; City of Lynnwood 2022; Snohomish County 2022a; Snohomish County 2022b). Draft EIS Appendix C includes a list of all the projects assumed in the No Build Alternative.

5 CONSTRUCTION APPROACH

This section provides an overview of potential construction activities for the EVLE Project, based on typical practices. The project's multi-year construction period is anticipated to begin in 2030 and be completed by 2046. The OMF would be completed in 2034 prior to the rest of EVLE. Construction of the guideway and station facilities would begin in 2030 with the initial

phase (Lynnwood City Center to SW Everett Industrial Center) complete in 2037, additional guideway and stations at SR 526/Evergreen and Everett Station in 2041, and parking facilities at Mariner and Everett Station in 2046. Major construction activities would include:

- **Civil construction:** This includes demolition, clearing, utility relocation, foundation and column placement, guideway construction, and track work, followed by construction of other facilities, such as stations, park-and-ride lots and structures, and ancillary facilities.
- **Systems installation:** This includes the installation of the electrical system that would power the trains.
- **Testing and startup activities:** Before beginning revenue operations, Sound Transit would complete a safety certification process by testing communications, safety, and emergency systems.

The major construction activities that could cause environmental impacts and community disruption include but are not limited to:

- Demolition (buildings, pavement).
- Clearing and vegetation removal.
- Construction of elevated structures and bridges.
- Pile driving or auguring piles.
- Temporary, partial, or total road or lane closures and detour routes.

The potential construction activities and impacts described in this section are discussed qualitatively because it is not known exactly how the project would be constructed at this stage of development.

5.1 Construction Sequence and Activities

Construction of linear projects, such as light rail, is typically divided into sections. The extent of these sections is generally based on the nature of the construction activity, such as construction of at-grade, elevated, or retained-cut sections; sequence and schedule constraints; and geographical constraints. These sections may include stations, substation and signal control facilities, access facilities, and other related improvements. Civil construction would include utility and drainage relocations and constructing guideways, stations and station access, track, and supporting facilities such as traction power substations and vent shafts. Site-specific conditions, permit requirements, and market conditions at the time of construction, among other factors, affect how a project is built.

The duration of construction would range from approximately 4 to 10 years in any given portion of the corridor and may be continuous or intermittent throughout that period. The typical durations for major construction activities are shown in Table B5-1. Activities would be most intense in the initial part of construction, with later periods involving station finishing, systems installations, and testing. Table B5-1 does not include minor construction activities that would occur throughout the duration of construction (i.e., parking lots construction, landscaping, roadway improvements, and other ancillary features).

Table B5-1 Major Construction Activities and Durations

Construction Activity	Estimated Duration
Demolition of structures, clearing and vegetation removal, utility relocations	2 to 24 months depending on the activity. Demolition of existing structures and relocation of utilities would be the most time-intensive activities.
Guideway construction	3 to 4 years for each segment
Station construction	2 to 3 years for each station
Operations and maintenance facility construction	2 to 3 years

Sound Transit would coordinate with the appropriate jurisdictions on land use approvals, right-of-way use, land disturbance permits, and other permits required for construction. Temporary erosion and sediment control measures would be in place prior to the start of any ground disturbing activities. Construction work plans would be developed during final design, once a construction contractor has been selected, to confirm and establish: the various construction phases and contract packages; their estimated schedule and duration; and appropriate sequencing. Where possible, construction activities would be coordinated with other capital improvement projects or joint development projects to help minimize construction impacts. For the purposes of this analysis, conservative assumptions of durations, schedule, and sequencing have been made to support analysis of potential impacts. The following subsections describe those assumptions, and Section 5.2 describes likely construction types and methods.

5.1.1 Schedule

Typical construction for surface, below-grade, and elevated guideways and stations would occur on a five- or six-day work week, and would occur primarily between the hours of 7 a.m. and 10 p.m. In some locations, additional shifts, all-week, nighttime, or 24-hour construction activities could be necessary to reduce traffic impacts from roadway closures.

5.1.2 Sequencing

Typical construction activities necessary prior to constructing alignments, stations, or OMF North would involve partial and full demolition of existing structures; removing or modifying underground tiebacks; vegetation clearing and soil fill, excavation, and grading; relocating utilities and drainage systems; remediation of contaminated sites; preparing construction access; building temporary construction roads where access is not available from existing roads; temporarily closing some roads or traffic lanes; and detouring traffic. The next phase of construction would include installing track work and electrical systems (overhead catenary system power lines, etc.) and constructing buildings.

5.2 Construction Types and Methods

An overview of construction steps for EVLE is provided below. Durations provided assume 0.5-mile segments of guideway construction. Actual construction steps and durations may vary and will be determined during final design.

5.2.1 General Actions

Work would begin with site preparation, including clearing of vegetation and construction of access points and roadways, followed by construction of foundations, columns, and elevated structures where required. In areas with at-grade or retained cut and fill profiles, grading would occur as necessary to create a level surface for the track ballast, and retaining walls would be constructed where necessary for retained sections. Ground improvements, or mechanical methods to address weak soils to enable building on them, might be needed at places along the project corridor or for the OMF North sites. Ground improvement methods may include jet grouting, ground freezing, rock displacement, or a combination of these methods. Steep slope stabilization may also be necessary in places. Depending on the location, slope stabilization could include retaining walls, regrading, slope drains, soil nails, reinforced mats, and vegetation.

5.2.2 Elevated Light Rail Construction

Elevated guideway construction would begin with constructing the foundations, which would likely consist of shallow spread footings or drilled shafts. Ground improvement would be provided around drilled shafts, where required. Following the foundations, concrete guideway columns and piers or straddle bents that support the guideway would be constructed cast-in-place (shown in Figure B5-1). Figure B5-2 shows falsework, which is a temporary support structure that would be required in places where cast-in-place construction is used. Falsework would support elements of the substructure while the concrete is poured and the concrete gains enough strength to support itself.

Figure B5-1 Construction of Guideway Columns (Typical)



Figure B5-2 Elevated Guideway Construction Showing Falsework (Typical)



Elevated structures would be constructed along I-5, SR 526, and some local roadways (Figure B5-3 and Figure B5-4). Figure B5-4 shows one possible roadway configuration where one lane may need to be periodically closed to create an expanded work zone. Where the light rail would go along or over existing roadways, elevated structure construction would be used to allow for construction of the guideway while maintaining some surface traffic. The roadway would remain intact if no roadway modifications are specified.

Figure B5-3 Construction Along I-5 (Typical Cross Section)

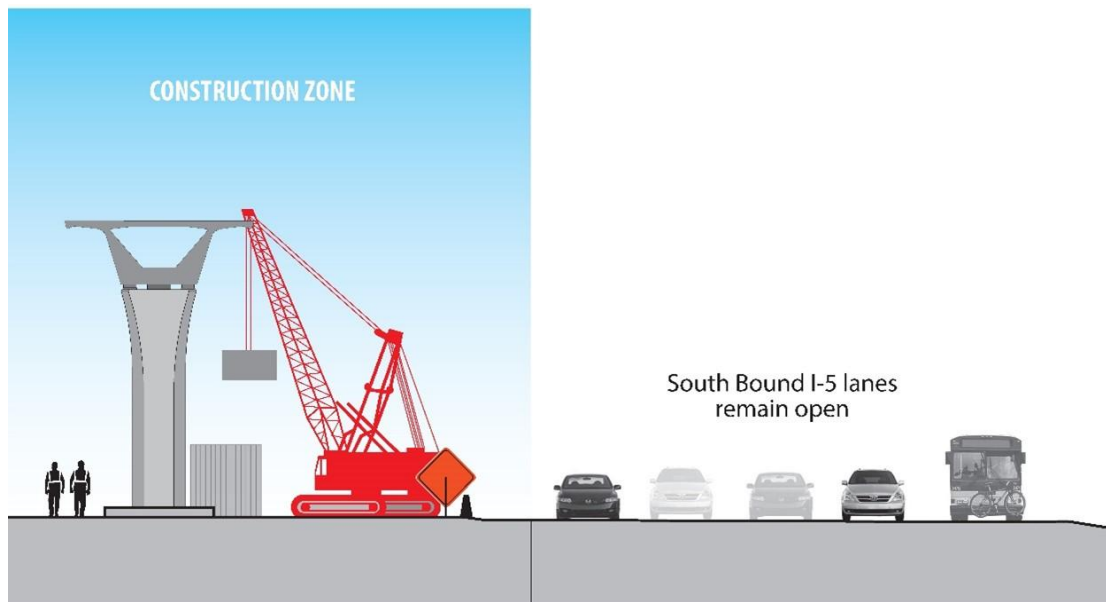
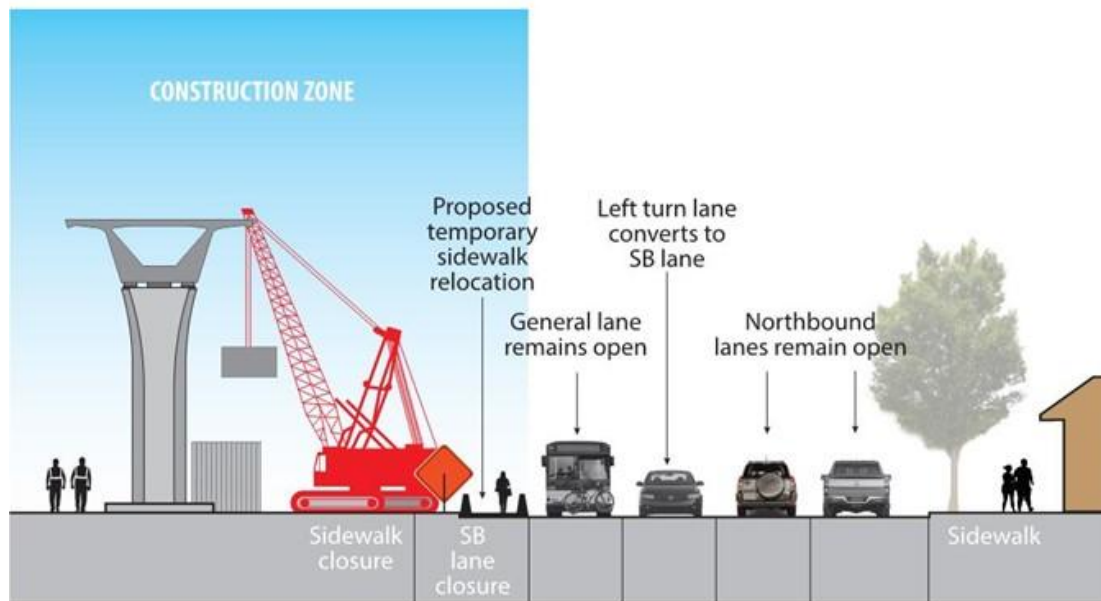


Figure B5-4 Construction of Elevated Guideway on Side of Roadway (Typical Cross Section)



The primary civil construction activities for guideway construction would occur during five phases:

- 1) Utility relocation and site clearing:** Utility relocations would be required where the guideway would conflict with aboveground or belowground utilities, including electric, sewer, water, gas, and communications. Site clearing would include building demolition, tree removal, and preliminary grading. This phase would last approximately 2 to 24 months for all relocations in a 0.5-mile section, depending on the activity. This phase could overlap with street reconstruction in some areas.
- 2) Street reconstruction:** This phase would involve widening the existing roadway on one or both sides to allow adequate space in the median for column construction. The area needed for road widening would be cleared and prepared for work crews, and the existing street infrastructure (sidewalks, curbs, gutters, and pavement) would be removed and rebuilt. Once paving is completed, all lanes would be restriped in their new configuration and the widened median area would be prepared for light rail construction. This phase would last approximately 6 to 18 months for a 0.5-mile distance. This work could overlap with utility relocations in some areas.
- 3) Foundation and column construction:** This phase would involve drilling shafts for the columns, pouring the footings for the columns, and then installing the columns. For most of the guideway, this phase would last 6 to 12 months for a 0.5-mile distance.
- 4) Guideway placement:** It is expected that the elevated guideway structure would be constructed using concrete segmental box girders or concrete bridge girders, which are typically poured off site and trucked to the project location to be placed by crane. This phase would last 6 to 18 months for a 0.5-mile distance.

5) Track and systems installation: This phase would involve placement of track on the guideway and installation of electrical, communication, and signaling systems, much of which would be completed by equipment.

Where guideway construction runs parallel or within the median of I-5, SR 526, and 128th Street SW/Airport Road, there could be extended lane shifts and shoulder closures that could be in place for approximately 1 to 6 years. Construction areas may only have one lane in each direction. Some full closures at night or on weekends would be needed for construction activities over the roadway, such as installing girders. The contractor will determine construction closures when the final design is developed. Longer spans would take 2 to 3 years to complete. Business access points would be reconstructed where necessary, and alternate access may be needed.

Construction of the elevated guideway over wetlands and creeks may require temporary trestles, which are temporary steel and timber bridges supported on steel pipe pile bents. The temporary trestle would allow the heavy equipment and the crew to access the elevated guideway construction. As soon as the elevated guideway structure is complete, the temporary trestle would be removed. Installation and removal of the temporary trestle in wetlands and stream areas would require environmental permits.

The elevated guideway superstructure (the part of the structure above the foundations) would be constructed of reinforced concrete, which would either be cast-in-place (poured and cured onsite) or pre-cast (poured and cured offsite then delivered to the construction site for assembly). Falsework would be used in places to support the cast-in-place superstructure. Pre-cast segments would be transported to the construction area and lifted into place with cranes.

5.2.3 Long Span Bridge Construction

Several alternatives and design options would build long span bridges over I-5, SR 526, and Airport Road. Long span bridges are likely to be constructed using one of two methods:

- **Segmental precast box girders** – constructed using a gantry without the need for temporary falsework. This method would have minimal impacts on traffic and would require only brief closures while the segments are launched and secured in place.
- **Post-tensioned⁹ cast-in-place** – construction requires falsework. This method would impact traffic during installation and may require long term shoulder closures and lane shifts.

Construction would begin with clearing, grading, and site preparation at the column locations in the medians and adjacent to the roadways. Foundation and substructure construction for each bridge type would involve installation of steel casings via vibratory methods or oscillators, excavation of shafts, and installation of reinforcement and concrete. These activities involve large equipment such as oscillators, cranes, and related support equipment. After foundation installation, cast in place caps, columns, and superstructure would be built involving more modest equipment but would continue to require material deliveries including formwork, reinforcement, and concrete. Temporary lane shifts, shoulder closures, and short-term lane closures during material deliveries. After foundation and substructure installation, guideway

⁹ Post-tensioning is a method of reinforcing concrete with high-strength steel strands or bars.

installation would be constructed similar to other elevated guideway in the project, depending on the bridge type used.

Long span elevated guideway (Figure B5-5) was assumed at the following locations:

- Crossing Alderwood Mall Boulevard for the Alderwood Mall Boulevard Design Option in the West Alderwood Segment.
- Crossing I-5 twice for Alternative ASH-2D.
- Crossing over the future 130th Street SW for Alternative MAR-1B.
- Crossing Airport Road and future improvements for Alternatives MAR-1B and MAR-2D.
- Crossing Airport Road for Alternative AIR-2B.
- Crossing SR 526 for Alternatives EGN-1A, EGN-2B, and EGN-3E.
- Crossing SR 526 twice for the North of SR 526 Design Option in the SR 526/Evergreen Segment.
- Crossing Broadway for Alternatives EVT-1A, EVT-2C, and EVT-3D.

Figure B5-5 Elevated Guideway Construction Over Roadways (Typical)



5.2.4 At-Grade Light Rail Construction

Construction methods for at-grade guideways would be similar to typical road construction. Construction would primarily involve relatively shallow excavations, although possibly as deep as 35 feet in places, to relocate utilities and construct the subgrade, ballast walls, track, and

station platform slabs. Drainage structures and below-grade light rail infrastructure would also be installed within this same excavation depth, but connections and drainage outlets could be deeper. Constructing at-grade stations would be similar to typical building construction.

5.2.5 Below-Grade Light Rail Construction

The EVLE Project would include portions of below-grade retained-cut and cut-and-cover construction. No bored tunnels are anticipated.

As with at-grade guideway construction, retained-cut methods for guideway and station construction would be similar to roadway construction but would take longer to build because of retaining walls required on one or both sides. An example of this type of construction is shown in Figure B5-6. In some locations, subsurface anchors, tiebacks, or internal bracing¹⁰ would be required to support the retaining wall. Depending on the depth of the retained cut and groundwater conditions, dewatering may be necessary.

Figure B5-6 Retained-Cut Construction (Typical)



Cut-and-cover structures, shown in Figure B5-7, would be cast-in-place. These structures are typically short enough that mechanical ventilation is not required. Future evaluations of the ideal structure type will take place in later phases considering maintenance of traffic and other requirements. Cut-and-cover structures were assumed at the following locations:

- Crossing under Evergreen Way for Alternative EGN-1A.
- Crossing under Beverly Boulevard for Alternative BI-2.

¹⁰ Internal bracing uses the inherent strength of reinforced masonry to resist wind loads and provide stability during construction.

Figure B5-7 Cut-and-Cover Construction (Typical)

5.2.6 Station Construction

Elevated station construction would begin similar to elevated guideway construction but would then include constructing the station platforms and buildings. Station construction would generally last 2 to 3 years at each station area; however, site work could extend overall construction duration to 4-5 years.

In the Mariner and Everett Segments, the construction footprint for each station area would be approximately 10 to 20 acres and would accommodate construction of the station, parking (either surface or structured), and staging areas. Station alternatives in the remaining segments would have smaller construction footprints of approximately 7 to 9 acres because they would not have parking. Construction of the stations themselves would be similar to construction of the guideway in terms of sequencing (e.g., utility relocations, site preparation, and column construction for elevated stations). The extent of demolition and utility relocations would be greater than for the guideway due to the size of the sites. Once the station structure itself is complete, other components of station construction would include surface parking lots and/or parking structures, bus circulation areas, internal circulation facilities (stairways, escalators, and elevators), and other ancillary facilities, such as traction power substations, storage facilities, and payment kiosks.

The Mariner and SW Everett Industrial Center Stations would not be located immediately adjacent to roadways and would not require roadway reconstruction, although they may include new access roads on what is currently private property. Depending on which alternatives are chosen, the West Alderwood, Ash Way, SR 99/Airport Road, SR 526/Evergreen, and Everett Stations may span or be located within the roadway, be constructed in multiple phases, and require additional night and weekend closures and traffic detours to allow for construction.

5.2.7 OMF Construction

Constructing the OMF would use methods similar to typical building construction. Excavated or disturbed soils would be reused as fill on site if suitable and when feasible. Excess excavated material would be removed and hauled to a permitted disposal site. Soils would be stockpiled and tested for contamination prior to disposal as needed. Truck hauling would require a loading area, staging space for trucks awaiting loading, and provisions to prevent trucks from tracking soil onto public streets. Truck haul routes would require approval by local jurisdictions and potentially the Washington State Department of Transportation. Designated truck haul routes would allow surface hauling activities to be concentrated during daytime periods to minimize potential impacts from noise on sensitive receptors such as residences, or to avoid peak traffic periods.

5.3 Staging Areas and Construction Easements

Construction staging areas are expected to be needed before, during, and a short time after construction work for activities such as equipment storage, construction material delivery and storage, crew workspace trailers and parking, and other construction-related activities. All guideway profile types would require use of construction staging areas along the alignments. Contractors would use the property on which the facility is being constructed and property that Sound Transit would acquire for permanent facilities or for construction staging, or other properties as negotiated by the contractor.

Staging areas would be located throughout the project corridor on parcels acquired for the project right-of-way. Following construction, staging areas could be used for project-related purposes, such as stormwater facilities, or redeveloped consistent with approved zoning and transit oriented development.

Most construction work would occur in areas acquired for project right-of-way or designated staging areas, but temporary construction easements would be needed from adjacent properties for construction-related equipment and grading nearby areas to match the grades of project improvements. Following construction, these areas would be restored to pre-construction conditions.

For OMF North, construction is anticipated to take place primarily within the footprint of the property being acquired for the proposed project. Construction of the mainline track could use off-site staging, focusing on using parcels that would already be acquired for other mainline-related facilities (for instance, emergency access). Temporary construction easements could be necessary in limited locations along the boundaries of some of the alternative sites, mainline, and lead tracks.

6 PROJECT FUNDING AND COST COMPARISON

6.1 Project Funding

Sound Transit's regional programs and projects are funded through a combination of voter-approved taxes, FTA grants and loans, bonds, and rider fares. In 2016, voters approved funding for ST3, which includes funding to construct the EVLE Project. Sound Transit anticipates applying for FTA funding through the Capital Investment Grants program for the EVLE Project.

6.2 Cost Comparison

6.2.1 Capital Costs

This section provides preliminary capital costs for each Build Alternative. While not required under NEPA, Sound Transit is disclosing the opinions of probable cost for comparative purposes only. Opinions of probable cost are design professionals educated estimates of what a proposed project may cost to build; they do not represent the project budget. These costs are based on conceptual design, which is the level of design reached for the Draft EIS. Costs will be refined for the Final EIS when preliminary designs are developed and during final design, which will be completed after the FTA issues a ROD. Capital costs are one-time costs and include construction, anticipated/estimated mitigation, right-of-way/property acquisition, engineering, and equipment (e.g., fare vending machines, traction power substations, and signal bungalows). These estimates include allocated contingencies based on specific types of work (e.g., utility relocations, property acquisition), which vary by segment, and a project-wide unallocated contingency for unforeseen risks.

Although the provisional station at SR 99/Airport Road is included in the opinion of probable cost, construction of that station is not currently funded.

The opinion of probable cost for each alignment/station alternative is shown in Table B6-1 and for each OMF North site alternative in Table B6-2.

Table B6-1 Opinion of Probable Cost for the Alignment and Station Alternatives in 2025 Dollars

Segment	Build Alternative	Opinion of Probable Cost (millions)
West Alderwood	ALD-1B	\$960 – 1,090
	ALD-1B with Alderwood Mall Boulevard Design Option	\$930 – 1,050
	ALD-2D*	\$990 – 1,110
	ALD-2D with Alderwood Mall Boulevard Design Option	\$960 – 1,080
	ALD-2F	\$950 – 1,070
	ALD-2F with Alderwood Mall Boulevard Design Option	\$920 – 1,040
Ash Way	ASH-1A	\$1,090 – 1,230
	ASH-2D	\$980 – 1,110

Segment	Build Alternative	Opinion of Probable Cost (millions)
Mariner ^a	MAR-1B	\$1,220 – 1,370
	MAR-1B with Surface Parking Design Option	\$1,220 – 1,370
	MAR-2D	\$920 – 1,040
	MAR-2D with Surface Parking Design Option	\$910 – 1,020
SR 99/Airport Road ^b	AIR-1A	\$690 – 780
	AIR-2B	\$680 – 760
SW Everett Industrial Center	SWI-1A*	\$870 – 980
	SWI-1A with Lower Design Option	\$880 – 990
	SWI-1B	\$800 – 900
	SWI-1C	\$840 – 950
SR 526/Evergreen	EGN-1A	\$900 – 1,020
	EGN-2B	\$980 – 1,100
	EGN-2B with North Side of SR 526 Design Option	\$1,020 – 1,150
	EGN-3E	\$990 – 1,120
	EGN-3E with North Side of SR 526 Design Option	\$1,020 – 1,150
Broadway/I-5	BI-1*	\$740 – 840
	BI-2	\$820 – 930
Everett Station ^a	EVT-1A	\$800 – 900
	EVT-2C*	\$840 – 940
	EVT-3D*	\$850 – 960

*Preferred alternative

NOTES:

- Does not include cost for parking. Based on Sound Transit's 2026 Adopted Budget and Financial Plan, the estimated cost for the Mariner and Everett Station parking facilities is \$160 million (Sound Transit 2025).
- Not currently funded for final design and construction

Table B6-2 Opinion of Probable Cost for the OMF North Site Alternatives in 2025 Dollars

OMF North Site Alternative	Opinion of Probable Cost (billions)
OMF Site F	\$2.03 – 2.28
OMF Site F with Lead Tracks to West Side of Airport Road Design Option	\$2.11 – 2.38
OMF Site E	\$1.72 – 1.94
OMF Site B	\$2.31 – 2.60
OMF Site B with Lead Tracks to South Side of SR 526 Design Option	\$2.31 – 2.61

6.2.2 Operating and Maintenance Costs

The major determinants of operation and maintenance costs are service levels, how many hours a day light rail would operate, and guideway profile. Using the service schedule

assumptions shown in Table B3-2, the EVLE Project would have estimated operation and maintenance costs of between \$89 million and \$91 million, annually (in 2025 dollars).

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Everett Link Extension

Draft Environmental Impact Statement

PROJECTS ASSUMED UNDER THE NO BUILD ALTERNATIVE

Appendix C

Table C-1 Projects Assumed Under the No Build Alternative¹

Plan	Sponsor	Project Title	Description	Assumed Year of Construction
Sound Transit 2 (ST2)	Sound Transit	East Link Extension	This project extends light rail from International District/Chinatown Station in downtown Seattle to Redmond Technology Center. The project includes 10 new stations at I-90/Rainier (Judkins Park), Mercer Island Park-and-Ride, South Bellevue Park-and-Ride, East Main Street, Bellevue Transit Center, NE 8th Street (Wilburton), Spring District/120th, Bel-Red/130th, Overlake Village Park-and-Ride, and Overlake Transit Center (Redmond Technology Center). Project includes new parking facility at Bel-Red/130th Station (+/- 300 spaces) and expanded parking at South Bellevue and Redmond Technology Center stations (totaling +/- 1500 and +/- 300 spaces respectively).	2015-2025
ST2	Sound Transit	Lynnwood Link Extension	This project extends light rail from Northgate Station to Lynnwood Transit Center. The project includes four new stations at N 145th Street, N 185th Street, Mountlake Terrace Transit Center, and Lynnwood Transit Center. A new parking facility is included at N 185th (+/- 500 spaces), and expanded parking is included at N 145th and Lynnwood stations (by +/- 500 spaces at each).	2019-2024
ST2	Sound Transit	Federal Way Link LRT: Extension from South 200th to Kent-Des Moines Road via SR 99	Construct an approximately 2.3-mile extension of the Central Link light rail transit (LRT) system from S 200th Street to a new station near Kent-Des Moines Road (S 240th Street). The project will include all necessary components such as infrastructure, systems, and stations. For prototypical cost estimating purposes, the alignment is assumed to be aerial structure primarily along State Route (SR) 99. The Kent-Des Moines Station will include a new 500 stall regional park-and-ride. The final alignment and	2019-2025/26

¹ Based on plans adopted as of 2023 to align with the 2023 existing conditions used for the Draft Environmental Impact Statement (EIS) analysis. See Section 1.3 of the Draft EIS for more information on the schedule assumptions used.

Plan	Sponsor	Project Title	Description	Assumed Year of Construction
			station location will be determined through project level design and environmental review.	
ST2	Sound Transit	Federal Way Link LRT: Extension from Kent Des Moines Road to S 272nd Street via SR 99	Continue extension of the Central Link LRT system for 2.5 miles from Kent-Des Moines Station (S 240th Street) to S 272nd Street (at existing Redondo Heights Park-and-Ride lot), including a new station at S 272nd Street. The project will include all necessary components such as infrastructure, systems, and stations. For prototypical costing purposes, the alignment is assumed to be aerial along SR 99. The S 272nd Street Station will include a new 500 stall garage (within Redondo Heights Park-and-Ride). The final alignment and station locations will be determined through project level design and environmental review.	2019-2025/27
ST2	Sound Transit	Hilltop Tacoma Extension	This project will more than double the length of Tacoma Link, starting with a relocated Theater District station, and adding six new stations. These will connect to popular destinations such as Old City Hall, the Stadium District, Wright Park, and major medical facilities before reaching its new Hilltop neighborhood terminus. Tracks will run in existing road lanes and will be compatible with on-street parking and existing bicycle facilities. Platforms will be located in the center roadway. The project also includes expansion of the Operations and Maintenance Facility located on E 25th Street to accommodate storage of five new light rail vehicles.	2019-2023
ST2	Sound Transit	Sounder - Auburn Station Access	Station/transit center access improvements. Make new improvements or modifications at or adjacent to the station/transit center that improve access for transit users. Potential improvements include pedestrian and bicycle support facilities, parking management and capacity expansion (up to 500 spaces), facilities and systems that enhance operation and access to the station/transit center by bus and other public transport systems, and information and wayfinding systems.	2021-2026

Plan	Sponsor	Project Title	Description	Assumed Year of Construction
ST2	Sound Transit	Sounder - Kent Station Access	Station/transit center access improvements. Make new improvements or modifications at or adjacent to the station/transit center that improve access for transit users. Potential improvements include pedestrian and bicycle support facilities, parking management and capacity expansion (up to 450 spaces), facilities and systems that enhance operation and access to the station/transit center by bus and other public transport systems, and information and wayfinding systems.	2021-2027
ST2	Sound Transit	South Tacoma Station Improvements	Station/transit center access improvements. Make new improvements or modifications at or adjacent to the station/transit center that improve access for transit users. Potential improvements include pedestrian and bicycle support facilities, parking management and capacity expansion (up to 400 spaces), facilities and systems that enhance operation and access to the station/transit center by bus and other public transport systems, and information and wayfinding systems.	2025-2030
ST2	Sound Transit	Lakewood Station improvements	Station/transit center access improvements. Make new improvements or modifications at or adjacent to the station/transit center that improve access for transit users. Potential improvements include pedestrian and bicycle support facilities, parking management and capacity expansion (up to 600 spaces), facilities and systems that enhance operation and access to the station/transit center by bus and other public transport systems, and information and wayfinding systems.	2025-2030
ST2	Sound Transit	Sumner Station improvements	Station/transit center access improvements. Make new improvements or modifications at or adjacent to the station/transit center that improve access for transit users. Potential improvements include pedestrian and bicycle support facilities, parking management and capacity expansion (up to 400 spaces), facilities and systems that enhance operation and access to the station/transit center	2017-2025

Plan	Sponsor	Project Title	Description	Assumed Year of Construction
			by bus and other public transport systems, and information and wayfinding systems.	
Sound Transit 3 (ST3) System Plan Project List	Sound Transit	Downtown Redmond Link Extension	This project extends East Link to downtown Redmond, as described in Sound Transit Board Resolution R2013-09 and the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) Record of Decision. The project will include two new stations, one with parking at southeast Redmond and a second in downtown Redmond.	2019-2025
ST3 System Plan Project List	Sound Transit	Ballard Link Extension	This project builds light rail from downtown Seattle to Ballard's Market Street area with a new rail-only subway through Seattle Center/ Uptown and South Lake Union. The project will be constructed in conjunction with a new downtown Seattle light rail tunnel, which will extend from International District/Chinatown to the Denny Station. The Ballard to downtown Seattle project includes elevated light rail on 15th Avenue West and Elliott Avenue West and a rail-only movable bridge over Salmon Bay. Five new stations serve the areas of South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.	2037-2039
ST3 System Plan Project List	Sound Transit	West Seattle Link Extension	This project builds light rail from downtown Seattle to the vicinity of West Seattle's Alaska Junction neighborhood with an alignment primarily on an elevated guideway, and a new rail-only fixed span crossing of the Duwamish River. This project includes five new or expanded stations at the Stadium, Delridge, Avalon, and Alaska Junction areas, with a transfer connection at SODO.	2026-2037/39
ST3 System Plan Project List	Sound Transit	Federal Way Link Extension	This project extends light rail south from Kent/Des Moines to Federal Way, with stations serving South 272nd Street and the Federal Way Transit Center. The scheduled opening from Angle Lake to Kent/Des Moines has been adjusted to open at the same time as the extension to Federal Way.	2019-2025/26
ST3 System Plan Project List	Sound Transit	Tacoma Dome Link Extension	This project extends light rail south from Kent/Des Moines to Federal Way, with stations serving South 272nd Street	2019-2025/26

Plan	Sponsor	Project Title	Description	Assumed Year of Construction
			and the Federal Way Transit Center. The scheduled opening from Angle Lake to Kent/Des Moines has been adjusted to open at the same time as the extension to Federal Way.	
ST3 System Plan Project List	Sound Transit	South Kirkland to Issaquah Link	This project builds light rail from south Kirkland to Issaquah with four new stations in south Kirkland, the Richards Road area, Eastgate near Bellevue College, and central Issaquah, with one provisional station in the Lakemont area. This provisional station would require identification of additional funding not currently included in the ST3 System Plan in order to be built.	2044
ST3 System Plan Project List	Sound Transit	Infill light rail station: South Boeing Access Road	This project builds a new infill station on the Link light rail line in the vicinity of South Boeing Access Road and Interstate (I)-5.	2031
ST3 System Plan Project List	Sound Transit	Infill light rail station: South Graham Street	This project builds a new infill station on the Link light rail line in the vicinity of South Graham Street.	2031
ST3 System Plan Project List	Sound Transit	Infill light rail station: Northeast 130th Street	This project builds a new infill station at I-5 and NE 130th Street along the Lynnwood Link Extension.	2022-2025
ST3 System Plan Project List	Sound Transit	Tacoma Link extension to Tacoma Community College	This project extends Tacoma Link from downtown Tacoma to Tacoma Community College with six new stations.	2041
ST3 System Plan Project List	Sound Transit	Ballard Link: 2nd Downtown Tunnel (SODO-Denny) (Downtown Seattle Light Rail Tunnel)	This project builds a second light rail tunnel in downtown Seattle that provides capacity for the entire system to move through this area. The tunnel will be constructed as part of the Ballard to downtown Seattle light rail project, which includes a subway that extends from downtown Seattle through the Seattle Center/Uptown and South Lake Union neighborhoods. The downtown tunnel will extend from International District/Chinatown to the Denny Station with four new and expanded stations at International District/Chinatown, Midtown, Westlake, and Denny.	2037

Plan	Sponsor	Project Title	Description	Assumed Year of Construction
ST3 System Plan Project List	Sound Transit	Souder North Parking (Edmonds & Mukilteo Parking & Access)	This project would provide an early deliverable within the ST3 System Plan by providing additional parking at Mukilteo and Edmonds Souder Stations.	2034
ST3 System Plan Project List	Sound Transit	Souder South Capital Improvements Program	This project establishes a program of capital elements that would be used to meet growing demand for Souder South. Access elements could include improvements for pedestrians, bicyclists, buses, and private vehicles, prioritized per Sound Transit's Access Policy. Additional program elements include extending platforms to accommodate trains up to 10 cars in length, track and signal upgrades, and other related infrastructure to facilitate additional capacity.	2024-2036
ST3 System Plan Project List	Sound Transit	Souder Expansion to DuPont	This project extends Souder commuter rail service from Lakewood to DuPont with two new stations at Tillicum and DuPont.	2045
ST3 System Plan Project List	Sound Transit	I-405 Bus Rapid Transit	This project establishes Bus Rapid Transit (BRT) from the Lynnwood Transit Center to the Burien Transit Center via I-405 and SR 518. The project relies on the I-405 express toll system where available, and Business Access and Transit (BAT) lanes on SR 518 from Tukwila to Burien. Project elements include parking, station access improvements, and 10 stations, including a new transit center in South Renton and new stations at NE 85th Street with BAT lanes extending toward Downtown Kirkland and at NE 44th Street in Renton.	2027/28
ST3 System Plan Project List	Sound Transit	Stride BRT: SR 522 and NE 145th Street Bus Rapid Transit (BRT)	This project establishes BRT from the Link station at I-5 and NE 145th Street to UW Bothell, with service continuing at lower frequencies to Woodinville. On NE 145th Street, this project includes transit priority spot treatments to facilitate BRT movement through corridor bottlenecks. On SR 522 the majority of the corridor through Lake Forest Park, Kenmore, and Bothell will feature Business Access and Transit (BAT) lanes, with transit-supportive enhancements on arterials from downtown Bothell to University of Washington (UW)	Ongoing through 2027

Plan	Sponsor	Project Title	Description	Assumed Year of Construction
			Bothell. This project includes nine pairs of stations with additional parking at Lake Forest Park, Kenmore, and Bothell and an expanded transit center at UW Bothell.	
ST3 System Plan Project List	Sound Transit	King County Metro RapidRide C and D and Madison Street BRT Capital Improvements	This project provides a capped contribution to help design implement transit priority improvements along King County Metro's Rapid Ride C and D lines that provide BRT service to Ballard and West Seattle as early deliverables to provide improved speed and reliability in advance of light rail starting operations to these areas. The project also includes a contribution to funding for Madison Street BRT in Seattle.	Ongoing through 2027
ST3 System Plan Project List	Sound Transit	Capital enhancements to improve bus speed and reliability between east Pierce County cities and Sumner Sounder station	The project provides capital improvements to facilitate the efficient flow of new and expanded bus connections to Sumner Station.	2019-2024
ST3 System Plan Project List	Sound Transit	A capped contribution for capital enhancements for speed, reliability, and convenience along Pacific Avenue / SR 7	This project provides a capital contribution to Pierce Transit for bus capital enhancements for speed, reliability, and convenience along Pacific Avenue in Tacoma.	2019-2024
ST3 System Plan Project List	Sound Transit	Bus-on-Shoulder Program Opportunities along I-5, I-405, I-90, SR 518, and SR 167	This program provides opportunities for buses to use shoulders on freeway and state route facilities during periods of congestion in general traffic and/or high occupancy vehicle (HOV) lanes. This program will require coordination and further study with transit partners, Washington Department of Transportation (WSDOT), and Federal Highway Administration in order to determine locations that may be feasible.	2019-2024
ST3 System Plan Project List	Sound Transit	North Sammamish Park-and-Ride	This project builds a surface park-and-ride in north Sammamish. The site for the park-and-ride will be determined in coordination with the City of Sammamish.	2045
ST3 System Plan Project List	Sound Transit	Interim ST Express service (including bus service	This project funds operations for Sound Transit Express regional bus service maintaining interim express bus	Ongoing

Plan	Sponsor	Project Title	Description	Assumed Year of Construction
		improvements from Lakewood to Tacoma Dome)	service in future High Capacity Transit (HCT) corridors, with an emphasis on long-haul connections between population and employment centers and providing riders with access to rail hubs. Frequent service between Lakewood and Tacoma Dome Station is included	
Snohomish County Capital Improvement Plan (CIP) 2023 - 2028	Snohomish County	Road Fund Transportation Improvement Program	The annual construction program (ACP)/road fund program includes construction of large grant-funded transportation improvements including 36th Avenue W/35th Avenue W and Index Galena Road flood repair. The program also invests in pavement preservation, Americans with Disabilities (ADA), safety, and nonmotorized programs. The ACP is updated each year along with the six-year Transportation Improvement Program (TIP) to specify the transportation capital program in accordance with the adopted Comprehensive Plan, which sets the stage for future land use and growth through 2035.	Ongoing through 2035
Snohomish County CIP 2023 - 2028	Snohomish County	Centennial Trail - South	Development of the eastside rail corridor from the City of Snohomish to the King County border, as an extension of the current Centennial Trail. This segment will ultimately extend the Centennial Trail from Skagit County all the way to King County and add an additional 12 miles to the trail. Centennial Trail South is proposed to be developed as a paved, multi-use trail.	2030
Snohomish County CIP 2023 - 2028	Snohomish County	Interurban Trail	Removal and restoration of the trail north of 128th Street as required by agreement with WSDOT based upon relocation of this section through an adjacent development project. Project has been expanded to provide for future trail improvements, in support of anticipated use associated with light rail improvements and associated population.	2028
Snohomish County CIP 2023 - 2028	Snohomish County	Whitehorse Trail Improvements	Continuing improvements to the Whitehorse Trail to open the full corridor, make trailhead improvements, and complete bank stabilization projects.	2023

Plan	Sponsor	Project Title	Description	Assumed Year of Construction
Snohomish County TIP 2023 - 2028	Snohomish County	SR 524 Widening at Yew Way: Paradise Lake Rd to SR 524	Widen SR 524 Between Yew Way and Paradise Lake Road from the existing 2-lane section to a 3-lane section with 1-foot shoulders on both sides.	2023
Snohomish County TIP 2023 - 2028	Snohomish County	Hilltop Elementary School Sidewalk Gap Improvements	Construct curb/gutter/sidewalk, planter strip where two gaps exist on Damson Road and Logan Road.	2028
Snohomish County TIP 2023 - 2028	Snohomish County	Center Rd Pedestrian Improvements: 10 Ave W to 8 Ave W	Construct curb, gutter, and sidewalk to improve the school walk route and enhance pedestrian safety on the north side of Center Road between 10th Avenue W and 8th Avenue W.	2025
Snohomish County TIP 2023 - 2028	Snohomish County	18 Ave W Sidewalk: 151 St SW to Jefferson Way	Extend sidewalk, curb and gutter, and planter strip on west side of 18th Avenue W between 151st Street SW and Jefferson Way.	2024
Snohomish County TIP 2023 - 2028	Snohomish County	39 Ave SE Sidewalk: 228 St SE to 226 St SE	Construct 900 linear feet of sidewalk on the west side of 39th Avenue from 228th Street to 226th Street.	2028
Snohomish County TIP 2023 - 2028	Snohomish County	Transportation Demand Management on Regional Corridors	Corridor transportation demand management (TDM) on five corridors to reduce trips, reduce emissions, and improve mobility.	2023
Snohomish County TIP 2023 - 2028	Snohomish County	Interurban Trail Improvements: 167 Pl SW to 160 St SW	Construct missing links in Interurban Trail along Meadow Road and 13th Avenue W, between 160th Street SW and 167th Place SW.	2025
Snohomish County TIP 2023 - 2028	Snohomish County	North Creek Trail Phase 2: Waxen Rd to 183 St SE	Construct the north phase of North Creek Trail between Waxen Road and 183th Street SE.	2025
Snohomish County TIP 2023 - 2028	Snohomish County	North Creek Trail Phase 3: Sprague Dr to Waxen Rd	Construct an elevated structure to connect North Creek Trail between Sprague Drive and Waxen Road	2028
Snohomish County TIP 2023 - 2028	Snohomish County	128 St SW: 8 Ave W to Interurban Trail Multimodal Improvements	Install bicycle facilities between 8th Avenue W and Interurban Trail.	2024

Plan	Sponsor	Project Title	Description	Assumed Year of Construction
Snohomish County TIP 2023 - 2028	Snohomish County	Lakewood Rd Pedestrian Improvements near Lk Goodwin County Park	Extend the separated walkway approximately 325 feet from the county park to the store. Install crosswalk and Rectangular Rapid Flashing Beacon (RRFB) west of store.	2024
Snohomish County TIP 2023 - 2028	Snohomish County	I-5 / 164 St SW Direct Access Improvements	Design for eastbound/westbound transit and HOV access across I-5, direct access from I-5 to Ash Way Park & Ride from the north, 164th Street SW, and future light rail station.	2028
Snohomish County TIP 2023 - 2028	Snohomish County	Larch Way/Logan Rd and Locust Way Intersection Improvements	Construct full intersection improvements to include roundabout, bicycle lanes, curbs, gutters, and sidewalks.	2024
Snohomish County TIP 2023 - 2028	Snohomish County	Adaptive Signal System - SR 527, SR 96, 128, Airport Rd Corridor	Replace signal controls with an adaptive signal control system on SR 526 / Airport Rd, 128th Street SW, SR 96 to Seattle Hill Road, and on SR 527 from SR 96 to 228th Street SE.	2028
Snohomish County TIP 2023 - 2028	Snohomish County	S Machias Rd / Dubuque Rd Intersection Improvements	Construct intersection improvements to include traffic signal and southbound left turn channelization, re-configure Centennial Trail crossing.	2028
Snohomish County TIP 2023 - 2028	Snohomish County	84 St NE / 163 Ave NE Intersection Improvements	Construct full intersection improvements to improve safety.	2023
Snohomish County TIP 2023 - 2028	Snohomish County	84 St NE / 123 Ave NE Intersection Improvements	Construct full intersection improvements to improve safety.	2028
Snohomish County TIP 2023 - 2028	Snohomish County	84 St NE Corridor Spot Improvements	Design and construct spot safety improvements along 84th Street NE including but not limited to speed radar feedback signs, advance light beacons, reflectorized sign posts, and profiled plastic line.	2023
Snohomish County TIP 2023 - 2028	Snohomish County	35 Ave SE / 39 Ave SE (York Rd): SR 524 to 180 St SE Ph II	Widen corridor to three lane urban standards with bike lanes; intersection upgrades per traffic analysis.	2023

Plan	Sponsor	Project Title	Description	Assumed Year of Construction
Snohomish County TIP 2023 - 2028	Snohomish County	36 Ave W / 35 Ave W Phase 1: 164 St SW to 156 St SW	Widen corridor to three lane urban standard with bike lanes.	2024
Snohomish County TIP 2023 - 2028	Snohomish County	35 Ave W Phase 2: 156 St SW to SR 99	Widen corridor to three lane urban standard with bike lanes.	2024
Snohomish County TIP 2023 - 2028	Snohomish County	Ash Way/Gibson Rd Phase 2: Admiralty Way to 134 St SW	Construct intersection improvements and widen corridor to three lane urban standards with bike lanes.	2028
Snohomish County TIP 2023 - 2028	Snohomish County	67 Ave NE / 152 St NE Intersection Improvements	Construct major intersection improvements.	2028
Snohomish County TIP 2023 - 2028	Snohomish County	43 Ave SE Phase 1: 188 St SE to 180 St SE and SR 524 Roundabout	Construct arterial improvements on 43rd Avenue SE between 188th Street SE and 180th Street SE including widening and new connection. Construct SR 524 roundabout.	2025
Snohomish County TIP 2023 - 2028	Snohomish County	43 Ave SE Phase 2: 204 St SE to 188 St SE	Construct arterial improvements on 43rd Avenue SE between 204th Street SE and 188th Street SE including widening and new connections.	2028
Snohomish County TIP 2023 - 2028	Snohomish County	Alderwood Mall Parkway: SR 525 to 168 St SW	Widen to five lanes with bicycle and pedestrian facilities from 168th Street to SR 525 NB ramps.	2028
Snohomish County TIP 2023 - 2028	Snohomish County	Maple Rd / Butternut Rd Intersection Improvements	Construct full intersection improvements.	2028
Snohomish County TIP 2023 - 2028	Snohomish County	Jordan Creek Bridge #214 Replacement	Replace existing bridge with single span buried concrete structure or longer girder bridge.	2024
Snohomish County TIP 2023 - 2028	Snohomish County	Richardson Creek Bridge #300 (Woods Crk Rd) Replacement	Replace short-span bridge.	2028

Plan	Sponsor	Project Title	Description	Assumed Year of Construction
Snohomish County TIP 2023 - 2028	Snohomish County	Granite Falls Bridge #102 (Mtn Loop Hwy) Replacement	Replace Granite Falls Bridge #102.	2028
Snohomish County TIP 2023 - 2028	Snohomish County	Everett Creek Bridge #565 (Crawford Loop Rd) Replacement	Replace short-span bridge.	2028
Snohomish County TIP 2023 - 2028	Snohomish County	Swamp Creek Bridge #503 Replacement	Replace functionally obsolete and structurally deficient high volume bridge.	2024
Snohomish County TIP 2023 - 2028	Snohomish County	19 Ave NE Culvert Replacement near 6304 (Hibulb Crk) MP 0.09	Replace culvert.	2028
Snohomish County TIP 2023 - 2028	Snohomish County	Mann Rd and Ben Howard Rd Improvements	Raise Ben Howard Road and Mann Road in three locations to reduce road flooding.	2023
Snohomish County TIP 2023 - 2028	Snohomish County	67 Ave NE at 112 St NE Drainage Improvement (Phase 1)	Replace failing culverts at 67th Avenue NE and 112th Street NE intersection. SWM funding design.	2024
Snohomish County TIP 2023 - 2028	Snohomish County	67 Ave NE at 112 St NE Drainage Improvement (Phase 2)	Replace three failing driveway culverts along 67th Avenue NE north of 112th Street NE intersection. Surface Water Management funding design.	2024
Snohomish County TIP 2023 - 2028	Snohomish County	Elliott Rd Flood Reduction at Anderson Creek MP 0.48	Culvert replacement and downstream channel restoration to reduce flooding.	2025
Snohomish County TIP 2023 - 2028	Snohomish County	111 St SE Culvert Replacement at MP 0.35	Replace failing twin corrugated metal pipe culverts causing potholes in roadway.	2025
Snohomish County TIP 2023 - 2028	Snohomish County	132 Ave SE Culvert Replacement at 3624	Replace culvert crossing 132nd Avenue SE near 3624.	2025

Plan	Sponsor	Project Title	Description	Assumed Year of Construction
Snohomish County TIP 2023 - 2028	Snohomish County	Meadow Rd Culvert Replacement at 13632	Replace failing roadway culvert and adjacent driveway culverts with a single skewed fish passable culvert.	2025
City of Lynnwood Capital Facilities Plan (CFP) and TIP 2023 - 2028	City of Lynnwood	Neighborhood Traffic Calming Program	Institute a city-wide Neighborhood Traffic Calming Program to address traffic issues on local streets and to afford continued protection to neighborhoods.	2028
City of Lynnwood CFP and TIP 2023 - 2028	City of Lynnwood	City Center: New Road - 42nd Ave W	Construct a new road from Alderwood Mall Boulevard to 194th Street SW to provide access to adjacent buildings, to distribute traffic, and to shorten blocks to facilitate pedestrian traffic. This roadway is part of an integrated package of transportation improvements needed to support the development of the City Center to the urban densities envisioned for the Urban Centers designated in the Puget Sound Regional Council's (PSRC) <i>Vision 2040</i> . The project has received a federal grant for design work.	2027
City of Lynnwood CFP and TIP 2023 - 2028	City of Lynnwood	City Center Gateway: I-5/44th Ave W Underpass Improvements	Improve the pedestrian access and gateway of the I-5 underpass along 44th Avenue W.	2024
City of Lynnwood CFP and TIP 2023 - 2028	City of Lynnwood	School Safety Improvements	Added per Council request September 24, 2018 during budget discussions. Concerns from residents near schools, particularly Lynndale Elementary, prompted the need for a study of conditions surrounding schools. Area of concern include traffic patterns and available safe walk routes. The study identified various potential improvements to be considered for implementation. Selected projects will be moved forward for further evaluation and/or construction.	2023
City of Lynnwood CFP and TIP 2023 - 2028	City of Lynnwood	48th Ave W Bike and Ped Improvements	Project will enhance this critical pedestrian and bicycle connection between the Lynnwood Transit Center and transit service along 196th Street SW. It will also provide an improved connection between the transit center and the neighborhoods to the north. A partnership with Sound Transit is anticipated for the project.	2028

Plan	Sponsor	Project Title	Description	Assumed Year of Construction
City of Lynnwood CFP and TIP 2023 - 2028	City of Lynnwood	Highway 99/Pacific Highway Center Median Treatment Project	City of Edmond currently effort in design to extend the center median of Highway 99 from King County border north through Edmonds and about 500 feet north of 212th/99 in Lynnwood. Lynnwood will begin to receive urgings to continue the center median treatment which starts on Aurora in Shoreline. Center medians at two locations of Highway 99 in Lynnwood have been modified to mitigate left turning collisions. Before a full treatment project is complete, City is likely to have more locations where property owners request an extension of c-curbing or adding a median.	2023
City of Lynnwood CFP and TIP 2023 - 2028	City of Lynnwood	City-Wide Sidewalk and Walkway Program	Construct new asphalt shoulders, walkways or sidewalks to those roads. Included on the City's Pedestrian Skeleton System.	2028
City of Lynnwood CFP and TIP 2023 - 2028	City of Lynnwood	City Center: Expanded Road: 196th St SW (SR524)	The additional capacity is needed to keep projected City Center traffic flowing at an acceptable LOS during the afternoon peak hour. The project was identified in the City Center traffic analyses and is necessary to shorten traffic delays caused by future growth.	2023
City of Lynnwood CFP and TIP 2023 - 2028	City of Lynnwood	Poplar Extension Bridge	This project will construct a bridge across I-5 to connect Poplar Way with 33rd Avenue W.	2026
City of Lynnwood CFP and TIP 2023 - 2028	City of Lynnwood	Beech Road Improvements	This project will construct two extensions of Beech Road.	2023
City of Lynnwood CFP and TIP 2023 - 2028	City of Lynnwood	Scriber Creek Trail Improvements, Phase II & III	Replacement of the current trail with an elevated trail designed to allow for seasonal flooding. The elevated trail will provide additional viewing opportunities of the wetland and include interpretive signage. The 1.5-mile trail begins at the transit center and runs north to Scriber Lake Park.	2026
City of Lynnwood CFP and TIP 2023 - 2028	City of Lynnwood	Scriber Creek Trail Extension, Acquisition (aka Center to Sound Trail)	Master planning for the extension of Scriber Creek Trail northward through the city from Scriber Lake Park to Lund's Gulch, creating a north-south bicycle corridor through Lynnwood for recreation and commuter use.	2028

Plan	Sponsor	Project Title	Description	Assumed Year of Construction
			Missing links along the existing trail from the Transit Center to Scriber Lake Park would be completed with the trail improved to a Class I bicycle/pedestrian trail. This project would provide a north-south trail corridor, a Class I bicycle/pedestrian trail, that would link parks, open space, neighborhoods, schools, businesses and shopping in Lynnwood.	
City of Lynnwood CFP and TIP 2023 - 2028	City of Lynnwood	Scriber Creek Trail Extension, Development (aka Center to Sound Trail)	Extension of Scriber Creek Trail from Scriber Lake Park northward to Lund's Gulch, and improvements to existing trail from the Transit Center through Scriber Lake Park to 196th Street SW.	2027
City of Lynnwood CFP and TIP 2023 - 2028	City of Lynnwood	33rd Ave W Extension	This project will realign 33rd Avenue to the new intersection at 33rd Avenue W and 184th Street SW (the intersection constructed to access Costco).	2028
City of Lynnwood CFP and TIP 2023 - 2028	City of Lynnwood	Maple Rd Improvement	This old county section of road has missing curb, gutter, and sidewalks and is in need of reconstruction.	2026
City of Lynnwood CFP and TIP 2023 - 2028	City of Lynnwood	New Road: Maple Road Extension	The project is to construct a new road, and would also allow the re-configuration of the traffic signal just west of Alderwood Mall Parkway on Maple Road to provide more queue space and reduce congestion.	2025
City of Lynnwood CFP and TIP 2023 - 2028	City of Lynnwood	Interurban Trail Improvements	Provide signage, trailheads, and historic markers, and improve landscaping along Lynnwood 's 3.8-mile portion of the regional Interurban Trail.	2028
City of Lynnwood CFP and TIP 2023 - 2028	City of Lynnwood	Roundabout/Traffic Signal (48th Ave W & 188th St SW)	This intersection has been identified as a future location for a signalized intersection. It is anticipated that future growth will increase traffic at the location and that warrants will be met in the future justifying the improvement.	2027
City of Lynnwood CFP and TIP 2023 - 2028	City of Lynnwood	Intersection Improvements (52nd & 176th)	Future project to build a roundabout or a fully actuated signal with mast arm supports, illumination, and telemetry	2027

Plan	Sponsor	Project Title	Description	Assumed Year of Construction
			interconnect. This signal will improve both access and safety at this intersection.	
City of Lynnwood CFP and TIP 2023 - 2028	City of Lynnwood	Traffic Signal (66th Ave & 212th St)	This intersection has been identified as a future location for a signalized intersection. It is anticipated that future growth will increase traffic at the location and that warrants will be met in the future justifying the improvement.	2027
City of Lynnwood CFP and TIP 2023 - 2028	City of Lynnwood	Turn Lanes (City of Edmonds - 212th St SW & Hwy 99)	The City of Edmonds requested that we put this project on our CFP. It is adjacent to Lynnwood and Lynnwood may participate depending on the design. This project would install turn lanes at this intersection to relieve congestion.	2025
City of Lynnwood CFP and TIP 2023 - 2028	City of Lynnwood	Traffic Signal (52nd Ave W & 208th St SW)	This intersection has been identified as a future location for a signalized intersection. It is anticipated that future growth will increase traffic at the location and that warrants will be met in the future justifying the improvement.	2027
City of Lynnwood CFP and TIP 2023 - 2028	City of Lynnwood	Traffic Signal (52nd Ave W & 204th St SW)	This intersection has been identified as a future location for a signalized intersection. It is anticipated that future growth will increase traffic at the location and that warrants will be met in the future justifying the improvement.	2025
City of Lynnwood CFP and TIP 2023 - 2028	City of Lynnwood	Traffic Signal (48th Ave W & 194th St SW)	This intersection has been identified as a future location for a signalized intersection. It is anticipated that future growth will increase traffic at the location and that warrants will be met in the future justifying the improvement.	2027
City of Lynnwood CFP and TIP 2023 - 2028	City of Lynnwood	City Center: New Road - 194th St SW	Construct a new road from 40th Avenue W to 33rd Avenue W to provide access to adjacent buildings, to distribute traffic, and to shorten blocks to facilitate pedestrian traffic.	2028
City of Lynnwood CFP and TIP 2023 - 2028	City of Lynnwood	City Center: Expanded Road: 200th St SW	Widen 200th Street SW from three lanes to 5/7 lanes with bike lanes and wide sidewalks and turning lanes at the 44th Avenue W/200th Street SW intersection.	2024

Plan	Sponsor	Project Title	Description	Assumed Year of Construction
City of Lynnwood CFP and TIP 2023 - 2028	City of Lynnwood	City Center (46th Ave W)	This new City Center roadway would connect 196th Street SW through private properties to the signalized 46th Intersection at 200th Street SW that is the future entrance to the Light Rail Station.	2027
City of Everett TIP 2023-2028	City of Everett	I-5 / Downtown Everett Interchange Access Improvements	To build infrastructure that will accommodate current and future transportation demand, improve safety for all modes of transportation and improve downtown Everett connectivity to I-5 and US 2 as well as between the two highways. The improvements will be along the vicinity of I-5 between Pacific Avenue, Everett Avenue, Hewitt Avenue, and US 2.	2023-2028
City of Everett TIP 2023-2028	City of Everett	I-5/100th Street SE HOV Access/ Undercrossing	Improvements to HOV access and undercrossing of I-5 at 100th Street SE.	2023-2028
City of Everett TIP 2023-2028	City of Everett	NB Everett Mall Way to SB I-5 Onramp	On ramp improvements between Everett Mall Way to southbound I-5.	2023-2028
City of Everett TIP 2023-2028	City of Everett	I-5 / Smith Island interchange	Interchange improvements on (1) 12th Avenue. NE and I-5; and (2) SR 529 and I-5.	2023-2028
City of Everett TIP 2023-2028	City of Everett	I-5 / East Marine View Drive Interchange	Interchange improvements on I-5 and East Marine View Drive.	2024
City of Everett TIP 2023-2028	City of Everett	I-5 HOV Lanes	Improvements to northbound I-5 HOV lanes from US 2 to SR 528.	2023-2028
City of Everett TIP 2023-2028	City of Everett	I-5 / 128th Street Interchange	Interchange improvements to I-5 at the intersection with 128th Street.	2023-2028
City of Everett TIP 2023-2028	City of Everett	I-5 / 128th Street HOV Ramps (Mariner PNR)	Improvements to I-5 HOV ramps towards 128th Street, near Mariner Park and Ride.	2023-2028
City of Everett TIP 2023-2028	City of Everett	US 2 Improvements	Improvements to US 2 between I-5 heading east to SR 204.	2023-2028
City of Everett TIP 2023-2028	City of Everett	SR 526/Hardeson Road Interchange	Corridor improvements at the SR 526 interchange with Hardeson Rd.	2025
City of Everett TIP 2023-2028	City of Everett	SR 526/Evergreen Way Interchange	Interchange improvements at SR 526 and Evergreen Way.	2023-2028

Plan	Sponsor	Project Title	Description	Assumed Year of Construction
City of Everett TIP 2023-2028	City of Everett	SR 526/40th Avenue West Intersection	Intersection improvements at SR 526 and 40th Avenue W.	2023-2028
City of Everett TIP 2023-2028	City of Everett	SR 529/Smith Island Ramps	Ramp improvements on SR 529 on Smith Island.	2023-2028
City of Everett TIP 2023-2028	City of Everett	W. Marine View Dr./Rucker Ave./ 41st St. Freight Route	Freight route improvements along (1) W Marine View Drive to Pacific Avenue, and then to Rucker Avenue; and (2) Rucker Avenue to 41st Street.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Broadway Corridor Improvements	Principal arterial corridor improvements along Broadway Avenue between SR 526 to SR 529.	2023-2028
City of Everett TIP 2023-2028	City of Everett	SE Everett Mall Way Improvements	Principal arterial improvements on SE Everett Mall Way between SR 99 to SR 526.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Arterial Safety Projects (Forest Pk entrances; I-5 and Pacific)	Two arterial safety projects including (1) Forest Park entrances; and (2) I-5 and Pacific Avenue.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Evergreen Way Improvements, 41st to Airport Road	Improvements on Evergreen Way between 41st Street to Airport Road.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Evergreen Way Streetscape Improvements	Streetscape improvements on Evergreen Way between 41st Street to Airport Road.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Mukilteo Blvd. Safety Improvements	Safety improvements on Mukilteo Boulevard between Friday Avenue to city limits.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Edgewater Cr. Bridge Replacement	Edgewater Bridge replacement between Mukilteo Boulevard to bridge at city limits.	2024
City of Everett TIP 2023-2028	City of Everett	Merrill & Ring Creek Bridge Replacement	Merrill & Ring Creek Bridge replacement between Mukilteo Boulevard to west of Harbor Lane.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Marshland Bridge Replacement	Marshland Bridge replacement along Lowell-Snohomish River Road.	2023-2028
City of Everett TIP 2023-2028	City of Everett	116th Street SE Improvements	Improvements on 116th Street SE between SR 527 to 35th Street SE.	2023-2028
City of Everett TIP 2023-2028	City of Everett	100th Street SW Improvements	Improvements on 100th Street SW between Airport Road to 4th Avenue West.	2023-2028

Plan	Sponsor	Project Title	Description	Assumed Year of Construction
City of Everett TIP 2023-2028	City of Everett	Casino Road at 5th Ave. W. Road Intersection Improvements	Safety and capacity improvements on Casino Road between Evergreen Way to 5th Avenue W.	2023-2028
City of Everett TIP 2023-2028	City of Everett	4th Avenue West Widening and Improvement	Improvements on 4th Avenue W between 104th Street SW to 112th Street SW.	2023-2028
City of Everett TIP 2023-2028	City of Everett	100th Street SE Improvements	Improvements on 100th Street SE between SR 527 to 7th Avenue SE.	2023-2028
City of Everett TIP 2023-2028	City of Everett	100th Street SE Improvements	Improvements on 100th Street SE between 7th Avenue SE to Evergreen Way.	2023-2028
City of Everett TIP 2023-2028	City of Everett	110th Street SE Improvements	Improvements on 110th Street SE between SR 527 to 35th Street SE.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Lenora St./ Burlington Northern Santa Fe (BNSF) Rail Line Overcrossing	Overcrossing on Lenora Street/BNSF rail line between Lenora Street and Lowell Snohomish River Road.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Minor Arterial Expansions and Streetscaping	Minor arterial expansions and streetscaping in various locations within city limits.	2023-2028
City of Everett TIP 2023-2028	City of Everett	East Everett Ave./ BNSF Overcrossing	E Everett Avenue/BNSF overcrossing between E Grand Avenue to Railway Avenue.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Bond Street Ped/Bike Improvements	Bond Street pedestrian crossing between Kromer Avenue to Terminal Avenue.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Silver Lake Road-121st St. SE Ped. Improv.	Pedestrian improvements on Silver Lake Road between 112th Street to SR 527.	2023-2028
City of Everett TIP 2023-2028	City of Everett	37th Street improvements and traffic signal	Street improvements on 37th Street between Rucker Avenue to Wetmore Avenue.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Collector Arterial Streetscape Improvements	Streetscape improvements on various collector arterials within city limits.	2023-2028
City of Everett TIP 2023-2028	City of Everett	BNSF RR safety improvements	BNSF railroad safety improvements at various locations within city limits.	2023-2028
City of Everett TIP 2023-2028	City of Everett	106th Place SE Improvements	Improvements on 106th Place SE between 16th Avenue SE to SR 527.	2023-2028

Plan	Sponsor	Project Title	Description	Assumed Year of Construction
City of Everett TIP 2023-2028	City of Everett	3rd Avenue SE Street Improvements	Improvements on 3rd Avenue SE between 92nd Street to 95th Street SE.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Upper & Lower Ridge Rd. Str. Improv	Improvements on Upper Ridge Road, to 76th Street, and then to Lower Ridge Road.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Simpson Site Access Improvements	Access improvements to Simpson Site, adjacent to Snohomish Riverfront.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Downtown Streetscape Improvements	Downtown streetscape improvements across various locations in the Everett central business district.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Traffic Signal Central Controller Replacement	Replacement for the traffic signal central controller at various locations within city limits.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Smith Island Bike/Ped improvements	Road improvements for various arterials on Smith Island.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Bicycle Master Plan Implementation	City of Everett Bicycle Master Plan implementation for projects within city limits.	2023-2028
City of Everett TIP 2023-2028	City of Everett	California Street Bicycle Pedestrian Corridor	Implementation of a bicycle pedestrian corridor on California Street between W Marine View Drive to US 2 vicinity.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Fleming St. Bicycle Corridor	Implementation of a bicycle pedestrian corridor on Fleming Street between Madison Street to Mukilteo Boulevard.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Fulton St. Bicycle Pedestrian Corridor	Implementation of a bicycle pedestrian corridor on Fulton Street between Pacific Avenue to California Street.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Riverside Business Park Ped trail	Pedestrian trail at Riverside Business Park alongside Snohomish River.	2023-2028
City of Everett TIP 2023-2028	City of Everett	West/East Marine View Drive Bike-Ped Improvements	Bicycle/pedestrian improvements on West/East Marine View Drive between Alverson Bridge to North Broadway.	2023-2028
City of Everett TIP 2023-2028	City of Everett	N. Broadway Pedestrian Bridge	Pedestrian bridge on N Broadway from Everett Community College connecting to Washington State University - Everett campus.	2023-2028

Plan	Sponsor	Project Title	Description	Assumed Year of Construction
City of Everett TIP 2023-2028	City of Everett	75th St. SW	Bicycle/pedestrian corridor between Hardeson Road to Seaway Boulevard.	2023-2028
City of Everett TIP 2023-2028	City of Everett	47th Street Pedestrian Improvements	Pedestrian improvements on 47th Street between Evergreen Way to Black Forest Lane.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Pigeon Creek No. 1/BNSF Crossing	Improvements on Pigeon Creek Road between Port of Everett Public Access Walkway to Pigeon Creek Road.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Grand Ave./N. Marina Ped-Bike Connection	Pedestrian/bicycle connection between Grand Avenue to W Marine View Drive.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Pigeon Creek Road No. 1 Improvements	Improvements on Pigeon Creek Road between Mukilteo Boulevard and BNSF right-of-way.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Lowell Snohomish River Rd. Bike/Ped Connection	Bicycle/pedestrian connection on Lowell Snohomish River Road between Rotary Park to Everett city limits.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Everett Non-Motorized Projects	Non-motorized projects across various locations within the Everett city limits.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Riverfront District Bike/Ped Paths	Implementation of bicycle/pedestrian paths in various locations in Riverfront District.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Interurban Trail Bike/Ped Path Improvements	Implementation of bicycle/pedestrian paths in various locations along the Interurban Trail.	2023-2028
City of Everett TIP 2023-2028	City of Everett	Bicycle Detection Signals	Installation of bicycle detection signals in various locations within Everett city limits.	2023-2028
PSRC - Regional TIP 2023 - 2026	Edmonds	76th Ave. W @ 220th St. SW Intersection Improvements	The project will widen the intersection on all approaches to add turn lanes and construct wider sidewalks, new traffic signal system, lighting, signage, pavement, pavement striping, stormwater improvements and potential conversion of overhead utility lines to underground.	2025
PSRC - Regional TIP 2023 - 2026	Edmonds	Hwy 99 Revitalization Project - Stage 4 from 220th St. SW to 240th St. SW	Widen the roadway and install ADA-compliant curb ramps, landscaping enhancements, a planter strip between sidewalk and BAT lanes, and enhanced street lighting. Add a second northbound and southbound left-turn lane at the intersection of Hwy 99 and 220th St SW and a right-turn lane for the westbound movement along 220th St SW. Accessible Pedestrian Signal (APS) will be installed	2028

Plan	Sponsor	Project Title	Description	Assumed Year of Construction
			on all corners at Hwy 99 @ 224th St SW and Hwy 99 @ 220th St SW. Also includes new stormwater infrastructure and water and sewer utility improvements (including conversion of overhead utilities to underground).	
PSRC - Regional TIP 2023 - 2026	Edmonds	Olympic View Dr. from 196th St. SW to Talbot St.	Full-width grind and overlay of the roadway, upgrade ADA curb ramps within existing sidewalk on north and west sides of the street, and upgrade catch basins to vaned grates.	2026
PSRC - Regional TIP 2023 - 2026	King County Department of Transportation (Transit)	King County Post Pandemic TDM	Apply effective TDM strategies to increase transit and rideshare ridership. The project will focus on 24 designated Regional Growth and Manufacturing/Industrial Centers in both King and Snohomish counties. Work will include production of educational resources to support sustained mode shifts, outreach and commuter van subsidies, robust employer marketing strategies and incentives, creation of travel maps and interactive online tools, build and distribute customized travel training modules, support Transportation Management Associations, and provide small business incentives.	2027
PSRC - Regional TIP 2023 - 2026	Lake Stevens	Main Street Improvements Project	The project is to design and construct 1,500 linear feet of full street improvement in Downtown Lake Stevens between 16th Street NE to 20th Street NE. Full street improvements consist of new curb, gutter, planters, mixed-use path on the west side and sidewalk on the east side, utilities upgrade and relocations, and a new pedestrian bridge over a fish-bearing stream.	2024
PSRC - Regional TIP 2023 - 2026	Marysville	88th St NE Phase 1 (State Ave to 55th Ave NE)	The phase 1 project will construct a 3-lane roadway with shared use paths to replace the existing 2-lane roadway with minimal shoulders. Curb and gutter, shared use paths, ADA ramps, and landscape strips will be installed. Shared use paths will accommodate both pedestrians and bicyclists and meet ADA standards. Two existing traffic signals will be replaced at 51st Avenue and at 55th Avenue along with existing pedestrian crossings. Illumination will also be installed along the corridor. NOTE:	2028

Plan	Sponsor	Project Title	Description	Assumed Year of Construction
			This project is Phase 1 of the 88th Street NE Corridor Improvements from State Avenue to 67th Avenue NE with Statewide Transportation Improvement (STIP) ID - MAR-27 for ROW funds.	
PSRC - Regional TIP 2023 - 2026	Marysville	156th ST NE Corridor Improvements	Construction of the full buildout of 156th Street NE from 3 lanes to 5 lanes from Smokey Point Boulevard to west of Hayho Creek. The project will build out the south side of the roadway in order to remove a bottleneck along the arterial. The half-road widening improvement will include an additional 2 lanes, curb and gutter, landscape strip, sidewalk, stormwater conveyance, illumination, signage, and pavement markings. The sidewalk on the north side of the roadway will be widened to accommodate a shared use pathway to accommodate both bicyclists and pedestrians.	2023
PSRC - Regional TIP 2023 - 2026	Marysville	53rd and 61st Intersection and Shared-Use Path Improvements	The project will construct a traffic signal at the intersection of 61st Street NE & 53rd Avenue NE as well as a multi-use path along 53rd Avenue NE between 64th Street NE (SR 528) & 61st Street NE to connect Jennings Park trails to the Ebey Waterfront Trail system.	2023
PSRC - Regional TIP 2023 - 2026	Marysville	2020 City Safety RRFBS	Install RRFB at the following locations: 100th Street NE and 55th Avenue NE and 51st Avenue NE and 139th Place NE. Also includes associated ADA and utility work; pavement marking removal; and sign/post removal, relocation, or replacement as needed.	2024
PSRC - Regional TIP 2023 - 2026	Mountlake Terrace	"Main Street" Reconstruction	This project reconstructs existing roadways to allow two travel lanes, bike lanes, and curbside parking. Other work includes: replacing curbs and gutters, upgrading curb ramps to current ADA guidelines, constructing sidewalks with tree wells, installing LED pedestrian and street lighting, upgrading storm drainage, and modifying/upgrading traffic signals, including installation of optical fiber and connection to the City of Lynnwood's Traffic Control Center. Phase I of the project reconstructs 236th Street SW from the Transit Center through the	2023

Plan	Sponsor	Project Title	Description	Assumed Year of Construction
			intersection at 56th Avenue W. Phase II reconstructs 56th Avenue W from 236th Street SW to 230th Street SW. Phase I was completed in 2021. Phase II is expected to begin construction in 2023 and be complete in 2024.	
PSRC - Regional TIP 2023 - 2026	Mountlake Terrace	Veterans Memorial Park Trail Light Rail Access	This project will install a paved pedestrian walking surface along the Veterans Memorial Park Trail to provide a walking route with improved surface between the Mountlake Terrace Town Center, Civic Campus, and the Mountlake Terrace Transit Center, which is the site of the future light rail station. The project includes pedestrian lighting to improve pedestrian vision along the forested trail and a pedestrian bridge crossing a seasonal creek. This project will be constructed using matching funds provided by Sound Transit.	2024
PSRC - Regional TIP 2023 - 2026	Mukilteo	47th Place West Pavement Preservation	Extend the life of the pavement on 47th Place W by completing pavement grinding, Hot Mix Asphalt overlay, full depth pavement repair where needed, curb ramp upgrades to comply with ADA requirements, restriping, and upgraded signage to comply with Manual on Uniform Traffic Control Devices (MUTCD) standards. Channelization may also be modified to include bicycle lanes, following an evaluation to determine community desire for this change.	2024
PSRC - Regional TIP 2023 - 2026	Snohomish	Bickford & Weaver Intersection Improvements	This project provides for intersection improvements at Bickford Avenue and Weaver Road. The project includes a new traffic signal, curbing, channelization, sidewalks, and drainage improvements.	2024
PSRC - Regional TIP 2023 - 2026	Snohomish County	Richardson Creek Bridge #300 Replacement	This narrow, scour prone, short span (20 feet) bridge, built in 1961, will be replaced with a new structure. The new structure will be built to standards that will provide wider vehicle travel lanes and bicycle and pedestrian facilities. The new span length will remove structure supports from high water areas to avoid structural damages.	2027
PSRC - Regional TIP 2023 - 2026	Snohomish County	84th St NE & 163rd Ave NE Roundabout	Design and construct roundabout at the intersection of 84th Street NE and 163rd Avenue NE.	2023

Plan	Sponsor	Project Title	Description	Assumed Year of Construction
PSRC - Regional TIP 2023 - 2026	Snohomish County	Jordan Creek Bridge	Replace existing bridge with new structure meeting current standards including six-foot shoulders to accommodate plans for future Jordan Road ped/bike lanes.	2024
PSRC - Regional TIP 2023 - 2026	Snohomish County	84th St NE/123rd Ave NE Intersection Safety Improvements	Design and construct a roundabout at the intersection of 84th Street NE and 123rd Avenue NE.	2025
PSRC - Regional TIP 2023 - 2026	Snohomish County	84th St NE Corridor Spot Improvements	Install spot improvements along corridor such as profiled pavement markings, real-time warning signs, and speed feedback signs.	2024
PSRC - Regional TIP 2023 - 2026	Snohomish County	Granite Falls Bridge #102 Replacement Project	Design and construct a new bridge with sidewalks, bike lanes, two vehicle lanes.	2026
PSRC - Regional TIP 2023 - 2026	Snohomish County	Pilchuck Creek Bridge 626 Replacement	Replace the existing bridge with a single span structure that will clear the floodplain. The replacement bridge will have two travel lanes and a protected walkway.	2027
PSRC - Regional TIP 2023 - 2026	WSDOT Northwest Region	SR 527/Penny Creek - Fish Passage	Remove the existing fish passage barrier and replace it with a fish passable structure. This is a multi-year project and the programming reflects the funds available within the span of the regional TIP.	2025
PSRC - Regional TIP 2023 - 2026	WSDOT Northwest Region	SR 526/Corridor Improvements	Improve freight access and mobility for all modes on SR 526 between the SW Everett industrial area and the Boeing West Perimeter Road to the west and I-5 to the east. Specific improvements to be determined, but may include revisions to lane configurations, channelization, and ramp metering	2026
PSRC - Regional TIP 2023 - 2026	WSDOT Northwest Region	SR 531/43rd Ave NE to 67th Ave NE - Widening	This project will widen the SR 531 corridor between 43rd Avenue NE and 67th Avenue NE, including intersection and pedestrian improvements.	2026
PSRC - Regional TIP 2023 - 2026	WSDOT Northwest Region	SR 9/Unnamed Tributaries to Prairie & Quilceda Creeks - Fish Passage	Remove the existing fish passage barriers and replace them with fish passable structures.	2024

Plan	Sponsor	Project Title	Description	Assumed Year of Construction
PSRC - Regional TIP 2023 - 2026	WSDOT Northwest Region	SR 524/Scriber Creek to Swamp Creek - Fish Passage	Remove the existing fish passage barriers and replace them with fish passable structures. This is a multi-year design-build project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	2028
PSRC - Regional TIP 2023 - 2026	WSDOT Northwest Region	US 2/Corridor Safety Improvements	This project will provide safety enhancements on US 2 between Snohomish and Skykomish. The project is evaluating a number of strategies such as signing, signal timing revisions, 2-foot median with rumble strips, and intersection improvements.	2022
PSRC Regional Transportation Plan 2022-2050	Community Transit	Swift BRT Blue Line Extension to N. 185th Street (Shoreline)	Swift Bus Rapid Transit N 185th Street. Requires speed and reliability improvements and accessible transit stops. When Sound Transit's Lynnwood Link Extension opens for service in 2024, there will be a planned connection between Link and the first Swift Blue line at the N 185th Street/I-5 Link station. This connection will require extension of Swift south along Highway 99/Aurora Avenue to N 185th Street and then east along N 185th Street to I-5.	2024
PSRC Regional Transportation Plan 2022-2050	Community Transit	Swift BRT Gold Line - Smokey Point Corridor	Service hours and buses. Core Service or Swift BRT on N Broadway (Smokey Point corridor) from Everett Station up N Broadway, SR 529, State Avenue, Smokey Point to Arlington (SR 531). Requires speed and reliability improvements and accessible transit stops.	2027
PSRC Regional Transportation Plan 2022-2050	Community Transit	Swift BRT Orange Line - 164th Street & 196th Street Corridors	Swift Orange BRT will be Community Transit's third BRT line and run in the 164th/196th Street Corridors between two terminals adjacent to McCollum Park & Ride in Everett and Edmonds Community College. The Orange Line will include approximately 13 station pairs (26 individual stations) along an 11.5-mile corridor that will connect to our Blue and Green BRT Lines, Sound Transit's Link light rail and Stride I-405 BRT. The project also includes priority treatments for speed and reliability along the corridor. Service will begin in 2024 with 13 BRT branded, 60-foot buses. Service will be provided to the Lynnwood Regional	2024

Plan	Sponsor	Project Title	Description	Assumed Year of Construction
			Growth Center, two locally designated centers, and four park and ride facilities with all day, bi-directional service operating at 10 minute frequency during peak hours. A total of 42,500 annual service are planned.	
PSRC Regional Transportation Plan 2022-2050	Everett	41st Street Rucker Avenue Freight Corridor Phase 2	Arterial and access improvements from Port of Everett to I-5 on West Marine View Drive to Rucker Avenue to 41st Street with improvements to better accommodate over-dimensional freight traffic and increasing general freight traffic.	2027
PSRC Regional Transportation Plan 2022-2050	Everett	Broadway Corridor Improvements	Widen to 5 lanes with bike lanes, sidewalks, new bridge. Transit signal priority.	2030
PSRC Regional Transportation Plan 2022-2050	Lynnwood	44th Ave. W. (SR 524 Spur)	Widen roadway to 7 lanes with 8 lanes just south of 196th Street SW. The City of Lynnwood is proposing BAT lanes on this corridor but this is still subject to public process.	2028
PSRC Regional Transportation Plan 2022-2050	Lynnwood	I-5/44th Avenue Interchange Improvements	Completion of existing half diamond interchange by adding access to the north. Project includes two braided ramps.	2040
PSRC Regional Transportation Plan 2022-2050	Lynnwood	Scriber Creek Trail	The City of Lynnwood is proposing to improve the Scriber Creek Trail to provide a shared use/multi-modal trail. The full scope of this project converts approximately 3 miles of mixed condition (walking paths, sidewalks, undeveloped right-of-way, asphalt trail) into a non-motorized transportation connection from the regional Interurban Trail (at the south end) to the City's Lund's Gulch Open Space (the north end). The proposed trail is designed as accessible, shared-use infrastructure with hard surfaces. Portions of the trail at-grade will be constructed with hard surfaces. Where necessary in wetland areas, the trail will be constructed on elevated boardwalk, and at stream crossings bridges will be installed. At street crossings, each of the crossings will be enhanced with improved channelization, signage, lighting, and ADA curb ramps. A short segment of the trail will be a separated shared-use facility along the south side of 200th Street SW. This	2045

Plan	Sponsor	Project Title	Description	Assumed Year of Construction
			project will be implemented in phases. The first segment planned for construction is approximately 1 mile from the Interurban to Wilcox Park and is currently in design and permitting.	
PSRC Regional Transportation Plan 2022-2050	Lynnwood	SR 524 (196th St SW) Widening	The project will improve 196th Street SW (SR 524) by providing additional multi-modal capacity and safety/aesthetic boulevard features. Capacity improvements include increasing the roadway section to 7 lanes to accommodate installation of BAT lanes in each direction.	2023
PSRC Regional Transportation Plan 2022-2050	Marysville	172nd St NE (SR531) Improvements	Widen 172nd Street NE from 11th Avenue NE to 27th Avenue NE, to 3/5 lane arterial including curb, gutter, sidewalk, bicycle lanes, shared use paths. Project includes intersection improvements at 11th Avenue NE, 16th Drive NE, 19th Drive NE, 19th Avenue NE, 23rd Avenue NE, and 27th Avenue NE. The project includes improvements at the BNSF railroad crossing.	2031
PSRC Regional Transportation Plan 2022-2050	Marysville	84th St NE (83rd Ave NE to SR 9)	Widen to 3-lane arterial with curb, gutter, sidewalk, and bicycle lanes and/or multi-use trail. Includes intersection improvements at 83rd Avenue NE.	2032
PSRC Regional Transportation Plan 2022-2050	Marysville	88th St NE (36th Ave NE to NB I-5 Ramp)	Add new westbound lane (right-turn drop lane).	2031
PSRC Regional Transportation Plan 2022-2050	Marysville	88th St NE (State Ave to 67th Ave NE)	Upgrade existing 2-lane roadway to 3 lanes, including curb, gutter, and multi-use path.	2031
PSRC Regional Transportation Plan 2022-2050	Marysville	SR528 Widening	Widen SR 528, from 83rd Avenue NE to SR 9, to 4/5 lanes including curb, gutter, sidewalk, and bicycle lanes.	2035
PSRC Regional Transportation Plan 2022-2050	Snohomish County	128th St SW/Airport Rd	Widen 128th Street SW/Airport Road to increase vehicle capacity along the corridor and across I-5 through the addition of a BAT lane and a dedicated transit, bike, and pedestrian crossing of I-5. The project will provide needed speed and reliability improvements on the corridor for the	2046

Plan	Sponsor	Project Title	Description	Assumed Year of Construction
			existing Community Transit Swift BRT. The project provides access to the future Sound Transit light rail station at 128th/ I-5. This project will be coordinated with WSDOT project 1706.	
PSRC Regional Transportation Plan 2022-2050	Snohomish County	164th St SE/SW	Widen 164th Street SE/SW to increase vehicle capacity along the corridor and across I-5 through the addition of a BAT lane and a dedicated transit, bike, and pedestrian crossing of I-5. The project will provide needed speed and reliability improvements on the corridor for future Community Transit Swift BRT. This project is an important link to a future Sound Transit light rail station at 164th Street and I-5.	2046
PSRC Regional Transportation Plan 2022-2050	Snohomish County	Whitehorse Trail	Shared use bike path, currently gravel to be paved in future. A new steel bridge and some restoration at various bridges. Build two new trailheads with parking. Incorporate fly fishing museum at one trailhead.	2025
PSRC Regional Transportation Plan 2022-2050	WSDOT	I-405 Corridor: I-5/I-405 to 164th Street SW Auxiliary Lane	Add one lane to northbound I-5 from I-405 to 164th Street SW.	2025
PSRC Regional Transportation Plan 2022-2050	WSDOT	I-405 Corridor: SR 527 to I-5 ETL Widening and Interchange Improvements	Add one lane in each direction to provide dual Express Toll Lanes in each direction to the I-5 Interchange, including direct connector between I-5 and I-405.	2030
PSRC Regional Transportation Plan 2022-2050	WSDOT	I-5 @ 100th and Everett Mall: South Everett Interchange Improvements	Construct a new crossing under I-5 at 100th Street SE and provide NB and SB HOV access to South Everett Freeway Station. This involves an arterial under I-5 then surface on west side of I-5. The improvements extend up to 7th Avenue SE.	2030
PSRC Regional Transportation Plan 2022-2050	WSDOT	I-5 @ 156th St. NE Interchange	Convert the 156th Street NE overcrossing to a full interchange.	2030
PSRC Regional Transportation Plan 2022-2050	WSDOT	I-5 @ 196th St (SR 524) Interchange Northbound Braided Ramp	This project adds a braided ramp NB at the I-5/196th Street Interchange.	2030

Plan	Sponsor	Project Title	Description	Assumed Year of Construction
PSRC Regional Transportation Plan 2022-2050	WSDOT	I-5/Northbound Marine View Dr to SR 529 - Corridor & Interchange Improvements	Minor widening of the roadway and re-striping northbound I-5 to create four lanes, with one designated HOV only, will improve mobility and increase highway capacity. This project will also complete the half-interchange at SR 529 by constructing a new northbound I-5 off-ramp to SR 529 and a new southbound on-ramp from SR 529 to I-5. Also includes pedestrian and bicycle improvements.	2023
PSRC Regional Transportation Plan 2022-2050	WSDOT	SR 524: 24th Ave. to Royal Anne Rd. Widening	Widen to five lanes adding two general purpose lanes and a two-way-left-turn-lane with pedestrian and bicycle improvements.	2030
PSRC Regional Transportation Plan 2022-2050	WSDOT	SR 526 Corridor Improvements	Widening of Seaway Boulevard ramp, bridge widening at Henderson Road, restriping of the eastbound main line of SR 526 to create an additional general purpose lane, and installing ramp metering of eastbound SR 526 on-ramp to northbound I-5.	2024
PSRC Regional Transportation Plan 2022-2050	WSDOT	SR 9 - 176th St SE to SR 96	Widen SR 9 between 176th Street SE and SR 96 to four/ five lanes, including pedestrian and bicycle improvements.	2025
PSRC Regional Transportation Plan 2022-2050	WSDOT	SR 9 - Market Place to Lundeen	Add third NB and third SB through lanes, including bicycle and pedestrian improvements.	2030
PSRC Regional Transportation Plan 2022-2050	WSDOT	SR 9 - US 2 to Market Place	Widen to 4/5 lanes from US-2 to Market Place, including pedestrian and bicycle improvements.	2035
PSRC Regional Transportation Plan 2022-2050	WSDOT	SR 9 / US2 Interchange	Interchange Improvements at SR 9/US 2, including pedestrian and bicycle improvements. Specific improvements will be determined through ongoing collaboration.	2030
PSRC Regional Transportation Plan 2022-2050	WSDOT	SR 9 @ SR 204 Intersection Improvements	Construct intersection improvements with pedestrian and bicycle facilities. Specific improvements will be determined through ongoing collaboration.	2024

Plan	Sponsor	Project Title	Description	Assumed Year of Construction
PSRC Regional Transportation Plan 2022-2050	WSDOT	SR 9: 2nd St. to US 2 Widening	Widen to four lanes with pedestrian and bicycle improvements. Includes intersection improvements at Bickford Avenue and US 2 interchange ramps.	2030
PSRC Regional Transportation Plan 2022-2050	WSDOT	SR 99/ Evergreen Way: 148th St SW to Airport Rd	Construct BAT lanes on Evergreen Way / Highway 99 from 148th Street SW to Airport Road.	2025
PSRC Regional Transportation Plan 2022-2050	WSDOT	US 2: Trestle Widening - Stage 1	Replace the westbound US 2 structure between I-5 and SR 204. The number of lanes and designation will be determined during the National Environmental Policy Act (NEPA) process. This project will also improve the interchange connections of SR 204 to westbound US 2 and the I-5/US 2 interchange. Pedestrian and bicycle improvements are included.	2030
Washington State STIP 2023 - 2026	Community Transit	RideStore Rehab at Lynnwood Transit Center	Rehab Remodel the existing Ride Store at the Lynnwood Transit Center to accommodate and support increased customer traffic expected in 2024 from Link Light Rail and Swift BRT Orange Line. Construction will modernize the facility and includes new ADA accessible pathways and sales counters; expanded customer service space; expanded lost and found storage; improved heating, ventilation, and air conditioning (HVAC) system and upgrades for Next Generation ORCA.	2024
Washington State STIP 2023 - 2026	Community Transit	Swift BRT Gold Line	Swift BRT Gold Line will be Community Transit's 4th line of Bus Rapid Transit traveling between Everett Station and Smokey Point Transit Center in Arlington with service to Everett Community College, Marysville and the Cascade Industrial Center. Project will include design, engineering, construction, and purchase of 13 zero emission buses. Planned service start date is October 2027. This is a multi-year project, and the programming reflects the funds available within the span of the current TIP.	2027
Washington State STIP 2023 - 2026	Community Transit	Swift BRT Orange Line	This project will include all phases to implement the Swift BRT Orange Line. PROJECT DEVELOPMENT PHASE includes: completion of the environmental review process,	2024

Plan	Sponsor	Project Title	Description	Assumed Year of Construction
			including developing and reviewing alternatives; selecting a locally preferred alternative and alignment; and completion of the design and engineering portion of the project. CONSTRUCTION PHASE: includes construction of 26 BRT stations along the Orange Line alignment which includes a terminus station/transit center at Edmonds College. Stations include weather protection, seating, information kiosks, off-board fare collection, raised platforms, loading mats, real-time passenger information system and iconic markers. OTHER PHASE: includes purchase of expansion buses to provide service for the new line. This is a multiyear project and the programming reflects the funds available within the span of the regional TIP.	
Washington State STIP 2023 - 2026	Community Transit	Swift BRT TDM Expansion	TDM efforts for Swift BRT services. Providing marketing and outreach to existing and potential users promoting awareness, education and behavior change targeting Swift BRT connections to Link Light Rail. Targeted communities include Bothell, Edmonds, Everett, Lynnwood, Mill Creek, Mountlake Terrace, and nearby unincorporated areas of Snohomish County.	2025
Washington State STIP 2023 - 2026	Everett	100th Street SW	This project will include improved roadway, bike lanes, sidewalks, and transit stops along both sides of this arterial corridor between the Paine Field Manufacturing/Industrial Center and two lines of the Swift BRT system to enhance transit and non-motorized access.	2027
Washington State STIP 2023 - 2026	Everett	Casino Road & 5th Avenue W Pedestrian Safety	At the traffic signal, install accessible pedestrian pushbuttons, flashing yellow left turn phasing that operates in red when a pedestrian presses the pushbutton, fiber, and cameras. Install lighting.	2024
Washington State STIP 2023 - 2026	Everett	Citywide Safety Flashing Yellow Arrow Improvements	Install flashing yellow arrow left turn traffic signal phasing that operates in red when a pedestrian presses a pushbutton. Install traffic monitoring cameras and switches.	2024

Plan	Sponsor	Project Title	Description	Assumed Year of Construction
Washington State STIP 2023 - 2026	Everett	Edgewater Bridge	Remove and replace the existing bridge with a three-span prestressed concrete girder bridge.	2024
Washington State STIP 2023 - 2026	Everett	Everett Citywide Innovative Safety	For traffic signals throughout the city, design for and install flashing yellow arrows, retroreflective tape on existing backplates, leading pedestrian intervals, and accessible pedestrian pushbuttons	2024
Washington State STIP 2023 - 2026	Everett	Everett Mall Way - 4th Ave. to East Mall Dr.	Project will improve traffic signal phasing and timing and improve conditions for pedestrians in crosswalks.	2025
Washington State STIP 2023 - 2026	Everett	Fulton Street Bicycle Pedestrian Corridor	Improve Fulton Street from Pacific Avenue to California Street with bike-only pathways and bike-enhanced signalized crossings at the major intersections with Pacific Avenue and Hewitt Avenue. Sidewalk additions and improvements in the Fulton corridor and north of Hewitt connecting the sidewalk at Hewitt/Fulton to the California Street corridor.	2026
Washington State STIP 2023 - 2026	Everett Transit	2018 Everett Transit Passenger Amenities	Rehab and/or replace bus shelters. Work may include rust removal and painting, painting and resealing/repairing water drains and spouts, and replacing glass panels. Depending on the amount of federal funds programmed, the federal amount represents approximately 80% of the annual budget for this activity.	2023
Washington State STIP 2023 - 2026	Lynnwood	42nd Avenue W Improvements Segment 1	The project will construct a new grid street, 42nd Avenue W, from Alderwood Mall Boulevard to 196th Street SW, within the Lynnwood Regional Growth Center. The project includes approximately 1,400 feet of new infrastructure providing multiple travel lanes, sidewalks, bicycle facilities, curb, gutter, landscaping, hardscaping, illumination, traffic signals, retaining walls and utility improvements. Design for this project is part of a larger corridor under LYN-50. LYN-50A will fund Segment 1 (Alderwood Mall Boulevard to 196th Street SW) right-of-way and construction. Segment 2 (196th Street SW to 194th Street SW) right-of-way and construction will be included in a future project (LYN-50B).	2030

Plan	Sponsor	Project Title	Description	Assumed Year of Construction
Washington State STIP 2023 - 2026	Lynnwood	44th Ave W I-5 Underpass	Install sidewalk and crossing improvements, a shared use path, lighting, and public art.	2025
Washington State STIP 2023 - 2026	Lynnwood	Alderwood Mall Parkway Pavement Preservation	The project includes pavement overlay along Alderwood Mall Parkway from Alderwood Mall Boulevard to 184th Street SW. The project will restore the pavement and curb ramps will be upgraded to current ADA standards to the maximum extent feasible.	2024
Washington State STIP 2023 - 2026	Lynnwood	Scriber Creek Trail Phase 3	This trail project converts approximately 1 mile of narrow walking paths into a non-motorized transportation facility. The proposed trail is designed as accessible, shared-use infrastructure with hard surfaces. Portions of the trail at-grade will be constructed with hard surfaces. Where necessary in wetland areas, the trail will be constructed on elevated boardwalk, and at stream crossings bridges will be installed. This project is for phase 3 of the larger Scriber Creek Trail project. Phase 1 is included in LYN-9. Phase 2 is included in LYN-53. Phase 3 extends the trail north within separated public right-of-way from 200th Street SW to Wilcox Park through Scriber Lake Park, improving the intersection crossing at 196th Street SW/52nd Avenue.	2025
Washington State STIP 2023 - 2026	Snohomish County	36th/35th Ave W Phase 1: 164th St SW to 156th St SW	Phase 1 of this project will widen the existing two-lane roadway between 164th Street SW and 156th Street SW to a three-lane, Urban Standards roadway with a continuous center lane and bicycle lanes. Roadway geometry will be coordinated for functional consistency at two major intersections in the corridor. The project will be constructed to Complete Street Standards to include continuous ADA compliant sidewalk and bike lanes. It will also include continuous curb, gutter and planter strips on both sides of the street for safety and more effective storm water management.	2025
Washington State STIP 2023 - 2026	Snohomish County	Alderwood Mall Parkway - 168th St SW to SR 525	Widen Alderwood Mall Parkway to five lanes with bicycle and pedestrian facilities from 168th Street SW to SR 525 ramps.	2026

Plan	Sponsor	Project Title	Description	Assumed Year of Construction
Washington State STIP 2023 - 2026	Snohomish County	Ash Way/Gibson Rd Phase 2: Admiralty Way to 134 St SW	The project will improve the corridor from a two-lane configuration with minimal shoulders, intermittent sidewalks, and minimal non-motorized options to a three-lane urban section with bike lanes, curbs, and sidewalks. The project will provide intersection improvements such as roundabout/traffic signals or other traffic controls at appropriate intersections based on a completed traffic analysis/study. The entire corridor will be upgraded to be consistent with 'Complete Streets' guidelines. Stormwater facilities will also be installed with this widening project. The project will also replace a fish barrier/box culvert beneath the intersection of Gibson Road/Admiral Way.	2028
Washington State STIP 2023 - 2026	Snohomish County	Swamp Creek #503 Bridge Replacement	Replace existing bridge with new structure meeting current standards.	2024
Washington State STIP 2023 - 2026	WSDOT - NW	SR 522/Paradise Lake Rd to Snohomish River Br - Interchange & Widening	This project provides a new interchange at SR 522 and Paradise Lake Road, and widening SR 522 from Paradise Lake Road to the Snohomish River bridge.	2026
Washington State STIP 2023 - 2026	WSDOT - NW	SR 529/ Northbound Snohomish River Bridge - Special Bridge Repair	Raise sways and repair portals on Spans D, E, F, G, H, and I on the northbound Snohomish River Bridge. In addition, perform condition state 3 and 4 repairs on the south end only of the bridge. This is a multi-year project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	2026
Washington State STIP 2023 - 2026	WSDOT - NW	SR 9/Marsh Road to 2nd Street Vicinity - Widening	This project will widen the SR 9 corridor between Marsh Road and 2nd Street Interchange in order to relieve congestion. This will include constructing a second bridge over the Snohomish River to increase capacity and safety in the corridor. This is a multi-year project, and the programming reflects the funds available within the span of the regional TIP.	2025



Everett Link Extension

Draft Environmental Impact Statement

TRIBAL CONSULTATION, PUBLIC INVOLVEMENT, AND AGENCY COORDINATION

Appendix D

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1 TRIBAL COORDINATION AND CONSULTATION

As the federal lead agency, FTA is leading consultation with federally recognized Tribes with support from Sound Transit, which will continue throughout the project. 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, as the SEPA lead agency, is leading consultation with two non-federally recognized Tribes – Duwamish Tribe of Indians and the Snohomish Tribe of Indians.

Government-to-government consultation with these Tribes was initiated through consultation letters sent by FTA in July 2025, including a formal invitation to participate in scoping, followed by the initiation of Section 106 consultation in October 2025. Through the consultation process, the Tribes have the opportunity to develop information, share environmental analyses, and review and provide comments on Section 106 and the Draft EIS prior to formal issuance.

Table D1-1 lists Tribal meetings that have occurred during the Draft EIS development through April 2026.

Table D1-1 List of Tribal Meetings

Meetings	Date
Meeting with Muckleshoot Indian Tribe	2022: 11/30 2025: 12/1
Meeting with Tulalip Tribes of Washington	2022: 12/14 2025: 12/1 2026: 4/24
Meeting with Stillaguamish Tribe of Indians	2023: 2/23

2 PUBLIC AND STAKEHOLDER OUTREACH MEETINGS

Sound Transit developed a Community Engagement and Communications Plan which outlined the public outreach strategy for the project. Table D2-1 and Table D2-2 summarize the public and stakeholder outreach meetings that were held during the prior Alternatives Development phase and Draft EIS review process for EVLE through April 2026.

Table D2-1 Elected Leadership/Officials Group, Interagency Group, and Stakeholder Group Meetings

Group	Date
Elected Leadership/Officials Group	2021: 1/29 2022: 2/28, 4/19, 7/11, 9/28, 12/6 2023: 1/3, 4/25 2024: 5/31 2025: 2/11, 2/24, 3/24
Community Advisory Group	2021: 12/7 2022: 2/24, 3/24, 6/15, 11/9 2023: 1/4, 3/29
Interagency Group	2021: 4/19, 5/17, 6/21, 7/19, 8/16, 9/20, 10/18, 11/15, 12/20 2022: 1/18, 2/22, 3/21, 4/25, 5/16, 6/21, 8/15, 9/19, 10/17, 11/14, 12/19 2023: 4/17, 6/20, 7/17, 8/21, 10/16 2024: 1/22, 2/20, 4/15, 5/20, 8/19, 9/16, 10/21, 11/18, 12/16 2025: 1/21, 2/18, 3/17, 4/21, 6/16, 7/21, 9/15 2026: 3/16

Table D2-2 Public Outreach Meetings and Workshops

Location/Event	Date
Drop-in Sessions	
Latino Educational Training Institute Health Fair, St. Pius X Catholic Church	2022: 6/12
Everett Farmers Market	2022: 7/17, 9/18, 10/23, 12/4 2023: 7/16, 9/10, 10/1 2024: 6/30, 8/25, 9/29 2025: 7/13, 8/31, 9/7, 9/21, 10/12
Latino Expo, Edmonds College	2022: 7/30 2023: 7/29 2024: 7/27
Nubian Jam, Forest Park	2022: 7/30 2023: 7/29 2024: 7/27 2025: 7/26
Everett Food Truck and Upper Left Beerfest	2022: 8/13 2023: 8/12

Location/Event	Date
The Village on Casino Road	2022: 10/28, 12/9 2023: 2/24, 8/19, 9/22, 12/8 2024: 8/3, 12/6 2025: 10/23 2026: 3/27, 4/3
Everett 2044 Open House, Evergreen Library	2022: 12/17
MLK Jr. Day March and Rally, Carl Gipson Center	2023: 1/13
Mariner Library	2023: 1/24
Housing Hope Tabling, Commerce Building and Station Place	2023: 2/3
Los Gavilanes Grocery Store	2023: 2/4 2024: 4/6
Pacific Market	2023: 2/4 2024: 4/6
City of Everett Open House, Washington State University – Everett Campus	2023: 2/9
Everett Station	2023: 2/27, 9/21
Earth Day Event, Boeing Everett Factory	2023: 4/25
Mariner Community Campus Resource Fair	2023: 5/20
Westmont Holly Neighborhood Association Event, Evergreen Library	2023: 6/3
Everett Pride	2023: 6/17 2024: 6/15 2025: 6/21
Sounds of Africa Festival, Everett Community College	2023: 8/5
Lynnwood Luau, Lynnwood Event Center	2023: 8/19 2024: 8/17 2025: 8/16
Mariner Fest, Mariner Park-and-Ride	2023: 8/26 2024: 8/17 2025: 8/9
Snohomish County Comprehensive Plan Public Meeting, Snohomish County Public Utility District Office	2023: 9/12
City of Lynnwood Comprehensive Plan Public Meeting, Lynnwood City Hall	2023: 9/12
Lynnwood Recreation Center	2024: 3/27
Everett YMCA	2024: 4/5
Everett Public Schools Community Resource Fair	2024: 5/29 2025: 5/14
Everett Station District Alliance Town Hall	2023: 6/14 2024: 6/20 2025: 6/18
Everett 2044 Expo	2024: 6/28, 6/29

Location/Event	Date
Salty Sea Days	2024: 7/12
Lynnwood Link Opening Night, Lynnwood City Center	2024: 8/25
Mariner Future Fest, Mariner Library	2025: 2/1
Light Rail Community Zone Open House, Mariner High School	2025: 2/8
Sno-Isle TECH Skills Center Open House	2025: 11/1
Lynnwood H Mart	2025: 11/1
UCiC School/Community Church of Seattle	2025: 12/5
Jingle Bell Breakfast and Craft Fair, Lynnwood Event Center	2025: 12/13
Black History Month Health Fair, Second Baptist Church of Everett	2026: 2/28
Korean Community Service Center Food Bank, Edmonds	2026: 3/13, 4/10
Light Rail Town Hall in Everett, Everett Station	2026: 4/14
Open Houses	
Early Scoping Meeting	2021: 11/17, 11/18
SEPA Scoping Meeting	2023: 2/7, 2/15, 3/1
Non-motorized Station Access Allowance Meeting	2025: 6/5, 6/17

3 AGENCY COORDINATION

The FTA and Sound Transit developed a Tribal and Agency Coordination Plan in accordance with 23 United States Code (U.S.C.) 139(g)(1) and following FTA policy, with the objective of identifying key coordination points with Tribes, agencies, and the public during the environmental review process for EVLE. FTA is the lead agency under NEPA, and Sound Transit is the lead agency under SEPA. The Tribal and Agency Coordination Plan is also used by Sound Transit to fulfill applicable SEPA coordination requirements. The purpose of the coordination plan is to support the Tribes, cooperating agencies, and participating agencies as they engage in the identification, analysis, and evaluation of EVLE alternatives throughout the environmental review processes. This plan identifies key coordination points and activities for Tribes, agencies, and the public, and it reviews the major steps in the NEPA and SEPA environmental review process.

As required by 23 U.S.C. 139(d)(8)(A), to the maximum extent practicable and consistent with federal law, all federal permits and reviews shall rely on the EIS prepared for this project.

At the beginning of the NEPA process, FTA and Sound Transit invited agencies to participate as described below.

3.1 Cooperating Agencies

Cooperating agencies, per NEPA (42 USC 4336a(a)(3)), are agencies with jurisdiction or special expertise with respect to environmental issues that should be addressed in the EIS. Cooperating agencies take part in developing information, preparing environmental analyses, providing staff support to enhance the lead agency's interdisciplinary capability, and providing information for the Draft EIS development. Cooperating agencies are also expected to use the environmental process and documentation to address environmental issues of concern to the agency. Table D3-1 identifies the agencies FTA and Sound Transit invited to be cooperating agencies, why they are identified as such, and their response to the invitation.

Table D3-1 Invited Cooperating Agencies and Permits and Approvals

Agency	Role	Anticipated Permits/ Approvals (if applicable)	Response to Cooperating Agency Invitation
Federal			
Bonneville Power Administration	Agency with jurisdiction	• Approval related to crossing BPA powerlines	Accepted as participating agency
Federal Aviation Administration	Agency with jurisdiction	• Notice of Proposed Construction or Alteration (Form 7460) for the guideway, stations, and OMF • Notice of Proposed Construction (Form 7460) for construction activities • Land Release • Record of Decision (ROD) or other NEPA environmental determination	Accepted
Federal Highway Administration	Agency with jurisdiction, property owner, special expertise on highways	• Airspace Lease and other interstate modification or use approvals • Operations and Maintenance Agreement • ROD or other NEPA environmental determination	Accepted
U.S. Army Corps of Engineers	Agency with jurisdiction	• Clean Water Act, Sections 401 and 404 • Rivers and Harbors Act, Sections 10 and 14, Section 408 Permission	Accepted

Agency	Role	Anticipated Permits/ Approvals (if applicable)	Response to Cooperating Agency Invitation
State			
Washington State Department of Transportation	Agency with jurisdiction, property owner, special expertise on highways	• Airspace Lease: State Transportation Routes • Construction Oversight Agreement • Design Documentation Package • General Permits • Interchange Justification Report • Survey Permits • Utility Permit	Accepted
Regional			
Snohomish County	Agency with jurisdiction, property owner, special expertise regarding county facilities and operations	• Right-of-Way Permits • Land Use Permit • Commercial Building Permit • County Road Access Application • Public Disturbance Access Exemption Permit	Accepted
Local			
City of Everett	Agency with jurisdiction, property owner, special expertise regarding city facilities and operations	• Parks Special Use Request • Public Works Permit • Noise Variance • Building Permit • Demolition Permit • Electrical Permit • Mechanical Permit • Plumbing Permit • Fire Alarm Permit • Fire Suppression Permit	Accepted
City of Lynnwood	Agency with jurisdiction, property owner, special expertise regarding city facilities and operations	• Public Works Permit • Building Permit • Electrical Permit • Tree Removal Permit	Accepted

3.1 Participating Agencies

Participating agencies, per 23 U.S.C. 139, are identified by the lead agency and can include Tribes, federal agencies, and non-federal agencies that may have an interest in the project but are not a lead or cooperating agency. Additionally, in implementing SEPA, appropriate agencies must be consulted in the EIS process as required by Washington Administrative Code (WAC) 197-11-502. Participating agencies participate in the environmental process and identify issues of concern and support future permit and approval efforts. Table D3-2 identifies the agencies FTA and Sound Transit have invited to be participating agencies, why they are identified as such, and their response to the invitation.

Table D3-2 Invited Participating Agencies with Permits, Approvals, or Potential Interest in the Project

Agency	Role	Anticipated Permits/ Approvals (if applicable)	Response to Participating Agency Invitation
Federal			
Advisory Council on Historic Preservation	Special expertise on historic resources	• Not applicable	Declined
Federal Emergency Management Agency	Special expertise on regulated floodplains	• Not applicable	Declined
Federal Motor Carrier Safety Administration	Special expertise on vehicle safety	• Not applicable	No response
Federal Railroad Administration	Special expertise on railroads	• Not applicable	Accepted
National Oceanic and Atmospheric Administration Fisheries	Agency with jurisdiction, special expertise on marine biological resources	• Endangered Species Act, Section 7 Consultation • Magnuson-Stevens Act Consultation	Accepted
U.S. Bureau of Indian Affairs	Special expertise on Native American interests	• Not applicable	Accepted
U.S. Department of Homeland Security/ Transportation Security Administration	Special expertise on security	• Not applicable	No response
U.S. Department of Housing and Urban Development	Special expertise on affordable housing	• Not applicable	No response

Agency	Role	Anticipated Permits/ Approvals (if applicable)	Response to Participating Agency Invitation
U.S. Department of Interior/National Park Service	Agency with jurisdiction	- Section 4(f) of the U.S. Department of Transportation Act - Section 6(f) of the Land and Water Conservation Fund Act	No response
U.S. Environmental Protection Agency	Special expertise on multiple environmental resources	Not applicable	Accepted
U.S. Fish and Wildlife Service	Special expertise on fish and wildlife	Endangered Species Act Review, Section 7 Consultation	No response
U.S. Postal Service	Property owner	Not applicable	No response
State			
Washington Department of Fish and Wildlife	Agency with jurisdiction, special expertise on fish and wildlife	Not applicable	Accepted
Washington State Department of Archaeology and Historic Preservation	Special expertise on archaeology and historic resources	- National Historic Preservation Act, Section 106 Consultation - Section 4(f) of the U.S. Department of Transportation Act	Accepted
Washington State Department of Ecology	Agency with jurisdiction, special expertise on multiple environmental resources (air quality, water quality, contaminated sites)	- Clean Water Act Section 402, National Pollutant Discharge Elimination System Stormwater Discharge Permit - Clean Water Act Section 401, Water Quality Certification - Wastewater Discharge Permit - Underground Storage Tank 30-day notice - Notice of Construction (Air Quality)	No response
Washington State Department of Natural Resources	Agency with jurisdiction, special expertise on natural resources	Not applicable	No response

Agency	Role	Anticipated Permits/ Approvals (if applicable)	Response to Participating Agency Invitation
Washington State Department of Social and Health Services	Special expertise on social and health services	• Not applicable	No response
Washington State Parks	Special expertise on parks and recreational resources	• Not applicable	No response
Washington State Recreation and Conservation Office	Agency with jurisdiction, special expertise on park funding	• Section 6(f) of the Land and Water Conservation Fund Act • State funding approvals	No response
Regional			
Community Transit	Special expertise on transit	• Not applicable	Accepted
Everett Transit	Special expertise on transit	• Not applicable	No response
Puget Sound Clean Air Agency	Agency with jurisdiction, special expertise on air quality	• Notice of Construction (Air Quality)	No response
Puget Sound Regional Council	Special expertise on regional growth, land use, transportation, economic and demographic conditions	• Not applicable	Accepted

4 OUTREACH DURING EIS PROCESS

4.1 Early Scoping (November 1, 2021 – December 10, 2021)

Sound Transit and FTA conducted early scoping under SEPA and NEPA from November 1 through December 10, 2021 to start the Alternatives Development phase and Draft EIS process for the EVLE Project. Early scoping initiated collaboration with the public, Tribes, and agencies and provided an opportunity for the public to learn about and provide official comments on the project as it began. During early scoping, Sound Transit asked for comments on the project's draft purpose and need, the Representative Project included in the ST3 plan, other potential alternatives, and the transportation, environmental and community impacts and benefits to consider when evaluating alternatives.

The project team held two virtual public early scoping meetings to provide an opportunity for the public to learn about the project and to invite comments. These meetings were held on November 17 and November 18, 2021, with 65 attendees total. During the entire early scoping period from November 1 through December 10, 2021, an online open house was available with information about the project's background and purpose and need, the environmental review process, and the latest technical analysis of potential route, station, and OMF North location alternatives.

Sound Transit also hosted an online early scoping meeting for federal, state, regional, and local governments, other entities having jurisdiction, and utility providers on November 8, 2021. Tribes were also invited to participate in this early scoping meeting or meet individually with the project team. Twenty-two people from 12 agencies attended. Sound Transit presented information on the project background, timeline and process, described potential alternatives for station, route, and OMF North locations, and requested feedback on the alternatives, draft purpose and need, and potential project impacts and benefits.

More detail about the public outreach conducted as part of early scoping is available in the Early Scoping Outreach Summary (Sound Transit 2022a) and Early Scoping Summary Report (Sound Transit 2022b).

4.2 SEPA Scoping (January 23, 2023 – March 10, 2023)

Sound Transit conducted a scoping outreach effort for the EVLE Project under SEPA from January 23 through March 10, 2023. Scoping informed the public, Tribes, and agencies of the EVLE Project and allowed them an opportunity to comment on the project to inform which aspects of the environment would be analyzed in the environmental review process. During scoping, Sound Transit asked for comments on the draft purpose and need statement, the alternatives that Sound Transit should study in the EIS, and environmental (including transportation) issues to evaluate in the EIS.

The project team held one in-person public scoping meeting and two virtual public scoping meetings. There was also an online open house active during that time. Approximately 1,600 people attended the in-person public scoping meeting held on February 15, 2023 at Cascade High School. The two virtual public meetings were conducted via Zoom webinar on February 7 and March 1, 2023 with 73 and 54 attendees, respectively. Sound Transit also hosted a Tribal and agency scoping meeting on February 13, 2023 via Zoom. Seventeen people from 10 agencies, organizations, or Tribes attended.

More detail about the public outreach conducted as part of scoping is available in the SEPA EIS Scoping Outreach Summary (Sound Transit 2023a) and SEPA EIS Scoping Summary Report (Sound Transit 2023b).

4.3 NEPA Scoping (July 29, 2025 – August 28, 2025)

FTA and Sound Transit conducted a scoping outreach effort for the EVLE Project under NEPA from July 29 through August 28, 2025. Similar to SEPA scoping, this effort informed the public, Tribes, and agencies of the EVLE Project and allowed them an opportunity to comment on the project to inform which aspects of the environment will be analyzed in the environmental review process. During scoping, FTA and Sound Transit asked for comments on the purpose and need statement, the alternatives that the agencies should study in the EIS, and environmental issues to evaluate in the EIS.

An online open house was available during the scoping period (July 29 through August 28, 2025). The online open house received over 2,400 visits by over 1,600 visitors. Sound Transit received 115 comments from the public via the online comment form, email, voicemail, and mail. Sound Transit also invited Tribes and agencies to participate in scoping. No Tribe submitted comments during the scoping period. Sound Transit received comments from five agencies.

More detail about the public outreach conducted as part of scoping is available in the *NEPA EIS Scoping Summary* (Sound Transit 2025) found in Draft EIS Appendix E.

4.4 Draft EIS Comment Period

The EVLE Draft EIS describes the project purpose and need, the alternatives analyzed, and potential environmental impacts of the alternatives and their implementation. It also describes the methodologies and assumptions used for the analyses and identifies potential mitigation for unavoidable impacts.

The Draft EIS will be distributed to Tribes and federal, state, and local agencies and parties of interest listed in Draft EIS Appendix A for comment. A Notice of Availability will be published in the *Federal Register* and the SEPA Register. The following notifications and advertisements will be used to notify the public about the Draft EIS availability and public process.

- Legal notices placed in *The Seattle Times* and *The Everett Herald*.
- Public notices placed in local newspapers.
- Project mailers sent to residents and businesses in the corridor, as well as individuals in the project database, announcing the availability of the Draft EIS, describing how to comment, and providing information about the Draft EIS.
- Email notification sent to subscribers to the project listserv.
- Notice posted on the Sound Transit EVLE website and on the home page of soundtransit.org.
- Poster notices placed along the corridor.

The Draft EIS documents will be available to the public at public meetings and at the following public libraries:

- Everett Public Library.
- Everett Public Library – Evergreen Branch.
- Lynnwood Library.
- Mariner Library.
- Mill Creek Library.
- Mukilteo Library.

The Draft EIS will also be available for review on the Sound Transit website. The 45-day public comment period will begin upon publication of the Notice of Availability for the Draft EIS. An online open house will be available and public hearings will be held during the comment period.

5 REFERENCES

Sound Transit. 2022a. *Everett Link Extension Early Scoping Outreach Summary*.
<https://www.soundtransit.org/sites/default/files/documents/everett-link-extension-early-scoping-outreach-summary-202112.pdf>.

Sound Transit. 2022b. *Everett Link Extension Early Scoping Summary Report*.
<https://www.soundtransit.org/sites/default/files/documents/Everett-Link-Extension-Early-Scoping-Summary-Report-202203.pdf>.

Sound Transit. 2023a. *Everett Link Extension SEPA EIS Scoping Outreach Summary*.
<https://www.soundtransit.org/sites/default/files/documents/EVLE-scoping-outreach-summary.pdf>.

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<https://www.soundtransit.org/sites/default/files/documents/EVLE-scoping-summary-report-may-2023.pdf>.

Sound Transit. 2025. *Everett Link Extension NEPA EIS Scoping Summary Report*.



Everett Link Extension

Draft Environmental Impact Statement

NEPA SCOPING SUMMARY REPORT

Appendix E



Everett Link Extension

NEPA EIS Scoping Summary Report

September 2025

Summary

Purpose

Sound Transit conducted scoping for an Environmental Impact Statement (EIS) under the National Environmental Policy Act (NEPA) for the Everett Link Extension (EVLE) Project in Snohomish County, Washington from July 29 through August 28, 2025. For purposes of scoping and the EIS, the project consists of the Link light rail extension route and stations, as well as the Operations and Maintenance Facility (OMF) North. The Federal Transit Administration (FTA) is the lead agency for the project under NEPA. Sound Transit previously conducted public scoping under the Washington State Environmental Policy Act (SEPA) in 2023 to begin work on the Draft EIS. Comments received during SEPA scoping remain valid and will be summarized in the EIS.

This report describes how Sound Transit conducted NEPA scoping and summarizes the comments received from Tribes, agencies and the public during the scoping period. Sound Transit will consider this information as they refine the project's purpose and need, identify alternatives to be studied in the EIS, and identify topics to study in the EIS.

The NEPA Scoping Process

Sound Transit published a Notice of Intent to Prepare an EIS in the Federal Register on July 29, 2025, which initiated NEPA scoping and started the comment period. Additional public notification was provided via email notifications and a press release. An online open house was available throughout the comment period. Comments were requested on the purpose and need, the alternatives that should be evaluated in the EIS, and environmental issues to evaluate in the EIS. Comments were accepted by mail, email, voicemail, and online comment forms.

The online open house received over 2,400 visits by over 1,600 visitors. Sound Transit received 113 comments from the public via the online comment form, email, voicemail, and mail. These comments are summarized in Section 5.3. No Tribe submitted comments during the scoping period. Sound Transit also received comments from five agencies. These comments are summarized in Section 4.

Next Steps

The alternatives to be considered in the Draft EIS were identified by the Sound Transit Board (Board) after early scoping, the Alternatives Development process, and SEPA scoping, with input from Tribes, the public, and agencies. No additional alternatives were identified for further study in the EIS based on comments received during the NEPA scoping period. The comments received during scoping will help FTA and Sound Transit finalize the purpose and need for the project and the issues to be considered in the Draft EIS. FTA and Sound Transit anticipate publishing the Draft EIS in 2026.

The Draft EIS will describe the potential benefits and adverse effects of each alternative, including a No Build Alternative, and will outline potential ways to avoid, minimize, or mitigate adverse effects. Sound Transit will conduct conceptual engineering and environmental impact analysis and will continue public involvement on the project. After the Draft EIS is prepared, a formal opportunity will be available for public, Tribal, and agency review and comment on the Draft EIS content and findings. The Sound Transit Board will consider the Draft EIS and public,

Tribal, and agency comments and identify, confirm, or modify the preferred alternative for the Final EIS.

The Final EIS will be based upon preliminary engineering and will update the environmental information for the preferred alternative and other alternatives as needed, respond to comments received on the Draft EIS, and further define measures to avoid, minimize, or mitigate potential project impacts as needed.

After the publication and review of the Final EIS, the Sound Transit Board will select the project to be built. FTA is then anticipated to issue a Record of Decision under NEPA. The Record of Decision will document the project that Sound Transit will build and how it will avoid, minimize, and mitigate potential environmental impacts.

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Appendix B	Example of NEPA Scoping Notice
Appendix C	Agency Comment Letters
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Acronyms

AHJ	authority having jurisdiction
AIR	SR 99/Airport Road Segment
ALD	West Alderwood Segment
ASH	Ash Way Segment
BI	Broadway/I-5 Segment
BLM	Bureau of Land Management
BNSF	Burlington Northern Santa Fe
EGN	SR 526/Evergreen Segment
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
EVLE	Everett Link Extension
EVT	Everett Station Segment
FTA	Federal Transit Administration
I	Interstate
NEPA	National Environmental Policy Act
NOI	Notice of Intent
OMF	operations and maintenance facility
SEPA	State Environmental Policy Act
SR	State Route
ST3	Sound Transit 3 Plan
TOD	transit oriented development

1 INTRODUCTION

1.1 Overview

The Everett Link Extension (EVLE) Project is part of the Sound Transit 3 (ST3) Plan, for which voters approved funding in 2016. The ST3 Plan identified a Representative Project for the EVLE Project that would operate on a 16-mile elevated and at-grade guideway and extend Link light rail service north from the Lynnwood City Center Station to the Everett Station area. The project would add six stations to the light rail network in the West Alderwood, Ash Way, Mariner, SW Everett Industrial Center, SR 526/Evergreen, and Everett Station areas, plus one provisional (unfunded) station¹ at SR 99/Airport Road. From Lynnwood, the project alignment would parallel I-5 to the proposed Mariner Station, and then travel westward along Airport Road to the proposed SW Everett Industrial Center Station, and eastward along State Route (SR) 526, before continuing northward along I-5 to Everett. Figure 1-1 illustrates the ST3 Representative Project for the EVLE Project.

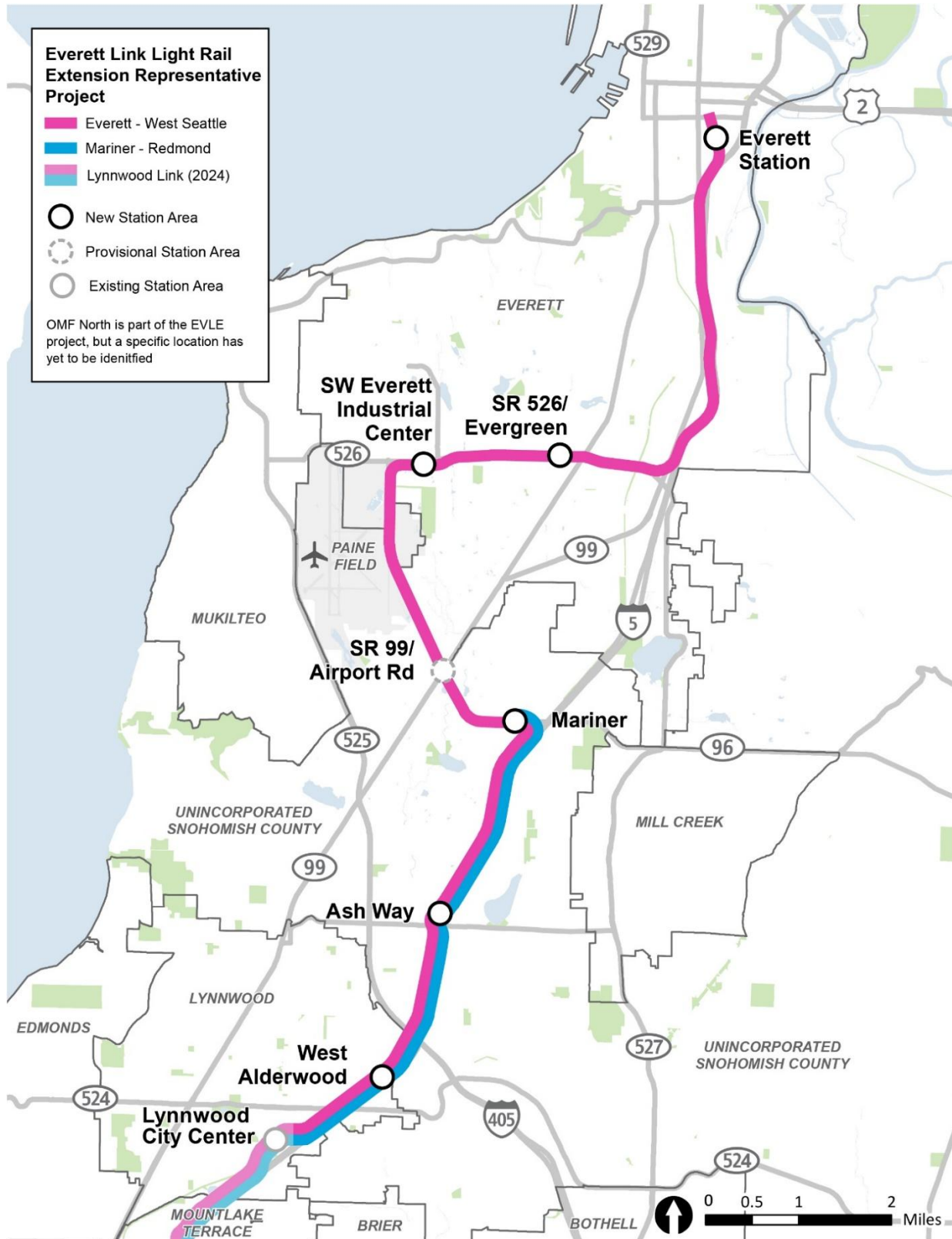
Also included as part of the project is a light rail operations and maintenance facility (OMF North) along the route in Snohomish County. The ST3 Representative Project did not specify the location of OMF North within the corridor, but it must be located within reasonable distance to the proposed Link service.

In early 2021, Sound Transit began to explore refinements to the route, station and OMF locations included in the Representative Project, along with alternatives developed through local planning efforts in coordination with local jurisdictions and the Federal Transit Administration (FTA). Potential alternatives under consideration were presented to the public, Tribes, and agencies during an early scoping period, which extended from November 1 through December 10, 2021. Two virtual public meetings and a Tribal and agency meeting were held during the early scoping comment period, along with an online open house that was available for the duration of the comment period. Input received during the early scoping comment period was summarized in an [Early Scoping Summary Report](#) and considered by Sound Transit and the FTA in refining the list of potential alternatives and evaluating how well they met the project's draft purpose and need statement.

In Level 1 of the Alternatives Development process, Sound Transit evaluated the Representative Project and other potential alternatives for route, station locations, and OMF sites. Alternatives were evaluated using both qualitative and quantitative measures that reflect the project's draft purpose and need. Alternatives were analyzed in discrete geographic segments to help evaluate tradeoffs in various locations, as documented in the [Level 1 Alternatives Development Report](#). The Level 1 analysis was available for public review and comment from March 14 through April 4, 2022. Comments received were shared with the Interagency Group and agency partners, the Community Advisory Group, and the Elected Leadership Group. These comments helped to inform recommendations for the alternatives to be advanced to the Level 2 analysis.

¹ Under the ST3 Plan, provisional stations are those where planning, preliminary engineering, and environmental review are funded, but where design and construction are not. This early planning and engineering work will help ensure minimal delay in building the provisional station and serving future riders if funding becomes available to construct the station.

Figure 1-1 ST3 Representative Project for the Everett Link Extension

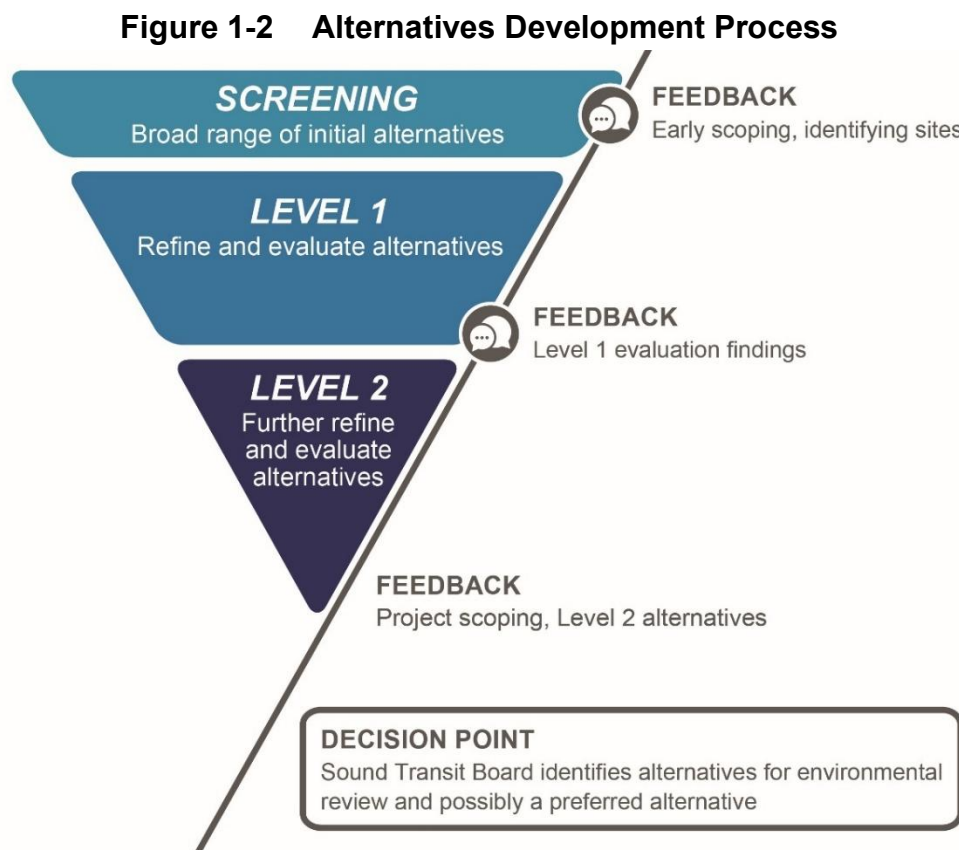


In Level 2 of the Alternatives Development process, Sound Transit further refined the conceptual designs of the alternatives advanced from Level 1. The refined alternatives were again evaluated in discrete geographic segments using a mixture of qualitative and quantitative measures to help evaluate tradeoffs, as described in the [Level 2 Alternatives Development Report](#). Criteria specific to a full-corridor scale, such as travel time and ridership were added to the Level 2 evaluation. Results of the Level 2 evaluation were presented to the public, Tribes, and agencies for review and comment during the State Environmental Policy Act (SEPA) scoping comment period between January 23 and March 10, 2023.

In June 2023, the Sound Transit Board (Board) identified the alternatives for study in the Draft EIS. The Board also identified a preferred alternative for stations and/or alignments in four of the project's eight segments: West Alderwood, SW Everett Industrial Center, Broadway/I-5, and Everett Station. 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.

No additional alternatives were identified for further study in the EIS based on comments received during the National Environmental Policy Act (NEPA) scoping period. The comments received during NEPA scoping will help FTA and Sound Transit finalize the purpose and need for the project and issues to be considered in the Draft EIS. FTA and Sound Transit anticipate publishing the Draft EIS in 2026.

Figure 1-2 illustrates the Alternatives Development process for the EVLE Project.



1.2 Purpose of Report

FTA and Sound Transit conducted a scoping outreach effort from July 29 through August 28, 2025, for the EVLE Project under NEPA. FTA is the lead agency for the project under NEPA. Sound Transit previously conducted public scoping under SEPA in 2023 to begin work on the Draft EIS. Comments received during SEPA scoping remain valid and will be summarized in the EIS.

This NEPA EIS Scoping Summary Report describes how FTA and Sound Transit conducted NEPA scoping and summarizes the comments received from the public, Tribes, and agencies during the scoping period. This information will be considered by FTA and Sound Transit as they finalize the alternatives and issues that will be studied in the EIS.

2 THE SCOPING PROCESS

2.1 Purpose of Scoping

FTA has determined the need to prepare an EIS under NEPA to examine how the EVLE Project could negatively or positively affect the community and the environment. Scoping informs the public, Tribes, and agencies of the EVLE Project and allows them an opportunity to comment on the project to inform which aspects of the environment will be analyzed in the environmental review process. During NEPA scoping, FTA and Sound Transit asked for comments from the public, Tribes, and agencies on:

- The purpose and need statement.
- The alternatives that should be studied in the EIS.
- Environmental (including transportation) issues to evaluate in the EIS.

Following the scoping period, FTA and Sound Transit reviewed and summarized comments received. No additional alternatives were identified for further study in the EIS based on comments received during the NEPA scoping period. The comments received during scoping will help FTA and Sound Transit finalize the purpose and need for the project and the issues to be considered in the Draft EIS.

2.2 Public Notices and the Federal Register

The scoping process began with a formal notice of EIS preparation. A Notice of Intent (NOI) was published in the Federal Register on July 29, 2025. In addition, Sound Transit provided notice of the scoping period via email notifications and a press release. The NOI initiated scoping and opened a comment period that extended through August 28, 2025. A copy of the NOI is provided in Appendix A and an example of a notice for NEPA scoping is provided in Appendix B.

2.3 Opportunities for Public, Tribes, and Agencies to Comment

FTA and Sound Transit accepted scoping comments through mail, email, online comment form,

and voicemail:

Mailing Address: Everett Link Extension
Kathy Fendt
Sound Transit
401 S Jackson Street
Seattle, WA 98104

Email Address: everettlinkcomments@soundtransit.org

Online comment form: everettlink.participate.online

Voicemail Phone Number: 425-243-6255

An online open house was also available at everettlink.participate.online between July 29 and August 28, 2025.

3 TRIBAL CONSULTATION DURING SCOPING

FTA invited the following federally recognized Tribes to participate in scoping:

- 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 also invited two non-federally recognized Tribes – the Duwamish Tribe of Indians and the Snohomish Tribe of Indians – to participate in scoping.

No Tribe submitted comments during the NEPA scoping period.

4 AGENCY SCOPING

FTA and Sound Transit invited the following agencies and other parties to participate in scoping:

- Federal agencies (16):
 - Advisory Council on Historic Preservation.
 - Bonneville Power Administration.
 - Federal Aviation Administration.
 - Federal Emergency Management Agency.
 - Federal Highway Administration.
 - Federal Motor Carrier Safety Administration.
 - Federal Railroad Administration.
 - National Oceanic and Atmospheric Administration Fisheries.
 - Transportation Security Administration.
 - U.S. Army Corps of Engineers.
 - U.S. Bureau of Indian Affairs.
 - U.S. Department of Interior.
 - U.S. Department of Housing and Urban Development.
 - U.S. Environmental Protection Agency.
 - U.S. Fish and Wildlife Service.
 - U.S. Postal Service.
- State agencies (8):
 - Washington Department of Fish and Wildlife.
 - Washington State Department of Archaeology and Historic Preservation.
 - Washington State Department of Ecology.
 - Washington State Department of Natural Resources.
 - Washington State Department of Social and Health Services.
 - Washington State Department of Transportation.
 - Washington State Parks.
 - Washington State Recreation and Conservation Office.
- Regional and local agencies (7):
 - City of Everett.
 - City of Lynnwood.
 - Community Transit.
 - Everett Transit.
 - Puget Sound Clean Air Agency.
 - Puget Sound Regional Council.
 - Snohomish County.

Table 4-1 identifies the agencies that provided scoping comments and summarizes the major themes in their comments. Comments from authorities having jurisdiction (AHJs) are provided at the end of the table. Copies of the comment letters are included in Appendix C.

Table 4-1 Summary of Agency Comments

Agency	Major Comment Themes
Bureau of Land Management (BLM)	BLM Oregon/Washington reviewed the project summary and did not have comments to submit at this time.
Community Transit	Community Transit's comments addressed the importance of providing integration with the local bus network, prioritizing the customer experience, and prioritizing the provisional station at SR 99/Airport Road. - Regarding integration with the local bus network, Community Transit commented that they encourage Sound Transit to consider likely travel patterns of riders within this new infrastructure and their likely access to the system through the local bus network. - Regarding the customer experience, Community Transit commented that significant consideration should be given to the pedestrian experience at station locations in terms of transfer walking distances, wayfinding, and elevator/escalator convenience. - Community Transit expressed support for the provisional station at SR 99/Airport Road, stating that this station would provide an important transfer to the agency's Swift Blue Line and Swift Green Line corridors. Community Transit's comments also addressed bus bays and layover requirements at stations. The agency commented about the shift from pre-pandemic focus on peak period, work-related travel to all-day, evening, and weekend service. Community Transit commented that station designs should ensure operational flexibility, and that the focus of station designs should be streamlined on transit connectivity while limiting aesthetic, landscaping, and design elements. Community Transit also commented that bus bays and layover facilities near stations should be designed in a way that also advances the agencies' goals related to pedestrian-friendly urban environments and transit oriented development (TOD), and that futureproofs layovers and bus bays for vehicle charging infrastructure and logistical needs related to vehicle automation.
U.S. Environmental Protection Agency (EPA)	The EPA commented that the project may have reasonably foreseeable adverse impacts to wetlands and streams from construction activities, and the agency seeks early coordination as a participating agency to streamline permitting and environmental review prior to Draft EIS publication.
Washington State Department of Ecology (Ecology)	Ecology identified wetland and stream resources to be protected under state and federal law specific to several station and OMF alternatives and provided next steps for obtaining authorization for any direct wetland impacts. Ecology also commented that the EIS should analyze environmental health risks, particularly highlighting that known contaminated sites exist along the corridor.
City of Lynnwood (AHJ)	The City of Lynnwood commented that the preferred alignment and station (ALD-2D) would best support accessibility for Lynnwood residents to the west, support future TOD near Alderwood Mall, and support the long-term vitality of Alderwood Mall. In particular, the City emphasized that Alternative ALD-2D most strongly supports the long-term goals of the Lynnwood Regional Growth Center. Further comments from the City requested: Minimized transfer distances between rail and the Swift Orange Line.

Agency	Major Comment Themes
	• Coordination with Alderwood Mall and Brookfield Properties regarding station area planning and minimizing station footprint. • Coordination with City of Lynnwood roadway projects on 33rd Avenue W and 44th Avenue W to improve traffic flow, safety, and maintain transit operational priority during and after construction. • Coordination with Community Transit to ensure safe and reliable operations of the proposed pick-up/drop-off area, which may be adversely impacted by congestion. • Assessment of the Alderwood Mall Ring Road for compatibility with general transit operations. • Mitigating construction impacts to the Interurban Trail. • Minimizing creation of irregular parcels and property impacts, especially for Alderwood Community Church. The City also provided additional attachments regarding comments provided by the City during the Alternatives Development process and a city council resolution in support of specific West Alderwood and Ash Way Segment alternatives.
Snohomish County (AHJ)	Snohomish County comments focused on the following topics: traffic studies and mitigations, Station ASH-A and ASH-D parking and nonmotorized access, OMF alternatives, and station area planning for SWI-C. • Regarding traffic studies and mitigation, the County requested that copies of the traffic studies used for the preliminary transportation findings and proposed traffic mitigations be shared, in addition to transportation studies used for all proposed OMF sites, to support cohesion between traffic analyses and jurisdictional permitting requirements. • Regarding nonmotorized transportation modeling, the County commented that the Puget Sound Regional Council Regional Traffic Model provided insufficient detail for station area traffic analysis, instead requesting provision of site-specific details to assess the sufficiency of pedestrian and bicyclist access and safety. • At Station ASH-A, Snohomish County requested an evaluation of parking impacts and mitigation during station construction. • At Station ASH-D, the County requested greater detail in traffic impact studies in response to internal County traffic analyses indicating future level of service changes in the station vicinity. A widening of the project footprint towards Meadow Road was also requested to incorporate greater scope for nonmotorized access refinement. • Snohomish County requested an evaluation of nonmotorized facilities underneath elevated guideways, particularly along Airport Road. • The County commented that OMF Site E may coincide with a shallow groundwater table, potentially precluding use of stormwater ponds. • At Station SWI-C, Snohomish County commented that both motorized and nonmotorized access to this station location should consider the needs of shuttle services to the nearby Boeing facility, pedestrian walkway width requirements for airport access with luggage, the feasibility of the 29th Avenue W underpass of Airport Road for station circulation, and the impacts and mitigations regarding a potential 94th Street SW closure and at-grade station. Snohomish County also provided additional attachments containing comments provided during an earlier public comment period.

5 PUBLIC SCOPING

5.1 Notifications

Sound Transit advertised the public scoping period through a variety of methods, including two emails sent to more than 6,200 people on the project email list, press release, and a notification on the general project website (<https://www.soundtransit.org/system-expansion/everett-link-extension>).

5.2 Online Open House

The online open house (everettlink.participate.online) was available 24 hours a day throughout the comment period and provided information about the project background and process, purpose and need, and potential route, station, and OMF North location alternatives, as well as an online comment form for submitting comments. The online open house was available in English, Korean, Russian and Spanish and could be translated into many other languages using the embedded Google Translate tool. It was accessible with screen readers, including descriptions of all maps, figures, and images available in English, Spanish, Korean and Russian.

5.3 Summary of Public Comments

The following subsections summarize the public comments received by topic area, including the general project, the eight route/station segments defined for alternatives development, OMF North, and new station and route suggestions. Comments regarding route/station segments and the OMF have been organized around 10 common themes; applicable themes are summarized in a table for each. Copies of the public comments received are included in Appendix D.

5.3.1 General Project

Major comment themes that applied to the entire project included the following:

- Support and opposition of ST3 route and station locations.
- Reducing project cost and accelerating project schedule.
- Need to integrate with surrounding transit networks.
- Minimizing harmful impacts to and maximizing access for historically underserved populations.
- Importance of walkable urban design and TOD around station areas.
- Concern about acquisitions and displacements of homes, businesses, and community facilities.
- Importance of access to regional jobs and destinations such as regional centers and transportation hubs.
- Proposals for alternate routes, such as following either SR 99 or I-5.
- Future extensions beyond the ST3 alignment and station locations.

Common themes related to the benefits of the project included:

- Increasing multimodal opportunities throughout the region.
- Access to jobs and economic opportunities.

Common themes related to the potential adverse impacts of the project included:

- Property acquisitions, displacements, and relocations.
- Local parking and traffic effects.

Comments related to the project's purpose and need included:

- Support for the purpose and need statement.
- Desire to balance transit expansion and potential disruptions to existing neighborhoods, businesses, and community destinations.

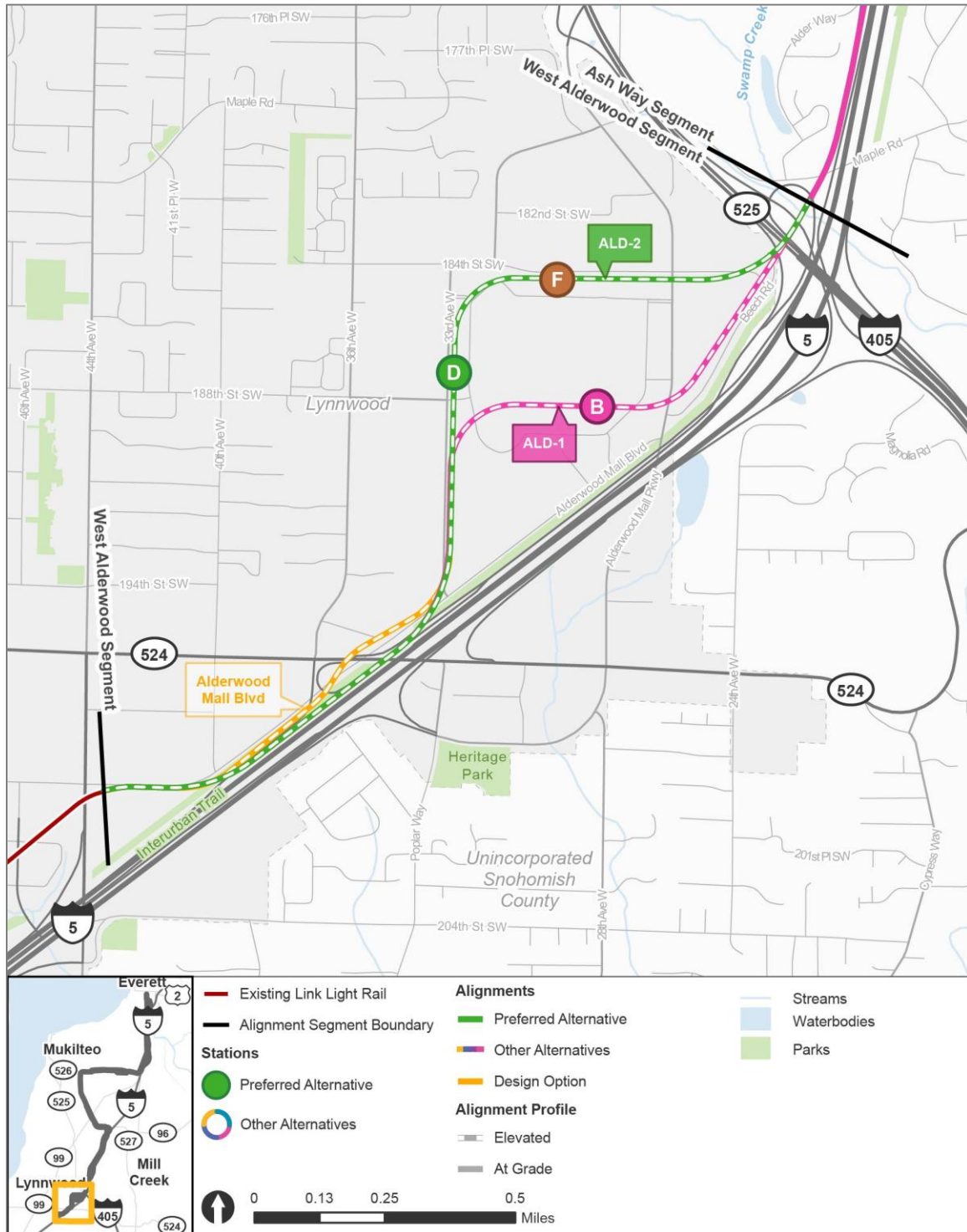
Common environmental issues requested to be evaluated in the EIS included:

- Minimizing property acquisitions of existing residences, businesses, and community facilities.
- Connection to Paine Field passenger terminal.
- Impacts to historically underserved populations.
- Tree and vegetation removal.
- Local traffic impacts from stations.
- Safety and security at stations.

5.3.2 West Alderwood

The route and station alternatives in the West Alderwood Segment that were presented during scoping are shown in Figure 5-1.

Figure 5-1 West Alderwood Segment Alternatives



FTA and Sound Transit received 18 comments related to West Alderwood route and station alternatives. Table 5-1 summarizes comments received on the West Alderwood Segment by theme.

Table 5-1 Summary of Public Comments Received Related to the West Alderwood Segment

Theme	Summary
Historically Underserved Populations	Two comments mentioned historically underserved populations. One comment was in support of Station ALD-D, as it would serve people living in lower-income housing. The other comment focused on reducing pollution impacts on underserved communities.
Land Use and Station Area Design	Two comments mentioned land use or station area design. One comment supported Station ALD-D, as it would serve a large portion of the community since it is closer to housing. The other comment supported Station ALD-D for its TOD potential.
Station and Route Preference	10 comments mentioned station or route preference. Five comments supported Station ALD-D. Some mentioned TOD potential and development potential in the area, while one was concerned about the demolition of the Alderwood Community Church. One comment opposed Station ALD-D due to reduced access to H Mart. One comment suggested moving Station ALD-D closer to Alderwood Mall. Two comments supported Station ALD-F for development potential in the area and better access to destinations. One comment opposed Station ALD-F. Two comments supported Station ALD-B for station area infill potential, use of underutilized commercial parking, and least deviation from the I-5 alignment. One comment supported Station ALD-B on route ALD-2.
Other	Other comments mentioned improving access to destinations, improving bus connections with bays and a bus station, and concern about impacts to the Alderwood Community Church.

5.3.3 Ash Way

The route and station alternatives in the Ash Way Segment that were presented during scoping are shown in Figure 5-2.

Figure 5-2 Ash Way Segment Alternatives



FTA and Sound Transit received 32 comments related to Ash Way station and route alternatives. Table 5-2 summarizes comments received on the Ash Way Segment by theme.

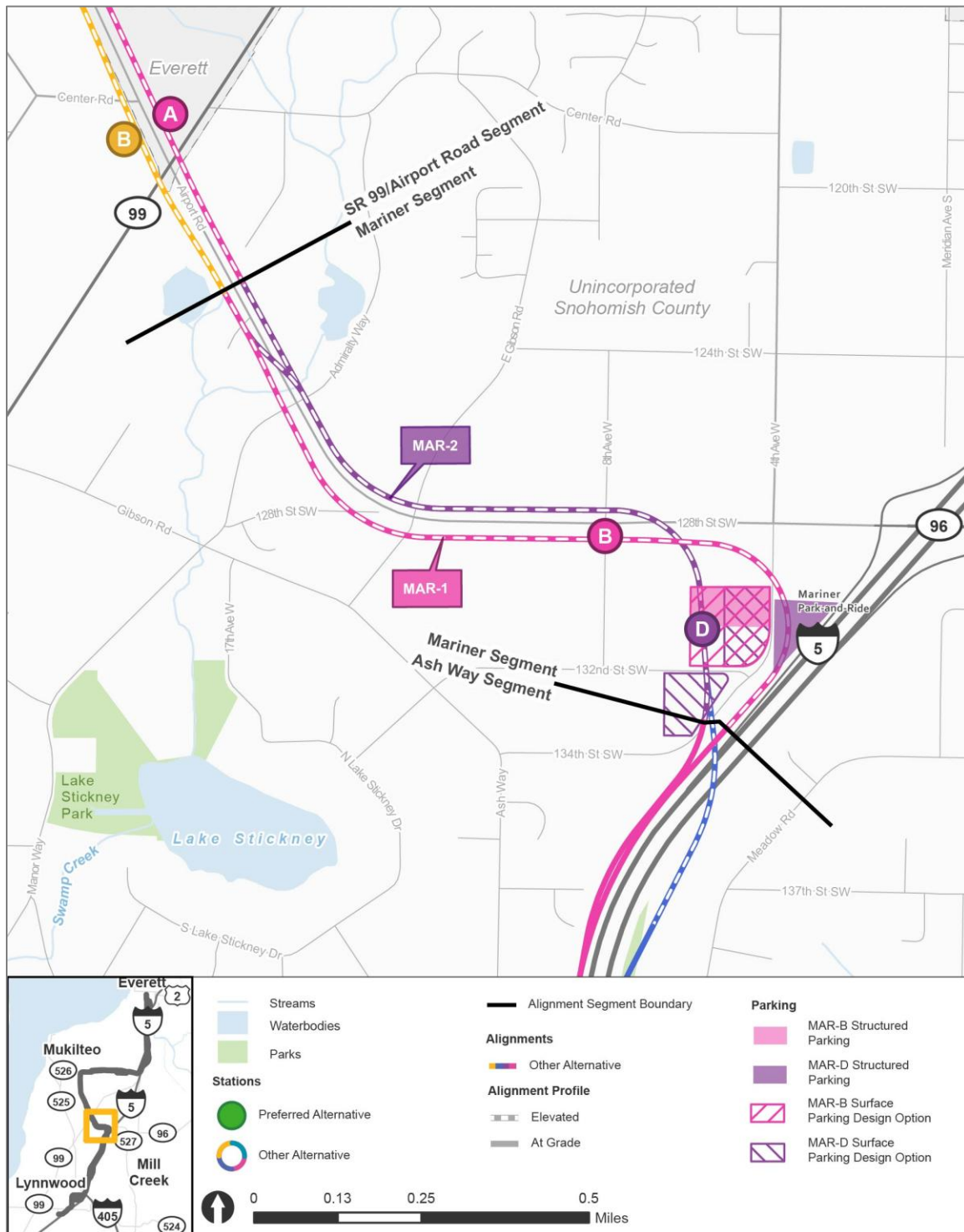
Table 5-2 Summary of Public Comments Received Related to the Ash Way Segment

Theme	Summary
Cost and Schedule	Three comments mentioned either the project cost or schedule. One comment supported Station ASH-A, saying it would have the greatest cost savings. One comment mentioned that it would cost millions of dollars to have the line move from the west side of I-5 to the east side. One comment opposed Station ASH-D, saying it would add costs for access, parking, and traffic management.
Land Use and Station Area Design	Three comments mentioned land use or station area design. All three comments supported Station ASH-A and opposed Station ASH-D. The reasons for supporting Station ASH-A included easier station access and future community growth. One of the three comments specifically supported Station ASH-A on route ASH-1, citing proximity to dense housing and the existing Ash Way Park-and-Ride. The reasons for opposing Station ASH-D included lack of parking, distance to the park-and-ride, traffic, and parking pressure on Mill Creek Foursquare Church.
Pedestrians and Bicycle Access	Three comments mentioned bike and pedestrian access or safety. All three comments supported Station ASH-A and opposed Station ASH-D, saying that ASH-D would require too far of a walk for pedestrians going between the station and the park-and-ride.
Ridership	Two comments mentioned ridership. Both comments supported Station ASH-A. One comment said that Station ASH-A will work with the existing park-and-ride infrastructure, which will increase ridership. One comment said that the area is projected to double in apartment growth in coming years, which will make up the primary ridership.
Supporting Transit Network	Seven comments mentioned connections to other transit routes in the station area. Five comments supported Station ASH-A, citing connections to the existing park-and-ride and bus service including Swift. One comment supported Station ASH-D, mentioning a connection to the park-and-ride. One comment said that bus stops should be added for better connectivity within the area.
Traffic and Parking	Four comments mentioned traffic and/or parking in the station area. One comment supported Station ASH-D, citing potential traffic alleviation once the project is completed. One comment opposed Station ASH-D due to a portion of the Mill Creek Foursquare Church parking lot needing to be acquired, plus traffic and congestion. Other comments requested traffic plan studies for Station ASH-D and more parking.
Station and Route Preference	Nine comments mentioned station or route preference. Eight comments supported Station ASH-A, citing cost savings, reduced impact on the environment, greater walkability, existing park-and-ride infrastructure, and ridership potential. One of the eight comments specifically supported Station ASH-A on route ASH-1. One comment supported Station ASH-D, focusing on traffic, potential for development, and connection to the park-and-ride. One comment opposed Station ASH-D due to impacts on Mill Creek Foursquare Church.

5.3.4 Mariner

The route and station alternatives in the Mariner Segment that were presented during scoping are shown in Figure 5-3.

Figure 5-3 Mariner Segment Alternatives



FTA and Sound Transit received 17 comments on Mariner station and route alternatives. Table 5-3 summarizes comments received on the Mariner Segment by theme.

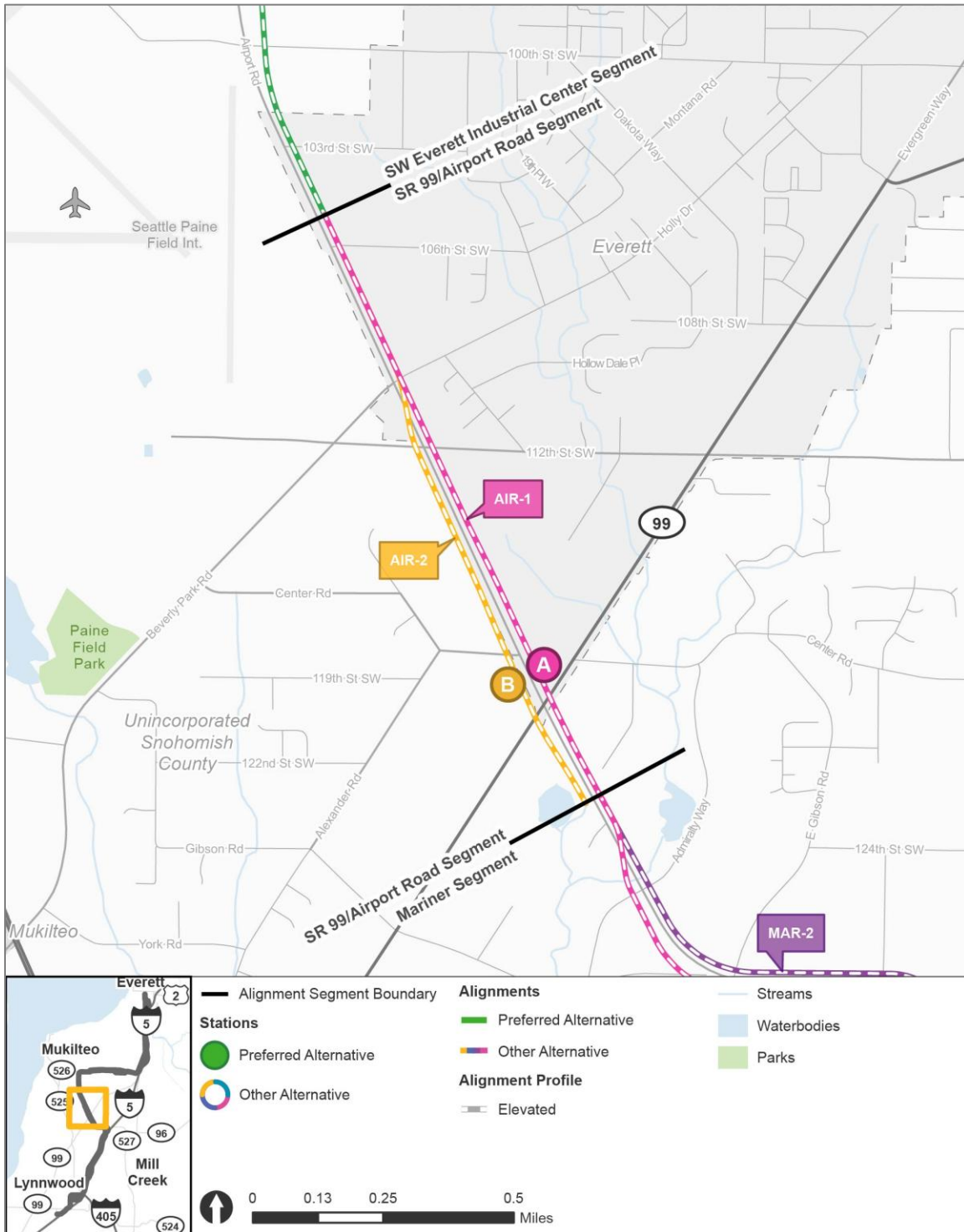
Table 5-3 Summary of Public Comments Received Related to the Mariner Segment

Theme	Summary
Cost and Schedule	Three comments mentioned the project cost and/or schedule. One comment recommended including SR 525 to lower costs and speed up the schedule. One comment focused on thorough planning to reduce costs. One comment mentioned that it would cost millions of dollars to have the line move from the west side of I-5 to the east side.
Land Use and Station Area Design	Four comments mentioned land use or station area design. Three comments supported Station MAR-B, focusing on keeping people in stable housing. One comment proposed a new alternative/option to avoid displacing dense housing.
Supporting Transit Network	Three comments mentioned connections to other transit routes in the station area. One comment supported Station MAR-D, citing it as the closest alternative to the Mariner Park-and-Ride. One comment said that a station alignment on the north end of the park-and-ride would be best for connections to other transit options. One comment mentioned that prioritizing completion of the park-and-ride will allow communities connected to the Swift Green Line to reach the light rail.
Traffic and Parking	Five comments mentioned traffic and parking. Comments said that adequate parking would be important to facilitate access to the station, but commenters also did not want apartments to be acquired to build station parking.
Station and Route Preference	12 comments mentioned station and route preference. Three comments supported Station MAR-B and three comments supported Station MAR-D. Other comments supported a different location for the station such as at the existing Mariner Park-and-Ride, or a different alignment that bypassed the Mariner station.
Other	Other comments mentioned the walkability benefits and reduced displacements required for Station MAR-B, and the potential benefits of an alignment on SR 525 because of connections to housing and employment.

5.3.5 SR 99/Airport Road (Provisional Station)

The route and station alternatives in the SR 99/Airport Road segment that were presented during scoping are shown in Figure 5-4.

Figure 5-4 SR 99/Airport Road Segment Alternatives (Provisional Station)



FTA and Sound Transit received 14 comments regarding SR 99/Airport Road provisional station and route alternatives. Table 5-4 summarizes comments received on the SR 99/Airport Road segment by theme.

Table 5-4 Summary of Public Comments Received Related to the SR 99/Airport Road Segment

Theme	Summary
Cost and Schedule	Two comments mentioned cost and schedule. Comments were divided on whether or not to include the provisional station in the initial project.
Traffic and Parking	Two comments mentioned traffic and parking. Commenters expressed concern about traffic impacts on Airport Road and suggested that this station could host additional parking for passengers flying out of Paine Field.
Station and Route Preference	Nine comments mentioned station and route preferences. Three comments supported Station AIR-B, two comments supported the construction of the provisional station in general, and one opposed building the provisional station. Three comments suggested an alignment on SR 99 or I-5 instead of the studied alignments.
Other	Other comments said that the station would be important for underserved communities and that a separated bike lane on Airport Road would be necessary to provide safe access.

5.3.6 SW Everett Industrial Center

The route and station alternatives in the SW Everett Industrial Center Segment that were presented during scoping are shown in Figure 5-5.

Figure 5-5 SW Everett Industrial Center Segment Alternatives



FTA and Sound Transit received 45 comments related to station and route alternatives in the SW Everett Industrial Center Segment. Table 5-5 summarizes comments received on the SW Everett Industrial Center Segment by theme.

Table 5-5 Summary of Public Comments Received Related to the SW Everett Industrial Center Segment

Theme	Summary
Acquisitions, Displacements and Relocations	Two comments mentioned acquisitions, displacements, and relocations. Commenters highlighted properties that they did not want to be displaced, specifically Paine Field Business Park and Access Laser.
Cost and Schedule	Five comments mentioned cost and schedule. Commenters suggested going directly up I-5 and also reducing property acquisitions to reduce costs.
Destinations	26 comments mentioned destinations. Commenters highlighted Paine Field and the Boeing Everett Production Facility as the most important destinations in the segment.
Pedestrian and Bicycle Access	Four comments mentioned pedestrian and bicycle access. These comments focused on the need for a pedestrian connection from Station SWI-A to the Boeing Everett Production Facility on the north side of SR 526.
Ridership	Five comments mentioned ridership. Commenters said that good connections to Paine Field and the Boeing Everett Production Facility would be necessary to maximize ridership.
Supporting Transit Network	Four comments mentioned the supporting transit network. Commenters said that the stations should include shuttle connections to Paine Field and Boeing.
Traffic and Parking	Two comments mentioned traffic and parking. Comments suggested including overnight paid parking and said that the project would reduce traffic on I-405.
Station and Route Preference	25 comments mentioned station and route preferences. Five comments supported Station SWI-A, one comment supported Station SWI-B, seven comments supported Station SWI-C, and one comment opposed Station SWI-C. 15 comments proposed different station or alignment alternatives. Most of these comments proposed following I-5 straight up to Everett or including a station directly at Paine Field.

5.3.7 SR 526/Evergreen

The route and station alternatives in the SR 526/Evergreen segment that were presented during scoping are shown in Figure 5-6.

Figure 5-6 SR 526/Evergreen Segment Alternatives



FTA and Sound Transit received 14 comments related to the SR 526/Evergreen route and station alternatives. Table 5-6 summarizes comments received on the SR 526/Evergreen Segment by theme.

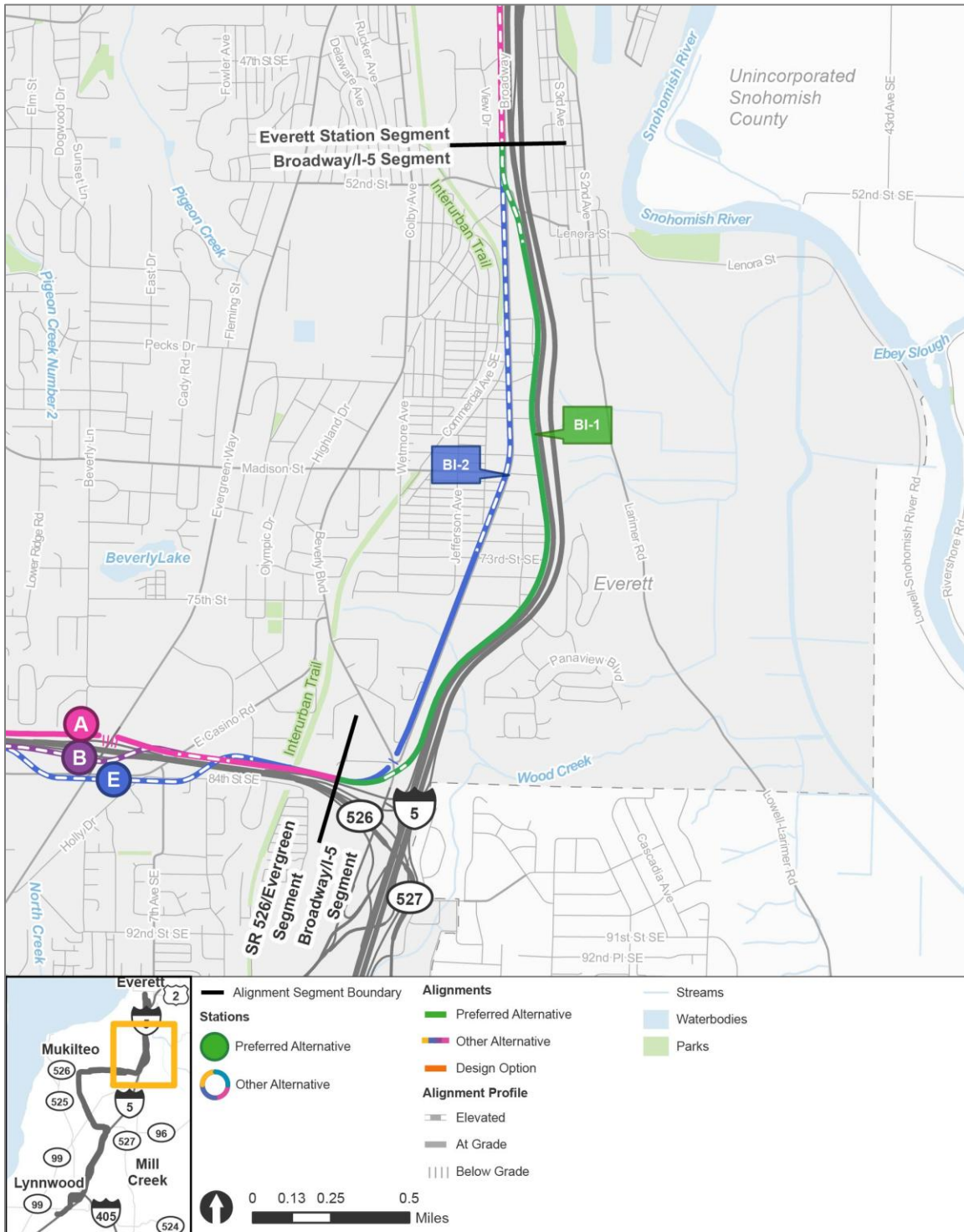
Table 5-6 Summary of Public Comments Received Related to the SR 526/Evergreen Segment

Theme	Summary
Historically Underserved Populations	Six comments mentioned historically underserved populations. Commenters emphasized the importance of reducing impacts to historically underserved populations and also highlighting the benefits of the project to those communities.
Land Use and Station Area Design	Two comments mentioned land use and station area design. Commenters emphasized the importance of reducing residential impacts as much as possible.
Pedestrian and Bicycle Access	Two comments mentioned pedestrian and bicycle access. Comments suggested that Station EGN-E would be better for pedestrian access and that a bicycle trail should be built along SR 526.
Traffic and Parking	Two comments mentioned traffic and parking. The comments suggested that the project would exacerbate traffic issues on SR 526 and at the intersection of Evergreen Way and Casino Road.
Station and Route Preference	Eight comments mentioned station or alignment preference. Two comments supported Station EGN-A and two comments supported Station EGN-E. Four comments suggested a different alternative than the ones proposed, such as an alignment on I-5 with a spur down SR 526.
Other	Other comments mentioned the importance of reducing impacts to businesses.

5.3.9 Broadway/I-5

The route alternatives in the Broadway/I-5 segment that were presented during scoping are shown in Figure 5-7.

Figure 5-7 Broadway/I-5 Segment Alternatives



FTA and Sound Transit received seven comments related to the Broadway/I-5 route alternatives. Table 5-7 summarizes comments received on the Broadway/I-5 Segment by theme.

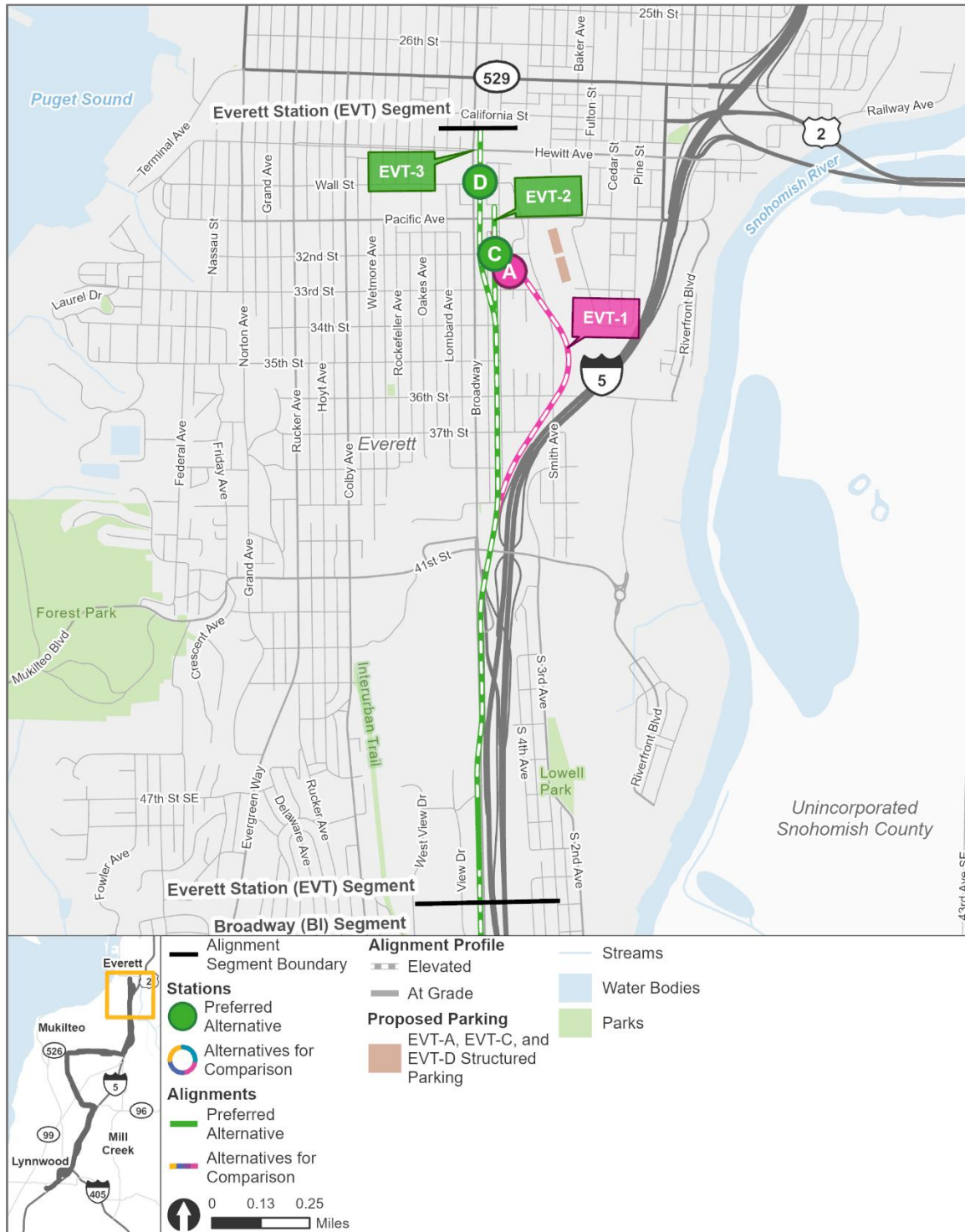
Table 5-7 Summary of Public Comments Received Related to the Broadway/I-5 Segment

Theme	Summary
Cost and Schedule	Two comments mentioned cost and schedule. One comment supported BI-1 and one comment supported BI-2, both citing lower costs.
Route Preference	Five comments mentioned route preference. Two supported BI-1 and three supported BI-2.
Land Use	Two comments mentioned land use. Both comments emphasized that residential impacts should be avoided as much as possible.
Other	Other comments emphasized the importance of preserving the trees along I-5.

5.3.10 Everett Station

The route and station alternatives in the Everett Station Segment that were presented during scoping are shown in Figure 5-8.

Figure 5-8 Everett Station Segment Alternatives



FTA and Sound Transit received 24 comments related to the Everett Station route and station alternatives. Table 5-8 summarizes comments received on the Everett Station Segment by theme.

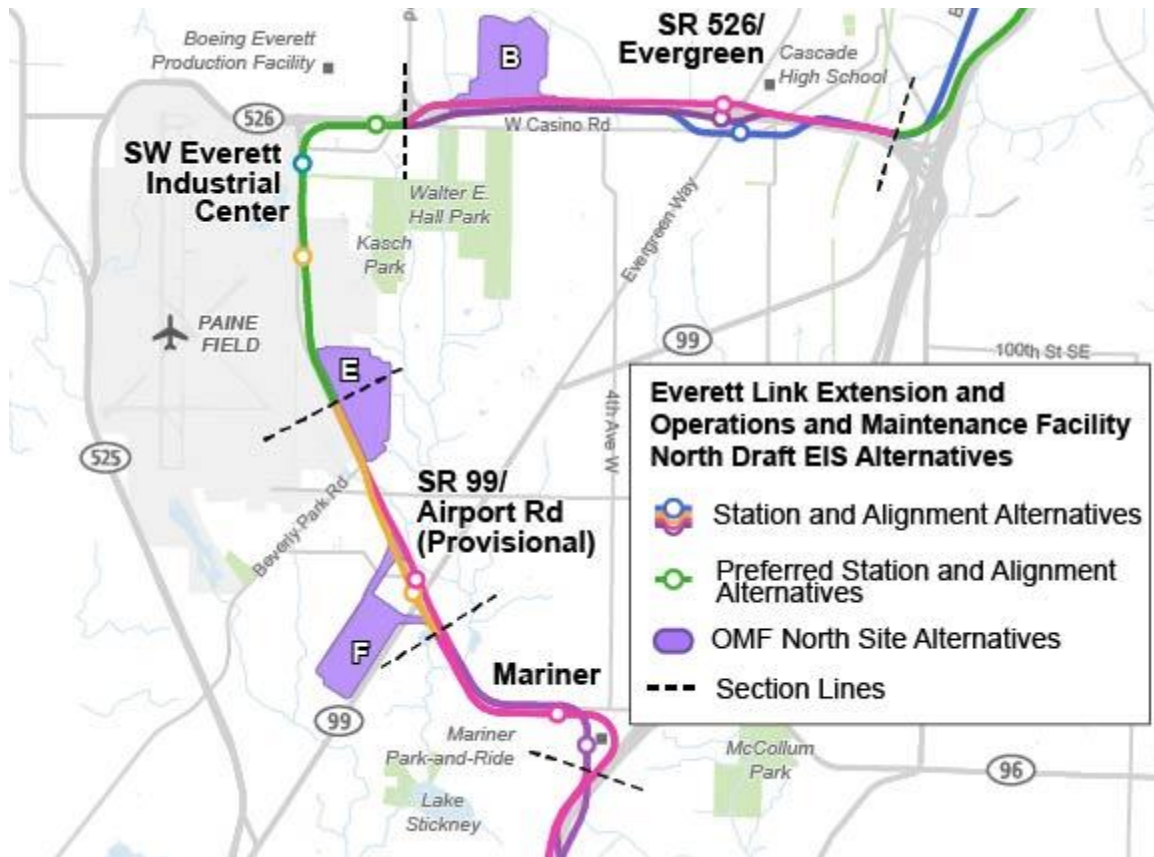
Table 5-8 Summary of Public Comments Received Related to the Everett Station Segment

Theme	Summary
Cost and Schedule	Two comments mentioned cost and schedule. The comments both suggested that the project should include another station north of Everett Station to save money and be more useful for passengers.
Destinations	Three comments mentioned destinations. Commenters said that the existing Everett Station facility and the planned baseball stadium were the most important destinations near the station.
Land Use and Station Area Design	Five comments mentioned land use and station area design. Commenters pointed out that some alternatives would conflict with Everett's planned baseball stadium site and that the station areas should support residential development.
Pedestrian and Bicycle Access	Three comments mentioned pedestrian and bicycle access. Commenters said that pedestrian access to the station should be prioritized and two suggested a second station near downtown because of its more walkable environment.
Supporting Transit Network	12 comments mentioned the supporting transit network. Most of these comments emphasized the transit integration benefits of locating the station near the existing Everett Station facility.
Traffic and Parking	Two comments mentioned traffic and parking. Both comments said that Sound Transit should make sure to include enough parking at Everett Station for people driving to the station.
Station and Route Preference	16 comments mentioned a preference for one or more of the station and route alternatives. Nine comments expressed support for Station EVT-A due to its proximity to the existing Everett Station facility and opportunities for transit integration. Four comments supported Station EVT-C and four comments supported Station EVT-D because of their proximity to downtown.
Other	Other comments emphasized the importance of preserving local businesses.

5.3.11 OMF North

The OMF North site alternatives that were presented during scoping are shown in Figure 5-9.

Figure 5-9 Alternatives for OMF North



FTA and Sound Transit received six comments related to OMF North site alternatives. Table 5-9 summarizes comments received on OMF North by theme.

Table 5-9 Summary of Public Comments Received Related to OMF North

Theme	Summary
Site Preference	Five comments were made regarding where to site OMF North. Commenters generally preferred locating the OMF near Paine Field (OMF Site E) and away from residential areas.
Other	Other comments expressed concern about displacements of historically underserved communities at OMF Site F and proposed alternate locations for OMF North.

5.3.12 New Station, Route, and OMF Location Suggestions

FTA and Sound Transit also received comments for station, route, and OMF locations in addition to those presented in scoping. Table 5-10 summarizes the most common options suggested during the scoping period.

Table 5-10 Summary of Public Comments Received Related to New Station, Route, and OMF Locations

Suggestion	Summary
I-5 route from Mariner to Everett or SR 99 and/or Evergreen Way instead of Airport Road between SR 99/Airport Road and SR 526/ Evergreen Way	Several comments supported either a route along I-5 from Mariner to Everett Station or turning north to run along SR 99 after SR 99/Airport Road. Some comments suggested station options along either route, such as at Everett Mall, or the inclusion of a spur line to serve SW Everett Industrial Center and a potential Paine Field station, but the majority were primarily in support of a shorter and more direct route between Lynnwood and Everett.
Adjusted Mariner station locations and route to avoid business impacts	Comments suggested adjusting the route on either side of Mariner Station and proposed new locations for Mariner Station to reduce the property acquisition needs in the station area. Station locations on the MAR-1 alignment were also suggested on both the south and north ends of the existing Mariner Park-and-Ride.
Serve Paine Field directly/stop at 100th Street SW	Several comments called for a station at or closer to the Paine Field passenger terminal south of SW Everett Industrial Center stations near 100th Street SW.
Serve multiple locations at SW Everett Industrial Center	Comments suggested two or more station options within the SW Everett Industrial Center station area to serve both Boeing and Paine Field, including a suggestion for an underground station for Boeing closer to employee entrance gate E-74 on the north side of SR 526, or for a station close by Seaway Transit Center to serve the main visitor entrance to Boeing. Another suggestion was to include a large bus plaza at the SW Everett Industrial Center station to supplant the existing Seaway Transit Center.
OMF North	Two alternate OMF North locations were suggested: 1) the south side of SR 99 opposite the current alternative on the north side of SR 99 near SR 99/Airport Road, and 2) the east side of I-5 on Riverfront Boulevard south of 36th Street.
Other	Other suggestions included: an alignment to avoid impacts to Alderwood Community Church, an I-5 median route from Ash Way to Mariner, altering the EVLE northern terminus to Mariner Station, changing the SR 526/Evergreen Station location to reduce business impacts, serving Eastmont Park-and-Ride with a station, an alignment along Evergreen Way from SR 526/Evergreen Station to Everett Station, an alignment along existing BNSF tracks on the approach into Everett Station, and constructing the entire alignment as an elevated guideway.

6 NEXT STEPS

6.1 Identifying the Draft EIS Alternatives and the Scope of the EIS

The alternatives to be considered in the Draft EIS were identified by the Sound Transit Board (Board) after early scoping, the Alternatives Development process, and SEPA scoping, with input from Tribes, the public, and agencies. No additional alternatives were identified for further study in the EIS based on comments received during NEPA scoping. The comments received during scoping will help FTA and Sound Transit finalize the purpose and need for the project and the issues to be considered in the Draft EIS.

6.2 Draft EIS

The Draft EIS will describe the potential benefits and adverse effects of each alternative, including a No Build Alternative, and will outline potential ways to avoid, minimize, or mitigate adverse effects. Sound Transit will conduct conceptual engineering and environmental impact analysis and will continue public involvement on the project. After the Draft EIS is prepared, a formal opportunity will be available for public, Tribal, and agency review and comment on the Draft EIS content and findings. The Sound Transit Board will consider the Draft EIS and public, Tribal, and agency comments, and identify, confirm, or modify the preferred alternative for the Final EIS.

6.3 Final EIS

The Final EIS will be based upon preliminary engineering and will update the environmental information for the preferred alternative and other alternatives as needed, respond to comments received on the Draft EIS, and further define measures to avoid, minimize, or mitigate potential project impacts as needed.

6.4 Record of Decision

After publication and review of the Final EIS, the Sound Transit Board will select the project to be built. FTA is then anticipated to issue a Record of Decision under NEPA. The Record of Decision will document the project that Sound Transit will build and how it will avoid, minimize, and mitigate potential environmental impacts.

Figure 6-1 shows the project's current general timeline.



Figure 6-1 EVLE General Timeline

The current schedule for opening light rail service from the Lynnwood City Center Station to Everett Station (the Target Schedule) is 2037. OMF North would open by 2034 and parking facilities at the Mariner and Everett Stations would open by 2046. The Target Schedule requires additional funding and/or savings, and Sound Transit is seeking all options to open for service on this timeline. In case the agency cannot secure additional funding and/or reduce project costs, an Affordable Schedule for the EVLE Project has also been identified. Under the Affordable Schedule, a shorter route from Lynnwood City Center to the SW Everett Industrial Station would open first in 2037 and the opening of the two most northern stations (SR 526/Evergreen and Everett Station) would be delayed until 2041. The parking facilities and OMF North schedule would be the same under both scenarios.



Everett Link Extension

APPENDIX A

Federal Register Notice of Intent

are the heir of the owner, or the owner by transfer, of STC No. SA1806SO, you must provide a notarized copy of your government-issued identification with a letter and background establishing your ownership of the STC and, if applicable, your relationship as the heir to the deceased holder of the STC.

Conclusion

If the FAA does not receive any response by January 26, 2026, the FAA will consider STC No. SA1806SO abandoned, and the FAA will proceed with the release of the requested data. This action is for the purpose of maintaining the airworthiness of an aircraft and enhancing aviation safety.

Issued on July 24, 2025.

Steven W. Thompson,

Acting Deputy Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2025-14254 Filed 7-28-25; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Notice of Intent To Prepare an Environmental Impact Statement for the Everett Link Extension and Operations and Maintenance Facility North Project, Snohomish County, Washington

AGENCY: Federal Transit Administration (FTA), Department of Transportation (DOT).

ACTION: Notice of intent to prepare an Environmental Impact Statement (EIS).

SUMMARY: The Federal Transit Administration (FTA), as Federal lead agency, and the Central Puget Sound Regional Transit Authority (Sound Transit), as local project sponsor and joint lead agency, issue this notice to advise the public that they intend to prepare an environmental impact statement (EIS) pursuant to the National Environmental Policy Act (NEPA) for the Everett Link Extension (EVLE) and Operations and Maintenance Facility North (OMF North) Project (Project). The Project would extend Link light rail 16 miles from the existing Lynnwood City Center Station to the Everett Station area in Snohomish County, Washington, and improve connections to the regional transit system and major activity centers. The Project would also include construction of a light rail operations and maintenance facility (OMF) in Snohomish County to support the regional Link light rail program, including EVLE.

DATES: Comments related to the NEPA review of the Project must be received on or before August 28, 2025. The joint lead agencies will consider comments received after that date to the extent practicable, as well as the comments received during this NEPA scoping period and the prior Washington State Environmental Policy Act (SEPA) scoping process. Commenters who previously provided SEPA scoping comments do not need to resubmit those comments for consideration under NEPA, but may elect to do so.

ADDRESSES: Comments on the scope of the EIS should be directed to Kathy Fendt, North Corridor Environmental Manager, in one of four ways:

- *Sound Transit website:* <https://everettlink.participate.online/>;
- *Email:* everettlinkcomments@soundtransit.org;
- *Mail:* Sound Transit, 401 S. Jackson Street, Seattle, WA 98104-2826; or
- *Provided by phone at 425-243-6255.*

FOR FURTHER INFORMATION CONTACT: For FTA: Todd Tillinger, 206-220-7538, todd.tillinger@dot.gov. For Sound Transit: Kathy Fendt, 206-689-4856, kathy.fendt@soundtransit.org.

SUPPLEMENTARY INFORMATION: FTA and Sound Transit (the Agencies) will prepare the EIS in accordance with NEPA, FTA environmental statute (Efficient environmental reviews for project decisionmaking and One Federal Decision, 23 U.S.C. 139), FTA environmental regulations (23 CFR part 771), and SEPA. This notice initiates NEPA scoping for the EIS, provides information on the nature of the proposed transit project, invites participation in the EIS process, provides information about the purpose and need for the proposed transit project, includes general information on the range of alternatives being considered for evaluation in the EIS, and identifies potential environmental impacts to be considered. It also invites comments from Tribes, agencies, and interested members of the public on the above information and announces upcoming public scoping meetings. Alternatives being considered for evaluation in the EIS include a No Build Alternative and various Build Alternatives for the light rail line and OMF North in the EVLE corridor. The alternatives were developed through a local planning process including a Regional Transit Long-Range Plan (2014), a regional system plan of transit investments (Sound Transit 3 (ST3)), an early scoping and alternatives development process specific to the EVLE corridor under NEPA (see 86 FR

61387, November 5, 2021), and EIS scoping under SEPA. During the alternatives development process, Sound Transit worked with Tribes, agencies, and the public to identify and evaluate over 50 alignment and station alternatives and 18 sites for OMF North to determine which alternatives to take into the EIS process. Results of the early scoping, alternatives development, and SEPA EIS scoping processes and other background technical reports are available on the Project website: <https://soundtransit.org/everettlink>, or by contacting the Project line at 206-370-5533. FTA has determined the Project will not be evaluated as a major project as defined in 23 U.S.C. 139(a)(7). Sound Transit intends to pursue Federal funding for the Project through FTA's Capital Investments Grant program.

I. Purpose and Need for the Proposed Action

The purpose and need statement establishes the basis for developing and evaluating a range of reasonable alternatives for environmental review and assists with the identification of a Preferred Alternative. The purpose of the Project is to expand the Link light rail system from the Lynnwood City Center Link Station to the Everett Station area and provide an OMF to:

- Provide high quality, rapid, reliable, accessible, and efficient light rail transit service to communities in the Project corridor as defined through the local planning process and reflected in the ST3 Plan.
- 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.
- 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* (2014).
- Implement a system that is technically and financially feasible to build, operate, and maintain.
- Expand mobility for the corridor and the region's residents, including explicit consideration for those who use transit as a primary means of transportation.
- Encourage sustainable 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.
- Encourage convenient and safe non-motorized access to transit stations, such as bicycle and pedestrian

connections, consistent with Sound Transit's System Access Policy.

- Preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built, and socioeconomic environments through sustainable practices.
- Provide an OMF 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.
- Develop an OMF that supports efficient and reliable light rail service and minimizes system operating costs.

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 today's 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 continue to worsen as the region's population and employment grow.
- Puget Sound Regional Council (PSRC), the regional metropolitan planning organization, and local plans call for high-capacity transit in the corridor consistent with PSRC's *VISION 2050* (2020) and Sound Transit's *Regional Transit Long-Range Plan*.
- 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.
- Increased residential and/or employment density at and around high-capacity stations and increased options for multimodal access are called for by regional and local plans.
- Prioritizing transportation investments that decrease vehicle miles traveled, and their resulting environmental impacts, is a goal of the state and region, as established in Washington state law and embodied in PSRC's *VISION 2050* and *Regional Transportation Plan*.
- 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.

II. Description of Proposed Action and Alternatives

Sound Transit is proposing to extend Link light rail transit service north from Lynnwood City Center Station to the Everett Station area along an alignment that is approximately 16 miles long and includes six light rail stations that serve the following areas: West Alderwood, Ash Way, Mariner, Southwest Everett Industrial Center, SR 526/Evergreen, and Everett Station. Sound Transit is also evaluating a seventh provisional station in the SR 99/Airport Road area in the EIS, but this station is not currently funded for construction. The Project also includes a new OMF that will support the system-wide Link light rail system, to be located along the alignment in Snohomish County. Information about the proposed project, early scoping, the alternatives development process, and the EIS process are available on the Project website at <https://soundtransit.org/everettlink>, by contacting the Project sponsor at everettlink@soundtransit.org, or the Project phone line at 206-370-5533.

The Build Alternatives are generally described as follows:

- The Link light rail alternatives would run elevated from the southern end of the Project, through the Alderwood Mall area then return to the I-5, corridor, south of I-405. The alternatives would continue north as either elevated or at-grade configurations along I-5, passing through the Ash Way area and turning west along 128th Street SW in the Mariner area. The alternatives would continue along Airport Road until turning east in the SW Everett Industrial Center area and following SR 526 until it meets I-5. The alternatives would then continue north, with tail tracks terminating beyond the elevated station options near the Everett Station area.
- Three OMF North site alternatives are currently under consideration: south of the proposed SR 99/Airport Road station area and on the western side of SR 99; on the east side of Airport Road between the SR 99/Airport Road and SW Everett Industrial Center stations across from Seattle Paine Field International Airport; and on the north side of SR 526 generally between SR 526 and 75th Street SW, east of 16th Avenue W.

III. Summary of Expected Impacts

FTA and Sound Transit will evaluate (with input from Tribes, agencies, and the public) the potential impacts of the

alternatives on the natural, built, and socioeconomic environments. Likely areas of investigation include transportation, land use and consistency with applicable plans, land acquisition and displacements, socioeconomic, park and recreation resources, historic and cultural resources, visual and aesthetic qualities, air quality, noise and vibration, energy use, safety and security, and ecosystems, including threatened and endangered species and wetlands. The EIS will evaluate short-term construction impacts and long-term operational impacts. The EIS will also propose measures to avoid, minimize, or mitigate significant adverse impacts.

IV. Anticipated Federal Permits and Other Authorizations

The scoping process and agency coordination will identify permits and approvals required from Tribes and Federal, state, and local agencies, and these will be listed in the EIS. FTA and Sound Transit anticipate the following Federal permits and authorizations may include:

- Federal Transit Administration
 - National Historic Preservation Act, Section 106 Review
- United States Army Corps of Engineers
 - Clean Water Act, Section 404 (including Washington State Department of Ecology Water Quality Certification: Clean Water Act Section 401)
- United States 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

V. Schedule for the Decisionmaking Process

Below is a tentative schedule for the decisionmaking process, including environmental review milestones:

- *Draft EIS publication*: early 2026, for public review and comment.
- *Identification, confirmation, or modification of the Preferred Alternative*: summer 2026.
- *Final EIS publication*: summer 2027.
- *Record of Decision*: summer 2027.

As noted in the tentative schedule, the Agencies intend to complete the EIS for the Project within two years. The Agencies will accept public comments on the scope of the EIS until August 28,

2025. The Agencies will then consider those comments as they prepare the Draft EIS. Sound Transit expects the Draft EIS will be available for a minimum of 45 days for the public comment period, in early 2026. The Agencies will announce the availability of the Draft EIS in the **Federal Register** and via local media outlets. The Draft EIS will be distributed and available for public and agency review and comment prior to the public hearing. The Agencies will consider substantive comments timely submitted and then anticipate publishing a Final EIS by summer 2027. The Final EIS will identify a preferred alternative and potential mitigation commitments. Following the issuance of the Final EIS, the Sound Transit Board will make its decision about which route and stations and which OMF North location to build. FTA would then issue its Record of Decision (ROD), which includes specific mitigation commitments for the Project. The Agencies expect that all Federal environmental authorization decisions for the construction of the Project will be completed prior to or within a reasonable period following issuance of the ROD.

Notices of public meetings, including hearings, will be given through a variety of media providing the time and place of the meeting along with other relevant information. Meeting date, time, and location information can be found on the Project website at: <https://soundtransit.org/everettlink>. Public meeting locations will comply with the Americans with Disabilities Act. Persons requesting special accommodations should contact Sound Transit by calling 800-201-4900/TTY Relay 711 or emailing accessibility@soundtransit.org.

Susan K. Fletcher,

Regional Administrator, FTA Region 10.

[FR Doc. 2025-14318 Filed 7-28-25; 8:45 am]

BILLING CODE 4910-57-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2025-0021]

Agency Information Collection Activities; Submission to the Office of Management and Budget for Review and Approval; Request for Comment; Drivers' Use of Camera-Based Rear Visibility Systems Versus Traditional Mirrors

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

ACTION: Notice and request for comments on revision of a currently approved collection of information.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (PRA), this notice announces that the Information Collection Request (ICR) summarized below will be submitted to the Office of Management and Budget (OMB) for review and approval. This document describes a collection of information for which NHTSA intends to seek a revision to an OMB-approved collection titled, "Drivers' Use of Camera-Based Rear Visibility Systems Versus Traditional Mirrors" identified by OMB Control Number 2127-0756. The collection is currently approved through July 31, 2025, and supports research addressing safety-related aspects of drivers' use of camera-based rear visibility systems designed to replace or supplement vehicle rearview mirrors. This collection is necessary to inform next steps on an ANPRM NHTSA published in response to two petitions requesting revision of FMVSS No. 111 to permit such camera-based systems as an alternative compliance option for certain current requirements specifying rearview mirrors. This revision includes changes in respondents and thus a change in burden hours and requests an extension to continue data collection. A **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published on May 16, 2025. No comments were received. A summary of comments and responses to them is provided below.

DATES: Comments must be submitted on or before August 28, 2025.

ADDRESSES: Written comments and recommendations for the proposed information collection, including suggestions for reducing burden, should be submitted to the Office of Management and Budget at

www.reginfo.gov/public/do/PRAMain. To find this particular information collection, select "Currently under Review—Open for Public Comment" or use the search function.

FOR FURTHER INFORMATION CONTACT: For additional information or access to background documents, contact Elizabeth Mazzae, Applied Crash Avoidance Research Division, Vehicle Research and Test Center, NHTSA, 10820 State Route 347—Bldg. 60, East Liberty, Ohio 43319; Telephone (937) 666-4511; email address: elizabeth.mazzae@dot.gov.

SUPPLEMENTARY INFORMATION: Under the PRA (44 U.S.C. 3501 *et seq.*), a Federal agency must receive approval from the Office of Management and Budget (OMB) before it collects certain information from the public and a person is not required to respond to a collection of information by a Federal agency unless the collection displays a valid OMB control number. In compliance with these requirements, this notice announces that the following information collection request will be submitted OMB.

Title: Drivers' Use of Camera-Based Rear Visibility Systems Versus Traditional Mirrors.

OMB Control Number: 2127-0756.

Form Numbers: NHTSA forms 1553—Interest Response Form; 1554—Candidate Screening Questions, 2044—Participant Informed Consent Form, 2058—Experimental Data Collection, 1556—Post-Drive Questionnaire: Drive with Camera-Monitor System, 1557—Post-drive Questionnaire: Drive with Mirrors, 1558—Post-drive Questionnaire: Final Opinions.

Type of Request: Revision of a currently approved information collection.

Type of Review Requested: Regular.

Length of Approval Requested: Three years from date of approval.

Summary of the Collection of Information: The National Highway Traffic Safety Administration (NHTSA) is seeking approval for revision of a currently approved information collection, OMB Control Number 2127-0756, "Drivers' Use of Camera-Based Rear Visibility Systems Versus Traditional Mirrors." NHTSA is conducting research as part of a one-time, multi-year effort to gather information to aid in determining whether camera-based rear visibility systems can provide the same level of safety as the rearview mirrors currently required under FMVSS No. 111, Rear Visibility. NHTSA published an ANPRM (RIN 2127-AM02) responding to two petitions received from vehicle



Everett Link Extension

APPENDIX B

Example of NEPA Scoping Notice



ST News Release: Everett Link Extension scoping period opens

From Jackson, David <david.jackson2@soundtransit.org>

Date Tue 7/29/2025 12:23 PM



FOR IMMEDIATE RELEASE — July 29, 2025

Everett Link Extension scoping period opens ***Online survey available today through August 28***

Starting Tuesday, July 29, the public is invited to provide input on the Everett Link light rail extension as part of National Environmental Policy Act (NEPA) scoping. **From now through Aug. 28**, you can share your comments on:

- Project purpose and need.
- Alternatives to be studied in the Environmental Impact Statement (EIS) and potential impacts.
- Potential topics to study in the EIS.

Feedback received during the comment period will be shared with decision-makers to help prepare the Draft EIS in coordination with the Federal Transit Administration (FTA). Sound Transit conducted a public comment period for [SEPA scoping](#) in 2023 to begin work on the Draft EIS. These comments remain valid, will be summarized in the EIS and do not need to be resubmitted.

The Everett Link Extension DEIS is studying 16 miles of light rail and seven new stations connecting Snohomish County residents to the regional light rail network. The project will connect the communities of Lynnwood, unincorporated Snohomish County, and Everett. One of the proposed stations (SR99/Airport Rd) is funded for planning, but not currently for design or construction. This project will also include Operations and Maintenance Facility (OMF) North, a facility to support Link light rail operations.

Community members can learn more about the project and provide additional new feedback through the [Everett Link Extension outreach website](#). Comments can also be submitted by:

- Emailing everettlinkcomments@soundtransit.org.
- Leaving a voicemail at 425-243-6255.

- Sending a letter:

Everett Link Extension

Kathy Fendt

Sound Transit

401 S. Jackson St.

Seattle, WA 98104

(Letters must be postmarked by Aug. 28.)

For more information about the Everett Link extension, please visit <https://www.soundtransit.org/system-expansion/everett-link-extension>

CONTACT: David Jackson, (206) 689-3160 or david.jackson2@soundtransit.org

— *Sound Transit: Connecting more people to more places to make life better and create equitable opportunities for all. Visit www.soundtransit.org* —



Everett Link Extension

APPENDIX C

Agency Comment Letters

From: Hartman, Tanner O <tohartman@blm.gov>

Sent: Tuesday, August 12, 2025 12:31 PM

To: Tillinger, Todd (FTA) <todd.tillinger@dot.gov>; Fendt, Kathy <kathy.fendt@soundtransit.org>

Cc: Hong, Udom R <uhong@blm.gov>

Subject: Re: ENVIRONMENTAL REVIEW (ER) NEW POSTING NOTIFICATION: ER25/0388 - Notice of Intent To Prepare an Environmental Impact Statement for the Everett Link Extension and Operations and Maintenance Facility North Project, Snohomish County, Washington, DOT-FTA

You don't often get email from tohartman@blm.gov. [Learn why this is important](#)

CAUTION: This email originated from a contact outside Sound Transit. Remember, do not click any links or open any attachments unless you recognize the sender and know the content is safe. Report any suspicious email by clicking the “fish” button in Outlook. Thank you! ST Information Security

Good Afternoon,

BLM Oregon/Washington has reviewed the project summary for the Federal Transit Administration's Everett Link Extension Project in Snohomish County, Washington. We do not have comments to submit for this project at this time.

Thank you!

Tanner Hartman

Management & Program Analyst/Fast-41 Project Lead

Branch of Planning, Monitoring, & Social Sciences (OR932)

BLM Oregon/Washington State Office

Desk:(503) 315-5966

Cell: (503) 400-4588

August 28, 2025

Sound Transit
Kathy Fendt, East and North Corridor Environmental Manager
401 S. Jackson Street
Seattle, WA 98104

Dear Ms. Fendt:

Community Transit is pleased to submit scoping comments on the Everett Link Extension (EVLE) as part of the National Environmental Policy Act (NEPA) comment period. Community Transit is enthusiastic about continuing our partnership with Sound Transit in its mission to expand high-capacity transportation across the region and strengthen the overall transit network within Snohomish County to attract more transit ridership.

Because the EVLE will affect Community Transit's services, including Swift, local fixed bus routes, DART, vanpools, and future microtransit service, staff have actively participated in this project throughout the scoping and review process to date. Community Transit appreciates the consideration of our prior feedback and welcomes this opportunity to provide further input to help enhance the coordination of our services.

Our comments focus on two key areas: bus/rail integration and considerations for the project's evolving financial context.

PRIMARY COMMENTS ON PURPOSE AND NEED

Include consideration of an alternative rail alignment

Early project design included options for alternative rail alignments for study, but these were not pursued into guideway and station design planning. Given the overall increase in costs for transit projects seen in the region since the inception of the project, coupled with increased economic uncertainty, the next phase of preliminary design should focus on optimizing alignment and profile alternatives to maximize flexibility in decision-making by the Sound Transit Board to address the issues raised in this letter.

Provide for Integration with the Local Bus Network

Most EVLE users will access the system via the local bus network. This is especially important as significant concentrations of transit-dependent, low-income, and non-white populations in the corridor live outside the ½ mile walk shed of station locations. Without effective integration of local transit, Link light rail would not achieve its goals for ridership and equitable system access. The project purpose should explicitly require effective integration with local transit as a component of the regional mobility

purpose. Explicitly including this requirement in the scoping document will allow for more effective project planning within the financial constraints of the project.

Prioritize the Customer Experience

Integration of bus and rail transit should include the entire customer journey in the design. The customer experience will be influenced by several factors, including walking distances between bus and rail platforms, the proximity and convenience of escalators and elevators, and wayfinding and navigation for first-time users. The next phase of design should seek to maximize convenience in the transfer experience by emphasizing adjacency and minimizing walk distances between bus and rail platforms. Considering the entire customer experience in this way is crucial to achieving the project's goal of connecting regional centers, as it maximizes system accessibility and convenience for all users.

Prioritize the Provisional Station at SR 99 & Airport Rd

EVLE should prioritize the provisional station at SR 99 and Airport Road. Community Transit's Swift Blue Line and Swift Green Line corridors meet at this location and their combined "network effect" makes it one of the highest transit ridership locations in Snohomish County. The availability of convenient transfers between three regional high-capacity transit lines at this location is a missed opportunity if this station is not included in scope.

BUS BAYS AND LAYOVER REQUIREMENTS

Community Transit's 2024 and Beyond service plan has demonstrated the value of frequent, all-day, evening, and weekend service. Ridership trends continue to show a clear shift away from the pre-pandemic focus on peak period, work-related travel. In response to this new pattern, Community Transit continues to adjust its medium- and long-term service planning to incorporate this new environment. We appreciate the work done to date to incorporate Community Transit's latest service planning into the design of layover and bus bays. However, the project design must go beyond a static mathematical equation and provide designs that ensure future operational flexibility and adaptability. Fundamentally, the primary focus of stations should be transit connectivity, and considerations of aesthetics, landscaping, and design elements that take away from that primary focus should be limited during the design process.

Transit-Oriented Development (TOD) is a shared objective of both agencies and our jurisdictional partners; however, the goal of a pedestrian-friendly urban environment may also compete with the need for adequate bus layover and bays. As future station locations will foster population and employment growth, securing adequate bus layover and bay space during design is a fundamental and critical element for successful bus/rail integration. Studying how layover, bus bays, and critical operations facilities like operator comfort stations may be physically integrated into TOD may address the needs of bus operations and economic development. Community Transit encourages the consideration of creative solutions during alternatives development; however, provision of adequate space for operations and associated operator facilities cannot be contingent on the provision of TOD by the private sector.

At bus route terminal locations, Sound Transit must also consider futureproofing layover and bus bays for both charging infrastructure for zero-emission vehicles and logistical needs related to vehicle automation. While still in its infancy, the industry's rapid shift to zero-emission bus fleets and gradual development of autonomous vehicle technologies is progressing and is anticipated to be more widespread when EVLE is open for revenue service. Accordingly, Sound Transit must consider futureproofing layover and bus bays at terminal locations for both bus charging infrastructure and logistical needs related to vehicle automation. This anticipated need further highlights the potential benefit of integrating layover, bus bays, and other operations facilities with TOD.

Community Transit continues to be a strong supporter of the EVLE and appreciates the opportunity to provide comments during the NEPA study period. Community Transit is confident these comments will contribute to a more effective and successful outcome and looks forward to our continued partnership as the project advances.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ric Ilgenfritz", is positioned below the "Sincerely," text.

Ric Ilgenfritz
Chief Executive Officer



REGION 10

SEATTLE, WA 98101

August 28, 2025

Kathy Fendt
Sound Transit
401 S. Jackson Street
Seattle, Washington 98104-2826

Todd Tillinger
Federal Transit Administration, Region 10
915 Second Avenue, Suite 3192
Seattle, Washington 98174

Dear Kathy Fendt and Todd Tillinger:

The U.S. Environmental Protection Agency has reviewed the Federal Transit Administration and Sound Transit July 2025 Notice of Intent to Prepare an Environmental Impact Statement for the Everett Link Extension and Operations and Maintenance Facility North Project, Snohomish County, Washington. The project would extend the Link light rail 16 miles from the existing Lynnwood City Center Station to the Everett Station area and would construct a light rail operations and maintenance facility (OMF). Pursuant to the National Environmental Policy Act and Section 309 of the Clean Air Act, the EPA is required to review and comment publicly on any proposed federal action subject to the NEPA's environmental impact requirement.

The project may have reasonably foreseeable adverse impacts to wetlands and streams from construction activities. The Level 2 Alternatives Development Report¹ offers qualitative environmental impact information and estimates of wetlands and streams for the NOI alternatives. The EPA seeks early coordination as a participating agency to streamline the permitting and environmental review process before the Draft EIS is published.

¹ Available online: <https://www.soundtransit.org/sites/default/files/documents/evle-level-2-alternatives-development-report.pdf>. Accessed 8/13/2025.

Thank you for the opportunity to review the NOI for this project and engage in the development of this project. If you have questions about this review, please contact Susan Sturges of my staff at 206-553-2117 or at sturges.susan@epa.gov, or me, at 206-553-1774 or at chu.rebecca@epa.gov.

Sincerely,

Rebecca Chu, Manager
NEPA Branch



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

Northwest Region Office
PO Box 330316, Shoreline, WA 98133-9716 • 206-594-0000

August 28, 2025

Kathy Fendt
Sound Transit
401 S Jackson St
Seattle, WA 98104

Re: Comments on the Everett Link Extension

Dear Kathy Fendt:

Thank you for the opportunity to provide comments on the National Environmental Policy Act (NEPA) scoping process for the Everett Link Extension (EVLE) Project. Based on review of the documents associated with this project, the Department of Ecology (Ecology) has the following comments for your consideration.

SHORELANDS AND ENVIRONMENTAL ASSISTANCE PROGRAM

Doug Gresham, (425) 429-1846, doug.gresham@ecy.wa.gov

I wish to provide the following scoping comments for wetland and stream resources within the light rail alignments and operations and maintenance facilities (OMF).

- Within the Ashway segment, northwest of the I-5 and SR 525 interchange there is Swamp Creek and associated wetlands that need to be protected.
- Within the Mariner segment, near the Airport Road and Admiralty Way intersection there is a crossing of Swamp Creek.
- Within the SR 99/Airport Road segment, near the Airport Road and 19th PI W intersection there is a pond and associated wetland that needs to be protected.
- Within the SW Everett Industrial Center segment, on the east side of Airport Road on both sides of 100th Street SW there are wetlands that need to be protected.
- Within the SW Everett Industrial Center segment, on the west side of Airport Road near Kasch Park Road there is a wetland mitigation area.
- For the OMF located north of SR 526 near 16th Avenue there is Narbeck Creek and associated wetlands that need to be protected.
- For the OMF located along Airport Road near 100th Street SW, there are wetlands that need to be protected.

- For the OMF located along SR 99 and Gibson Road there are Swamp Creek tributaries and wetlands that need to be protected.

Any wetlands delineated for this project would be waters of the state subject to the applicable requirements of state law (see RCW 90.48 and WAC 173.201A) and Section 401 of the Clean Water Act (33 USC §1341) and 40 CFR Section 121.2. For any direct wetland impacts, the applicant shall obtain all necessary state and federal authorizations prior to beginning any ground-disturbing activities or vegetation removal. To obtain state and federal authorization, you should provide:

- A jurisdictional determination from the U.S. Army Corps of Engineers stating which delineated wetlands on the property are under federal jurisdiction.
- A Joint Aquatic Resource Permit Application (JARPA) form for impacts to jurisdictional wetlands submitted to Ecology at ecyrefedpermits@ecy.wa.gov.
- For any non-federally regulated wetlands that the U.S. Army Corps of Engineers does not take jurisdiction for, submit a JARPA to Ecology at ecyrefedpermits@ecy.wa.gov so we can issue an Administrative Order.
- A mitigation plan for unavoidable wetland impacts following the standards in Wetland Mitigation in Washington State – Part 1: Agency Policies and Guidance (Ecology Publication #[21-06-003](#)).

TOXICS CLEANUP PROGRAM

Kim Smith, (425) 200-2834, kim.smith@ecy.wa.gov

There are many known contaminated sites along the link light rail transit service's proposed 16-mile northward extension between the Lynnwood City Center Station and the proposed Everett Station. For each of the route and facility alternatives, we would expect the environmental impact statement (EIS) to analyze environmental health risks, including how existing contaminated sites within or in proximity to the project footprint may impact the proposed project. Discussion may include and is not limited to a review of historical land uses and known and suspected releases as well as potential sources of future contamination.

The following resources may be helpful in conducting this analysis:

- **Ecology's What's in My Neighborhood** provides an interactive map showing known contaminated sites throughout Washington State and can be accessed at <https://apps.ecology.wa.gov/neighborhood/>.
- **Cleanup site webpages** provide access to electronically available documents, which can be found by searching the site name or cleanup site identification (CSID) number at <https://apps.ecology.wa.gov/gsp/SiteSearchPage.aspx>.
- **A public records request** is available for reviewing documents not available electronically. Use the instructions or online submission form available at <https://ecology.wa.gov/About-us/Accountability-transparency/Public-records-requests>.

Kathy Fendt
August 28, 2025
Page 3

Thank you for considering these comments from Ecology. If you have questions or would like to respond to these comments, please contact one of the commenters listed above.

Sincerely,

A handwritten signature in black ink, appearing to read 'Meg Bommarito', with a stylized, flowing script.

Meg Bommarito
Regional Planner

Sent by email: Kathy Fendt, everettlinkcomments@soundtransit.org

ecc: Doug Gresham, Ecology
Kim Smith, Ecology
Meg Bommarito, Ecology

August 28, 2025

Everett Link Extension Project
Attn: Kathy Fendt
401 S. Jackson Street
Seattle, WA 98104

SENT VIA EMAIL

Subject: Everett Link Extension (EVLE) NEPA Scoping Comments

Dear Ms. Fendt,

The City of Lynnwood is excited to participate with Sound Transit in the National Environmental Policy Act (NEPA) review process for the Everett Link Extension (EVLE). The EVLE and specifically the West Alderwood Station provide significant opportunities for Sound Transit ridership and Transit Oriented Development (TOD) within the Lynnwood Regional Growth Center (RGC).

The opportunities presented by the EVLE will be assessed in relationship to both potential benefits and impacts to the Lynnwood community and its environment. The City of Lynnwood sees the success of West Alderwood Station based on the ability to access transit, capture ridership, support Transit-Oriented Development (TOD), and fulfill the goals for the Lynnwood Regional Growth Center (RGC) and the City Center Alderwood Subarea Plan (CC+A).

The City of Lynnwood has previously sent letters on August 6, 2021, commenting on the EVLE Prescreening Results, on August 23, 2022, commenting on the EVLE Level 2 Refinement and Alignment, and on August 8, 2025, commenting on the EVLE ALD-D Station Advancement. In the letters, the City emphasized the importance of supporting the long-term vitality and resiliency of the Alderwood Mall. As retail continues to evolve, providing transit access that supports redevelopment and mixed-use opportunities will be vital to ensure that the Alderwood Mall and surrounding commercial center remains successful.

The City's locally preferred station location is best represented by ALD-D, as adopted by the Lynnwood City Council in Resolution No. 2016-06 (See attached). This station location will maximize accessibility for Lynnwood neighborhoods to the west, support future TOD projects in proximity to the Alderwood Mall, capture additional ridership from within the Lynnwood Regional Growth Center (RGC), and provide critical multi-modal connectivity to the Community Transit BRT Orange Line. Additionally, the City's preferred alignment is best represented by ALD-2 along 184th St SW. Together, ALD-D and ALD-2 represent the most effective alternatives to advance the long-term goals of the Lynnwood RGC, deliver strong ridership outcomes, minimize adjacent property and right-of-way impacts, and ensure compatibility with Lynnwood's vision for a walkable, mixed-use district anchored by high-capacity transit. These preferences have been consistently communicated

to Sound Transit and are aligned with the findings of the Sound Transit Board in identifying ALD-D and ALD-2 as preferred alternatives.

As the NEPA process advances, the City requests that the following comments be considered:

1. Ensure seamless integration with the Community Transit Swift Orange Line for efficient and reliable multi-modal connections. This includes minimizing walking distance between the BRT Station and Light Rail Station and minimizing service disruptions during construction.
2. Coordinate with Alderwood Mall and Brookfield Properties to align transit planning and station access with future redevelopment, land use, and circulation needs.
3. Evaluate the proposed transit loop and station plaza area in partnership with Brookfield to minimize station footprint while maximizing safe and efficient transit and regional mall operations.
4. The proposed paratransit location within the pick-up/drop-off area may be negatively impacted due to potential congestion. Additional coordination is necessary with Community Transit to ensure service reliability and safe operations.
5. Internal circulation along the “Alderwood Mall Ring Road”, which is originally designed for retail purposes, must be carefully assessed for compatibility with general transit operations.
6. Coordinate proposed changes to existing and new intersections on 33rd Ave W in partnership with the City of Lynnwood’s 33rd Ave W Corridor Project to improve overall traffic flow and safety.
7. Impacts to the Interurban Trail during construction must be mitigated, including provisions for safe detours and long-term direct trail connections to the station.
8. Street network and guideway alignment considerations should prioritize following existing street patterns, minimizing property acquisition, and avoiding the creation of irregular parcels.
9. Minimizing the impacts to Alderwood Community Church remains a priority for the City.
10. Coordination with the Alderwood Mall Blvd/44th Ave W realignment project is critical to maintain transit priority and bus headways during construction, as well as to support longer-term operational reliability once the realignment is complete.

Thank you for the opportunity to provide comments in the NEPA scoping process. The City looks forward to continuing to collaborate closely with Sound Transit to ensure that the EVLE and the West Alderwood Station are designed and delivered in a way that maximizes benefits to the community, supports regional growth strategies, and advances our shared vision for sustainable, transit-oriented development.

Sincerely,



David Kleitsch
City of Lynnwood
Development & Business Services Director

Attachments: Attachment A: Prescreening Results, August 6, 2021
Attachment B: EVLE Level 2 Refinement and Alignment, August 23, 2022
Attachment C: Everett Link Extension – ALD-D Station Advancement
Comments, August 8, 2025
Attachment D: Resolution No. 2016-06

cc: Ben Wolters, City of Lynnwood, Economic Development Manager
Jared Bond, City of Lynnwood, Public Works Director
Joel Faber, City of Lynnwood, Parks, Recreation and Cultural Arts Director
Karl Almgren, City of Lynnwood, Community Planning Manager
Sarah Cho, City of Lynnwood, City Center Program Manager
Miranda Redinger, Sound Transit, Development Manager



August 6, 2021

Sound Transit
Attn: Sandra Fann
401 S Jackson Street
Seattle, WA 98104

Subject: Everett Link Extension Prescreening Results

Dear Sandra,

The City of Lynnwood appreciates the continued partnership in shaping the implementation of the Everett Link Extension. The City sees several opportunities to identify a station location and alignment that will maximize implementation of the designated regional growth center and improve future transit-oriented development.

Below is a summary of comments from the screening results presented on July 19th. Several of these comments were discussed at our recent meeting and some are new comments based on that conversation.

Preliminary Station Findings:

1. Station Consolidation: The consolidation of Stations 12 & 13 appear to have opportunity to also consolidate Stations 6, 7, & 8 as well as Stations 10 & 11. The City understands that the scores of Stations 10 & 11 differ, but given the current construction patterns of Lynnwood Place, the City views these stations more alike than identified in the screening results.
2. Stations 6, 7, & 8: The analysis downgraded these stations when compared to Station 1, however it is unclear how this was determined given the nearby proximity to Station 1. The City sees a value in maintaining an additional 'Alderwood South' station for further review and discussion with Alderwood ownership.
3. Station 5: The ratings of Station 5 in West Alderwood do not appear to be consistent with the ratings of Station 4 in Mariner. Station 4-Mariner was removed from consideration and Alignment A-Mariner was advanced. Station 5-West Alderwood appears to have advanced only due to the advancement of Alignment J-West Alderwood regardless of capture area and ridership performance.
4. Station 12 & 13: These two stations appear to have been rated higher on incorrect assumptions about surrounding land uses. Please consider the following:
 - a. Stations 12 & 13 are not consistent with the ST3 voter alignment.
 - b. The stations area not centrally located within the designated Regional Growth Center and should be rated red.
 - c. These stations are adjacent to some of the higher valued single-family residences in Lynnwood impacting the equity scores.

- d. Stations 12 & 13 stations for bicycle and pedestrian access were rated higher than Station 1 but is not located near a high number of pedestrian destinations and is located further from the Interurban Trail.
- e. Existing transit on 36th Avenue West are currently limited to only one bus route north of 188th Street SW. The transit transfer quality should both be rated red compared to Station 1.
- f. The existing development surrounding Station 12 & 13 offer low opportunity for transit-oriented development. Development & Land Use should be rated red for these two locations.

Preliminary Alignment Findings:

- 5. Alignment H: The rating of Alignment H matches Alignment A. This alignment could be used further review of Station 9 and a combination of 6, 7 & 8.
- 6. Swamp Creek Alignment: The City believes that a guideway through Swamp Creek could provide environmental benefits with replacing Ash Way. This could facilitate a regional improvement to the waterway.

Alderwood Mall:

- 7. The City would like to stress the ongoing success of the Alderwood Mall including the site's resiliency to the changing retail market. The ownership, Brookfield, has appropriately recognized that the site offers more than just retail and is continually adapting the site to meet market demands. This location presents a significant opportunity for transit-oriented development.

Ash Way Station:

- 8. The City has large concerns that Station 3 – Ash Way will have significant additional costs on the corridor reducing available funds for other station areas. The City would like clear transparency on the additional costs on the corridor for an eastside alignment as screening continues.

The City is currently working to schedule a meeting with Brookfield and other Alderwood ownerships for late August. If you have any questions, please call me at 425-245-2551.

Sincerely,



David Kleitsch
City of Lynnwood
Development & Business Services Director



August 23, 2022

Sound Transit
Attn: Eric Widstrand
401 S Jackson Street
Seattle, WA 98104

SENT VIA EMAIL

Subject: Everett Link Extension Level 2 Refinement & Alignment

Dear Mr. Widstrand,

The City of Lynnwood appreciates the continued partnership in shaping the implementation of the Everett Link Extension. Thank you for the opportunity to provide feedback on the Level 2 refinements on the Station Area Planning efforts for the future West Alderwood station.

At the EVLE Station Area Planning Workshop on July 29, 2022, Sound Transit presented refinements to stations ALD-D and ALD-F. The City appreciates that these revisions reflect many of the comments provided to Sound Transit on June 7, 2022. There are some additional comments the City is providing to continue to refine and improve the design for West Alderwood Station.

ALD-D

1. This station appears to have seamless and proximate integration with the SWIFT Orange Line.
2. Plaza space design and integration with Alderwood will require coordination with Brookfield.
3. The proposed Paratransit location within the pick-up/drop-off area is a concern due to the possible congestion. Additional discussion is necessary with Community Transit on service operation and design.
4. The City would like to better understand the demand for layover bus bays at the West Alderwood Station. Additional discussion with Community Transit is necessary.
5. The bus circulation required in the design has significant implications to pedestrian interface with Alderwood.

ALD-F

1. The City of Lynnwood is reviewing a realignment with 33rd Avenue West for project feasibility.
2. This station is located adjacent to several freight access and back of house services within Alderwood mall. The access to and from these locations requires coordination with Brookfield.
3. The ALD-F station may significantly impact the street frontage and retail viability, including Nordstrom.

4. The City plans to adopt a requirement for multimodal facilities along 184th Street SW.

Alternative Alignment: In addition to the two stations, the City is concerned about the proposed alignment crossing at 196th St. The City has identified the potential of constructing the aerial guideway in WSDOT right of way in the existing braid. In 2007, the City conducted an access study along I-5 and established a long-term plan for access to/from and across I-5. The study was approved by the City, WSDOT, and FHWA. Since the City has an approved plan along I-5, encroachment of the aerial guideway along I-5 should be considered in the alternative analysis. The resulting “City Center Access Study” is available on lynnwoodwa.gov/citycenter under archive. The concept is below.



- Column Location Option within Braid
- Intent to align with the WSDOT ROW
- Soften radius of turns.
- Avoid Substation

We appreciate the opportunity to provide written comments. Please let us know if you have any questions or would like to further discuss.

Sincerely,

David O. Kleitsch

David Kleitsch, Director
Development and Business Services

cc: Ben Wolters, Economic Development Manager
Karl Almgren, City Center Program Manager



August 8, 2025

Sound Transit
Attn: Miranda Redinger
401 S. Jackson Street
Seattle, WA 98104

SENT VIA EMAIL

Subject: Everett Link Extension – ALD-D Station Advancement Comments

Dear Miranda,

Thank you for your continued partnership with the City of Lynnwood as we plan for the Everett Link Extension and West Alderwood Station. Sound Transit's commitment to mass transit and delivery of Lynnwood's second station continue to bring transit-oriented development into our Regional Growth Center.

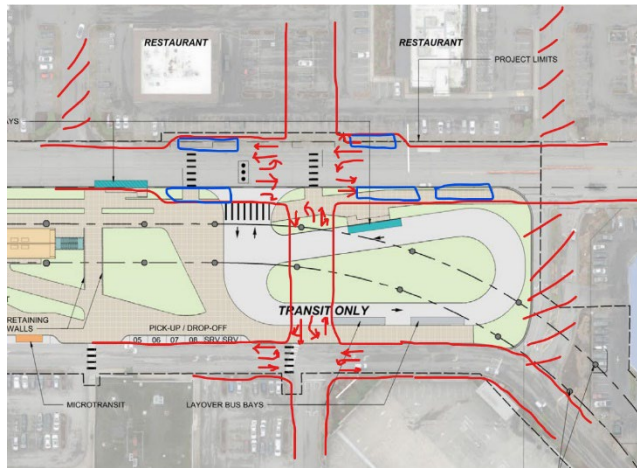
In response to the City of Lynnwood Partner Coordination Meeting on July 21, 2025, the City has prepared comments below based on the agency's presentation. We look forward to any additional questions or conversation based on our comments.

SLIDE 10 ALD-D Site Advancement

- The proposed pick-up and drop-off area appears limited, with only eight stalls. Is this anticipated to meet demand? The City Center drop/off sees significant use.
- There is concern about potential impact of overflow parking, similar to those experienced at Merlone Geier's property near the Lynnwood City Center Station. We recommend further coordination with Brookfield (Alderwood Mall) to address future parking management.
- Is there an opportunity to designate a dedicated pick-up/drop-off zone for Zip shuttle services?

SLIDE 13 ALD-D Motorized Access

- What is the intended ownership and accessibility of the proposed perimeter loop? Will this be public or private?
- In alignment with the City's 33rd Avenue W project and the long-range transportation plan for City Center and Alderwood, the city is planning for the introduction of new grid streets in this area. Currently, the proposed transit-only loop overlaps a potential future grid street corridor. See diagram below:



- Additional coordination with Community Transit (CT) is necessary regarding the 33rd Avenue W layout. CT has previously indicated a preference against bus pullouts.
- Additional confirmation with CT is necessary regarding the need for a dedicated bus layover loop at this station location. CT staff have indicated to the city they are uncertain this proposed facility is needed at this station location.
- A warrant analysis should be conducted to determine the need for new traffic signals.
- Was a dedicated drop-off/pick-up loop considered similar to the one at Lynnwood City Center Station?

SLIDE 15 Non-Motorized Access

- An additional signalized crosswalk is needed to enhance pedestrian safety.
- We would like to continue discussions regarding the allocation of the 37'6" cross-sectional space.
- Consider refining pedestrian crossing angles and paths for improved safety and accessibility.
- Please explore the feasibility of providing two paratransit pick-up locations.
- As design of the alignment advances, the City would like to schedule a discussion on the design and space allocation under the elevated guideway to explore opportunities for non-motorized access.

SLIDE 16 ALD-D Clearance Zones

- The City requests additional information regarding the decision to split the shared-use path at the center between two mixing zones. Clarification on the design rationale would be helpful.

SLIDE 19 ST Station Entry Standards

- The City requests further details on the future design and layout of the station entry wall facing West, including materials, height, and potential community integration.

Thank you again for your presentation and for facilitating this important discussion on station planning and site design. We look forward to continued collaboration as the Everett Link Extension progresses.

Sincerely,



David Kleitsch
Development & Business Services Director

cc: Ben Wolters, Economic Development Manager
Sarah Cho, City Center Program Manager
Karl Almgren, Community Planning Manager



RESOLUTION NO. 2016-06

**A RESOLUTION OF THE CITY OF LYNNWOOD, WASHINGTON,
REGARDING SUPPORT FOR SOUND TRANSIT 3 AND
THE PROPOSED LIGHT RAIL ALIGNMENT**

WHEREAS, The Central Puget Sound Regional Transit Authority (Sound Transit) released the Draft Environmental Impact Statement (DSEIS) for the Long-Range Plan Update on June 13, 2014 with a public review and comment period closing on July 28, 2014; and

WHEREAS, Sound Transit utilized information from the DSEIS to help make decisions regarding the update to the Long Range Plan, to sustainably serve regional mobility needs providing an alternative to travel by automobile and the congested freeway network; and

WHEREAS, the City recognizes the importance of providing high capacity transit to Puget Sound Regional Council designated Regional Growth Centers and Manufacturing / Industrial Centers supporting population and employment growth goals of the State, Region and City; and

WHEREAS, the updated Long Range Plan, adopted by the Sound Transit Board of Directors on December 18, 2015, will shape potential future ballot measures for consideration by voters; and

WHEREAS, the City can be impacted and can benefit from regional transportation proposed within the Long Range Plan update including factors such as mode type, route alignment and potential station areas; and

WHEREAS, within the DSEIS, Sound Transit has proposed various high capacity transit modes including light rail, commuter rail, regional express bus/bus rapid transit, and streetcars as potential options for consideration in regional transit expansion planning; and

WHEREAS, in 2008, voters approved expanding light rail transit north to the Lynnwood Transit Center (Lynnwood Link) planned to be operational by 2023, thereby investing heavily in the light rail transportation mode; and

WHEREAS, the City is working to support increased accessibility and multi-modal transportation within its PSRC designated Regional Growth Center with service time and reliability critical components for attracting ridership; and

41 **WHEREAS**, the City is working with Sound Transit on the Lynnwood Link Extension, but
42 also to prepare for a potential future Sound Transit 3 light rail extension heading north through
43 the City; and
44

45 **WHEREAS**, the City desires to continue working with Sound Transit to provide a
46 mutually acceptable northbound alignment through Lynnwood from the Transit Center with
47 stations in areas planned for growth including the City Center-Core (platform), the Alderwood
48 Mall area, and up to 164th St. SW and beyond;
49

50 **WHEREAS**, the City has long-been planning to accommodate urban stations without
51 additional parking due to development density at City Center and at Alderwood Mall as
52 recognized by Sound Transit; and
53

54 **WHEREAS**, the City was asked by its Sound Transit Board of Directors representatives to
55 assist in lowering the cost of the ST3 segment to Everett via Paine Field by combining the City
56 Center and Alderwood Mall stations into a single station; and
57

58 **WHEREAS**, the City is proposing an alignment and station location designed to best
59 serve our designated Regional Growth Center; and
60

61 **NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LYNNWOOD HEREBY RESOLVES**
62 **AS FOLLOWS:**
63

64 1. That Sound Transit extend high capacity transit service north from Lynnwood to the city
65 of Everett; and that such service be provided by light rail transit with station locations in the
66 Lynnwood City Center and the vicinity of Alderwood Mall; which are both located in the
67 Lynnwood Regional Growth Center.

68 2. That an alignment within the I-5 right-of-way with an associated station, as initially
69 proposed by Sound Transit staff, would result in grossly inadequate service to the Regional
70 Growth Center due to its remote location and a barrier to the east caused by I-5 and SR 525;

71 3. That an alignment along 33rd Ave W., extending along Ash Way to the Ash Way park
72 and ride, with a station in the vicinity of 33rd Ave W. and 188th St SW, provides for significantly
73 greater potential to maximize ridership from existing and planned development in and around
74 the Lynnwood Regional Growth Center;

75 4. That light rail transit proceed north to serve the Regional Growth Center in Everett and
76 the Southwest Everett Industrial Center (Paine Field and Boeing).
77

78
79 **RESOLVED BY THE CITY COUNCIL OF THE CITY OF LYNNWOOD, WASHINGTON, this 14th**
80 **day of March, 2016**
81
82

APPROVED:



Nicola Smith, Mayor

ATTEST/AUTHENTICATED:



Sonja Springer, Finance Director

FILED WITH ADMINISTRATIVE SERVICES: 03/15/2016
PASSED BY THE CITY COUNCIL: 03/14/2016
RESOLUTION NUMBER: 2016-06



3000 Rockefeller Ave., M/S 607
Everett, WA 98201-4046
(425) 388-3488
www.snoco.org

Dave Somers
County Executive

August 28, 2025

Sound Transit
401 S. Jackson Street
Seattle, WA, 98104

Re: NEPA Comment Letter

Kathy Fendt

Snohomish County is submitting this comment letter regarding the NEPA scoping for the Draft Environmental Impact Statement (EIS) for the Everett Link Extension. As requested in the NEPA Scoping outreach notification we have limited our comments to:

- The Project Purpose and Need;
- Alternatives to be studied in the Environmental Impact Statement (EIS) and potential impacts;
- Potential topics to study in the EIS

These comments are in addition to our SEPA comment letters dated February 28, 2023 and March 10, 2023 as attached.

Traffic Studies and Proposed Mitigation

At the Sound Transit EVLE Interjurisdictional Agency Group (IAG) meeting on 1/21/25, Sound Transit's consultant shared their Preliminary Transportation Findings and proposed Traffic mitigation within the EVLE project area. At that time the County requested copies of the Traffic Studies used to develop the findings, so we may review the data, better understand the assumptions made, and hopefully reach the same conclusions. At this point seven months later we have still not received copies.

We are reiterating the request for Sound Transit to provide Transportation Studies for all proposed Stations and Operation and Maintenance Facilities (OMF's) near or within County jurisdiction. These would include Ash, Mariner, Airport, and Southwest Industrial Stations along with OMF's E and F. Providing these studies will help the County assist Sound Transit in scoping ST facility accesses, potential impacts, and proposed mitigation that should be included in the EIS. Assessing these impacts at the Draft stage of the EIS will reduce the risk associated with having to perform future supplemental EIS efforts due to a potential disconnect between the traffic analysis and jurisdictional permitting requirements.

Based on information we are currently aware of we make the following recommendations. Non-motorized modeling performed by Sound Transit is based on the Puget Sound Regional Council (PSRC) Regional Traffic Model, which is not of sufficient detail for specific station area traffic analysis. Sound Transit should provide more detailed and site-specific information to assess the soundness of existing modeling assumptions or the suitability of any proposed ped/ bike improvements; specifically:

- Demonstrate that station area planning activities are sufficient to account for non-motorized mode splits so that we can identify infrastructure improvement requirements to address Sound Transit impacts to specific Station & OMF area locations.
- Pedestrian and bicyclist modeling should be separated to account for unique trip generation models and access improvements for each mode.
- Assumptions about non-motorized activities at Airport/99 do not appear to account for nonmotorized safety.
- More specific modeling for each station area is needed to assess necessary space allocation and access requirements for different travel modes arriving and departing stations.

ASH-D Station Access

The County has concerns over Station access at 164th St SW and 14th Pl W as shown for the Ash D alternative Advanced Conceptual Engineering (ACE) plans as Snohomish County analyses from the I-5/164th St SW Direct Access Improvements overcrossing project shows the intersection of 14th Pl W and 164th St SW with a Level of Service (LOS) B in the existing condition (2024), falling to LOS C in 2035 and LOS E in 2055. This would result in long queues and significant delays to future ridership. Given the observed model outcomes regarding the traffic queuing and intersection capacity, the ASH-D station development requires a more detailed traffic impact study to identify traffic system impacts and mitigations for station area access. The quantitative analysis between current conditions and anticipated future conditions, with agreed upon transit mode splits, should be performed through the EIS process.

This study should also consider alternative access layouts, including widening the project footprint to include potential access from Meadow Road and the planned I-5/ 164th Direct Access Ramps just north of the proposed ASH-D site location. This approach would align Ash D access geometrics with other projects in the area such as the I-5/164th Direct Access Improvements overcrossing project and the Interurban Trail Improvements project, realigning the Interurban Trail to Meadow Rd, and providing Sound Transit the flexibility to make future refinements to potential station access.

ASH-A Parking Garage

During the County's coordination with Sound Transit on the ASH-A option, it has been noted there has not been an emphasis on replacing parking stalls impacted by construction of an ASH-A option. We would request an evaluation of impacted parking and how the parking will be mitigated through construction of a parking garage or other means at this location.

Interurban Trail and Active Transportation Corridors

With Sound Transit's recent Advanced Conceptual Engineering (ACE) design shift to a cut and cover option for the ASH-D station, Snohomish County requests evaluating inclusion of the Interurban Trail crossing of 164th in the footprint for the Ash D station cut and cover option. A direct connection to this Active Transportation corridor would greatly benefit generations of Sound Transit riders.

During the County's review of ST's EVLE CE and ACE plans we have inquired as to the use of the area under the elevated guideway for pedestrian and bicycles. As this would provide a dual purpose to the space promoting active transportation, the County requests an analysis of including non-motorized facilities such as a multi-use path within the footprint of the elevated guideway. An area where this analysis would be particularly critical is along Airport Rd where the vehicular speeds often exceed the posted speed of 45 mph, leading to a large disparity between motorized and non-motorized traffic.

Operation and Maintenance Facilities (OMF's)

For all OMF alternatives being considered (B/E/F) we recommend continuing the evaluation of critical area impacts, job growth, compatibility with neighboring land use and associated mitigation for any impacts.

From our knowledge of the site for OMF alternative E, please be aware of the shallow groundwater table that may preclude use of stormwater ponds for on-site stormwater management. The conceptual engineering plans we reviewed in August 2024 indicated stormwater ponds constructed well below the documented groundwater table. Also just a reminder of the need to obtain FAA approval for use of this site if it is selected.

SWI-C

Per the Paine Field Master Plan (2040) approved in 2024, the airport is expected to serve 1 million passengers in 2025 while also projected to serve 4.3 million passengers by 2040. With this anticipated expansion in service, it is necessary to include evaluation of proximate station alternatives' ability to properly serve this future need and make any adjustments to the design of station alternatives.

At the recent Aug 18th Project Coordination Meeting Sound Transit shared the Advanced Conceptual Engineering (ACE) site plan for the SWI-C station alternative. It was mentioned that the 29th Ave W Airport Rd underpass could be used for circulation to and from the station. As this underpass does not meet current design standards for pedestrian and vehicular traffic, we request Sound Transit include the underpass in the footprint for the SWI-C station option to evaluate improvements needed in order to serve the station area.

Motorized access between the station and both the airport passenger terminal and large Boeing offices are unique. There is substantial existing Boeing contracted and operated shuttle service in the surrounding areas and likely shuttle routes to and from the passenger terminal should be considered in the review. If these shuttles are intended to utilize the microtransit/paratransit access bays they would need to be more robust or be designed for expansion to allow for growth.

The Shared Use path alignment between Airport Road and Station should be evaluated to reduce wetland impacts. The path may need additional width than proposed 12' to account for passengers with oversize luggage walking between airport passenger terminal and station. Additionally, volumes of ADA passengers on this walkway may justify a separate, dedicated bike path.

It is understood Sound Transit is analyzing a potential closure of 94th St SW and at-grade stations as a cost saving measure. The County requests evaluation of impacts to neighboring properties and businesses be included in the EIS where access may be impacted by the closure and at-grade stations along with proposed mitigation for those impacts.

We also request an evaluation of parking impacts due to elimination of parking stalls currently serving the Bomarc buildings at the SWI-C station alternative along with any adjustments proposed to 29th Ave and request a plan for mitigation of those impacts.

Paine Field Airport Administrative Office

In February 2025 the Snohomish County Paine Field Airport administrative offices and Snohomish County Sheriff's South Precinct Office were relocated to the state-of-the art facility at 9901 24th Pl W,

Everett. This facility is just west of the potential SWI-C station location. At this point, the location does not appear to be impacted by Sound Transit's facilities, but if that changes, Snohomish County requests that impacts to Airport operations be evaluated in the EIS.

We appreciate Sound Transit's time in reviewing our comments regarding NEPA scoping of the EIS for the Everett Link Extension. Please let me know if you need additional information.

Thank you,



Dave Somers
County Executive
Snohomish County
Dave.Somers@co.snohomish.wa.us
425.388.3050

Attachments:

2/28/23 SEPA Comment Letter

3/10/23 SEPA Supplemental Comment Letter



Snohomish County

Public Works

March 10, 2023

Sound Transit
401 S. Jackson Street
Seattle, WA, 98104

3000 Rockefeller Ave., M/S 607
Everett, WA 98201-4046
(425) 388-3488
www.snoco.org

Dave Somers
County Executive

Re: Supplemental Comments Letter

Dear Eric Widstrand,

Snohomish County is submitting a supplemental comments letter regarding the scoping for the environmental impact statement (EIS) for the Everett Link Extension. These comments are in addition to our main comments letter also dated on March 10, 2023.

Light Rail Alignments

Where light rail infrastructure is proposed in the vicinity of Paine Field, it should be located so that it does not impact aeronautical operations at the airport. This includes impacts to aviation safety areas such as the Runway Protection Zone, Object Free Areas, and aerial approach surfaces. The County supports the alignment along the **east side** of Airport Road, provided it continues to avoid impacts to these areas.

Snohomish County DEM Facility

Snohomish County has a department of emergency management communication facility (DEM) located at 720-80th Street S.W., Everett. This facility abuts the north side of SR 526 in which one of the alternative light rail alignments is proposed. DEM includes critical communications equipment, and the facility is critical for Snohomish County's response to emergencies. Snohomish County requests that communication and emergency response impacts be evaluated in the EIS.

We appreciate Sound Transit's time in reviewing our comments regarding scoping of the EIS for the Everett Link Extension. Please let me know if you need additional information.

Thank you,

Kelly Snyder

Kelly Snyder
Public Works Director
Public Works, Snohomish County
kelly.snyder@snoco.org
425.388.6652

February 28, 2023

Eric Widstrand
Sound Transit
401 S. Jackson Street
Seattle, WA 98104

Re: Scoping Comments Everett Link Extension

Greetings:

Snohomish County is submitting comments regarding scoping for the environmental impact statement (EIS) for the Everett Link Extension. The comments include items that should be incorporated into the EIS. The Everett Link Extension will require major capital facility investments for Snohomish County jurisdictions. It provides an opportunity for jurisdictions to consider land use changes to accommodate higher density developments adjacent to future stations.

It is important that the EIS provides a broad overview of the Everett Link Extension and analyze impacts to all elements of the environment. At this stage of the project, multiple alternatives for light rail alignments, stations, and the Operations and Manufacturing Facility (OMF) should be considered, without identification of preferred alternatives before more analysis is conducted during environmental review. Taking a broad scope at the start of the project may reduce the need to complete additional environmental analyses at later stages. These would increase total project costs and delay construction timelines. The EIS should provide recommendations based on data driven review and decisions.

Operations and Maintenance Facility (OMF) Sites

The County supports the inclusion of all remaining OMF sites (B1, B2, E, and F) into the EIS. This allows a full analysis of the impacts before selecting a preferred location. This also minimizes future environmental analysis and costly delays should unforeseen challenges to a preferred site be uncovered (ex. Federal Way link). We also suggest an analysis of the impacts an OMF may have on opportunities for adjacent Transit-Oriented Development or compatibility with existing uses.

Light Rail Alignments

Like the logic for OMF sites, the County supports the inclusion of multiple rail alignments to avoid costly re-analysis in the future. Alignments on both sides of I-5 between Ash Way and Mariner should be evaluated. The County is particularly interested in a detailed analysis of the light rail alignment from the Alderwood Mall Station to the Ash Way Station. At the Sound Transit Everett Link Extension Scoping Meeting on February 15, 2023, there was a lot of public interest on this section of light rail. This section of the Everett Link Extension will impact several sites that are important to the local community and cross through Swamp Creek.

Elevated Guideways

The EIS should include information on the elevated guideways of the light rail alignment. A significant portion of the Everett Link light rail alignment and stations are proposed to be elevated within or adjacent to existing public right of way.

Information provided should include the height of the elevated guideways from grade, the type of elevated guideway and supporting structures along the light rail route and an analysis of visual impacts. The EIS should address the positioning of guideways adjacent to private properties including impacts on site access and functionality. Elevated guideways should not be located close to existing intersections where they would disrupt traffic flows and visibility.

The mitigation measures that Sound Transit should consider for elevated guideways should be incorporated into the study. This includes noise attenuation and mitigating the impacts of bright lighting. This is particularly important for sections of the elevated guideway that are adjacent to multi-story residential and commercial buildings. The County is interested in mitigation for the impacts of the elevated guideway along 128th Street SW in Mariner that is close to several apartment buildings.

Light Rail Stations

The County supports the inclusion of both stations at Ash Way, the 130th St and 8th Ave south of 128th St stations at Mariner, and both stations at Airport Road/SR99. The EIS should also identify the environmental impacts of light rail stations on adjacent neighborhoods beyond the ½ mile traditional radius. The Ash Way, Mariner, and SR 99/Airport Road stations are all adjacent to commercial and residential areas. There are several existing high density residential developments in these areas. The EIS should include measures to mitigate the impacts of the light rail stations.

Transportation Impacts

The EIS should examine in detail the effects of light rail generated trips on the adjacent transportation systems. A detailed analysis should be provided for each station, addressing how traffic operations on adjacent roads will be impacted. The County has concerns with stations located adjacent to major throughfares, the impact on vehicular traffic flows, signal operations and safety for all travel modes.

The EIS should include the projected trip generation for different transportation modes including, buses, cars, bicycles, and pedestrians. Existing conditions should be noted for transportation infrastructure including bus lanes, sidewalks, and bike lanes. It is important to document the existing and future operating conditions of major intersections and light rail station access locations. The EIS should identify the type and location of new infrastructure improvements to support generated trips in all modes and transportation system impacts. The EIS should reflect the access improvements proposed by the County to support light rail stations including the overcrossing of I-5 north of the 164th Street interchange, the overcrossing of I-5 south of the 128th Street interchange and widening of both 164th Street and 128th Street to provide for BRT. The work Community Transit has been undertaking regarding BRT lines and redistribution of transit service should be reflected in the EIS.

Transit Ridership

Determining the catchment area for light rail ridership is important and key to the success of system. This includes noting the areas that may generate the most ridership and improving their access to transit. The analysis should note if riders are accessing a station by bus, car, bicycle, or walking. The County would like special emphasis placed on improving light rail access to historically and currently marginalized communities. The data on ridership numbers and locations should help direct future decisions on transit and infrastructure improvements and investments to mitigate accessibility and safety.

Southwest Everett Station Shuttle Service

All station locations will need to include shuttle service be it to the commercial air terminal at Paine Field or to Boeing and other industrial employers. The EIS should include an analysis on shuttle service for all Southwest Everett Station locations and how accessibility to light rail from the Southwest Everett Industrial Center will be achieved by all other travel modes.

Historical and Cultural Resources

The EIS should follow state guidance regarding historical and cultural resources. This should also include consultation with Tribes regarding important local environmental sites and features.

Funding Sources and Improvements

As part of the mitigation strategies, the EIS should include information on available funding sources, how they can be accessed, and how they can be utilized. This includes grants, partnership opportunities, and other funding sources available including Sound Transit, state and federal. The County is particularly interested in funding sources available for infrastructure improvements. It would be beneficial if the EIS includes a list of proposed projects, the responsible parties, and a cost sharing analysis.

Land Acquisitions for Right-of-Way and use of Existing Right-of-Ways

Land acquisitions for rights-of-ways and stations should be included in the EIS. Sound Transit will need to consider land acquisitions in several locations to accommodate future light rail lines and stations. This is an area of concern of private landowners along the Everett Link Extension. Also, the EIS should disclose the approximate proposed extent and location of use of existing right of ways held by other jurisdictions.

Proposed I-5 Overcrossings

Snohomish County has conducted LRT Station Access Studies that include an analysis of overcrossings at Ash Way and 128th Street SW. Based on this study and prior studies the County will identify a preliminary preferred option to move forward to design, environmental review and WSDOT/FHWA approval. These overcrossings should be incorporated in the EIS analysis and Sound Transit should continue to coordinate Everett Link and these overcrossings as station design is progressed.

Displacement

The EIS should include an analysis of both residential and business displacement due to the siting of the guideway, stations, OMF and other supporting light rail infrastructure. The analysis should also include mitigation measures to minimize displacement.

We appreciate Sound Transit's time in reviewing our comments regarding scoping of the EIS for the Everett Link Extension. Please let me know if you need additional information.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dave Somers', followed by a horizontal line.

Dave Somers
Snohomish County Executive



Everett Link Extension

APPENDIX D

Public Comments

Date Received: July 29, 2025

Source: Online Survey

SW Everett Industrial Center:

'Preferred' Option A ONLY works if a pedestrian bridge across 526 to the Boeing parking lot is mandatory. Otherwise, this station will only serve as a meeting or gathering place for all the Casino Rd homeless people to congregate. But even with a pedestrian bridge over 526, the vast majority of the possible users of this station will only be Boeing workers, not anyone else which means 5 days a week the trains at shift start and end times will be packed but all other times of the day and weekend will be nearly empty - what good is that? Option C works the best for both Boeing workers (there is an internal Boeing shuttle that drives around the whole property) that also allows for a short van ride to Paine Field terminal - you want people to use PAE don't you, so how's about making it very convenient to get to??? You put the station at location A or B and PAE visitors will say "why bother with light rail since I have to Uber over to the station anyway?"

~

SR 526/Evergreen:

Option A is the ONLY alternative that does not displace the 'underserved population' that you're trying to help out. Options B and E displace small businesses that are vital to the community. I won't even begin to address parking and traffic problems at the intersection of Casino and Evergreen. Traffic is already horrible after noon on weekdays and you want to dump in another ton of vehicles ??? That intersection is already one of the worst in Everett in terms of accidents and traffic jams and putting a transit station on either of the corners is going to make it so much worse...

~

Everett Station:

Preferred alternative Option D is right smack in the same place as the new Aquasox stadium - don't you people ever talk with anyone else in city and county government????

~

OMF North:

Who's brilliant idea is it to put Option F out there??? Sure, let's tear down a bunch of apartment buildings with lots of low income tenants so that we can put in a facility that will help those same 'underserved people'...

Date Received: July 29, 2025

Source: Online Survey

Purpose & Need:

If you want to make less of an environmental impact you should make this study short and sweet. This high capacity mass transit system will remove a lot of cars off the road. Sooner is better.

~

Additional Topics:

You should consider the environmental impact of delays by leaving all those cars on the road while there is a delay in building

Date Received: July 29, 2025

Source: Online Survey

Purpose & Need:

No

~

Additional Topics:

When the project was first proposed, the hypothetical route went a bit northward under downtown Everett, then did a U-turn and terminated at Everett Station. When people pointed out the inefficiency there, the project responded by eliminating proposed service to downtown entirely, rather than the simple and far more useful solution of routing the line to those two destinations in the other order: Everett Station, then terminate under downtown. As a result of this loss of coverage, current proposals would place the terminus station midway between the two, giving useful service to neither. Travellers will be faced with an intolerably long walk between Link and everything at the actual station, while businesspeople will be faced with an intolerably long walk (or a very slow and indirect bus ride) up the hill into the business district. I suspect a very large fraction of the latter, probably a majority, will adjudge it to be not worth the effort and simply drive to work instead. Obviously adding a downtown station back into the plans would add a lot of cost back into them as well. However, if you want the thing to actually be useful to the traveling public, it costs what it costs. Making the system that much less useful is a false economy.

~

Everett Station:

Due to the cancellation of proposed service to downtown Everett discussed in my comment above, most of the so-called "Everett Station" proposals are located too far from the actual Everett Station to deserve sharing a name with it. If I'm coming to Everett on some other service that stops at the existing station, I'm not going to put up with having to walk half a mile to change trains. It's already a moderately excessive walk from the railway station house to the Swift bus loop; most of the current proposals would have the Link station even further from the latter. That's not a transportation hub - that's a cruel joke played on travelers. Why do we want to build that?

Date Received: July 29, 2025

Source: Online Survey

Purpose & Need:

It needs to stop at Paine Field. Not across the street.

Date Received: July 29, 2025

Source: Online Survey

Additional Topics:

I think Sound Transit should consider making Everett Link run fully along I-5, with the Airport station being on a branch. OMF can be located anywhere along this branch, which makes planning more flexible, and can make construction and land acquisition cheaper. This also means that travel times would be significantly reduced, compared to the current plan, which is an hour. Branches could be made via the 2 line, for example: 2 Line - Airport to Downtown Redmond, and 3 Line - Downtown Everett to Alaska Junction.

~

SR 99/Airport Road:

Airport station should be on a branch. OMF can be located anywhere along this branch, which makes planning more flexible, and can make construction and land acquisition cheaper.

~

SW Everett Industrial Center:

This station should be on a branch. OMF can be located anywhere along this branch, which makes planning more flexible, and can make construction and land acquisition cheaper.

~

OMF North:

If the branch line is built, the OMF would not have to be along I-5, rather along the new branch. This utilizes the rail built, while keeping costs low. There isn't a significant increase in track mileage with this branch.

Date Received: July 29, 2025

Source: Online Survey

Purpose & Need:

Part of the purpose should be to connect to Paine Field AND Seaway

~

Additional Topics:

Please include a wye in the track at Mariner as a matter of foresight. In the future there could be a some kind of bypass on I-5, so make sure to include a track switch and wye at Mariner to make that easier if it ever happens. That would be similar to LA Metro where they included a wye at Aviation/LAX (now Aviation/Imperial) which came in handy for building the K Line to LAX. Additionally please consider including a provisional station for Paine Field at 100th St SW and include a large bus plaza at SW Everett Industrial Center to move Seaway Transit Center to the Link station.

~

Mariner:

Consider including a wye in the tracks to allow for a potential future I-5 bypass.

~

SW Everett Industrial Center:

Consider a provisional station at 100th St SW for Paine Field or at least include 400 feet of straight and flat track for a future airport station there, and include a large bus plaza at SW Everett Industrial Center to move Seaway Transit Center to the Link station.

Date Received: July 29, 2025

Source: Online Survey

Ash Way:

Option A

~

Mariner:

Option D

~

SW Everett Industrial Center:

Option C - this is an airport now and the station should be located to be as close to the airport as possible to encourage ridership.

~

SR 526/Evergreen:

Option A

~

I-5/Broadway:

BI-1

~

Everett Station:

Option D

Date Received: July 29, 2025

Source: Email

From: Joe Kunzler

29 July 2025

Dear Sound Transit;

I will mold my comments into three baskets about Everett Link Extension. Namely these baskets:

Project purpose and need.

Alternatives to be studied in the EIS and potential impacts.

Potential topics to study in the EIS.

OK, here goes.

The first is clear that we do need sexy light rail to Everett promptly plus increased capacity of electricity & vehicles on the Sound Transit Link. I ride Link regularly and find Link to be having some electrical issues north of UofW Station (aka Dow Constantine Station) as well as standing room only by the time of getting to U District Station (aka Heidi Wills Station) going southbound. We also need Link to connect to the Paine Field terminal and to have some relief for SeaTac International Airport.

For alternatives to be studied in the EIS... I'm going to suggest making an automated TransLink style spur from SW 526/Evergreen to SW Everett Industrial Center to the Paine Field Passenger Terminal - making the Paine Field Passenger Terminal the provisional station. Mariner and SW 526/Evergreen can still be connected. It may not be feasible, but I think should be studied for legal reasons as alternatives to the plan need study, for political reasons to appease the Urbanist crowd and also to try to see about a rail connection to the Paine Field Aircraft Terminal. The only thing I'm proposing deleting is a provisional station that may or may not be built that is a few SWIFT Blue Line stops from the more important SW 526/Evergreen & SW Everett Industrial Center stations.

I also think studying bringing TransLink's non-proprietary SkyTrain automated tech down here is worth considering. That will free up \$\$\$ for more security and add more frequency.

There's an alternative, which will also placate those who clamor for alternatives to be studied. Of course, most of those folks don't visit Paine Field and don't understand Snohomish County but still...

Another alternative is to stagger the rollout of Everett Link. Have Everett Link march forward and

as each line segment line and station is ready, open the station. Why not?

All I want is a simple, not-to-exceed X dollars, study with facts & figures of costs & timelines to delivery before I champion an alternative, ok? That's IT. It's 2025, not 2015 or 2016 and things have changed around Paine Field. We have two Swift BRT lines, finally an at-grade connection to Future of Flight and more. We should have had the conversation about... BRT Artistry for Paine Field and didn't in 2015. It's time to have a brief, data-based conversation. I do NOT want the Urbanist running to the fed bureaucracy helping MAGA defund us and a small study is a small price to pay to prevent that.

Topics to study in the EIS I would also throw in is some station improvements.

a) Faregates: We need integrity into the system. Yes, fare inspectors are appreciated but faregates are another layer of safety & security.

b) Stores in the stations: Great place for commerce and a good means to pay for safe, sanitary restrooms in the system. TransLink has that.

c) Restrooms in the stations: Some folks have overlong commutes and having a safe place to... go is vitally important. I use the Lynnwood Station loos when I can.

Overall, I think this is an important project. I submitted an alternative worthy of efficient study. I did suggest a few station improvements. I think my work is done here.

As always... GO SOUND TRANSIT!

Joe A. Kunzler
[redacted]

Date Received: July 30, 2025

Source: Online Survey

Purpose & Need:

Hello, I'm a Boeing employee who works in the 40-88 building (where the Visitor Lobby is, the supposed "front door" of Boeing) and I'm concerned that with the current design, me and anyone working or visiting Boeing won't be able to use the light rail, and even if we could, it still wouldn't be a viable alternative to driving due to the huge amount of extra time needed, comparatively. Allow me to elaborate... Currently my commute, door to door, is about an hour each way (I live in Madrona, just East of the Cap Hill light rail station, which is the one I'd like to use). The closest stop that is proposed is the SW Everett Industrial Center stop on Casino Rd., which is still a 45 minute walk from where I work every day -- add that to the 45-60 minute light rail stop, and this doubles my daily commute time from 2 hours to 4 hours. This essentially means that 99% of my fellow Boeing employees will continue to drive to work and NOT use the light rail -- which I don't think is a good future to have. Please consider alternatives, so that me and all my other Boeing colleagues can use the light rail for our daily commutes -- because as it stands today, there's no chance the majority of Boeing employees will use it. Possible options could include: (1) moving or adding another light rail station to the Seaway Transit Center (which is right across the street from Boeing's front door), (2) adding a frequent shuttle that goes from the light rail station to the Seaway Transit Center and/or the Visitor Lobby front door, (3) a covered walkway (and maybe even a people mover escalator walkway like they have in the airport) so that we can be covered from the rain and actually get to work in a reasonable time, or (4) at the very least, a covered walkway so that we can spend that 45 minute walk not getting

rained on -- though I'd argue that even if you choose this option, people still won't use the light rail because it takes too long to get to work compared to just driving. Thank you for considering.

~

Additional Topics:

Yes -- please consider the topic of "door to door" time for someone like me, a Boeing employee, who WANTS to take the light rail to work every day and get there in a timely manner.

~

General Comments:

Efficient walkways, shuttle stops, possible new light rail station stops

~

SW Everett Industrial Center:

Please see earlier comments on possible alternatives. Boeing is one of the largest employers in the Puget Sound region, and the light rail has stops going to the "front door" of pretty much every other employer -- Microsoft, Amazon, Starbucks, T-Mobile -- please consider Boeing also. Thank you.

Date Received: July 30, 2025

Source: Online Survey

Additional Topics:

I strongly encourage Sound Transit to select site E for the SR 526/Evergreen station site. This site avoids the impacts on the commercial center of Casino Square, which provides significant retail and service options for the largely low-income and Spanish speaking community.

Date Received: July 30, 2025

Source: Online Survey

Additional Topics:

The 526 corridor and it's impact on minority populations and minority businesses.

~

SW Everett Industrial Center:

Delete the industrial alignment. Please reconsider the 99 alignment. The 99 alignment will serve more people and businesses and have a lesser impact on minorities and minority owned businesses.

~

SR 526/Evergreen:

Delete the 526 alignment. Please reconsider the 99 alignment. The 99 alignment will serve more people and businesses and have a lesser impact on minorities and minority owned businesses.

Date Received: July 30, 2025

Source: Online Survey

Purpose & Need:

Just get the rail line to Everett as promised and we've paying for.

~

Additional Topics:

Just get it completed in Everett in my life time and end your taxation. Light rail isn't going to help traffic that chokes Everett by the north and east commuters.

~

General Comments:

Do not impact the flow of Everett streets or claim existing thoroughfare streets.

Date Received: July 30, 2025

Source: Email

From: Matt James

Ignore the NIMBYs and car-addicted suburbanites, especially those idiots Kemper Freeman and Randal O'Toole. We need modern, frequent rail transit everywhere! No more car dependence!

[redacted]

[redacted]

Buy our book: <https://linktr.ee/portraitsofukraine>

Date Received: July 31, 2025

Source: Online Survey

Purpose & Need:

This is another example of government waste. Taking years of productivity away through a base study; one that will likely underestimate the amount of ridership and reduction of local road congestion, and overestimate the "ecological damage" done by working on already existing roads and easements for those roads. Cut the red tape and expedite this.

~

Additional Topics:

There should not be at grade rails. The at grade section in the south end of Seattle has been held up in many cases through accidents or breakdowns on the tracks (local traffic issues). The best routes will run this along the west side of I5. Focus the stops along existing park and rides (ash way and mariner). Do not waste money adding stops away from those owned and operated zones.

~

General Comments:

The green routes at the end and pink routes in the middle make more sense. Also the maintenance barn along airport road or next to Boeing. Putting it along Hwy 99 will cost more local development of apts and retail. Keep it in a commercial zone.

Date Received: July 31, 2025

Source: Online Survey

Purpose & Need:

Please make a stop within 5 minutes walking of the Boeing Everett site. Nothing would benefit more people directly. It would also benefit the most people indirectly because traffic on 405 and I would be significantly reduced. But only if there are no transfers required and no significant walk.

~

Additional Topics:

Please make a stop within 5 minutes walking of the Boeing Everett site. Nothing would benefit more people directly. It would also benefit the most people indirectly because traffic on 405 and I would be significantly reduced. But only if there are no transfers required and no significant

walk.

~

Everett Station:

Please make a stop within 5 minutes walking of the Boeing Everett site. Nothing would benefit more people directly. It would also benefit the most people indirectly because traffic on 405 and I would be significantly reduced. But only if there are no transfers required and no significant walk.

Date Received: July 31, 2025

Source: Online Survey

General Comments:

I recognize that too many stations can compromise service. However, I believe that an underutilized resource in the form of an existing park and ride merits a station. Eastmont P&R. The proposed route goes near but bypasses it.

Date Received: July 31, 2025

Source: Online Survey

Purpose & Need:

The Project purpose includes "Implement a system that is technically and financially feasible to build, operate, and maintain." and "Expand mobility for the corridor and region's residents, including explicit consideration for those who use transit as a primary means of transportation." One of the biggest cost issues with previous expansions to the light rail system (as documented in Seattle Times, KIRO, and others) was the inability of Sound Transit to select alternatives without bowing to the sometimes-misguided whims of a local jurisdiction. For example, the locations of the Shoreline stations and SeaTac. This raised costs and caused even costlier delays. At the same time, this alienated commuters and residents that use the transit as means of transport. You have to GET to the station to take it, but now those stations are just parking garages (that are full by 8am) and little to no connectivity to housing and destinations. Don't let the Everett expansion do the same. People north of Everett (like me) also travel frequently on the light rail, but we have to get to it first. We still shouldn't be the resounding voice of the station locations. People in the local vicinity should have more say than one grumpy politician who wants is doing what Boeing asked them to do.

~

Additional Topics:

Consider housing use and income when planning locations. Also existing features that have been built/opened since the locations were picked. Examples: West Alderwood: The preferred alternative, D, would serve a great portion of the direct community as it is nearer to housing (especially lower income housing) than B. Mariner: Alt D would greatly impact housing in the local area, including an apartment complex. Alt B would be businesses, some of which are empty right now. Existing housing should be prioritized. SR 526/Evergreen: Again, housing. Alt A has a recently built apartment complex and a daycare close by. Better to move a business than lose already limited housing a childcare. Broadway alignment should also prioritize housing impacts. Everett Station is more of a use issue. There are areas of planned housing when the station location is picked. With the arena, a lot of ridership from the south will be to there. Not as much to the Everett train station since Amtrack is less available to the north as a connection point (only one or two trains daily).

~

West Alderwood:

See comments in EIS since they are related to this.

~

Mariner:

See comments in EIS since they are related to this.

~

SR 526/Evergreen:

See comments in EIS since they are related to this.

~

I-5/Broadway:

See comments in EIS since they are related to this.

~

Everett Station:

See comments in EIS since they are related to this. Also, greatly consider commuters from Marysville north. Until better transit is available coming south, people will drive to the Everett Station and park. Don't let this be a repeat of the Lynnwood station where it is full past capacity before 8am. People other than daily commuters would like to be able to use this train and park&ride.

Date Received: July 31, 2025

Source: Online Survey

Purpose & Need:

I feel the Paine Field airport and Boeing Everett plant are extremely important stops for connectivity in the Puget Sound region. Also, even though I know the plan is to make the final stop in downtown Everett, I think it would have the most use and need if it continued north to the college campus where young people without personal vehicles would get the most benefit.

~

Additional Topics:

I would not like to see an elevated track cutting through downtown Everett. For the beauty and continuity of our city and downtown, my preference would be that when the track diverts away from I-5, it could follow the existing BNSF tracks that are already running through the city. If it were possible to run the new light rail track parallel or above existing, I think that would have the least disruption and impact on our downtown.

~

I-5/Broadway:

I do not like the idea of a track running parallel with Broadway in downtown. In my opinion, that would create a barrier to the station district between Broadway and I-5. It would also mean more walking to existing connections at the Everett Station. It would also probably mean more infrastructure expenses between Everett Station and the Link station for pedestrians, otherwise it wouldn't be very useful for people with physical disabilities, as the grade change is extremely steep from Broadway to the Everett Station.

~

Everett Station:

This is my preferred alternative, as it makes the most sense with existing infrastructure and transit hub and would be the least disruptive to the existing layout of downtown.

Date Received: July 31, 2025

Source: Online Survey

Purpose & Need:

The current alignments being studied would all serve the areas they are intended to serve. Transit is a priority in Snohomish County, especially considering the lack of nearby transit at Paine Field Airport. I do question the choice to have the future 3 Line run from Everett to West Seattle. While Paine Field is planning to expand on a similar timeline to the Everett Link extension, many Snohomish County residents especially those flying internationally would still like an easy way to reach Sea-Tac airport without the need for a transfer in crowded downtown Seattle.

~

Additional Topics:

Four specific examples come to mind. First, the need for transit at Paine Field Airport. The station should ideally be on the airport grounds, and have easy access to the passenger terminal. The current preferred alternative for SW Everett is located closer to Boeing which is better suited for their employees. This station should also be relatively close to the underserved city of Mukilteo which is planning redevelopment and annexation efforts.

~

General Comments:

Change the name of SW Everett station to just "Paine Field"

~

West Alderwood:

The station at Alderwood Mall should be in the middle of the preferred alternative the current plan is quite a walk from the main part of the mall. This could possibly spur development on the less busy side that is currently preferred; however, a little closer would still be nice.

~

SW Everett Industrial Center:

There is a need for transit at Paine Field Airport. The station should ideally be on the airport grounds, and have easy access to the passenger terminal. The current preferred alternative for SW Everett is located closer to Boeing which is better suited for their employees. This station should also be relatively close to the underserved city of Mukilteo which is planning redevelopment and annexation efforts.

~

Everett Station:

The Downtown Everett station should be close to the train station and planned new sports stadium while minimizing the number of local businesses that need to be relocated.

Date Received: July 31, 2025

Source: Online Survey

Purpose & Need:

This is required to make Everett a liveable place. I-5 is always busy, light rail / sounder are the only ways to get off of I-5.

~

Additional Topics:

We need stops at Airport and 99, at PAE, the Boeing factory, and Evergreen@526 before the line goes North to Everett City Center.

Date Received: July 31, 2025

Source: Online Survey

Purpose & Need:

At some point, Sound Transit should consider that the incredibly long distances and wide station spacing envisioned by these far flung extensions of the 1 Line are not well served by the rolling stock that we currently have. The 1 Line now essentially operates as three different systems- an urban subway system, a street level tram, and a suburban regional train. The rolling stock is best suited for the street level tram use. it is relatively low capacity, making it not ideal as an urban subway; its max speed is 55 mph, making it not ideal as a regional train; it doesn't have onboard bathrooms, making it not ideal for long journeys; the trains require drivers, making them less reliable and less frequent. There needs to be some analysis, before too long, and before we get too far into the design and planning of Tacoma or Everett extensions, of how we either rethink service patterns on the 1 Line to create distinct sections, or how we retrofit sections of the existing track to support new rolling stock that can serve these functions better. A skytrain style automated metro would remove problems with needing more and more drivers as 1 Line lengths increase. Consideration of trains with bathrooms, or bathrooms at many more stations, would increase the viability of long distance Link trips. Breaking the 1 Line into three sections with their own service patterns would better distribute resources where need is greatest. Trains with higher top speeds would ensure that suburban trains compete with driving more of the time. As it is, the Link to Lynnwood does not convince many drivers to swap their trips when they can pass it at all time of day other than rush hours.

~

Additional Topics:

At some point, Sound Transit should consider that the incredibly long distances and wide station spacing envisioned by these far flung extensions of the 1 Line are not well served by the rolling stock that we currently have. The 1 Line now essentially operates as three different systems- an urban subway system, a street level tram, and a suburban regional train. The rolling stock is best suited for the street level tram use. it is relatively low capacity, making it not ideal as an urban subway; its max speed is 55 mph, making it not ideal as a regional train; it doesn't have onboard bathrooms, making it not ideal for long journeys; the trains require drivers, making them less reliable and less frequent. There needs to be some analysis, before too long, and before we get too far into the design and planning of Tacoma or Everett extensions, of how we either rethink service patterns on the 1 Line to create distinct sections, or how we retrofit sections of the existing track to support new rolling stock that can serve these functions better. A skytrain style automated metro would remove problems with needing more and more drivers as 1 Line lengths increase. Consideration of trains with bathrooms, or bathrooms at many more stations, would increase the viability of long distance Link trips. Breaking the 1 Line into three sections with their own service patterns would better distribute resources where need is greatest. Trains with higher top speeds would ensure that suburban trains compete with driving more of the time. As it is, the Link to Lynnwood does not convince many drivers to swap their trips when they can pass it at all time of day other than rush hours.

Date Received: July 31, 2025

Source: Online Survey

Purpose & Need:

Now that light rail actually goes where people are, it is a viable option for commuters. I feel this extension is vital.

~

Additional Topics:

I commute by Sounder between Seattle and the Mukilteo station (to catch a ferry). I expect that Sounder between Seattle and Everett will be made unnecessary by this extension but hope you will provide connections to the Mukilteo ferry terminal.

~

General Comments:

impacts to other commuting options

Date Received: July 31, 2025

Source: Online Survey

Purpose & Need:

The idea of going from I-5 out to Paine Field and then back to I-5 is completely STUPID! Keep the rail on I-5 so people can travel RAPIDLY to Seattle and downtown Everett. If Boeing and the airport want rail let them pay for and build a spur line from 128th ST.

Date Received: July 31, 2025

Source: Email

From: Michael Scherping

Good Afternoon,

I understand the options for Ash Way and Mariner and just had some insights. As well as one idea for the Boeing Hwy - which since the latter is simple enough to explain, I'll get that one out of the way first.

From Paine Field/Boeing. There should most certainly be a station near the airport. If not, then a shuttle to link the two. From there, as the track extends along 525, I think it should bank north at Broadway instead of I-5. There are two reasons for this:

preservation of trees along I-5. Those things are glorious and mature. Some were planted not long ago. Let's not waste the money spent on planting all that 20 or so years ago and instead consolidate efforts to revitalize Broadway instead.

2). Shorter distance, less curves = money saved? Rather than bulldozing forests along I-5 down and exercising eminent domain or buying up properties, why not snake smack center on an elevated track above Broadway, widen Broadway a bit with a median strip (where the elevated track's pillars can be installed and the track lies above), and put sidewalks and bike lanes on either side to cleanup the esthetic?

* Since it will be aligning with Broadway sooner, it just stays with it until the designated DT Everett Station will go, just before the new Baseball/Soccer stadium.

As for Ash Way, I prefer site D, the east side of I-5 because the traffic on 164th to the east of I-5 is 10 times worse than it is on the west side and maybe that will shorten some trips. The east side has seen (and will continue to see) more growth as Mill Creek aims for their growth targets, as well as the unincorporated areas of Bothell and Lynnwood over there. Lots of potential for development and can connect via pedestrian bridge with the park and ride that already accommodates the majority of folks who's terminus is the Ash Way Park & Ride.

Furthermore, I think the track should cross I-5 in stages, using up as much of the middle median that divides northbound lanes from southbound lanes as possible (between Alderwood and Mariner station). I imagine that to be a much less expensive alternative than all the construction

and land purchases that would be necessitated to build all this infrastructure on either side of the freeway. And it would preserve as many trees as possible since there aren't many to remove (if any at all) in that middle strip. Plus, it would serve as a visible billboard for both directions of traffic to make drivers consider light rail over their personal automobiles as they see trains zipping overhead between the lanes (so visible no matter what time of day during an or pm rush hour traffic.... instead of from just one side of the freeway favoring one or the other). There are natural curves in the freeway that the track can sustain a straightened alignment and hop across I-5 with as few bends as possible. See pic attached with my red sketched line for reference of what I mean (from Ash Way to Mariner).

With that said, I think the track would cross over the "knot" in as highly an elevated track can go from Alderwood across to the east side of the freeway favoring but before it does, or even congruently, I think the northbound I-5 lanes should expand and the exit to head south on 405 from I5 should be shifted over as far as possible long before crossing under 405 to create a median from that point where the light rail pillars can be installed between the 405 Northbound on-ramp to I5 North. There's enough space on the east side of the freeway from 405 to the Ash Way exit to fit an elevated light rail track, a wide merging lane from 405, as well as an exit to Mill Creek with very little demolition required. Perhaps in a braided pattern.

Just some thoughts.

Respectfully,

**Michael Scherping **
cell [redacted]

All thumbs from my iPhone. Please excuse any errors.

Begin forwarded message:

From: michael scherping [redacted]
Date: June 30, 2018 at 4:18:45 PM PDT
Subject: 128th Light Rail idea

?

Hi Noah,

Since Lynnwood will have 3 (City Center, Alderwood, Ash Way), and Everett will have 4 or 5, I think it's important to have one reserved for "Mill Creek".....instead of Mariner.

Mill Creek

Station could look like this:

Sorry for my sloppy thumb-scratch. But picture the yellow as an elevated light rail snaking along I-5 (be it the center or either side of the freeway) coming from the south. It would elevate and loop around and stop where the red "X" is. That would be a large platform adjacent to the red outline, perhaps a 5 story parking garage. (The blue buildings represent condo or apartment towers and the thin red lines are sky bridges connecting them all). One sky ridge would link the Mariner Parking Garage with the Mill Creek Parking Garage.

Furthermore to the East, since only a narrow pathway along the busy 128th corridor exists now, but that there is Mccollum Park & Ride that shouldn't miss out on all the action, this:

Or this:

Or this:

We can connect McCollum to one of the new imaginary towers. I'm sure Mill Creek would advocate for this as they want Tax Revenue and have even talked about annexing that corner all the way to where Swedish Hospital is. This would no doubt make that proposition enticing. Perhaps one of the mid-rise towers can be a hotel, parking garage, Newport News-like magazine store/Starbucks and Grocery store combo! Linked to the light rail!!

As the rail loops toward 128th, it could reach grade-level and continue on from there. But what a banner and promotion for Lightrail would all this be!!

Oh, and the run down trailers across from McCollum Park & Ride should become another parking garage with pedestrian bridge to serve as a Gateway into the neighborhood if expansion is ever needed - with a Starbucks, Dutch Brothers, Dunkin Donuts or Big Foot Drive through incorporated with it. And those folks should be gifted or provided a discount on any apartment or condo in one of the many being built so they're not displaced.

Respectfully,

****Michael Scherping ****
cell [redacted]

All thumbs from my iPhone

Date Received: July 31, 2025

Source: Email

From: William Harkness

Dear Everett Link,

I would like to express my surprise that Route 525 has not been fully leveraged in Everett Link planning discussions. This route presents a compelling option due to its favorable property costs and minimal environmental assessment requirements. The existing freeway infrastructure is already in place, making it a prime candidate for development.

Route 525 runs adjacent to several low-income apartment complexes, providing an excellent opportunity to facilitate access to employment centers and transportation hubs, including both Sea-Tac and Paine Field airports. Additionally, there is potential to create a direct connection from Alderwood Mall to Route 525, as the Target store is located near this freeway, directly across from the mall.

In contrast, pursuing the Mariner route (128th) presents significant challenges, including high property costs, complex licensing and permission processes, and potential disruption to existing residents. The Mariner route does not offer substantial benefits compared to Route 525, and the introduction of a constant train service in that area could lead to increased noise and inconvenience for local residents. It would be more prudent to utilize established pathways that are already accustomed to traffic and noise, such as Route 525.

Furthermore, the traffic congestion around the I-5/I-405 interchange complicates transfers to bus services and can hinder access for commuters. This area is notorious for traffic jams during

peak hours, which could deter potential users of the transit system.

I propose that after passing Alderwood Mall, we continue towards the I-405/I-5 intersection. Instead of proceeding directly on I-5, we could pivot onto I-405, which transitions into Route 525 as we head north. Alternatively, we could create a direct route from Alderwood Mall to Route 525, passing by the Target store. Continuing north until we reach Highway 99 and then pivoting at Airport Road would align well with existing bus routes and support the current infrastructure.

Thank you for considering this suggestion. I believe that leveraging Route 525 could significantly enhance our transit planning efforts, lowering cost and speed up the process significantly.

Date Received: August 1, 2025

Source: Email

From: Kameron T Devin

When going north to Everett, please make rail accessible to those wanting to get off at Airport Road / Hwy 99, the airport and Paine Field, Seaway Transit Center for Boeing and the industrial area f for Everett , and a station here at Casino Road / Evergreen Way / Hwy 526 if you don't cover these points what's the use in putting it in at all.

Thx lots... Kameron T Devin [redacted]

Date Received: August 1, 2025

Source: Email

From: Jesten Herrild

I know this is unlikely, but whidbey island populace would give sound transit a TON of throughput if the everett link went past the mukilteo ferry terminal. This would provide a beautiful view of the water, and would allow service/commuting for both the populace of Whidbey island, as well as potentially the employees of Boeing depending on the route.

Best,
Jesten

Date Received: August 1, 2025

Source: Online Survey

Purpose & Need:

Make sure to keep the rail above grade. We do not need at-grade rail, which will significantly increase risk of collision as well as slow down service, which was big mistake that was made along the MLK portion in Seattle. On top of that, please add a station at the Paine Field terminal. The airport is expanding and it wouldn't make sense to skip it, as it is a vital transportation hub. A station connecting to the Boeing factory would also be wise, as it could reduce car traffic on airport road.

Date Received: August 1, 2025

Source: Online Survey

Mariner:

I'm for station B. Why? Because that area, in general, is a poor, struggling area and forcing people to move and find housing they can afford would be a hardship. Station B would cause the least displacement of poor, struggling people in that area. I think keeping people in stable housing is much more important than displacing businesses.

Date Received: August 1, 2025

Source: Online Survey

Purpose & Need:

I think the route should have both the Airport road loop and the I-5 line that meets at Everett Mall. Also, the 1 Line needs semi-express trains that only stop at major stations to make the trip faster. A third item is to make the entire light rail system just like the ones in Taipei and Singapore. Make train stops less than 1 minute. Make every commuter pay. Lower the fares, but put major ticket gates to ensure everyone pays. After living in Paris, Tokyo, and Taipei, plus riding subways and light rail systems all over the world, I can say that the Seattle area one needs to study other systems and incorporate, and if possible, improve on what other systems are doing. I could take you to Taipei and show you. The system there is clean, fast, efficient, low cost, and reduces daily car usage by more than 50%. I lived there before, during, and after the MRT was built and witnessed the traffic reduction - it was and is amazing. The system there is basically the best in the world now. Seattle has the opportunity to be equal or better in a shorter time because 90% of the rails are above ground. I would love to join your team to help research, plan, and implement great ideas and a faster build out schedule.

~

Additional Topics:

No. Just Build, baby Build!

~

General Comments:

Better and faster Build and then faster commute times.

Date Received: August 1, 2025

Source: Online Survey

West Alderwood:

I agree with the alternative as preferred by Sound Transit as it is positioned close to the 188th Street SWIFT station, where it is centrally located amongst many businesses in the area, and most importantly, Alderwood Mall. Perhaps they should work together with Brookfield (owners of Alderwood Mall) to integrate Link with the mall, so that it may attract more riders to the system. However, I am raising concerns about the demolition of the Alderwood Community Church at the corner of Alderwood Mall Blvd and 33rd Ave W, of which the route between Lynnwood City Center and West Alderwood is proposed to go through. Perhaps it would be better for the rails to go over the Interurban Trail, then turn north into 33rd, from the side of the church.

~

Ash Way:

As a person living in the Martha Lake area, near the Ash Way PR, I am in full support of ASH-A, mainly because it would have the greatest cost savings (due to the existing Ash Way PR and direct connections to bus service and SWIFT, and not having to build two crossings over I-5) and

least impact to both the built and natural environment. With Snohomish County and WSDOT hoping to complete the direct access ramp so that it will serve I-5 South HOV travelers and extending across the highway to meet with Motor Place (where ASH-D would be constructed), I do not see the point of having a station next to Meadow Road, where construction of ASH-D might disrupt the businesses and homes there. I do believe that there may be some impacts to the nearby Well #5 and Swamp Creek should this be built. Sound Transit should be mindful of this and build the station in a way that mitigates further degradation of the wetlands nearby. However, building ASH-A would outweigh the negatives as long as Sound Transit keeps in mind of the said wetlands and would have minimal impact on the homes and businesses on the other side of I-5.

~

Mariner:

MAR-D would be a better alternative, as it would be the closest to the Mariner PR, assuming Snohomish County extends 130th St SE across I-5 and Community Transit moves the 4th Ave SWIFT station closer to the Mariner PR. However, I cannot agree with any surface parking options that may demolish any apartments or businesses in the area and instead, Sound Transit should work with Community Transit to build a parking garage on the existing surface lot at the Mariner PR, in order to minimize the impact of the nearby Hanagr 128 apartments. Of course, the parking garage must comply with any height limit imposed by the county so as to not be an eyesore. Perhaps it should be as tall as the nearby 128th business park?

~

SW Everett Industrial Center:

I would prefer SWI-C as it is the closest to the Paine Field Pax Terminal that can still be achieved by walking (even though it is a half mile away, the SWIFT station is just as far). Boeing has an existing shuttle service operated by TransWest that can serve this station as well as Seaway, that can transport them to their jobs at Boeing.

~

Everett Station:

I absolutely disagree with the Sound Transit board's decision to choosing EVT-C and EVT-D as the preferred alternative. EVT-A is a much better alternative than the above two due to the direct transit connections it will make to the Everett Station, without taking a walk down from the station to those transit connections. In addition, Sound Transit did not take into account the planning of a new downtown stadium that the City of Everett has already approved and is about to begin construction next year. (<https://www.everettwa.gov/3250/Outdoor-Event-Center>) Sound Transit must work with the City of Everett to deal with the potential stadium should it ever consider extending Link further north towards Everett Community College.

~

OMF North:

Both site B and E are preferable as it may help support transit operations there (both are close to the the two main bus bases for Community Transit). Site F may have too much impact on the businesses and communities there. However, Site E is probably the least impactful amongst all of these sites due to the open land next to the 100th Ave SWIFT stations and the amount of homes and businesses impacted.

Date Received: August 1, 2025

Source: Online Survey

Additional Topics:

When choosing the preferred alternative for the West Alderwood station, please take into consideration the significant impact on the Korean community alternative D would cause. The

construction would cut off part of the access to Hmart through 33rd Ave which is an important grocery store to the Korean community that provides culturally important and relevant foods.

~

West Alderwood:

When choosing the preferred alternative for the West Alderwood station, please take into consideration the significant impact on the Korean community alternative D would cause. The construction would cut off part of the access to Hmart through 33rd Ave which is an important grocery store to the Korean community that provides culturally important and relevant foods.

Date Received: August 1, 2025

Source: Online Survey

Purpose & Need:

As a 65-year-old living in unincorporated Snohomish County near the Trestle, I was thrilled when the Link came up to Lynnwood, and doubly thrilled when I found out I could take a bus to the Link from Everett Station, which is about an 8 minute drive from my home. The area where I live is rapidly adding housing developments so there is increasingly bad traffic (try taking Exit 194 NB off I5 any weekday afternoon and you'll see what I mean). I hate driving and especially parking in Seattle, and I REALLY hate the fact that driving home any time between 2 pm and 9 pm puts me into bad traffic. So I think the Link expansion is a great idea. I've watched the Link go from a rudimentary idea of a light rail system to a fully functioning and useful alternative for getting around, and in that time I've also watched its use increase. This is definitely needed. I just wish it could be completed earlier than 2037!

Date Received: August 1, 2025

Source: Online Survey

Purpose & Need:

This project is vitally needed! Frequent stops near housing along airport Rd and casino rd are vital to help a low income population who may not be able to afford or have access to reliable transportation currently and live in an area that is not walkable.

~

Additional Topics:

I think impact on airport access should be a significant consideration. I cannot wait to be able to take the light rail to Paine Field

~

SW Everett Industrial Center:

Please, please do not prioritize Boeing. They already have a wonderful system of shuttles to get employees around their complex, we should prioritize access to Paine Field to continue to expand as a regional airport and bring business to the city

~

SR 526/Evergreen:

I think priority should be given to not destroying local businesses serving an undeserved community. Do not get rid of the stores and restaurants on Evergreen and casino.

Date Received: August 1, 2025

Source: Email

From: Connor Roos

As someone living in Lynnwood, I would love to see the easiest possible connection between Paine Field and the Link. I think the SW Everett Industrial Center station should use the SWI-C alternative and it should be studied in the EIS. Paine Field is the second largest airport in the region and will continue to grow rapidly over the next few years: Paine Field's master plan predicts it to triple by 2040 as a low estimate: Paine Field Master Plan. Prospective ridership to and from the airport is most likely going to eclipse the number of commuters that would use the light rail for manufacturing facilities in the area.

Thank you for your time,
Connor

Date Received: August 1, 2025

Source: Email

From: Gregory Stead

Where's the money to pay for coming from?

Date Received: August 1, 2025

Source: Email

From: Nathan Hart

Hello,

I am very excited to see the Everett link progress. To support regional growth and facilitate access and tourism, it seems only logical to provide access via light rail to the Paine Field airport. I say this as an urban planner, and as an advocate for our region. Seatac is full and while PAE provides another solution, getting to and from it remains a challenge. Parking is extremely limited and with the growth plans, will only get worse. It would be a shame to miss the opportunity to provide light rail access to our two airports. I recognize this would impact Boeing employee access, but would suggest splitting the difference or working with Boeing to support stations at both locations. A short airport walk is okay, but making the station a mile or more away means it doesn't serve the airport, leaving it a non-option for most. Please consider this as you plan the line. Thank you,

Nate

Date Received: August 1, 2025

Source: Email

From: Tia Miller

Please make a stop within 5 minutes walking of the Boeing Everett site. Nothing would benefit more people directly. It would also benefit the most people indirectly because traffic on 405 and I would be significantly reduced. But only if there are no transfers required and no significant walk.

Thanks,
Tia

Date Received: August 1, 2025

Source: Email

From: Jack von Kuehn

Ok, this is something I would ride to work every day. The idea that it will take another 5 years to pour any concrete is ridiculous. That being said, from Lynnwood to Everett you basically have to go back underground. There is no way to get into S Everett or downtown Everett at grade or above ground. Also makes crossing I5 twice mostly irrelevant. Long and short, get it started before 2030 and put it underground

Jack

Date Received: August 1, 2025

Source: Email

From: Karen Miller

Please consider a stop near Providence Regional Medical Center. As a caregiver servicing this community, a light rail stop would be so beneficial.

Karen Miller
Seattle, Wa

Date Received: August 2, 2025

Source: Email

From: Joann Hart

The light rail station should be located in south everett near airport road where Walmart used to be. Large empty lot, building not being used.

Date Received: August 2, 2025

Source: Phone

Hello there, I'm a citizen who lives in Everett, and I wanted to make sure you knew how much I really, desperately, want that extension to come up to Everett and how much I think it will help the community at large. When I used to drive down to downtown Seattle and it was always a real pain to have to drive that far, it took a long time, required gas, cost a lot of money to find parking. So then I started going to the Northgate light rail because that was the closest one, and that was still a little bit of a drive, but it was so convenient. And then the Lynnwood one opened and that was way more convenient, and it just brought Seattle so much closer. So if there's actually one here in Everett, then it just brings all of Washington so much closer together in an affordable, environmental way.

And so, I just really, really want to make sure how much you know that I, a citizen of Everett, believe that the light rail will be a valuable contribution to this community and to Western

Washington at large. Thank you very much.

Date Received: August 2, 2025

Source: Online Survey

Purpose & Need:

The preferred alternative does not optimize transit travel time from Downtown because it diverts miles away from a direct path to Lynnwood and further south to Seattle and SeaTac, and because Link has a slower vehicle maximum speed compared to today's buses.

~

Additional Topics:

The effort to reverse trains if ST3 achieves a train every three minutes combined needs further extensive study. It's a very tight timeline to reverse trains at Mariner unless the track configuration is designed differently. Either multiple sets of tracks need to be provided to enable fast train reversal "or the two lines at the station need to be split, with one line going towards Paine Field and the other line going to Downtown Everett. The final end station is a long distance from the next one. The EIS should identify where additional infill stations can be located to improve productivity.

~

General Comments:

Split lines to Paine Field and Downtown Everett

~

Everett Station:

There needs to be two surface end stations in Downtown Everett to promote an end station more walkable environment while saving money on construction cost.

Date Received: August 2, 2025

Source: Online Survey

Additional Topics:

Everett Station placement

~

Everett Station:

I think alternatives A or C make the most sense for the placement of the Everett Station. They provide the most convenient connections to existing transit infrastructure, with close proximity to long distance to the existing Everett Amtrak/Sounder station for long distance connections, as well as local bus service. This enhances usability for first/last mile connections, and improves the land usage in the project area.

Date Received: August 2, 2025

Source: Online Survey

Purpose & Need:

I am in full support of this project! I live in Bellingham and I will be able to park in Everett and take public transportation into the city which reduces congestion and emissions. I have lived in Washington my whole life and it is time we caught up with modern times in terms of public transit and rail service.

Date Received: August 2, 2025

Source: Online Survey

Purpose & Need:

I think this is an incredible idea! Everett is a vibrant community in desperate need for more transit access and non-single passenger car access to other parts of the region.

~

Additional Topics:

Other than just scoping out the light rail, please also scope out the possibilities for more transit routes around the proposed stations in the form of bus lines or shuttles. The point of transit access is to move mass amounts of people in an inexpensive and more environmentally conscious manner, and if we have to bulldoze more area for parking it completely negates the impact of transit access. Add a bus bay to the stations, with multiple routes to key areas around each station-- through residential areas, to public facilities, and in the case of Everett, a connection from the Boeing factory to the proposed station location. Maybe even a connection from the Sounder rail to the light rail. The key to good ridership is offering prompt, easy, fast, and accessible transit to the facilities offered. If it's there, and if it's good, people will use it.

Date Received: August 2, 2025

Source: Online Survey

Purpose & Need:

No, please just build it, don't listen to the nimby's

~

Additional Topics:

The only goal should be safety, reliability, and speed of construction. We are so overdue for effective, high speed transit in the north sound

~

General Comments:

Just build the damn thing :-)

Date Received: August 2, 2025

Source: Online Survey

Purpose & Need:

The purpose & need do not currently mention the anticipated future growth of Paine Field's commercial services. They also neglect to mention the positive financial impact on local residents through lower cost transportation opportunities with ELE.

~

Additional Topics:

I think walkability and the current pedestrian traffic should be strongly considered when prioritizing alternatives. Most proposed ELE stations are at/near areas that currently have a much higher than average amount of walkable amenities and people walking than the rest of the urban/suburban area north of Seattle, and this is a strength that should be taken advantage of.

~

West Alderwood:

The preferred alternative (D) would be a connection to the Swift Orange line, but this connection is already made at Ash Way and Lynnwood City Center. Its primary advantage is that there is a wide open parking area there that could easily be converted to bus bays or a station, but bus bays aren't really needed due to proximity with

~

Ash Way:

Given the current location of Ash Way Park & Ride and the density of Ash Way compared with Martha Lake, Alternative A is much more sensible. Alternative D would be too far to walk between the bus bays and the station for many users. I wonder whether the route alignment between Ash Way and Mariner could sit in the I-5 median to reduce land acquisition costs if there was insufficient land on the sides of the highway.

~

Mariner:

This station is tricky. For connections to other transit options, a station alignment located on the north end of the Mariner Park & Ride would be best (on the same path as alternative B, but farther south). However, for local walkability, alternative B would be ideal. Due to the high pedestrian traffic in the Mariner area, I would lean towards alternative B. I don't know what the appeal of alternative D is, except that perhaps it makes the trip quicker because it has less of a curved route.

~

SR 99/Airport Road:

I believe alternative B is located in a better place based on what is currently built in the area. I am strongly in support of funding the SR 99 / Airport Road station, as north/south travel up and down SR 99 is high and a station in this location would supercharge the existing bus network along SR 99. In fact, my strong preference would be for Everett Link to have a station at SR 99 / Airport Road (perhaps on the west side of the Home Depot parking lot, which never fills up), then continue north and have a station in South Point Plaza (Hobby Lobby parking lot) and skip the SW Everett Industrial Center entirely. This is a more direct route that serves a higher traffic corridor.

~

SW Everett Industrial Center:

I do not believe a SW Everett Industrial Center station should be built, and I don't believe Link should go up Airport Road. This road is not busy, and most commuters that do take Airport Road to get to work are already choosing not to take transit (as shown by the low ridership of Swift Green from SR 99 to Seaway Transit Center). The only reason for an alignment along Airport Road would be to serve Paine Field, but even Alternative C is a 15 minute walk from the airport. Again, the low ridership of Swift Green at Kasch Park Rd make Alternative B nonsensical and Alternative A is somewhat in the middle of nowhere, across the highway from the corner of Boeing's sprawling plant. This stop should only be built if it is fully funded by Boeing, as it would only serve a small number of Boeing commuters.

~

SR 526/Evergreen:

Alternative E would be the least disruptive to the small businesses in the area while being in a good, fairly walkable area. Alternative A would be too far would be my lowest preference. However, my ideal would be for a station location between the Jack in the Box and Chevron, with the route coming from the south along SR 99 and a stop at SR 99 / Everett Mall Way replacing the SW Everett Industrial Center station. The route would then curve northwest after the SR 526 / Evergreen station, following a similar route as what is currently on the Alternative B station.

~

I-5/Broadway:

I prefer the Broadway alignment as it will be a quicker route, but I expect it would come with additional cost. Given the cost pressures on this project and the provisional status of the critical SR 99 / Airport Rd station, if the I-5 alignment is notably cheaper then it should be chosen.

~

Everett Station:

The existing Everett Station is far from downtown by foot, which makes Alignment D the best option. Many of the nearby bus routes have stops that are near Alignment D, so it's not the end of the world that it's not adjacent to Everett Station.

~

OMF North:

Since I strongly support not running Everett Link along Airport Rd north of SR 99, that makes the OMF North alternative along SR 99 the ideal location. However, I wonder whether there would be less impact by locating it on the south side of SR 99 instead of the north side at the same location. Looking along the whole route, I wonder whether a less expensive and lower impact location would be on the east side of I-5 on Riverfront Blvd south of 36th St. However, if SW Everett Industrial Center station must be built, then the OMF location directly east of Paine Field probably has the least impact.

Date Received: August 2, 2025

Source: Online Survey

Purpose & Need:

My only request is that light rail connect to Paine Field. I do not understand why the main station for that area is going to be at the Boeing plant when that moves the focus to one employer vs connecting to the growing regional airport.

Date Received: August 3, 2025

Source: Online Survey

Purpose & Need:

The project needs to run directly along I-5 or stay between 99 and I-5, there should be no spur that connects through to the Boeing Freeway I-526. Boeing has continually reduced their footprint, investment, and impact in this state and community. We should not be making any concessions that favor the Boeing corporation. If the goal is to provide more access to low income individuals, then having the transit system go that far west is not of value as there is no affordable housing or any inclusive neighborhoods or environments throughout Mukilteo.

~

Additional Topics:

Who is this actually going to benefit? Why is it costing so much? This needs to be a Washington state run project, no vendors for payment or ongoing maintenance. This is something that should be in place to provide not only transportation but employment. There is plenty of time between now and the continuation of this plan to implement a plan to employ more Washingtonians and provide more access to all people that live in Washington.

~

SR 99/Airport Road:

This intersection and neighborhood is in desperate need of resources and support and should be a priority throughout the county. The Sheriff has no interest in helping anyone, and the citizens need more infrastructure and support.

~

SR 526/Evergreen:

The state, county, and surrounding cities should absolutely do all they can to avoid extending the light rail that far west without a ferry connection. Boeing should be forced to pay out of pocket for this expansion if they want it.

Date Received: August 3, 2025

Source: Online Survey

Purpose & Need:

As a regular weekly commuter this line is extremely important to improving my ability to get between Seattle and Marysville in a regular and cost effective manner.

~

Additional Topics:

I believe the route should be efficient, reaching areas that will benefit the most for the commuters of this region. If stops are not in areas that will help the public, then it will not be used, period. At the same time, the route's transit time also needs to be considered. The more stops or turns the line takes will result in a slower, longer commute, making it less effective than driving, which is counterintuitive to what this line is trying to solve. We need to ensure it's effective enough to encourage more people to use public transit and reduce the amount of single driver cars there are on the road, especially during peak commuting hours. I mention speed because although the line between SeaTac and downtown Seattle touts 20min end to end, that is a lie.

~

Ash Way:

ASH-A looks much cheaper and quicker to construct considering you won't have to cross over I-5 twice. Adding more curves to the track to enable the ASH-D stop will reduce the speed the train can travel, whereas as a commuter I want to get to my destination as quickly as possible. ASH-A also works with the existing park and ride infrastructure in that zone, which will increase ridership with and for the people who actually use public transit. ASH-D does not seem to offer even a pedestrian bridge connecting the two. If you expect people to walk around using the highway bridge for the connection, you'll lose ridership because that's at least a 15min addition to one's commute.

~

Mariner:

This stop seems unreasonably close to the SR 99 stop and could continue to be served by regional bus. If a stop is placed here, MAR-B is my preference as it would give the region a face lift. The business complex is run-down and looks rarely frequented. Additionally, this will retain the housing that is currently in the MAR-D region (Hangar 128 apts). Housing is already scarce in the region, so don't go backwards and reduce it further. Having the transit center on 128th (option MAR-B), directly off the highway, will also make it more appealing and discoverable, compared to MAR-D which you won't find without a map. I see that you're considering a separate parking structure. Going with MAR-B station will enable a larger auxiliary parking to be built which seems extremely important considering this is expected to become a major hub. Having more parking will lead to more profit.

~

SR 99/Airport Road:

For visitors coming in to Paine, this is a great stop for people to connect south on 99. This stop makes sense as an expansion to Paine Field's parking capacity. Consider having a paid overnight lot here, instead of an OMF. Consider AIR-B as my preferred option as it has a larger section identified for future use.

~

SW Everett Industrial Center:

SWI-A makes sense over SWI-B as part of including the OMF site alternatives (B-1, B-2) in this zone. The larger OMF lot will allow for future line expansion needs past Everett, compared to the smaller provisional OMF site being considered, or the station that's encroaching on Paine Field. At the same time it'll be close enough for all the Boeing factory workers commuting into

the region on a daily basis, including space for future potential usage needs. SWI-C is a must for getting passengers as close to Paine Field as possible. I fly regularly and prefer public transit over driving to the airport. I like how it's close enough for a shuttle, but I can also walk it. I highly recommend considering building a pedestrian pathway to accommodate this, similar to SeaTac, so those that are capable do not have to wait for the shuttle. Additionally, connecting both airports (Paine and SeaTac) will enable greater transit options for the entire region, especially knowing that Paine rebranded as Seattle-Paine and people are sometimes flying into the wrong airport. This will mean people can actually connect between airports based on their flight plans. Lastly, WA state was considering a new airport location to help with the overflow that SeaTac is experiencing, but all suggested locations south of SeaTac were turned down. This leaves Paine as the next best alternative to grow our flight capacity for the region.

~

Everett Station:

My preference is EVT-A. This will service the commuters best, which should be the priority for this stop considering it's the northernmost planned stop and critical for connecting to Marysville and beyond. All of our regional transit is transitioning to funnel us to this station and I don't relish having to walk to the Stadium or wait for another bus to make that connection every day. We should also promote consolidating at existing transit hubs in the area. This enables more route flexibility, as the hub will have light rail, bus, and amtrack options all at a single stop. Since the singular parking option available will never be able to accommodate large volumes, connecting routes should be prioritized over proximity to the stadium. EVT-D would dissuade commuters from connecting at this location. Events at the Stadium can be serviced with seasonal/game day routes or special shuttle service.

~

OMF North:

SWI-A makes sense over SWI-B as part of including the OMF site B in this zone. The larger OMF B lot will allow for future line expansion needs past Everett, compared to the smaller provisional OMF site being considered, or the station that's encroaching on Paine Field. At the same time it'll be close enough for all the Boeing factory workers commuting into the region on a daily basis, including space for future potential usage needs.

Date Received: August 3, 2025

Source: Online Survey

Purpose & Need:

The proposed Everett Link Extension raises significant concerns about its impact on traffic along 128th Street SW, Airport Road, and SR 526. These corridors are already heavily congested during peak hours, and the multi-year construction period for the light rail could exacerbate these issues with lane closures, detours, and other disruptions. In the long term, while the light rail is designed to reduce congestion by providing a transit alternative, there are worries about how the final alignment and station locations will affect local traffic flow. New overpasses, lane configurations, and station-related traffic will need to be carefully managed to ensure that the project doesn't create new bottlenecks or make it more difficult for vehicles to access homes, businesses, and industrial centers in the area.

Date Received: August 3, 2025

Source: Online Survey

Purpose & Need:

Yes! Your scoping of the route and stations make it hard for people to live. The new Maringer

route will tear down housing that is desperately needed. This makes no sense when you can build the station at Mariner Park and Ride and build the rail down the middle of 128th! Why not tear down Motel 6 and build the station there? Or even build on the current park and ride and build a garage. There will be protests about this!

~

Additional Topics:

Do better! Don't disrupt local housing to build your new light rail

Date Received: August 3, 2025

Source: Online Survey

Purpose & Need:

I think intelligently-designed mass transit is a vital tool for fighting pollution at a local level and continuing to reduce reliance on fossil fuels. This being said, i dont think the section to everett is intelligently designed to best service the most likely users of this route. Boeing employees are unlikely to use this system as much as the larger variety of everett residents who want a fast route to employment opportunities in south snoco and seattle. Residents also want cheap and easy access to the airport, and currently this does not provide that. I fail to see why we are paying to provide transit designed around a private employer rather than the greater needs of the community its based in. Other similarly sized employers have shuttle systems - why not at least have the station at the airport and have boeing design a shuttle for their workers? That would be more useful and efficient. Also bypassing the residential areas in south everett seems to really disadvantage a demographic in need of low cost transportation.

~

Additional Topics:

Adjusting the stops and route in north everett to serve the access needs of the community that is funding this, rather than boeing, who is not.

~

SW Everett Industrial Center:

As mentioned above, the stop here should be paine field and not boeing. Boeing should provide its own shuttle to connect riders to the plant. I dont want to pay for less convenient transit that only advantages a private business and its workers, whose shift times will make it unlikely to use this resource.

~

I-5/Broadway:

I think the route north of the airport should be placed where residents can most easily access it. Running it up evergreen a bit further would hit many pockets of folks who rely on the bus system over cars. Having a walkable station would be much more useful than one that requires multiple transfers to access (especially at a time when everett transit is reducing routes). I think continuing up evergreen and then moving over to broadway at 41st would provide the most useful route to the greatest number of commuters and users.

~

Everett Station:

Im concerned that everett's push to place a stadium in the area that transit-focused development was previously projected to go will complicate this process. If that area is meant to be the terminus of this route, this development will surely limit the space needed for parking and other useful transit infrastructure that should support the number of north snoco folks who will want to be accessing this resource.

Date Received: August 3, 2025

Source: Online Survey

Purpose & Need:

I love it! If the rail goes to Paine Field that would be awesome and very useful. If that won't work, the Mukilteo ferry area would be a phenomenal spot to land as well (and already has rail!)

~

Additional Topics:

Nope, this is a "greater good" project. More cars off I-5 is a good thing, even moreso as climate shifts drive migrations of people up here. Get it down now before we really need it and don't have it.

Date Received: August 3, 2025

Source: Online Survey

Additional Topics:

Security offices at all the stations with 24/7 protection for the commuters. And guards standing by.

Date Received: August 4, 2025

Source: Email

From: Mike Craig

Regarding the subject document I am submitting the following comment:

The proposed, preferred station locations appear to overlook a major objective of a properly designed, operated, and maintained regional transit system. That is, connection to other transportation means such as air, train, bus, park and ride lots, etc.. These other means of transportation must be considered. The EIS must address the impacts of not directly or by other means (such as a shuttle) to allow for a more efficient and integrated public transportation system. Alternate station locations (Everett Transit Center and Paine Field) provide access to those other means of transportation.

R. Michael Craig
[redacted]

Date Received: August 4, 2025

Source: Email

From: Jennifer Gialenes

I can barely contain how frustrating and annoying it has been watching this process. We could actually have light rail if this was plan kept simple and ran along the i5 corridor. If we wanted to focus on moving people 99 might be an option? Nope! We want to take the party to serve Boeing, a place that is notorious (and studied) for workers who would rather carpool and commute. Boeing, who is consolidating its 787 Dreamliner production in South Carolina, further reducing its presence in Washington State with layoffs to match
We want to serve Paine field, which just lost United air leaving only Alaska (and frontier, it's subsidiary) providing service. Flying into this beautiful boutique airport, while gorgeous, adds a \$400 cost to a fare and for most it's still worth it to drive 100 miles round trip to sea tac.

In other words, we are bending over backwards to accommodate 2 entities that may not need or even use light rail, serving only a tiny fraction of the region.

Did anyone ever consider an extension to the community college instead? Why not Everett mall?

Why create something so circuitous and add time to a trip?

Being a former resident of Lynnwood, it's great to see a stop at Alderwood. B and D are great options - B seems like it would give a little more breathing room

Thank you for hearing my thoughts and opinions

Sincerely
Jenny-Jane Gialenes
[redacted]

Date Received: August 4, 2025

Source: Email

From: Brian Diver

Hi,

I was looking at the extension and was wondering why it doesn't just go straight up to the Everett Station? We should have 2 larger stations at airport road and the Boeing Freeway for Boeing to have their own shuttles to the factory.

I worked there and I know that it is the largest employer for the county but they can foot part of the bill and not require everyone to use this service to go an additional half hour out of their way when going to the airport or downtown Seattle or other areas. This extra detour adds years to the project and by the time it reaches the Everett station half of us that have been paying for it for years will be dead.

Let's look to streamline this project and get it done sooner rather than later and let Boeing pay their share.

Brian Diver
Everett, WA IBA # 8270 COP#23

Date Received: August 4, 2025

Source: Email

From: Rupindera Sears

Please add a connection to Payne Field! A long term parking lot at a Snohomish county station would also encourage transit to airports.

A connection between the Lynnwood station and the Amtrak/Sounder would also help move more people to transit.

Thanks for considering these ideas ????

Rupindera Sears

Date Received: August 4, 2025

Source: Email

From: Jonathan Yockey

The current mariner p&r does not feel safe to leave my car. This needs to be addressed during the design/ build process.

Excessive parking is essential to increase ridership.

Prioritizing completion to mariner p&r will allow communities connected to the green swift line (Boeing) to reach lightrail, even before lightrail actually reaches Boeing.

Rarely is lightrail faster than driving. To go from lynnwood to seatac, it would add 50m to my trip.

In the future, I would love to see a 3 lane instead of 2 lane lightrail. It would increase costs but would allow for an express route that only stops at primary hubs allowing for light rail to be faster than driving. Perhaps only stopping at Everett, Boeing, Lynnwood, UW, Seattle, Seatac. Bypassing the in between stops.

Date Received: August 4, 2025

Source: Online Survey

SR 99/Airport Road:

AIR-B, along the west side of the Airport Way.

~

OMF North:

East of Airport Way, opposite from Paine Field.

Date Received: August 4, 2025

Source: Online Survey

Purpose & Need:

I think there needs to be more emphasis on stitching Snohomish County together. At times, it can feel disjointed, and this infrastructure project has transformative potential.

~

Additional Topics:

Station location choice and considerations for accessibility. Freeways are unsafe and dangerous areas for pedestrians, and if stations need to be located near freeways, this needs to be taken into consideration.

~

West Alderwood:

I think that the alternative station locations for West Alderwood of either D or F are more responsible options to choose because of the greater potential for development around these locations, given their location further away from the freeway.

~

SW Everett Industrial Center:

Station Design A makes the most sense if funding is secured for the ped bridge to Boeing.

~

Everett Station:

Station D makes sense as it is closer to the downtown core, but development around C could stitch the station to downtown as well.

Date Received: August 4, 2025

Source: Online Survey

Additional Topics:

Everett is building a new stadium right where the two preferred alternatives are.

~

Everett Station:

Alternatives C & D are preferred, but D completely overlaps with the new massive stadium Everett is going to build and the tail tracks on C run right into it. If C is chosen because of that, the stadium will block any future expansion. D is not possible unless Everett moves the stadium slightly east. The only alternative that does not overlap with the stadium is A, but A is the only alternative that is not preferred. Despite A not being preferred, Everett shows alternative A on the map with the stadium. Please work with Everett to get this huge issue sorted out.

Date Received: August 4, 2025

Source: Online Survey

Purpose & Need:

Please expedite the planning, design and construction. We can't wait until 2037, please make the service available soon.

~

Additional Topics:

the plan looks just good.

Date Received: August 4, 2025

Source: Online Survey

Purpose & Need:

Overnight paid parking (maybe Paine field)

~

Additional Topics:

Greater parking areas at final proposed stop in Everett.

Date Received: August 4, 2025

Source: Online Survey

Purpose & Need:

With the excess demand at the Northernmost station currently in operation, I have not been able to find parking and have seen overfilled train cars during my commute. This has lead to me reverting back to using my car to commute from rural Snohomish to downtown Seattle.

Additional stations and parking would both reduce the distance of my car commute to the

station, and make it less likely that parking would overfill, so I can once again rely on this train system for my daily commute.

~

Additional Topics:

Additional parking will encourage more rural residents like myself to use the system

Date Received: August 5, 2025

Source: Email

From: Lori Smith

Will there ever be secured/paid lots at link stations for extended travel parking?

This would cut down on traffic to/from Sea-Tac, and hopefully be a more affordable parking alternative.

Date Received: August 5, 2025

Source: Letter

From: Martin Nix

(begin original letter text below)

Everett Link Extension C/O Kathy Fendt Sound Transit 401 S. Jackson St.

Seattle, WA 98104

Martin Nix [redacted]

[redacted]

COMMENTS EVERET LINK SR526.

I would like to add my comments to the Everett Review. I am a resident along Casino Road, and am concerned. I would like to ask for a review of alternative alignments.

#1: The station should be located on the Boeing SouthEast Parking Lot instead, of its present location on Casino Road. There is more room, and also allows for greater access by Boeing employees.

#2: A bicycle trail should be built on the North and South side of SR-526 instead. This would meet the needs of Boeing. This trail should tie into the I-5 Centennial Trail and Mukiteo ferry.

#3: I am alarmed at the present alignment of the light rail along SR-526. There are numerous apartments, of which one is mine, and construction would be very disruptive. A better alignment would be to bring the light rail down the middle of SR-526. This option was not considered. I call it ALTERNATIVE F. The reason why this was not reviewed is Washington State Law based on Origin and Destination. It does not allow review of alternatives. Boeing can put in its own transit system, much like the present MicroSoft Connection. The reason why there is a high auto count along this route is squarely the SWIFT system does not operate at 11pm and 4am. Boeing employees work two shifts 4am to 2pm and 2pm to 11am, exactly when the SWIFT and Everett Transit do not operate.

#4: Tunnel should be considered for this Alternative F. Tunneling can be done from the Paine Field Airport to Boeing Link Station, then tunnel down the middle of SR-526 to Fred Meyer at Evergreen and Casino Road. Tunneling may be more cost effective, and less disruptive.

I ask that Sound Transit please review these options in that it may mean a lower cost and faster construction schedule that is less disruptive. Thank you. Martin Nix

PROPOSAL: JET TO WORK. BOEING COMMUTER TRANSIT.

Prepared by Martin Nix

INTRODUCTION: With the recent strikes, by labor, what we have is a Wage-Price Spiral, caused by the high cost of transportation. As the price of gasoline, energy, commuting, traffic, and roads climb, labor unions are demanding an inflationary wage increase to cover cost. There is a solution, instead of higher wages, reduce the cost of living. One way to do that is to put in a Boeing Transit system, so employees can commute to work, without driving. MicroSoft did this with the Connector System, so have other large corporations.

HISTORY: This is not the first time Boeing has put in a transit system for employees. During the 1990s at the direction of Alan Mullaly, Metro put in a transit system, circling the main hangar, with frequent bus service. Boeing paid for the HOV lanes going South. SPEEA did set up a transportation committee of 300 engineers to do analysis of such a system. There have been InSite discussions on the topic. It is proposed that we again set up a SPEEA committee to do the technical and cost analysis, including designing such a Boeing Transit system. Boeing employees can park at home, and avoid the long commute. Driving is exhausting, and is a safety issue. It affects production from the fatigue of driving. Thus, I would like to reestablish this SPEEA committee, and develop such a system. Commuter Benefits may be a partial solution to the recent Strike by J.A.M. I would like to propose such a system.

BASIC DESIGN: Below is a proposal for what a Boeing Transit, we call Jet To Work, would look like. This is not the first time I have done this. I did meet with Alan Mulally years ago, and we discussed building the present Sound Transit System. Then we called it Trunk Feeder. We can design this new system and approach the Congressional Delegation for funding from the Federal Dept. of Transportation. Boeing would handle the operation cost; the federal government would handle the capital cost. Proposed is an 9 Step Plan. People can still drive in, this is an option.

STEP ONE: PUT FIRST SHIFT ON 8am to 5pm SHIFT. This is when we build the airplanes. This is where the vast majority of employees would work, approximately 20,000 people.

STEP TWO: IMPROVE PUBLIC TRANSIT SERVICE TO SEAWAY TRANSIT CENTER. We already have good transit service to Seaway Transit Center; however, it does not meet the needs of second and third shift. The transit system stops operating about 10pm every night, and starts up at 3am. But it does meet the needs of a First Shift, operating 8am to 5pm. Thus, there are several things that can be done. 1) We do have the Sound Transit 513, which runs express from Seaway Transit Center to Lynnwood Train Station. But it only runs limited hours. We can expand it, so it operates once every 20 minutes, coordinated with the train schedule. There would be four stops along the way, Seaway Transit Center, 8th and Casino, Fred Meyers Evergreen and Casino Rd, Brickyard P&R, Ashway P&R and Lynnwood Train Station. 2) It is proposed that the Whidbey Island Transit #1, get on the ferry boat and run express to Seaway

Transit Center. It would get on every ferry run. This would tie the company to Oak Harbor. 3) There are other routes, Community Transit operates the SWIFT Green Line, leaving once every 10 to 20 minutes (Routes #103, 270, 271, 280, 903, 513). There are other Community Transit routes going northward. 4) Everett Transit operates the #3, #8 and #12. The primary purpose of expanded transit service to Seaway Transit Center is to support this modified First Shift, operating from 8am to 5pm.

STEP THREE: HAVE 2# and 3 SHIFT GO TO the 6 HOUR WORK DAY, INSTEAD OF THE 8 HOUR WORK DAY. We already do this with 3" Shift. 2" Shift would operate 6pm to midnight, and 3" Shift would operate midnight to 6am. Employees would be paid for 8 hours, when working these 6 hour shifts. This shift would operate with fewer employees than 1° Shift, but this is when we would do Functional Test, and Move Aircraft Around. 15 Shift is where we build airplanes. Weekends would be optional overtime.

STEP FOUR: PUT IN JET TO WORK, BOEING TRANSIT SYSTEM. The purpose of this new transit system would be to support 2nd and 3rd Shift, while still 1st Shift can use. As the buses circle the plant, they would drop off 3rd Shift while picking up 2nd Shift, for example. This new transit system would supplement the existing public transit routes. It would operate, 4pm to 8pm, 5am to 9am, and also operate 10pm to 2am. | calculate using about 100 large 40-passenger buses, and about 100 small 20-passenger buses. We need to include a better passenger information system. For example, a 40-passenger bus would travel from Bellingham, then return with a 20-passenger bus. During shift change of the 2nd shift and 3rd shift, a 20-passenger bus would travel, then return as a 20 passenger. Then for the evening shift change, a 40-passenger bus would travel northward to Bellingham, and return as a 20-passenger bus. A bus maintenance yard could be placed near the EMC. Each shift change would have at least 5 buses, 3 buses during shift change hour, then a sweeper run and an early bus run. Each route would have at least 5 bus runs per shift, for a total of 15 runs. For other none shift change hours, an Emergency Ride Home area would be available along with rental cars. Thus no one is ever stranded.

STEP FIVE: PUT IN A 20 PASSENGER BUS SYSTEM. This would use the existing in-plant shuttle system. For example, one route would operate say, Silver Lake, Seaway Transit Center and run express to the Wire Shop. Another route would run from Edmonds to Seaway Transit Center and then to the EMC, and so on. | estimate this is about 6 routes. It would operate 4pm to 8pm, 5am to 9am, and 10pm to 2am, with service once every 10 minutes. People would then transfer at Seaway Transit Center from one route to another. There would be an Emergency Ride Home van for each route, and also a route manager; and back up buses with drivers so as to provide reliable service. It would be designed for people who live within 10 to 20 miles from Everett. And also, Renton. Put WiFi on board.

STEP SIX: PUT IN A LONG DISTANCE 40 PASSENGER BUS SYSTEM. It is proposed that large passenger buses run express say from Bellingham to Everett, or Frederickson to Renton, and then Renton to Everett. Once in Everett, they would circle around the main hangar. It is proposed two routes be implemented, one clockwise and one counter clockwise. It would serve the gate to the flight line. It is a good idea to design the system so people do not cross in front of the bus. One route would run from Gate E-68 to Gate E-78 and operate Clockwise, and operate South of the main hangar. The other route would run from Gate E-78 to Gate E-68 operating Counter Clockwise, and would travel North of the main hangar. It would serve building 40-86, the engineering tower. Routes would alternate between the two. As part of the plan, each route would have an Emergency Ride Home, but also have a maintenance\ yard half way, so buses can be maintained, fueled, drivers can switch out, etc. | envision about 10 routes. It would

operate 4pm to 8pm, 5am to 9am, and 10pm to 2am. With each route of about 90 minutes in travel time. One common complaint by bus riders is the need to have more restrooms at P&R and TCs. We can integrate Emergency Ride Home, combined with Rental Cars. Design the routes so people do not have to cross in front of the buses for safety.

STEP SEVEN. ALTERNATIVE FUELS. Part of the reason for the recent Strikes is the high cost of gasoline. It use to be \$1.00 a gallon, now it is approaching \$5.00 a gallon. We need an alternative fuel program. We can for example put in electric vehicle recharge stations, pulling the power off the parking lot street lights. There are two types, trickle charge where it is 1KW per hour. And then rapid charge, at 7KW. With nearly 200 million cars on the road, it will take nearly 5 decades to convert every car to electricity. Plus, it has electric utility supply issues. But what we can do is covert existing cars owned by employees to alternative fuels like BioDiesel, E85 Alcohol, Compressed Natural Gas, Propane, Hydrogen/Natural Gas combination. We can for example put solar collectors on top of parking lots for electricity. We can make these alternative fuels from solar energy, and Natural Gas. We can convert employees9 cars to alternative fuels thus cheaper than gasoline. Already the company has a Bio Jet program where we plan on converting the world9s airline fleet to BioFuels. We can for example, use under ground salt water to grow algae in deserts, enough to power every car, truck and airplane to biofuels. | have long been involved in Solar technology and alternative fuels. | posted an InSite discussing the potential of HelioHydroElectric. It was me that got Boeing to implement the Biofuel program. | escorted Expedente Parente the patented inventor when he came to Boeing. This came out of a conversation | had with Alan Mulally. We can leverage this with an aggressive program of BioFuels to help employees convert their cars to alternative fuel. For example, a solar hot water system on the roof of an employee's house, would free up Natural Gas, so instead of burning in your hot water tank or furnace, you burn it in your car. The transit system would operate on renewable energy.

STEP EIGHT: PUT IN A BICYCLE TRAIL TO EVERETT. We already have the Bicentennial Bicycle Trail on I-5, but does not tie in to Everett. We can build a trail, separate from traffic from I-5 to Everett, this would free up nearly 1000 parking places. It can be integrated with present designs for the light rail. There is a bicycle trail to Mukilteo, but it does not tie into Everett. Renton already has a bicycle trail that can be expanded. We need better bicycle parking, and E-Bike recharging.

STEP 9: PUT IN A DRIVER-LESS TAXI/VAN SYSTEM BETWEEN BUILDINGS. This is a new development, driverless taxis. This would be excellent for travel between buildings during Boeing business hours, and would connect up buildings not travel frequently to, like OxBow. This would connect up the entire company during hours when the transit system is not operating, and allow people to travel to various parking lots. We could for example, have people park in Renton and work in Everett. This would be alternative fuel powered. Experimental. But should be reviewed.

CONCLUSION: It is recommended that the company again dust off this SPEEA transportation committee and actually design what this new Boeing Transit System would look like. We did have 300 SPEEA engineers who volunteered their time. We did propose such a system years ago but upper level management rejected. We would do detail analysis, including routes, schedules, equipment and cost/benefit. We can also contact our congressional representatives and see how funding and expertise can be obtained from the federal government. We could also consult with existing transit agencies. | also recommend discussing this with the various labor unions, as an option. This may be a solution to the present strikes by Labor Unions. Not only is this a cost issue,

leading to a Wage-Price Inflationary Spiral, but is a safety issue. It is dangerous on the highway when employees have to commute such long distances. We have employees driving everyday from Maple Valley for example. One of the reasons why MicroSoft put in its Connector because of the impact that traffic accidents and injuries affecting software releases. The fatigue from driving can affect our airplane construction schedules. This is a win-win proposal.

Thank you for your consideration.

Martin Nix. 30 Year Boeing Employee.

Date Received: August 5, 2025

Source: Email

From: Eric Binder

I like the idea of a expansion to Everett even though I dont ride light rail anymore an am moving out of the state before it is completed. If it can be done with minimal impact to the environment then I say go for it. It would be cool if it connected to Everett Station for busses like it does to Lynnwood transit center. No not cool it would be the dream

Date Received: August 6, 2025

Source: Online Survey

Purpose & Need:

Regarding the West Alderwood station location, I believe that the current documents regarding alternatives don't put enough weight on this location as a destination, but rather focus on it as a point of origin.

~

Additional Topics:

I believe that the Everett extension as a whole, and especially the West Alderwood station, should be evaluated for the "reverse walkshed" effect these stations could have, by being in close proximity to destinations that the rest of the 1 and 2 lines might make use of. This has knock on environmental benefits by reducing car trips to the area, reducing traffic noise and pollution exposure of underserved communities in the area, who benefit from air quality improvements as fewer people drive to the places near where they live.

~

West Alderwood:

ALD-D on the west side of Alderwood mall is currently listed as the preferred option due to the better walk shed than ALD-F, however, no consideration is given to the improved "reverse walkshed" of ALD-F, and the environmental benefits that would come to the community by reducing traffic by better access to destinations, rather than point of origin. I believe this factor should be weighed against the better transit access of ALD-D, which would have relatively poorer destination connection, and therefore not reduce traffic pollution as much as ALD-F

Date Received: August 6, 2025

Source: Online Survey

Additional Topics:

Everett Airport Station should be considered for ease of connecting to the airport and an option

to connect to SeaTac airport by rail.

Date Received: August 6, 2025

Source: Online Survey

Purpose & Need:

This is a feedback which is very important for people like me who commute daily to downtown Seattle, and it will save us a lot of time spending in dead traffic. Additionally, we will save our planet too. For each station, please make sure to have enough parking space and also plan station closer to residential areas so that people can just walk to the station unlike building station in the middle of the market farther away to residential areas

~

Additional Topics:

Easy of taking train

Date Received: August 6, 2025

Source: Online Survey

Purpose & Need:

The line should be extended to include Marysville.

~

Additional Topics:

Has the proposed construction and location of Everett us new baseball field been taken into consideration?

~

General Comments:

Reduced number of stops/stations.

Date Received: August 6, 2025

Source: Email

From: Autumn Baird

How about the big companies pay for this, Boeing, Amazon and Microsoft? Quit passing something off on the tax payers that won't reach my area for 15+ more years. People in the northern parts of the line shouldn't have to pay until it's being built in our area. We pay the most in the end without any use of the light rail. I pay a ton of money each year for something that isn't even accessible to me and won't be for years to come. Give North Everett resident back the property taxes and RTA tax they've paid in to for all these years until construction on it begins. Make the big companies (Amazon) who make their employees commute to downtown Seattle to work in office, when they could work from home, pay for the light rail. STOP MAKING TAXPAYERS PAY FOR SOMETHING THEY MAY NOT GET UNTIL CONSTRUCTION BEGINS TO OUR AREA.

Thanks,

Autumn Baird

Date Received: August 7, 2025

Source: Online Survey

Purpose & Need:

completion of the 1 line is the highest priority need for transportation. The sooner, the better. Users will come if it is simple to access. Stations must be able to accommodate car parking, especially at the terminus.

~

Additional Topics:

minimize the aesthetic impact of the rails and stations. Consider the differences between the mountlake terrace station, which is well hidden, well wooded, and seems to be emplaced into the side of a mountain, and compare it to the nearby shoreline or lynnwood stations, which are devoid of trees and situated in large expanses of paved surfaces and blighted urban landscapes. Mountlake terrace is the ideal, meaning that my request is to retain heavy wooded areas around the new stations so as to mask the blight that this development and installation will leave behind it. Even if Sound Transit does not control the development of the nearby areas, the retention of tall trees will break up the ugly urbanism

~

West Alderwood:

The east/South lot can accommodate lots of traffic, while also not adding too many features that would slow the trains (e.g., 90 degree turns that would be required to maneuver around the mall).

~

Ash Way:

Keep the station at the existing park and ride. you can build out the P&R. Do not cross I-5 any more than is necessary, and do not remove the existing trees that provide aesthetic buffer.

~

SW Everett Industrial Center:

The closer to the KPAE terminal, the better.

Date Received: August 7, 2025

Source: Online Survey

Additional Topics:

Hello, as a Boeing employee, I would like to see the Park n Ride off of 112th Street be turned into a Light Rail / Bus Station and not deviate to Paine Field. Stay the course on the I-5 corridor. I believe the impact to congestion, as well as cost will be too great to deviate to Paine Field / Boeing. Thank you.

~

SR 99/Airport Road:

See comments above.

~

SW Everett Industrial Center:

See comments above.

~

I-5/Broadway:

See comments above.

~

Everett Station:
See comments above.

Date Received: August 8, 2025

Source: Online Survey

General Comments:

Please strongly consider abandoning the Mariner-Evergreen deviation. The financial chickens are coming home to roost, and this system expansion almost certainly cannot afford so much additional track mileage, property acquisition, and station infrastructure. Consider an alignment along I-5 at top from Mariner to Everett!

~

West Alderwood:

I strongly recommend Station Option B on alignment ALD-2. This has the greatest potential for station area infill, best use of underutilized commercial parking, and least deviation from the primary I-5 alignment. The proposed Option D station area can be better and more easily redeveloped as dense station area mixed-use (including housing) by private market than other underutilized lands, without need for spendy public acquisition for a blank plaza space next to an aging mall storefront. Sound Transit should remove Station Option F from alternatives analysis.

~

Ash Way:

I strongly recommend Station Option A on the ASH-1 alignment. Existing Community Transit Park & Ride (heavily underutilized) at the station location with nearby dense housing makes the site a no-brainer. Far more of the existing surface parking area noted as "Potential Future Uses" could(/should) be considered for acquisition and repurposed for housing. Sound Transit should remove Station Option 2 and the ASH-2 alignment from alternatives analysis. Absolutely mind-boggling the agency is considering two (completely unnecessary) I-5 crossings for the segment between West Alderwood and Mariner.

~

Mariner:

Neither station alternative is ideal: one is across a busy arterial from auto-dependent uses, the other displaces dense housing. Based on Sound Transit's description of the importance of this station in system expansion for multiple routes, the imagination and site scoping feels underwhelming. Ideally, I would urge Sound Transit to reevaluate a more creative station/alignment option that solely displaces the storage property and other nearby low-traffic light industrial uses: This would exit the I-5 ROW (NB) slightly further south than proposed for the west I-5 MAR-2 alignment; Flyover 4th Ave W on a long diagonal from roughly the stormwater pond adjacent 728 134th St SW, to 13228 4th Ave SW (acquired); run at a wide radial curve to align the platform N-S across 132nd St W roughly along the west property boundary of the storage property and the curb cut approach to 524 132nd St SW (acquired), with the majority of the platform in the storage property; And immediately curve the NB alignment SW of Safeway's building corner to align between McDonald's and Chinnie's Kitchen in their parking areas (let's not buy a drive-through). OR: using the MAR-1 alignment, simply locate the station within the long section of perpendicular southwest parking area of the Mariner Park & Ride. This would allow for both this alternative station site on that alignment, plus the MAR-D Structured Parking Option if located on the northwestmost section of the Park & Ride (west adjacent to Motel 6). Very limited property acquisition compared to station/alignment alternatives presented. IF neither additional analysis is feasible, I would recommend pursuing both proposed alternatives with the west I-5 alignment, and dropping the east I-5 alignment.

~

SR 99/Airport Road:

This station is a bad idea if there is zero funding - likely an appendage to an atrocious preferred alignment than a well considered location. Sound Transit should first identify a preferred alternative for Mariner station and alignment. Once developed, the preferred alternative for this station and alignment should be the one requiring either 0 or only 1 Airport Road flyover. (Reduce costs THROUGH planning.)

~

SW Everett Industrial Center:

Easily the most insane route deviation for new mass transit. The amount of time this will add to each trip, and added project expense for route miles off of more accessible ROW, beggars belief. There's more than a mile between furthest station alternatives. Seriously, what are we even doing here? The best alternative here would be 2 separate stations: both the Paine Field station (C), and "Euphemism for Boeing Employees' Exclusive Use But Publicly Funded Mass Transit Station" station (A). Public sources indicate Everett Paine Field expects passenger volumes in excess of 4 million travelers by the time this expansion is completed. Owing to legislative ridiculousness and executive hem-hawing, the prospect of a third Puget Sound airport to alleviate SeaTac pressure is all but dead. Paine Field is the only known release valve, and has to consider better regional transit options. "What better place than here / What better time than now" That said, its also abundantly clear the region's biggest and most important employer, along with local elected's, are hellbent on gifting one of the most profitable and subsidized (these are linked) corporations in the world a regionally taxpayer subsidized commuter rail station on the opposite side of the freeway from its parking lot on what's supposed to be a metro oriented light rail system (make it make sense) . So long as we're evaluating this deviated alignment between Mariner and Everett, Sound Transit should analyze providing both stations A and C. Further, because the preferred station is clearly intended for Boeing, Sound Transit should also analyze tunneling from north of the Paine Field station to an underground station closer to the Gate E-74 turnstile Boeing employee entrance; then tunneling under SR-526 (Boeing Freeway)/Seaway Blvd interchange, and exiting along the alignment of the preferred Evergreen segment. OR, conjure some pretty renderings with a Redmond Tech-esque walkway over SR-526.

~

SR 526/Evergreen:

I would urge Sound Transit to strongly consider an amendment to proposed EGN-B, which I'll call "How about we acquire one house and low-use low-value storage, instead of dozens of non-English speaking neighborhood commercial businesses"? In this amended proposal, Sound Transit acquires just the storage property and the adjacent house fronting Casino Road for its bus bay loop and station platform - at most requiring marginal air rights on properties east and west. In this alternative, the agency doesn't displace dozens of businesses or a church, but does displace 1 homeowner and one of the least productive uses of urban land. If you're feeling frisky or short on land, maybe acquire the underutilized side parking lot of the grocery store across the street? Seriously: in these alternatives, Sound Transit either displaces the above, a bakery outlet, or a dialysis clinic; but a lumber yard and most of a storage lot remains in all of them near a mass transit station? Couldn't the station be sited, you know, in lower use occupied lands? Everything needs work here. I have no strong recommendation aside from analyzing the preceding.

~

I-5/Broadway:

I support the preferred alternative.

~

Everett Station:

I support preferred alternative Station C on alignment EVT-2, PROVIDED the proposed 32nd St "kiss and ride" is removed, and the station area includes enhanced pedestrian connectivity between the Sounder N and Evert Bus Stations and new Link Station, and that areas marked "Potential Future Use" are developed as mixed-use with dense station area housing. All alignments and stations should be analyzed.

Date Received: August 8, 2025

Source: Online Survey

Purpose & Need:

Why is Everett the LAST place to receive the Link when it was the FIRST to start paying. WHY are we not funding the Train? There is infrastructure in place. I wont get infested by users not paying. The route has less stops to Seattle.

~

Additional Topics:

Sound Transit

~

Everett Station:

Why is Everett the LAST place to receive the Link when it was the FIRST to start paying. WHY are we not funding the Train? There is infrastructure in place. I wont get infested by users not paying. The route has less stops to Seattle.

Date Received: August 8, 2025

Source: Email

From: Broken Thunder

Hello as a member of Everett community I would like to see the light rail be heavily endorsed for tourists as it is a great way too and from the airport SeaTac. I would also like it for people who do not have access to drive to be able to walk to a nearby station in a neighborhood to get off at a place to buy items. As this country is too car dependent and now that cars are so expensive that just isn't the way forward for a growing number of people. Hopefully in the future the light rail can be expanded to have more stations in the greater Seattle area and provide the ability for people on foot or bicycle to travel the area without needing to expose themselves to cars that are traveling at a high rate of speed. I hope the light rail turns Seattle into a more walkable city to promote public health and to highlight our cities beauty to tourists.

Date Received: August 12, 2025

Source: Online Survey

Purpose & Need:

Snohomish County has been shortchanged throughout the light rail build out. Get the Everett section started and completed by 2037 at the latest! We've been paying for King and Pierce Counties for decades!

~

Additional Topics:

Why would you want to spend millions of dollars to have the line move from the west side of I-5 to the east side from 164th to 128th - makes no sense.

~

Ash Way:

See above, the park n ride is on the west side of I-5, keep the line on that side of freeway

~

Mariner:

Same as above.

~

SR 99/Airport Road:

Why would this be a "provisional(unfunded)" stop. This is a major intersection with lots of bus routes going in all 4 directions!

Date Received: August 12, 2025

Source: Online Survey

Purpose & Need:

Please plan on building the SR99/Airport Road provisional station. This would provide more direct service to the community of South Mukilteo, North Edmonds, and North Lynnwood.

~

Additional Topics:

Please work with the Mukilteo, Edmonds, and Lynnwood municipalities to build out separated bike lanes to connect to the light rail stations.

~

SR 99/Airport Road:

SR99 is a very busy roadway that deters bicyclists. Plan on separated bike lanes on Beverly Park Way and Airport Road to connect to the SR99/Airport Road provisional station. This would provide safe access to the station without the need to cross SR99.

Date Received: August 13, 2025

Source: Online Survey

Purpose & Need:

1. Maximize the opportunity to get people onto Mass Transit! 2. Minimize security risks for people getting to/from the stations (i.e. those that are walking/biking) 3. Provide adequate parking at stations, for those that drive to the stations. 4. A station at 128 and I5 is a spectacular choice .. 128th has been completely over built. 5. Coming up Airport road with a station by the airport or by Boeing is great .. it'll service Boeing and all of Mukilteo. 6. The final stop at the Everett Transit Center is perfect .. since it already provides access to buses and Sounder.

~

Additional Topics:

1. Limit impact on traffic. 2. Maximize safety. 3. Minimize time for payment to board. 4. Minimize environmental impact .. but that's by definition what Sound Transit is doing :-)

Date Received: August 14, 2025

Source: Online Survey

Purpose & Need:

Yes, the lightrail should continue along I-5 and not direct towards the Everett Boeing plant as originally promised and voted for by citizens. By having the lightrail go to Boeing those 15,000+ workers who currently commute to Boeing, a chunk of them will clog up all of the parking at the transit stations so there will be very little parking for people commuting from north end stations.

The diversion to Paine Field also adds billions of dollars, YEARS of additional work, disrupts far more people through eminent domain, and for what? Boeing should be responsible for their own transportation issues. Or at a minimum, the line should be completed directly to Everett up the I-5 corridor and a secondary line to Boeing done in the future and funded by Boeing.

~

Additional Topics:

The people voted for the line to come directly to the Everett station. The lightrail was originally supposed to be here in North Everett in 2025, but with the newly proposed plans NOT voted on by the people it won't be here until maybe 2030 and adding 20 minutes onto a quicker commute south. This is unacceptable and should go to a vote by the people, not driven and approved by corporate interests—ie Boeing.

~

SR 99/Airport Road:

The people voted for the line to come directly to the Everett station. The lightrail was originally supposed to be here in North Everett in 2025, but with the newly proposed plans NOT voted on by the people it won't be here until 2030. This is unacceptable and should go to a vote by the people, not driven by corporate interests—ie Boeing. Keep the line on I-5 as promised and add a Boeing line later, once promised line complete.

Date Received: August 18, 2025

Source: Online Survey

Purpose & Need:

Parking has not been vetted for the Ash Way station. There are 5 stations that have available parking going south and also projected at the Mariner Station. There is obviously a need. IF the station goes on the west side, you have excellent available parking. If the station goes on the east side, no available parking is planned, and the closest parking is the MC4S Church parking lots, which will require high level policing at a major cost. The recommended overpass crossing, will be over a 1/4 mile walk in bad weather conditions. This is not practicable.

NEEDS more work

~

Additional Topics:

The study needs to have clear traffic plans studies completed for the east side station on Ash Way entering 164th. The suggestions repainted are unacceptable.

~

Ash Way:

See above.

Date Received: August 18, 2025

Source: Online Survey

Purpose & Need:

I strongly support the Everett light rail station. Traffic congestion in Snohomish County is unbearable, particularly during Boeing commute hours. Thousands of workers commute from Lake Stevens, Arlington, and even Skagit County to Boeing in Everett, and Boeing-related traffic accounts for a huge share of the congestion. A light rail connection would dramatically reduce this traffic burden on I-5 and increase commuting options. Additionally, it would allow people from South County and beyond to easily access the Everett arena and other entertainment venues, helping boost business and economic vitality in North Snohomish County. This project isn't just about convenience—it's about creating long-term infrastructure that supports growth,

sustainability, and access to opportunity.

~

Additional Topics:

Economic benefits: Increased accessibility to Everett's arena, businesses, and waterfront will bring economic growth and tourism to Snohomish County. **Equity:** Reliable light rail access is critical for residents in more affordable housing areas north of Seattle, ensuring they aren't excluded from regional job markets and opportunities. **Traffic relief and environmental impact:**

Reduced car dependence will cut greenhouse gas emissions, improve air quality, and relieve stress on I-5 and Highway 2. **Employer partnership:** Given the large share of Boeing-related traffic, Boeing and other major employers could be engaged as funding or planning partners.

Future-proofing: With population growth continuing in Snohomish and Skagit counties, we need infrastructure that can handle not just current demand, but what's coming in the next 20–50 years.

~

General Comments:

The importance of employer partnership (such as Boeing), equitable access for North County residents, and regional economic growth opportunities tied to light rail expansion.

Date Received: August 19, 2025

Source: Letter

From: Gordon Bluechel

Everett Link Extension

Kathy Fendt

Sound Transit

401 S. Jackson St.

Seattle, WA 98104

Re: National Environmental Policy Act (NEPA) Feedback – Sound Transit Everett Link Project

Dear Environmental Review Team,

On behalf of Access Laser, I am submitting the attached presentation and executive summary as formal input to the Environmental Impact Statement (EIS) for the Sound Transit Everett Link Extension project.

Access Laser has been part of the Snohomish County community since 1999, operating from our current location in the Southwest Everett Industrial Center since 2018. As part of the TRUMPF Group, we manufacture critical laser subsystems for extreme ultraviolet (EUV) lithography tools used to produce the world's most advanced semiconductors. Because of the complexity of our production lines and the extreme qualification standards of our customers, any forced relocation creates significant operational and financial risk for our business and for the global semiconductor supply chain.

Access Laser is proud to be a long-term employer in the Casino Road community, with over one-third of our staff living within five miles of our facility. The Everett Link Extension has the potential to bring meaningful transit access to many of our employees, and we want to ensure this benefit is realized while also preserving the stability of our operations.

Access Laser is also a highly desirable employer in Southwest Everett. We are a high-wage employer for both exempt and non-exempt employees, with an average annual wage of \$111,800, a median wage of \$95,844, and an average hourly wage of \$36.40. Our lowest wage is \$26.13 per hour, and with a ratio of under 5 between the highest and lowest wages, we demonstrate our commitment to equitable, sustainable employment.

We also invest deeply in our employees' long-term success. Many of our team members begin their careers with us and grow into higher-responsibility roles. Our voluntary turnover rate is only 7%, and our average employee tenure is 5.5 years. With strong representation across age groups, we have a stable and diverse workforce that contributes to the long-term strength of the Casino Road community.

For these reasons, Access Laser strongly supports Station Alternative SWI-B. This option minimizes impacts to our facility, avoids costly and disruptive relocation, and preserves our ability to continue providing high-quality employment in the Casino Road community.

We recognize that SWI-A is currently the preferred station location. If Sound Transit ultimately selects SWI-A, we respectfully request a return to the 2023 SWI-A design concept, which would not require Access Laser to relocate. This approach reduces costs to Sound Transit, avoids unnecessary risk to our operations, and supports the opportunity to add a Paine Field station.

We appreciate the opportunity to participate in the NEPA process. The Everett Link Extension can bring substantial benefits to the community and our employees, and we encourage Sound Transit to select an alternative that achieves these benefits while minimizing unnecessary risks to vital employers in the SW Everett Industrial Center.

Thank you for your consideration. Please contact me directly at [redacted] / [redacted] if you require further information.

Sincerely,
Gordon Bluechel
Chief Executive Officer & Managing Director
Access Laser

Access Laser – Key Points for Everett Link EIS

Company Overview

Operating in Snohomish County since 1999; current Casino Road facility since 2018.

Part of the TRUMPF Group, manufacturing critical laser subsystems for EUV lithography.

Products are essential for advanced semiconductor manufacturing worldwide.

Operational Risk

EUV subsystem production requires highly complex, tightly qualified processes.

Forced relocation would create significant operational and financial risks to Access Laser and the global semiconductor supply chain.

Community Employment

Over one-third of employees live within five miles of the Casino Road facility.

The Everett Link Extension could greatly improve transit access for employees.

High-Wage Employer

Average annual wage: \$111,800.

Median wage: \$95,844.

Average hourly wage: \$36.40.

Lowest wage: \$26.13 per hour.

Pay equity: highest-to-lowest wage ratio only 4.74.

Employee Stability

Average employee tenure:5.5 years.

Voluntary turnover rate:7%(well below regional averages).

Strong age diversity and internal career growth opportunities.

Support for SWI-B

Access Laser strongly supports Station Alternative SWI-B.

SWI-B minimizes impacts, avoids relocation risk, and preserves stable, high-quality jobs in Casino Road.

Position on SWI-A

Recognize SWI-A is currently preferred.

If selected, urge Sound Transit to return to2023 SWI-A concept, which avoids displacement of Access Laser.

This would reduce costs, avoid operational risk, and keep open the possibility of a Paine Field station.

Date Received: August 19, 2025

Source: Online Survey

Purpose & Need:

WE ARE COMPLETELY AGAINST THIS PROJECT ITS CONGESTION POLLUTION AND ENVIRONMENTAL IMPACTS. THIS IS JUST ANOTHER WAY THAT THE COUNTY WANTS TO SUPPORT AND BUILD UP PAINE FIELD FOR MORE AIR TRAFFIC.

~

Additional Topics:

DITTO

Date Received: August 20, 2025

Source: Email

From: Beth Herrild

Hi, my family lives on Whidbey Island. I see you're going to extend the light rail. Please make it stop at the Mukilteo Ferry terminal!!! The 117 bus has been very helpful but it adds a tremendous amount of time and complexity since it runs every half hour during the week and only every hour on weekends. We frequently take the bus/light rail to SeaTac from Whidbey Island and sometimes take them to other activities in the city but we would do it so much more if it were just light rail all the way. The median age of residents on South Whidbey is 60 with much of our population older than 60. I've spoken to many residents and for people over 60 in particular, the added complexity of the bus keeps them from using the light rail.

Beth Herrild

Beth Herrild Art

website:bethherrild.com

instagram: @bethherrild_art

facebook: @beth herrild art

[redacted]

Date Received: August 21, 2025

Source: Email

From: Curt Lillibridge

Ash Way Light Rail Station – Location Options and Concerns

Mill Creek Foursquare Church Leadership Statement

Background

Sound Transit is considering two potential locations for the Ash Way Light Rail Station:

West side of I-5

East side of I-5

In 2018, the Snohomish County Council passed a resolution supporting the East side as the preferred option. This was based on county research and an independent study, which ultimately concluded with no definitive preference.

Sound Transit initially adopted the East side as its preferred location. However, after further lobbying and review, the Board decided that more research was necessary. The final determination is now part of the Environmental Impact Statement (EIS), with results expected in January 2026.

Sound Transit communications suggest that they are still leaning toward the East side.

Impact on Mill Creek Foursquare Church

If the station is placed on the East side, it would directly affect our church property, located adjacent to the proposed site. For nearly four years, we have:

Engaged with Sound Transit leadership and the Everett Link Extension team.

Submitted a petition with over 2,000 signatures supporting the West side.

Advocated for solutions that protect community assets and minimize displacement.

Sound Transit has acknowledged our concerns and is considering a modified East side location slightly further north, which may avoid eminent domain of our main building. However, their current draft still proposes acquiring a portion of our parking lot for transit access—raising significant concerns about security, safety, and functionality.

Findings from the 2023 Snohomish County Transit Study

Snohomish County commissioned TranspoGroup to complete an 88-page high-capacity transit study. Over one-third of this study addresses Ash Way, identifying several key issues:

1. Ash Way Urban Arterial Alignment

[Figure E-2]

This project will proceed regardless of where the station is placed.

Once completed, it provides ample space for a West side station with better traffic flow and connectivity.

From the Figure E-2 from the report, the Ash Way Park & Ride, with the new Ash Way Urban Arterial Alignment, would adequately provide space and logistics for the new light rail. The key points I would like to point out are in ORANGE. The new I-5 crossing would come east and intersect with MEADOW ROAD. This will take traffic out to 164th that is an existing intersection that is already capable of handling increased traffic. This would provide excellent bus traffic to a new Light Rail station on the West side for entrance and egress for traffic on the east side. It also supports the entrance and egress located on the West side with the new Arterial Alignment. This by far is the best possible layout and proposal presented for the location of the light rail station.

Pedestrian and Transit Crossing over I-5

Three options were studied. Only**Option 1 (preferred)andOption 2 (secondary)**are considered viable.

[figure E-8]

Option 1

[map image #1]

Option 2

[map image #2]

Concerns with an East side station:

Parking & Distance:

The light rail station needs available parking for its passengers. Sound Transit has available parking for the 5 stations going south along this extension and plans on having available parking at the Mariner station as well. If the station is placed on the east side, there is no available parking

The Park & Ride is on the West side. Passengers would need to walk $\frac{1}{4}$ mile or more, with elevation ramps for ADA compliance, across I-5 in all weather conditions.

Traffic:

East side station access would rely on the middle of three traffic signals on 164th Street within a two block distance, already congested and unable to absorb added flow.

Parking Pressure on the Church:

Without parking on the East side, Sound Transit's proposal risksoverflow into our private lot, creating safety, policing, and maintenance issues.

Community Growth and Demographics

TheWest sidealready has high-density housing and is projected todouble in apartment growthin coming years. This is where the primary ridership will be coming from.

These residents are more likely to walk or use transit directly, further justifying aWest side station with integrated Park & Ride access.

Cost Considerations

The study showsOption 1as the most cost-effective and practical crossing solution.

An East side station would drive up additional costs for access, parking, and traffic management.

[Table 3-1]

Key Concerns & Questions for Resolution

We respectfully request that the following issues be addressed before a final decision is made:

Parking solutions for East side users and mitigation for loss of church parking.

Realistic functionality of the I-5 crossing and its integration with Meadow Road and 164th Street.

Impacts on the Urban Trail system from Ash Way to Mariner.

Traffic congestion and safety if the East side is selected.

ADA accessibility challenges with long ramps and distance.

Comprehensive cost analysis comparing East vs. West side options.

Clear identification of primary users (walkers, drivers, bus riders) and how each side meets those needs.

Soil stability and structural risks to nearby buildings with East side construction.

If property is taken, how Sound Transit will compensate or replace lost parking (e.g., parking garage solutions).

Conclusion

Mill Creek Foursquare Church values the open communication we have had with Sound Transit and remains committed to working collaboratively. However, based on available studies, community growth patterns, parking and traffic realities, and cost considerations, we believe the West side provides the most practical, sustainable, and community-oriented solution for the Ash Way Light Rail Station.

We welcome continued dialogue with Sound Transit, Snohomish County, and all stakeholders to ensure this project serves the region effectively without unnecessary disruption to community institutions.

Curt Lillibridge

M: [redacted]

Date Received: August 26, 2025

Source: Online Survey

Purpose & Need:

Yes. SPANK ME AND GET LADY GAGA

~

Additional Topics:

YES!! ADD LADY GAGA ART!!!

~

General Comments:

Lady Gaga

Date Received: August 26, 2025

Source: Online Survey

Purpose & Need:

NO

~

Additional Topics:

What is the comparison in time and cost between above ground and underground?

~

Mariner:

Several of us living at 710, 124th St SW would prefer the Mariner station at the corner of 8th and 128th

Date Received: August 26, 2025

Source: Online Survey

Purpose & Need:

Please put in the stop at highway 99 and Airport Road.

Date Received: August 26, 2025

Source: Online Survey

Purpose & Need:

We simply can't be more excited about the light rail coming to Everett. Our family will use it for work commute, sports games, and travel to the airport. This cannot come fast enough!

Date Received: August 26, 2025

Source: Email

From: Otto Chase

Hello

Any extension into Everett must include stops at the Everett Mall area and Paine Field. And of course it must reach the Everett Station. The Everett Mall has a sad history of being underutilized and putting a stop there will lead to its revitalization.

Otto Chase

Date Received: August 26, 2025

Source: Email

From: Steve Lundin

I totally support Sound Transit's extension of light rail to Everett, especially its jog over to Paine Field.

As a prior member of the Expert Review Panels for both ST2 and ST3, I have a deep understanding of this project. Members of the ST3 Expert Review Panel were unanimous in recommending that the proposed ST3 route to Everett be altered by jogging over to Paine Field and serving both the airport and the industrial center. We were well aware at that time that in all likelihood Paine Field would soon become a major general aviation airfield and that the industrial center was a major employer in the area. Paine Field has now become a general aviation airport. When the Everett Extension was being considered, the jog to Paine Field was estimated to add \$1 billion to the cost of the project. The Sound Transit Board approved this proposed change to the ST3 package and voters approved the ST3 proposal. Although it is very likely that the cost of this jog project will exceed the then estimated \$1 billion increase in the project costs, it is a vital part of the proposed light rail extension to Everett and needs to be included.

As you well know, Sound Transit board members were upset when the Port of Seattle initially objected to a Sound Move light rail station being located at SeaTac Airport. Everyone knows that the largest source of revenue for commercial airports is parking revenue. Finally, the Port agreed to a station, but it would be located in the parking facility about as far as possible from the terminal, had horrible signage in the terminal to get to the light rail station, and with a relatively open, breezy and cold access for passengers through the parking facility. That being said, the SeaTac station is great and well used.

When looking at the Paine Field light rail station, a note of caution should be made. Normally, it would be propitious to locate the light rail station as close as possible to, if not within, the existing airport terminal. However, it is highly likely that in the future Paine Field will be expanded by adding one or two additional runways. If those runways were to be located east of the existing runway, the existing airport terminal may need to be relocated. Hence, it is only

logical to consider where the light rail station could be located to avoid having to move the station and light rail lines as a result of the expansion of the number of runways at the airport. So, plan accordingly. This would probably mean locating the station further from the existing airport terminal than would be most desirable under its present configuration. Having a covered and heated walkway that also includes a moving walkway or travelator from the light rail station to the terminal would be best.

Thank you for the opportunity to comment on the Everett Extension.

Steve Lundin

Date Received: August 26, 2025

Source: Email

From: Karin Scarey

I don't believe going to Boeing is a good idea. A larger transit station at I-5 & 128th with shuttle busses to Boeing, Continue north along I-5 to Everett Station would compromise less people and businesses. Shuttle busses provided by Boeing and Everett Transit would more then accommodate people going to Boeing and the businesses there. The cost in dollars and disruption to Boeing is worth it to the community!!

Date Received: August 26, 2025

Source: Email

From: Jillian Yuhas

Hello,

I was talking with a neighbor who is also concerned about the pile driving affecting our homes and septic systems. We discussed the big rigs driving on the highway, which our properties back up to, and when they hit a bump we can feel the impact/vibration in our homes or when they use their air brakes our windows rattle.

We are definitely concerned that our 1967 homes will suffer some serious damage during construction. For sure the septic systems will fail when the concrete tanks crack and more than likely our foundations will as well.

Even with the pile driving being across the highway - our homes will suffer damage.

I worked in a 1 story, brick office that was a mile away from the construction and we could feel the vibrations from the construction - the pile driving was so intense that we couldn't hold conversations when it was happening. The land there was solid as opposed to our properties which, due to the drain fields, are liquefied - vibrations and sound travel easier through liquified land. That puts our homes at significant risk of severe damage.

She and I mused that maybe sound transit should just buy these properties and put up a storage facility that has access to the highway - for equipment and materials, even snow plows or other vehicles. It's actually not such a bad idea.

She's willing to sell, we are, the other 2 homes that border the highway are adults - children no longer at home - just a suggestion.

Feel free to contact me about all of this.

Jillian Yuhas

[redacted]

Date Received: August 27, 2025

Source: Email

From: Barbara Rilling

PLEASE listen to what I have to say in regard to the currently preferred route for the Everett light rail in its Pinehurst neighborhood. My house is located in the southwest quadrant of the intersection of I-5 and 73rd St SE. The distance between Southbound I-5 and the sound barrier wall is just a few feet. This is due to the fact that the Pinehurst neighborhood juts out toward the freeway at that intersection.

Please consider rerouting the light rail to run on the Broadway option, as it runs through my neighborhood

When I originally purchased my home in December of 2022, the preferred route through Pinehurst was Broadway. Since then, it was changed to The I-5 corridor as the preferred route. I propose that it be changed back to Broadway.

1. Unlike the I-5 route option, Broadway is not a flood zone, and is relatively flat. This would allow the light rail to be built at ground level. But building it through my street (73rd), would require the light rail to go over ground that is very hilly, thereby requiring it to be built overhead at each location where the earth is "low". These low spots are also in flood zones.

2. My "street" is a relative sampling of the Pinehurst neighborhood. My immediate neighbor owns a family tow truck business, my neighbors across the street struggle with English, the home next to them is an adult home for low income, handicapped or elderly people, and generally everyone on my block, as in the entire Pinehurst neighborhood, struggle with low income. I, myself, am on a fixed income and purchased this home with the intention of living here until I die. I am currently 76 years old, and love this house.

3. There are few "businesses" that run along Broadway in the Pinehurst neighborhood. Bringing light rail onto Broadway would provide a straight shot up to downtown Everett, saving many dollars on construction costs.

Please consider these factors...my neighbors, as well as myself, would appreciate your help in bringing Broadway back as the preferred route.

Thank you!
Barb Rilling
[redacted]

Date Received: August 27, 2025
Source: Letter
From: AZWA Glassworks, Paul Sweum

Paul R. Sweum
[redacted]

August 27, 2025

SoundTransit Board of Directors
SoundTransit
401 S. Jackson St.
Seattle, WA 98104
Re: Comments on EVLE NEPA scoping for DEIS process

Sound Transit Board members and Staff:

I write my comments today as a King County resident for the majority of my adult life, along with deep family history and connections to Everett and Snohomish County. With my background in urban planning, I have written to you previously on a variety of matters involving light rail, including previous EIS scoping for other Link projects. I also commented on your previous public input opportunity for non-motorized access priorities regarding the Everett Link Extension (EVLE) earlier this year.

For the scoping of the EVLE and its proposed elements, in my analyses I concluded: Overall, it does a reasonable job of taking into consideration that careful balance between achieving an efficient high capacity rail system and its potential impacts
The proposed environmental considerations with the related restoration opportunities are great additions, enriching the habitat and communities served by this effort
It appears the agency is being mindful of community impacts, showing bona-fide efforts to be a good neighbor
I'd like to see the agency choose the most favorable site for the OMF North; in terms of situating it at or adjacent to industrial sites/zoning, and away from residential and commercial areas to minimize impacts to folks living and working in those land uses

In conclusion, the set of proposed station and guideway alignment preferred alternatives the agency has presented and leaned into so far appears to make sense.

However, I must point out one aspect to your proposed system in the EVLE project that appears to be a grossly missed opportunity.

In the layout of the guideway and station alternatives you have shown in this project so far, it appears the agency is overlooking a fantastic opportunity with a terminus for the 2 Line extension to the Mukilteo ferry terminal. Rather than designating the proposed Mariner station as the northerly terminus for the 2 Line, why not extend the line so a guideway segment may stretch in a northwest direction from the station alternatives near the north end of Paine Field to Mukilteo?

Please see the graphic I've provided, drawn using your system map for the EVLE project.

Crunching numbers and potential funding considerations aside, on paper an extension to

Mukilteo appears to make sense:

It provides a faster and more direct connections to employment centers served by the Link system that are not reachable by Sounder commuter rail

It provides a direct and timely connection from Mukilteo to Paine Field/Boeing plant

It provides a connection to Everett that's more consistent and frequent throughout the day than with Sounder service

It will help to relieve Sounder service that's otherwise typically at or near capacity

By extending the northerly terminus of the 2 Line through the Paine Field/Boeing plant stations to Mukilteo (from the currently designated Mariner station terminus), it offsets capacity that would otherwise need to transfer from the 2 Line to the future 3 Line (current 1 Line corridor) for a mere annoying (and frankly unnecessary, with a Mukilteo extension) 1-2 stops to the Paine Field/Boeing plant employment center

The Mukilteo ferry terminal can be one of the busiest commuter ferry terminals in the region for auto traffic, with significant wait times... a Link extension to/from the terminal would reduce these numbers by encouraging walk-on traffic

Performance numbers for Link service to the Mukilteo ferry terminal may serve as a helpful case study to inform future considerations for potential Link connectivity to the Edmonds ferry terminal, in addition to service considerations for Sounder's north line

I'm not an engineer nor a mathematician, but the planner in me sees an opportunity worth exploring — through what appears as a modest extension of less than three miles of Link guideway, with two potential stations at downtown Mukilteo and the ferry terminal.

If the funding package provided through ST3 boxes out or does not allow for such a consideration as an extended 2 Line terminus to Mukilteo, I see that as unfortunate and a missed opportunity... but, if this added extension is deemed feasible at this time, I'd hope you'd look into it — just to be certain of the allowances within the ST3 funding.

At the very least, it's my hope that a Link extension to Mukilteo is explored for future consideration, whether that's now in this scoping process or as part of a future funding package featuring added light rail extensions.

Thank you for your time and consideration.

Respectfully and with gratitude,
Paul R. Sweum

Date Received: August 27, 2025

Source: Online Survey

Purpose & Need:

Possible additions to the purpose and need: The project is needed because improving transit access to Paine Field will expand regional airport connectivity, provide additional travel options, and help reduce reliance on single-occupancy vehicles for airport trips. The project is needed because better transit connections to Snohomish County's major employment and manufacturing centers, including the aerospace sector near Paine Field, will support workforce access, equitable economic opportunity, and regional strategies to strengthen U.S. manufacturing capacity.

~

Additional Topics:

If not already considered: Impact on electric demand and energy prices Potential synergy with siting new transmission lines along the existing right of ways Impact on regional emissions compared to known or estimated baseline

Date Received: August 27, 2025

Source: Online Survey

Purpose & Need:

The link needs to include a stop at Paine Field. It's so short sighted of planners not to include the regional airport. None if the Boeing employees are going to give up their single occupancy vehicle.

~

Additional Topics:

The link needs to include a stop at Paine Field. It's so short sighted of planners not to include the regional airport. None if the Boeing employees are going to give up their single occupancy vehicle.

~

SR 99/Airport Road:

The link needs to include a stop at Paine Field. It's so short sighted of planners not to include the regional airport. None if the Boeing employees are going to give up their single occupancy vehicle.

~

SW Everett Industrial Center:

The link needs to include a stop at Paine Field. It's so short sighted of planners not to include the regional airport. None if the Boeing employees are going to give up their single occupancy vehicle.

~

SR 526/Evergreen:

This needs to be as accommodating as possible for all people. Displace as few as possible.

Date Received: August 27, 2025

Source: Online Survey

Purpose & Need:

No. I think the project is important and should continue as planned.

~

Additional Topics:

2 questions. 1) How much pollution will be averted because commuters use light rail instead of driving. Going by electric trains powered by falling water is less impactful than going by private automobiles powered by fossil fuels. 2) How much energy and pollution will be saved because commuters will not need to replace their cars as frequently. Example: Assume a commuter lives 25 miles from their work. They will drive 50 miles a day, 250 miles a week, 50 weeks a year or 12,500 miles a year. If they do another 12,500 miles a month in other driving, or 100,000 miles in 4 years. By way of contrast, if they take the train, then they will drive 100,000 miles in 8 years. The savings in fuel burned and the savings because cars will last longer offset some environmental damage that may be caused by the construction and operation of the Everett Link. I'm hand-waving here, but I suspect that the costs of building and operating the light rail will be less than the costs of the cars taking off the roads after building it.S

Date Received: August 28, 2025

Source: Letter

From: Schnitzer Properties, Jeff Nudelman, Terence Plaskon, Jake Roselli

August 27, 2025

VIA E-MAIL: everettlinkcomments@soundtransit.org

Everett Link Extension

c/o Ms. Kathy Fendt, North and East Corridor Environmental Manager Sound Transit

401 South Jackson Street Seattle, Washington 98104

Re: Comment of SN Investment Properties, LLC to the Everett Link Light Rail Extension
Project - NEPA Scoping

Dear Ms. Fendt:

Please accept the following comments to the National Environmental Protection Act scoping for the Everett Link Extension ("ELE" or the "Project") on behalf of SN Investment Properties, LLC ("SN"). We are the longtime owner of Paine Field Business Park located in Everett, Washington ("PFBP") which is an 83,222 square foot, six (6) building, industrial commercial real estate project, generally located at 2615 W. Casino Road. SN is part of a family-owned real estate investment and development company based in Portland, Oregon. We proudly own and operate twenty-one (21) properties in the state of Washington, representing approximately 3.2 million square feet of rentable space (as well as over 180 additional projects in Oregon, California, Nevada, Arizona and Utah). It is our goal to benefit and enhance the communities in which we own and manage property, as well as to be a philanthropic and active participant in civic and charitable activities. At this time, this letter will be limited to specific matters that relate to the Draft EIS in connection with the NEPA Scoping and the Project, and the potential devastating impacts Sound Transit's proposed Southwest Everett Industrial Center alternative ("SWEIC") will have on PFBP and the surrounding community. However, we reserve the right to supplement and provide further comments as the Project continues.

We have owned PFBP since 2006, and we are honored that approximately twenty-six (26) tenants, and their more than 100 employees, are currently located at PFBP and call it their business home. The tenants at PFBP operate businesses that employ local citizens, add economic energy to the area, and provide vital services to the community and nearby Paine Field. A unique characteristic of PFBP is the large number of tenants that for many years have been direct suppliers to Boeing's neighboring production facility. There are no comparable facilities in the area and Boeing would be negatively impacted by the SWEIC alternative. Also, as a long-term holder of property, and a committed member of the Everett community, we have invested approximately \$3,000,000.00 in capital and tenant improvement projects at PFBP to both maintain and enhance the project.

Please note that while we strongly support Sound Transit's efforts to improve regional mobility, the SWEIC alternative will have a devastating impact on PFBP and the businesses and citizens who work there. It may appear from photographs of the Project's intended plans posted on Sound Transit's website that not all of the PFBP will be taken by Sound Transit if the SWEIC alternative is chosen, but this is not accurate as any portions of the property that appear to remain intact will be rendered unusable for business operations and the parking of vehicles used in connection with tenants' businesses. We therefore urge Sound Transit to give this alternative a thorough review before moving forward.

Sound Transit has expressly stated it is committed to implement a transportation system that is technically and financially feasible "to build, operate, and maintain" and to "preserve and promote a healthy environment and economy by minimizing adverse effects on the natural, built, and socioeconomic environments through sustainable practices". However, the SWEIC alternative will effectively destroy the majority of PFBP and displace its businesses and tenants. Moreover, for those businesses at PFBP not directly closed, the requirement to endure intermittent road closures and greater restrictions for customers and employees to access these businesses will crush their viability and ultimately their very existence.

The SWEIC alternative will negatively impact PFBP, our tenants and members of the entire community. The costs to the public and the long-term negative impact on businesses are too severe for Sound Transit to go forward with this alternative. More likely than not, if the SWEIC alternative is adopted, and even if any part of PFBP remains viable, it will thereafter become a ghost town as any surviving tenants would leave not only the project, but the surrounding market as well to look for more attractive projects with better visibility and accessibility. It is well settled that even a strong location with moderate visibility, but without immediate access, can render a site undesirable for tenants, employees and potential customers.

We urge Sound Transit to further study the SWEIC alternative and use land acquisition costs, adjusted for future inflation and likely appreciation, as part of its NEPA scoping review. Acquiring sizable real estate in this area will add significant costs and expense to the cost of the ELE and should be closely evaluated as a Project metric.

We are committed to working collaboratively with Sound Transit in its quest to improve the transportation options available to the community and region. However, placing the ELE through EFBP will be disruptive to the citizens and businesses of the region, and erode the economic base that small businesses currently provide. We look forward to working with Sound Transit as the ELE goes forward, and offer our extensive commercial real estate knowledge and experience to any dialogue. If you would like any additional information, please do not hesitate to contact me.

Very truly yours,
SN INVESTMENT PROPERTIES, LLC
Jake Roselli, Vice President, Seattle Region

cc: First Class Mail
Terence Plaskon, Federal Transit Administration (terence.plaskon@dot.gov)

Date Received: August 28, 2025
Source: Email
From: Downtown Everett Association, Liz Stenning

Dear Sound Transit,

Thank you for the opportunity to comment on the future Everett Link Extension project. The Downtown Everett Association submitted a letter in March 2023 advocating for the new station closest to Downtown Everett. We recommended EVT-C or EVT-D or a hybrid of both rather than EVT-A. Recently, we learned that the station locations closest to downtown may have new challenges due to funding and the siting of the proposed Outdoor Event Center project. We

recommend continuing to study station locations closest to Downtown Everett – a dense and thriving business, shopping, dining, events, and residential core. If downtown-centric locations do not prove viable, we recommend studying all alternative transportation and pedestrian connections from the Everett Station to Downtown Everett, as connections should be seamless, safe, comfortable and reliably frequent to ensure that downtown is accessible by all.

Sincerely,

Liz Stenning
Executive Director
Downtown Everett Association
desk: [redacted]

Date Received: August 28, 2025

Source: Online Survey

Purpose & Need:

The project would and the public would be better served if the route went direct from Mariner Square to a new station at the Everett Mall and then onto the Everett Station. A separate spur train would run between Everett Mall and Boeing and Paine Field. This would better address commuters and service the high impact area of the Everett Mall, which is now ignored. Also this would eliminate the 20 minute detour to Paine Field that commuters would endure every day, thus by increasing ridership.. Also this spur would reduce track length. Also Everett Station is the ONLY location for the terminus. We need a place where ALL transit comes together.

SR 99/Airport Road:

This leg should not be part of the main route, but rather a spur train.

~

SW Everett Industrial Center:

This leg should not be part of the main route, but rather a spur train. The location of this station is too far from the main plant, and will not service the air terminal, which will only grow in importance.

~

SR 526/Evergreen:

This should be on the spur, or relocated to Everett Mall.

~

I-5/Broadway:

This should not be the main Everett location.

~

Everett Station:

This is the only location for the terminus that makes sense.

Date Received: August 28, 2025

Source: Online Survey

Purpose & Need:

No, there is an obvious need. You can see from the success/utilization of the Lynnwood Link that people are using the system to get into Seattle for commuting, access to major events (sports, cultural) and tourism, helping to relieve congestion on Freeway.

~

Additional Topics:

Displacement of low-income people and LatinX businesses. Economic development/preservation of Spanish-speaking businesses. Equitable access to housing and services. Last mile access (bus, bike/scooter, pedestrian/wheelchair movement to/from station)

~

SR 526/Evergreen:

There is a very low income/Spanish-speaking population around Casino Road. The Latinx owned/serving businesses at the NW quadrant of Casino Road and Evergreen Way (Hwy 99) are culturally important and at high threat of displacement. Please consider the economic/cultural/housing displacement that could occur with the alternate locations for the Site. Think about what early mitigation/engagement could be to ensure that low-income residents living in naturally occurring affordable rental units are not displaced in one foul swoop. Consider partnering with City of Everett and on mobility improvements (busses, bike lanes, pedestrian infrastructure, parks) along Casino Road that will allow for save "last mile" movements/access to the stations on either end of Casino Road. The Village at Casino road provides important services to the community at large, consider partnering/contracting with them on community engagements efforts rather than relying on external PR/engagement consultants.

Date Received: August 28, 2025

Source: Online Survey

Purpose & Need:

It is necessary to prepare for the EIS documentation to the FTA and ensure the safety protection and security procedures, as appropriate. Thank you

Date Received: August 28, 2025

Source: Online Survey

Purpose & Need:

The project purpose is, theoretically, to finish part of the spine from Tacoma to Seattle to Everett. Unfortunately, politicians decided to bend the spine over to big business at Boeing, adding years and billions to the cost of the project.

~

Additional Topics:

No. ST planners have shown a resistance to changing anything from the original plan, even to accommodate new circumstances, e.g., more people working from home, Boeing moved employees out of the area, PAE started commercial service. I learned that it's pointless to question the parochial nature of ST board decisions. Their decisions represent what cities are represented on the board when they're made, e.g., why Issaquah and Google and Boeing/Everett get light rail, while the long-time, heavy density and congestion of Renton gets the bone of BRT, which don't consider the needs of the area holistically. But, unless the board is ever elected and regionally distributed, the same kinds of decisions that don't necessarily meet the region's needs will continue to be made, while over time and over budget will continue as ST's norm. With financial problems increasing for ST, they should return to the first Everett extension only being to 128th before King Somers ruled against it. Three more stations, similar length to the Northgate extension, but no tunneling.

Date Received: August 28, 2025

Source: Online Survey

Additional Topics:

How it impacts the current population that lives there. I believe it serves as a destination for their culture and is a place of belonging. The new sites for TOD should be considered cautiously so one can have options for low income and market rate housing. There should be many options to walk and/or take a bus to the station

~

Ash Way:

In either case, there needs to be way more parking or more bus routes going through the neighborhoods in the area. Bus stops should be added so there is better connectivity within the area

Date Received: August 28, 2025

Source: Online Survey

Purpose & Need:

Yes, I respectfully request an opportunity to submit the following feedback concerning the project's purpose and need as follows: An alternative along I-5 along with the existing route should be studied, i.e., 3 line: West Seattle to Everett via SW Everett Industrial Center while the 2 line: Redmond to Everett down I-5 (stopping at Everett Mall on I-5 past Mariner (shared with 3 line until Mariner) before merging back on the 3 line's route at the Broadway/I-5 segment where I-5 meets SR 526. Route down I-5 will be a P-3(public private patternner ship) where developer will be given land around all Everett link extension stations (from West Alderwood to Everett Station and Everett Mall station) to redevelop and build on. The land that is owned by the Everett Mall owners that are parking lots may be redeveloped as well as the South Everett Park and ride lot and station, from which a pedestrian bridge over I-5 can connect to.

~

Additional Topics:

I respectfully request an opportunity to submit the following feedback concerning what should be evaluated in the EIS: Along with the existing route proposed and the route I proposed down I-5, please consider evaluations of the following: Costs, financing plan, route, operations, construction impacts, and impacts on the surrounding environment.

~

General Comments:

I-5 down I-5 route + Everett Mall station at the Everett Mall as proposed by Sound Transit in 2022 in the level 2 screening options

~

West Alderwood:

I support Alternative D because of the TOD potentials it offers and walkshed. Please consider constructing TOD in the unused parking lots once construction is completed.

~

SW Everett Industrial Center:

I support Alternative A because of the connectivity to the Boeing Plant. Please consider constructing the proposed pedestrian bridge to the plant. Please note that it is the only alternative that provides an alternative for a Paine Field Train Station.

~

Everett Station:

I support Alternative A due to its connection to the Everett Station Transit Hub. Please note that

it will have to be double wide as the proposed Mariner Station appears because it will require the support of the 2 and 3 lines.

Date Received: August 28, 2025

Source: Email

From: Jonathan Dubman

The proposed alignment south of Mariner is reasonable. However, from Mariner to Everett, this project needs a fundamental reset to make it shorter, faster, cheaper, and more effective as a true regional transit system.

A station on SR 99 (e.g., Airport Road) is a fine idea and provides value. But the Paine Field diversion is a massive strategic blunder. Running light rail trains—at a maximum speed of just 55 mph—on a time-consuming detour primarily to serve Paine Field is not justified.

Paine Field employment is dispersed, heavily shift-based, and most of its workers commute from areas that Link will not serve effectively. Everett is the largest city in Snohomish County and the 7th most populous in Washington. Its riders deserve a faster, more direct trip—not a scenic tour of Paine Field twice a day.

Paine Field can be better served by high-quality bus connections tailored to the actual needs there, which will evolve over time. Unless there is a concrete plan to build a passenger airport rivaling Sea-Tac, there is no justification for slowing down the entire regional system. A straighter, faster, more direct route to Everett would better meet the needs of riders, strengthen system efficiency, and deliver greater value for taxpayer dollars.

Jonathan Dubman
[redacted]

Date Received: August 28, 2025

Source: Email

From: Snohomish County Transportation Coalition (Snotrac), Brock Howell

Hi Jaclyn,

I've presumed that the Federal EIS analysis will be a redo of the state EIS analysis. I have hoped that comments from the state process will be incorporated by reference into the federal process. But given that the comments were already considered in the first go around, I did not (and do not) expect a different outcome of the analysis.

However, given the significant 20-25% cost escalation concerns announced today by the agency of all extensions, I'd like to reiterate the desire for a full analysis of alternative routes, as described in Snotrac's previous comment letters.

Concerns about inevitable cost escalations was a major reason why Snotrac had requested an analysis of alternative guideway alignments that would be less expensive and potentially complete the "spine" on-time or ahead of schedule.

Please note, the previous comment letters were staff-level and this email message is also staff-level. Neither the previous letters nor this message were brought to the organization's Board of

Directors as doing so would present a conflict of interest for several board members.

Nothing in the comment letters or this message should be construed as opposing or supporting a given alignment. The previous letters only requested a fuller and more serious analysis of other potential alignments that would still be consistent with the 30+ year-old vision of light rail connecting Tacoma, Seattle, and Everett.

Best,

Brock Howell, Executive Director
