



Everett Link Extension

Draft Environmental Impact Statement

PUBLIC SERVICES, SAFETY, AND SECURITY TECHNICAL REPORT

Appendix G.15

Table of Contents

1	INTRODUCTION	1
1.1	Overview	1
1.2	Potential Design Refinements	6
1.3	Purpose of Report	6
2	REGULATORY CONTEXT AND METHODOLOGY	6
2.1	Applicable Laws, Regulations, and Guidelines	6
2.1.1	State of Washington	6
2.1.2	Local and Agency-Specific	7
2.2	Methodology	7
3	AFFECTED ENVIRONMENT	8
3.1	Fire and Emergency Medical Services	31
3.2	Police Services	34
3.3	Solid Waste and Recycling Collection Services	37
3.4	Schools	37
3.5	Other Government Facilities	40
4	ENVIRONMENTAL IMPACTS	40
4.1	Build Alternatives	40
4.1.1	Operational Impacts	40
4.1.2	Construction Impacts	47
4.2	No Build Alternative	51
5	MITIGATION MEASURES	51

Figures

Figure 1-1	EVLE Project Corridor	2
Figure 1-2	EVLE Project Alternatives	5
Figure 3-1	Existing Public Service Facilities – West Alderwood Segment	10
Figure 3-2	Existing Public Service Facilities – Ash Way Segment (South)	12
Figure 3-3	Existing Public Service Facilities – Ash Way Segment (North)	13
Figure 3-4	Existing Public Service Facilities – Mariner Segment	15
Figure 3-5	Existing Public Service Facilities – SR 99/Airport Road Segment and OMF Sites F and E	17

Figure 3-6	Existing Public Service Facilities – SW Everett Industrial Center Segment and OMF Site E	19
Figure 3-7	Existing Public Service Facilities – SR 526/Evergreen Segment (West) and OMF Site B	21
Figure 3-8	Existing Public Service Facilities – SR 526/Evergreen Segment (East).....	22
Figure 3-9	Existing Public Service Facilities – Broadway/I-5 Segment (South).....	24
Figure 3-10	Existing Public Service Facilities – Broadway/I-5 Segment (North)	25
Figure 3-11	Existing Public Service Facilities – Everett Station Segment (South)	29
Figure 3-12	Existing Public Service Facilities – Everett Station Segment (North)	30
Figure 3-13	Fire/EMS Service Areas within the Study Area	33
Figure 3-14	Police Jurisdictions Within the Study Area	36
Figure 3-15	School Districts Within the Study Area	39

Tables

Table 1-1	Alignment and Station Build Alternatives by Segment.....	4
Table 1-2	OMF North Site Alternatives.....	4
Table 3-1	Public Service Providers – West Alderwood Segment	8
Table 3-2	Public Service Providers – Ash Way Segment	11
Table 3-3	Public Service Providers – Mariner Segment	14
Table 3-4	Public Service Providers – SR 99/Airport Road Segment and OMF Sites F and E	16
Table 3-5	Public Service Providers – SW Everett Industrial Center Segment and OMF Site E	18
Table 3-6	Public Service Providers – SR 526/Evergreen Segment and OMF Site B	20
Table 3-7	Public Service Providers – Broadway/I-5 Segment	23
Table 3-8	Public Service Providers – Everett Station Segment	26
Table 3-9	Fire/EMS Incidents 2019-2023.....	32
Table 3-10	Police Incidents 2019-2023.....	34
Table 3-11	Violent and Property Crime Rates in Related Jurisdictions 2020-2023.....	35
Table 3-12	Study Area Public School District Enrollment	38
Table 4-1	Operational Impacts on Public Service Facilities – West Alderwood Segment ...	43

Table 4-2	Operational Impacts on Public Service Facilities – Ash Way Segment.....	44
Table 4-3	Operational Impacts on Public Service Facilities – Mariner Segment.....	44
Table 4-4	Operational Impacts on Public Service Facilities – SW Everett Industrial Center Segment	44
Table 4-5	Operational Impacts on Public Service Facilities – SR 526/Evergreen Segment	45
Table 4-6	Operational Impacts on Public Service Facilities – Broadway/I-5 Segment	46
Table 4-7	Operational Impacts on Public Service Providers – Everett Station Segment.....	46

Acronyms

AIR	SR 99/Airport Road
ALD	West Alderwood
ASH	Ash Way
ASP	Agency Safety Plan
BI	Broadway/I-5
BIL	Bipartisan Infrastructure Law
CFR	Code of Federal Regulations
EGN	SR 526/Evergreen
EVLE	Everett Link Extension
EVT	Everett Station
FEMA	Federal Emergency Management Agency
FBI	Federal Bureau of Investigation
MAR	Mariner
NEPA	National Environmental Policy Act
OMF	operations and maintenance facility
SR	State Route
SSO	Washington State Department of Transportation State Safety Oversight Office
ST3	Sound Transit 3 Plan
SSA	Social Security Administration
SWI	SW Everett Industrial Center
USPS	United States Postal Service
WSDOT	Washington State Department of Transportation

1 INTRODUCTION

1.1 Overview

The Central Puget Sound Regional Transit Authority (Sound Transit) is proposing to expand Link light rail transit service northward from the Lynnwood City Center Station to the Everett Station area in Snohomish County, Washington (Figure 1-1). The Everett Link Extension (EVLE) Project would provide fast, reliable light rail service to regional residential and job centers in Snohomish County's growing urban areas. The proposed project is part of the Sound Transit 3 (ST3) Plan of regional transit system investments, funding for which was approved by voters in the region in 2016.

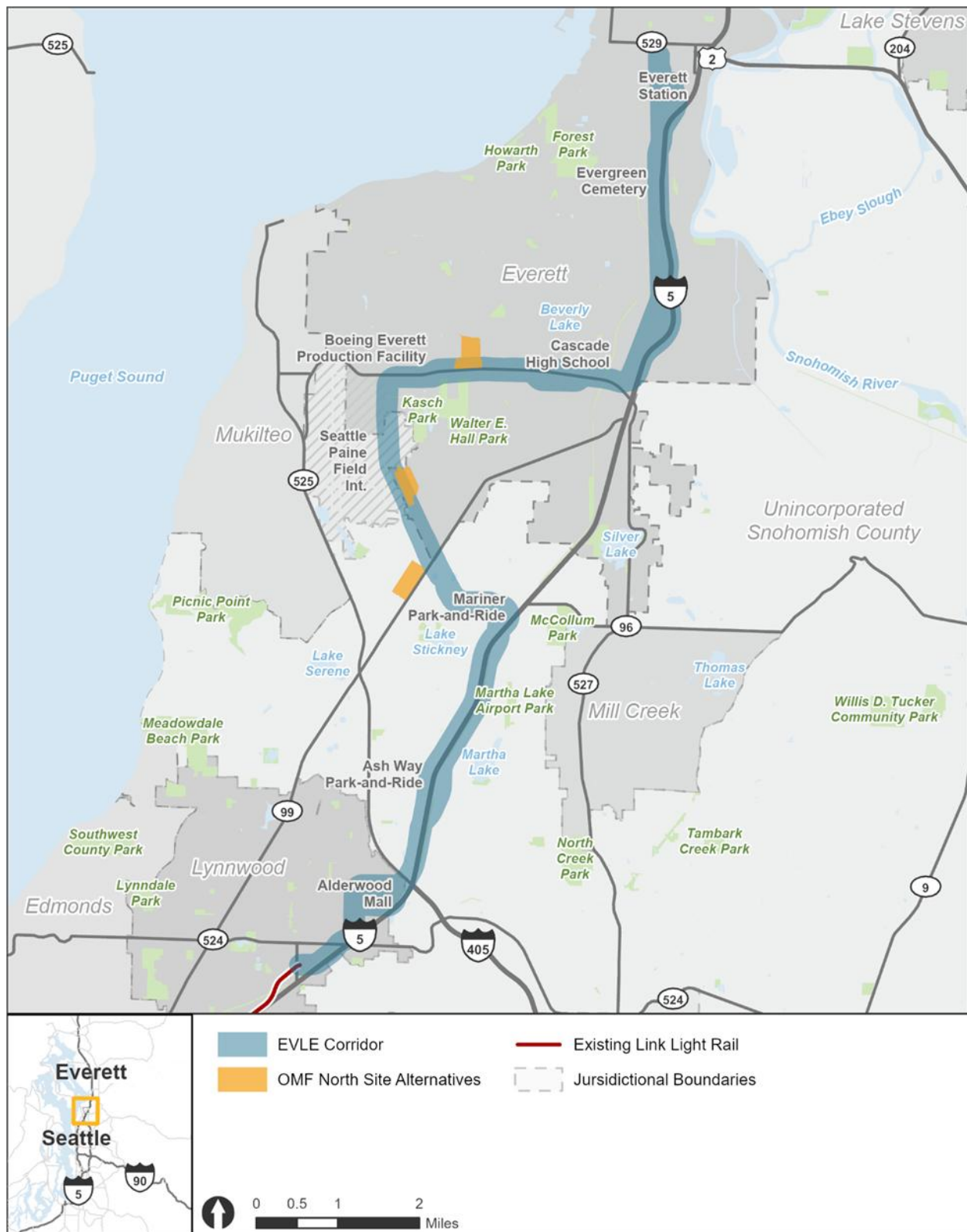
For this analysis, the EVLE Project consists of approximately 16 miles of light rail guideway, seven light rail stations, two parking facilities, and an operations and maintenance facility (OMF North). Sound Transit proposes to begin construction of the project in 2030. The current schedule for opening light rail service from the Lynnwood City Center Station to Everett Station is 2041. A shorter route connecting Lynnwood City Center to the SW Everett Industrial Center Station would open first in 2037 as the initial phase. OMF North would open by 2034, prior to opening of the light rail extension, as the facility is necessary for storing rail cars and supporting service for not only the extension to Everett, but also other parts of the regional system.¹ Parking facilities at the Mariner and Everett Stations would open by 2046.

One station, State Route (SR) 99/Airport Road Station, is currently considered provisional since planning, preliminary engineering, and environmental review are funded, but final design and construction are not. However, for purposes of this evaluation, all seven stations are assumed to be funded and open according to the schedule described above to capture all locations where impacts could occur. The station would be fully constructed and open for service when additional funding is identified.

The initial phase is not discussed in this analysis because it would not have additional potential impacts when compared with the fully built alternatives (i.e., the impacts would be the same in the West Alderwood, Ash Way, Mariner, SR 99/Airport Road, and SW Everett Industrial Center Segments, and for the OMF sites, but the impacts in the SR 526/Evergreen, Broadway/I-5, and Everett Station Segments would not occur until construction on those segments begins). All potential impacts are described in Section 4.

¹ Construction of light rail projects is typically divided into sections, and construction would occur across different parts of the corridor between 2030 and 2046. For more information on the construction approach, see Draft EIS Appendix B.

Figure 1-1 EVLE Project Corridor



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 1-1 and Figure 1-2.

Table 1-1 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).²
- **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.

² 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 1-1 Alignment and Station Build 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

There are also three OMF North site alternatives under consideration as shown in Table 1-2 and Figure 1-2.

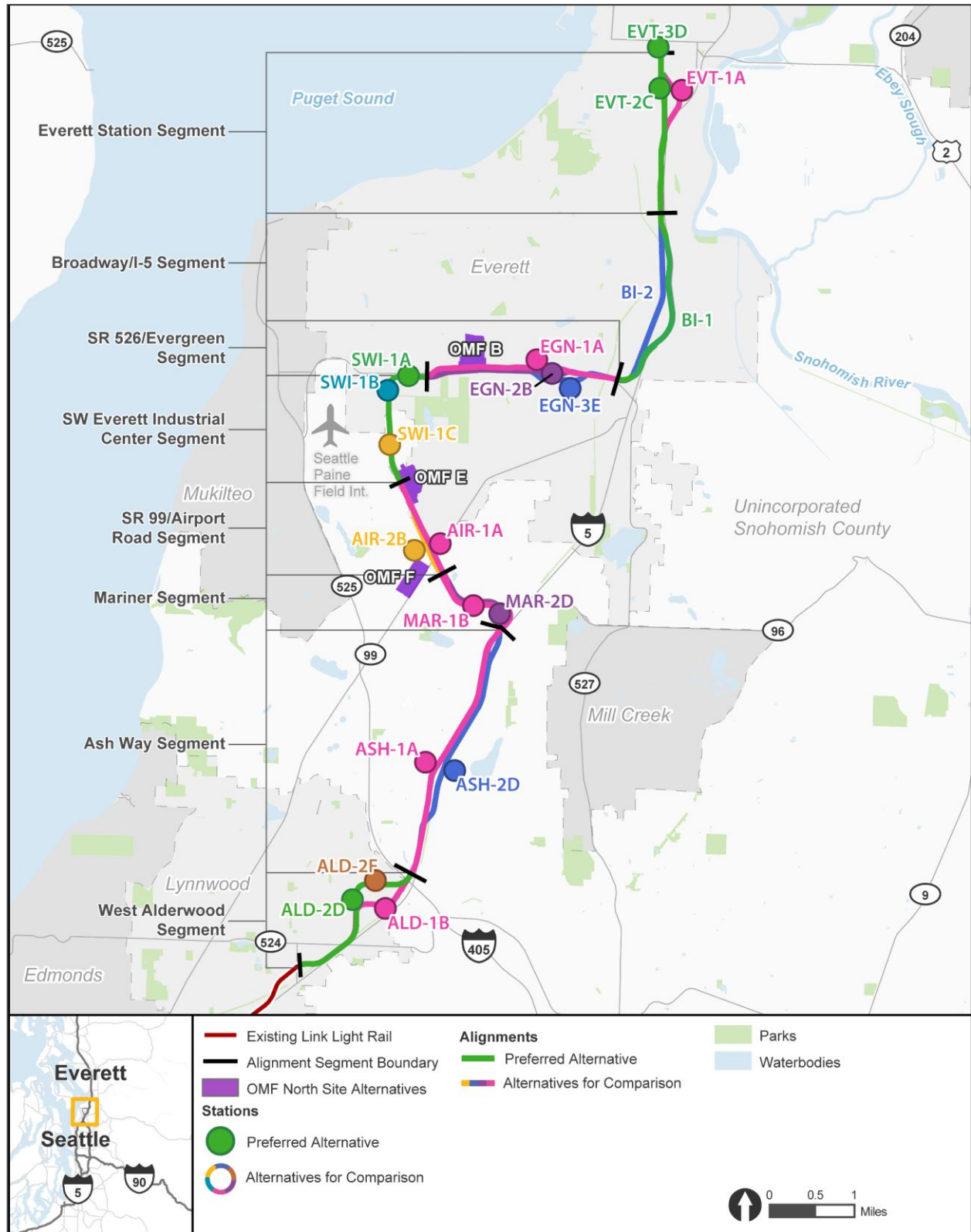
Table 1-2 OMF North Site Alternatives

Build Alternative	Build Alternative Design Options Also Considered
OMF Site F	Lead Tracks to West Side of Airport Road
OMF Site E	None
OMF Site B	Lead Tracks to South Side of SR 526

Analysis of the Build Alternatives was based on the conceptual design drawings included in Draft Environmental Impact Statement (EIS) Appendix F.

The No Build Alternative uses 2046 as the year of analysis to align with the target date for completion of all EVLE Project components and the full buildout of the light rail capital projects included in the ST3 Plan.

Figure 1-2 EVLE Project Alternatives



1.2 Potential Design Refinements

In addition to the alternatives described above, the Draft EIS provides a qualitative evaluation of potential design refinements that could reduce overall project cost if applied to the alignment and station alternatives (for more information, see Draft EIS Chapter 2). The potential design refinements identified to date that could be considered in each segment, along with potential changes in impacts, are described in Draft EIS Chapter 4. The evaluation concluded that the design refinements are not anticipated to result in additional impacts to public services, safety, or security (see quantitative analysis methodology in Draft EIS Appendix I). If Sound Transit decides to include these refinements as part of the project prior to the Final EIS, they would be reflected in the conceptual design plans and evaluated in the Final EIS.

1.3 Purpose of Report

The purpose of this report is to identify and document potential impacts of the Build and No Build Alternatives on public service facilities or service areas, including the potential to impact facilities, services, and emergency response routes; the ability of service providers to deliver services; and the ability of the public to reach them. Additionally, this report identifies potential impacts of the Build and No Build Alternatives on safety and security in the study area. Public services considered in this analysis include law enforcement, fire and emergency medical services, solid waste and recycling collections, schools (public and private), hospitals, public works, and other public service facilities or service providers (e.g., United States Postal Service).³

2 REGULATORY CONTEXT AND METHODOLOGY

2.1 Applicable Laws, Regulations, and Guidelines

Regulations, plans, and policies for this resource include applicable national, state, and local codes, as well as agency-specific regulations created and enforced by Sound Transit.

2.1.1 State of Washington

Sound Transit coordinates with the Washington State Department of Transportation (WSDOT) State Safety Oversight (SSO) Office on safety performance and policy implementation on a continuous basis. The minimum standards of safety are established by the SSO and referenced in 49 Code of Federal Regulations (CFR) 674.25(a).

³ Utilities including electrical, natural gas, water, sanitary sewer, stormwater drainage, and telecommunication services and infrastructure are addressed in the Utilities Technical Report in Draft EIS Appendix G.16.

2.1.2 Local and Agency-Specific

2.1.2.1 Sound Transit

Sound Transit's Agency Safety Plan (ASP) establishes the performance metrics and targets for the Safety Management System for Sound Transit services. It was most recently revised in January 2023 to incorporate requirements set forth in the Bipartisan Infrastructure Law (BIL) for the creation of an agency-specific Infectious Disease Plan; a risk reduction program focused on minimizing transit worker assaults and vehicular and pedestrian collisions; and improvements to safety training and safety committee requirements. It also describes the policies and procedures Sound Transit staff must follow in situations related to passenger and operation safety, as well as Sound Transit's long-term plan to ensure passenger and operator safety in accordance with 49 CFR 673. Furthermore, Sound Transit also has an Emergency Management Plan, Safety and Security Management Plan, Safety and Security Certification Plan, Construction Safety and Security Manual, and Accident Prevention Program as part of their compliance with applicable state and federal regulations.

2.1.2.2 King County Metro

Daily activities of Link light rail operation, safety, and maintenance are contracted out to King County Metro through an operating and maintenance Intergovernmental Agreement. Sound Transit Operations maintains a Link Maintenance Oversight Process that documents the quality oversight of contracted maintenance activities including quality control, material control, personal safety, equipment operations, best maintenance practices, training, and configuration management.

2.2 Methodology

This analysis assessed the potential reasonably foreseeable public service impacts of the No Build Alternative and the Build Alternatives within the study area.

National Environmental Policy Act (NEPA) regulations require that an EIS disclose impacts (i.e., effects) of a proposed action on the environment. NEPA requires an EIS to evaluate and disclose the "reasonably foreseeable environmental effects of the proposed agency action" (42 USC Section 4332). Reasonably foreseeable environmental effects are those that are sufficiently likely to occur during operation (long-term) or construction (short-term). Reasonably foreseeable environmental effects do not include effects that are speculative in nature or remote in time or place, or that are the result of a lengthy causal chain. For this analysis, reasonably foreseeable effects include all effects that are considered likely to result from the project over its operational lifetime within the study area of each resource.

The study area encompasses the area within 0.5 miles of the project limits for the Build Alternatives. The project limits include permanent project improvements and areas needed for project construction.

The assessment of potential impacts during construction and operation focused primarily on where the development of the project would alter properties or facilities related to the provision of public services, or where the project would alter safety conditions. This analysis also:

- Identified locations where Build Alternatives would physically or functionally modify access to public facilities, such as schools and other community facilities, or routes used for the

delivery of medical, fire, and police emergency services, solid waste pickup and disposal, and postal delivery.

- Assessed safety and security issues and operating procedures during construction and operation for the light rail alternatives, which includes safety and security in the station areas, along the alignment, in and around park-and-ride facilities, and for passengers at the stations and on the trains.
- Identified whether there would be a notable change in demand for services as a result of the project.
- Examined areas where the EIS transportation analysis indicates the potential for substantial delay or congestion on major public service or emergency response routes because of increased traffic due to the project.

3 AFFECTED ENVIRONMENT

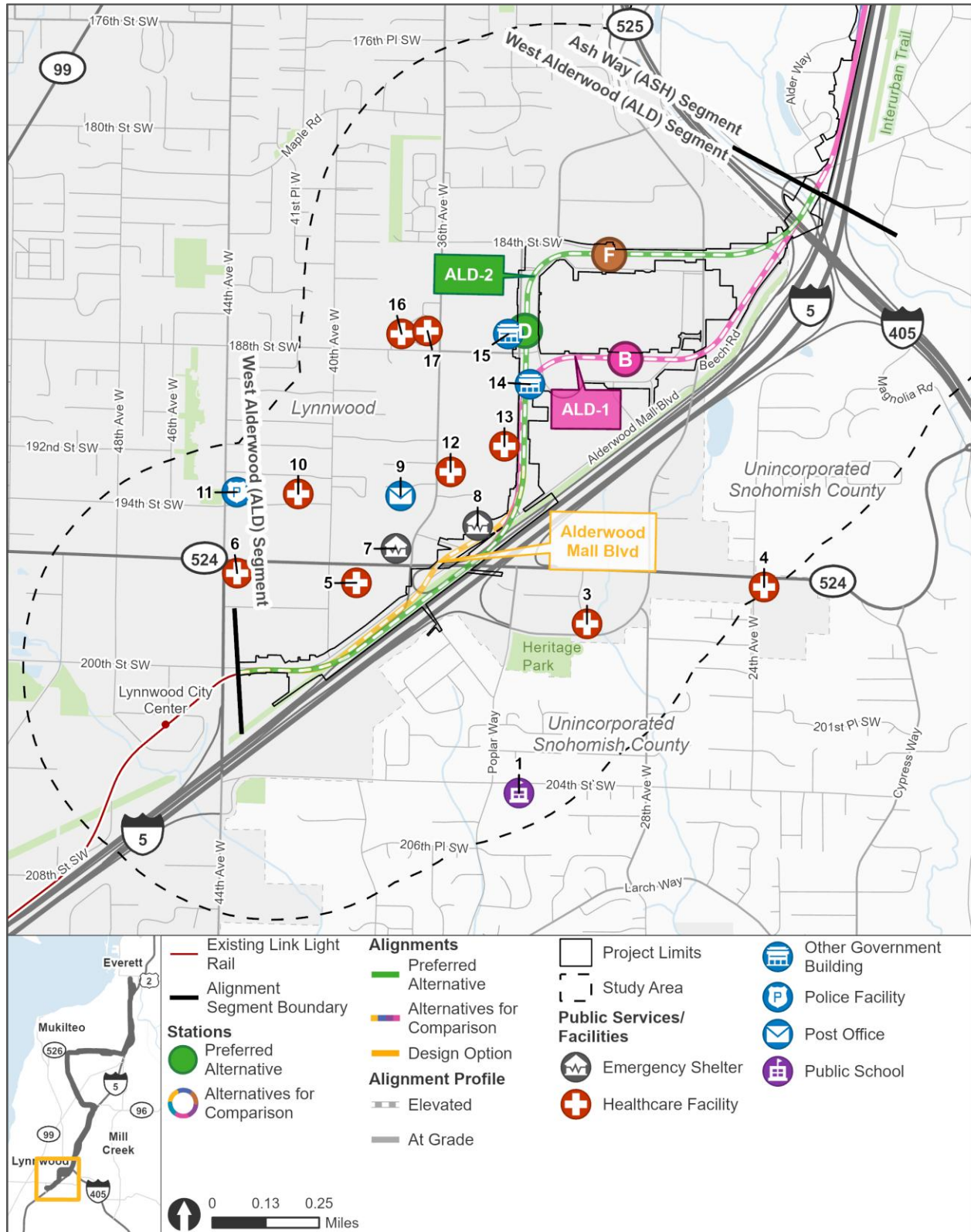
Table 3-1 through Table 3-8 and Figure 3-1 through Figure 3-12 show existing public service providers and facilities within the study area. The most prevalent public service facility type within the study area is healthcare facilities. Over 40 healthcare facilities are located within the study area, with the highest concentration of locations in the more densely populated Everett Station Segment. Emergency shelters are the second most prevalent public service facility type, with over 20 locations within the study area, also most frequently occurring within the Everett Station Segment. The segments with the fewest public service facilities include the Ash Way Segment, SR 99/Airport Road Segment, SW Everett Industrial Center Segment, and Broadway/I-5 Segment.

Table 3-1 Public Service Providers – West Alderwood Segment

Type	Service Provider	Locations	Map ID
Emergency Shelter	FEMA/American Red Cross	Alderwood Community Church, 3403 Alderwood Mall Boulevard, Lynnwood	8
		Lynnwood Convention Center, 3711 196th Street SW, Lynnwood	7
Healthcare Facility	Multiple	Brookdale Alderwood, 18706 36th Avenue, Lynnwood	17
		Community Health Center of Snohomish County, 4111 194th Street SW, Lynnwood	10
		Concentra Urgent Care, 4320 196th Street SW Suite D, Lynnwood	6
		Lynnwood Comprehensive Treatment Center, 2322 196th Street SW, Lynnwood	4
		Lynnwood Natural Medicine, 3005 Alderwood Mall Parkway #100, Lynnwood	3
		Manor Care Rehab Center, 3701 188th Street SW, Lynnwood	16
		Passport Health Travel Clinic, 19101 36th Avenue W #208, Lynnwood	12

Type	Service Provider	Locations	Map ID
		Urgent Care Chiropractic Center, 3910 196th Street SW, Lynnwood	5
		Virginia Mason Lynnwood Medical Center, 19116 33rd Avenue W, Lynnwood	13
Other Government Facility	State of Washington	Washington DOC Field Office, 18710 33rd Avenue W, Lynnwood	15
	United States Social Security Administration	Social Security Office, 18905 33rd Avenue W #207, Lynnwood	14
Police Facility	City of Lynnwood	Lynnwood Police Department, 19321 44th Avenue W, Lynnwood	11
Post Office	United States Postal Service	Post Office, 3715 196th Street SW #101, Lynnwood	9
Public School	Edmonds School District	Hazelwood Elementary School, 3300 204th Street SW, Lynnwood	1

Figure 3-1 Existing Public Service Facilities – West Alderwood Segment

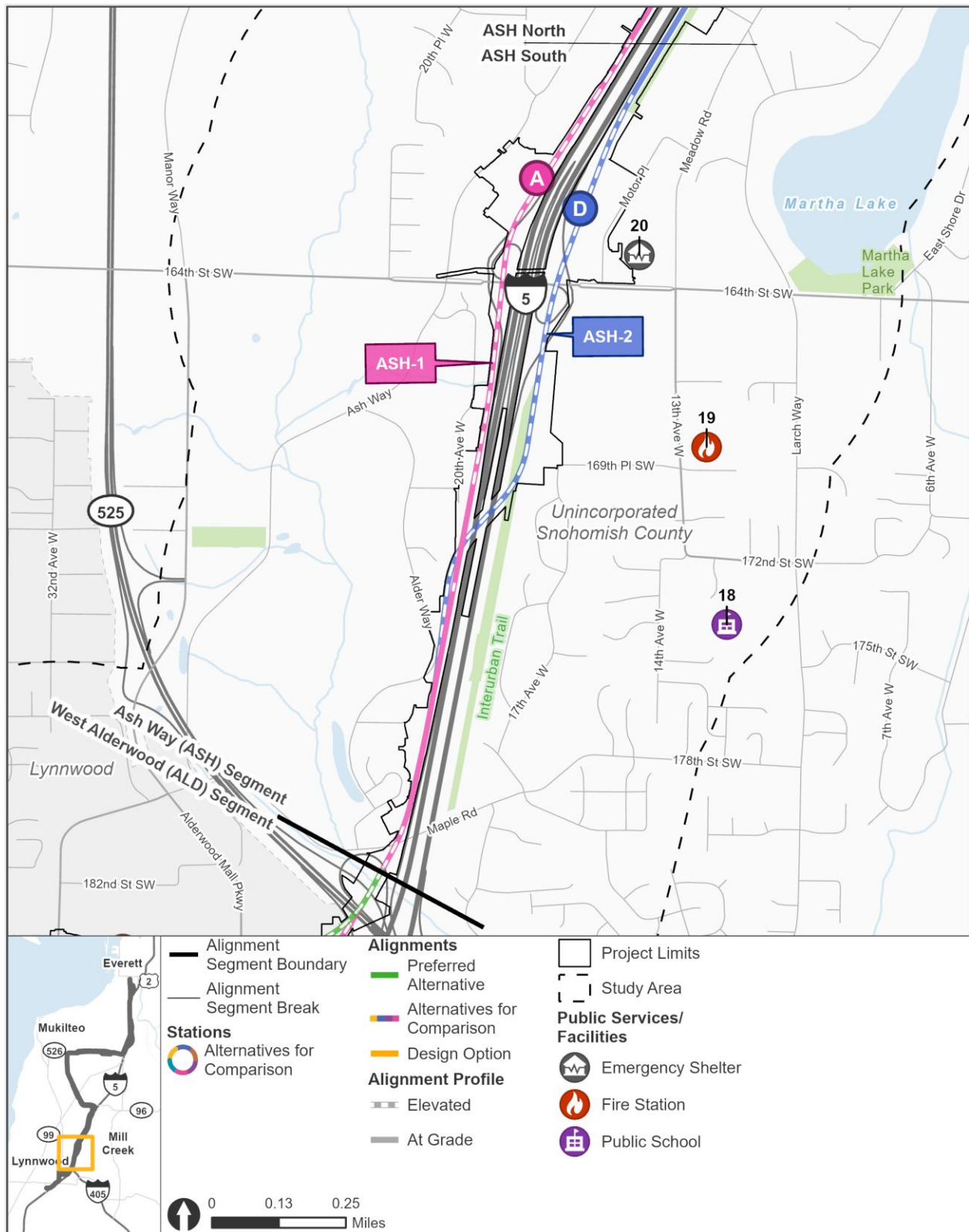


SOURCE: United States Department of Homeland Security Geospatial Management Office (2020, 2021, 2023a, 2024d); Snohomish County (2023a).

Table 3-2 Public Service Providers – Ash Way Segment

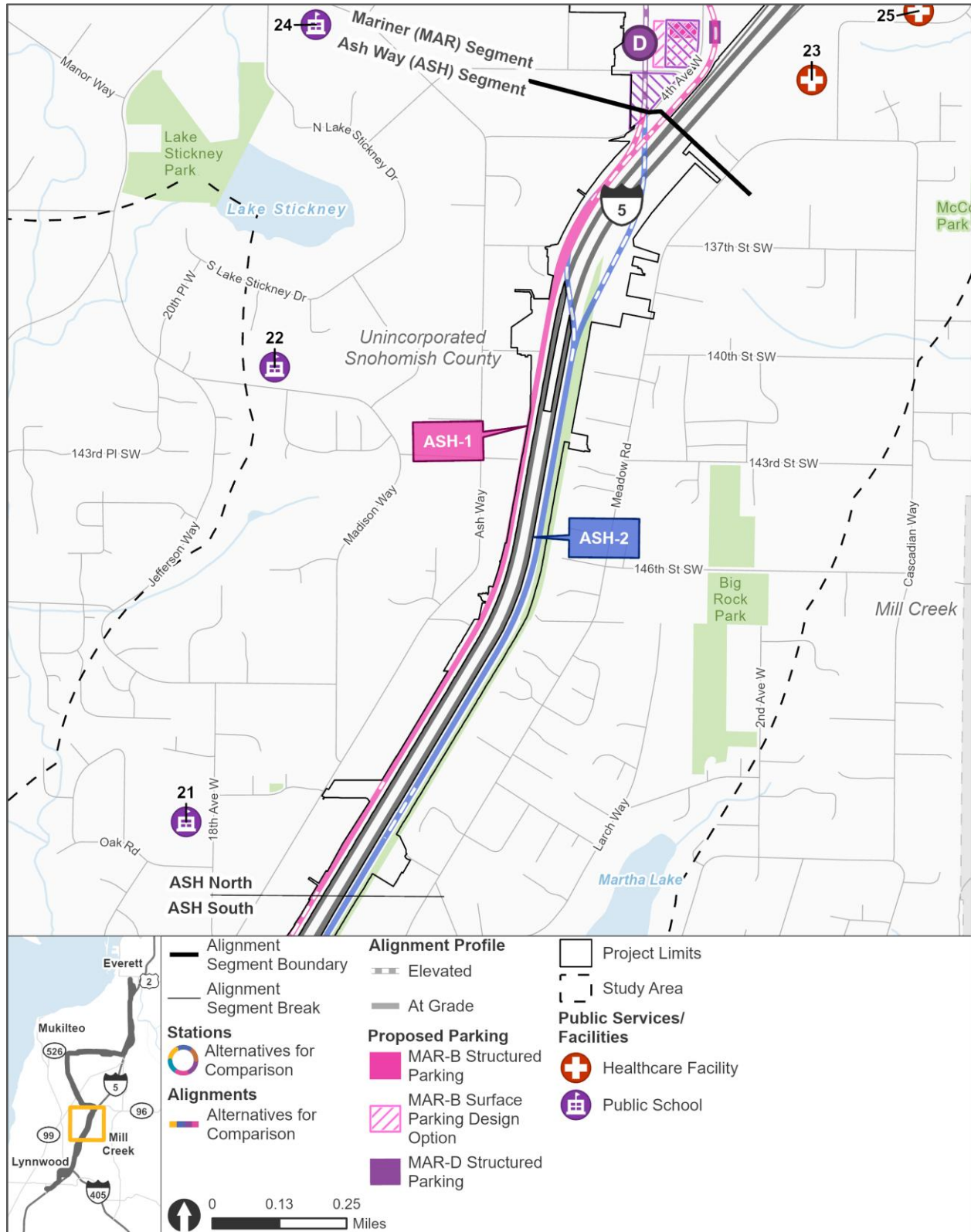
Type	Service Provider	Locations	Map ID
Emergency Shelter	FEMA/American Red Cross	Mill Creek Foursquare Church, 1415 164th Street SW, Lynnwood	20
Fire Station	South Snohomish Fire and Rescue	Martha Lake Fire Station 21, 16819 13th Avenue W, Lynnwood	19
Public School	Edmonds School District	Alderwood Middle School, 1132 172nd Avenue W, Lynnwood	18
		Oak Heights Elementary School, 1550 18th Avenue W, Lynnwood	21
	Mukilteo School District	Lake Stickney Elementary School, 1625 Madison Way, Lynnwood	22

Figure 3-2 Existing Public Service Facilities – Ash Way Segment (South)



SOURCE: United States Department of Homeland Security Geospatial Management Office (2023a, 2024b, 2024d).

Figure 3-3 Existing Public Service Facilities – Ash Way Segment (North)

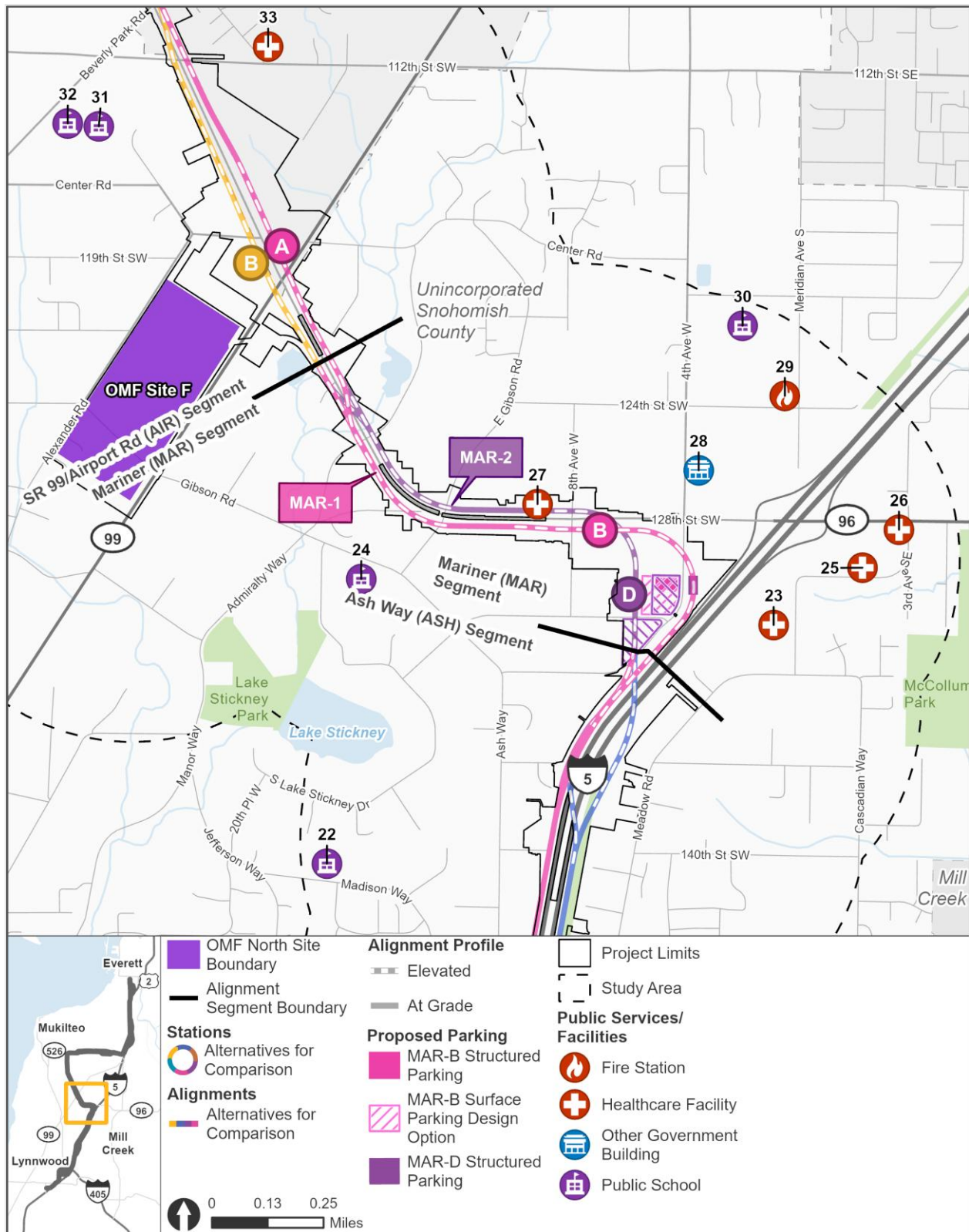


SOURCE: United States Department of Homeland Security Geospatial Management Office (2024d); Snohomish County (2023a).

Table 3-3 Public Service Providers – Mariner Segment

Type	Service Provider	Locations	Map ID
Fire Station	South Snohomish Fire and Rescue	Mariner Fire Station 11, 12310 Meridian Ave S, Everett	29
Healthcare Facility	Multiple	Advanced Orthodontics: Everett, 12806 3rd Avenue SE, Everett	26
		Northeast Weight and Wellness Center, 125 130th Street SE, Everett	25
		Pellegrini Orthodontics, 827 128th Street SW Suite B, Everett	27
		Swedish Emergency Room-Mill Creek, 13020 Meridian Avenue S, Everett	23
Other Government Facility	Snohomish County	Housing Authority of Snohomish County, 12711 4th Avenue W, Everett	28
Public School	Mukilteo School District	Mariner High School, 200 120th Street SW, Everett	30
		Odyssey Elementary, 13025 17th Avenue W, Everett	24

Figure 3-4 Existing Public Service Facilities – Mariner Segment

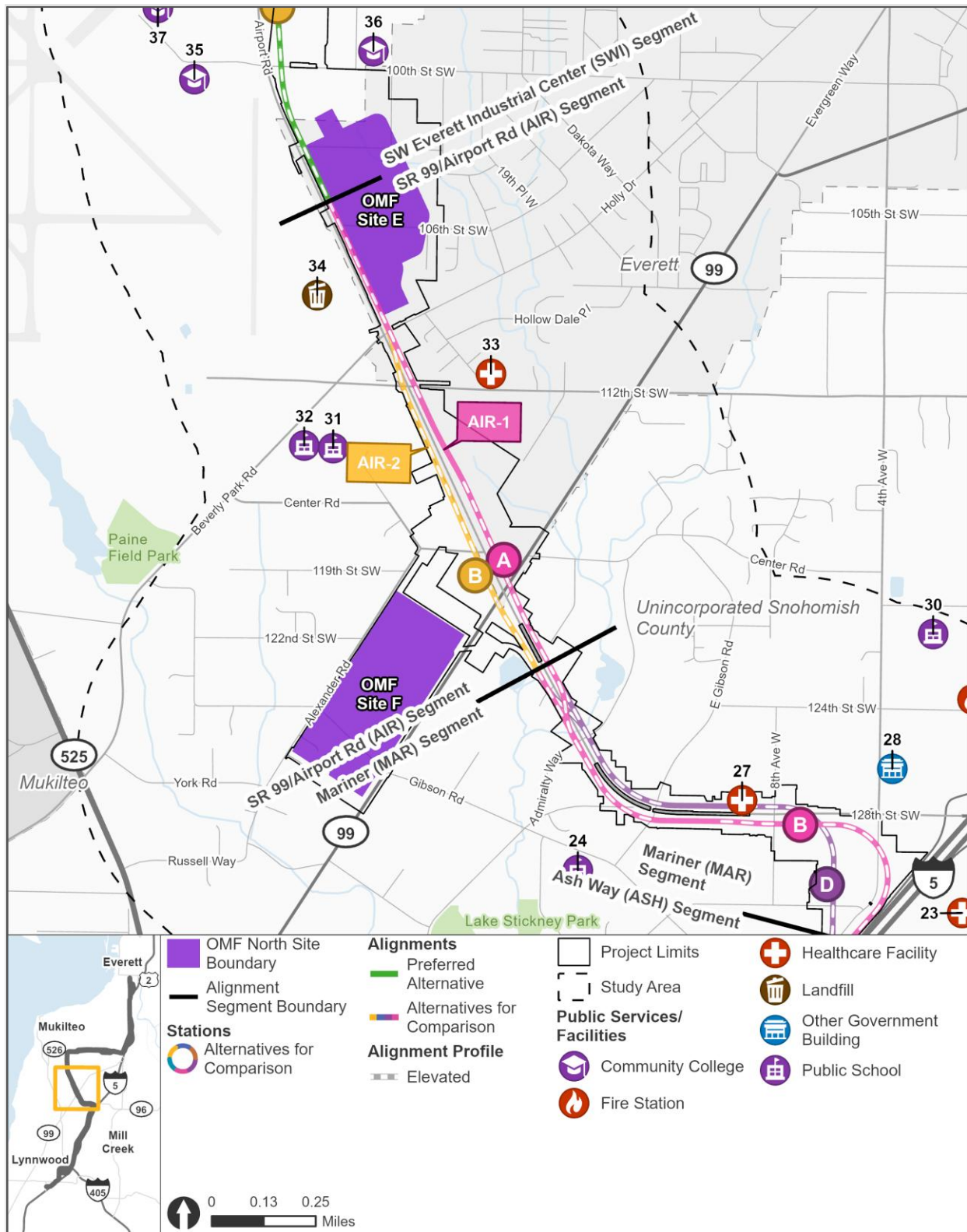


SOURCE: United States Department of Homeland Security Geospatial Management Office (2022b, 2024b, 2024d); Snohomish County (2023a).

Table 3-4 Public Service Providers – SR 99/Airport Road Segment and OMF Sites F and E

Type	Service Provider	Locations	Map ID
Healthcare Facility	Multiple	Everett Center, 1919 112th Street SW, Everett	33
Landfill	Snohomish County	Airport Road Recycling & Transfer Station, 10700 Minuteman Drive, Everett	34
Public School	Mukilteo School District	Fairmount Elementary, 11401 Beverly Park Road, Everett	32
		Pathfinder Kindergarten Center, 11401 Beverly Park Road Building B, Everett	31

Figure 3-5 Existing Public Service Facilities – SR 99/Airport Road Segment and OMF Sites F and E



SOURCE: United States Department of Homeland Security Geospatial Management Office (2017b, 2022a, 2022b, 2024b, 2024d); Snohomish County (2023a).

Table 3-5 Public Service Providers – SW Everett Industrial Center Segment and OMF Site E

Type	Service Provider	Locations	Map ID
Community College	Edmonds Community College	Edmonds Community College - Business Training Center, 9901 24th Place W, Everett	36
		Edmonds Community College - Washington Aerospace Training and Research Center, 3008 100th Street SW, Everett	35
	Everett Community College	Everett Community College Aviation Maintenance, 9711 32nd Place Building C-80, Everett	37
	Sno-Isle	Sno-Isle Tech Skills Center, 9001 Airport Road, Everett	39
Fire Station	Snohomish County Airport	Boeing Fire Department Station 3, Paine Field, Everett	40

Table 3-6 Public Service Providers – SR 526/Evergreen Segment and OMF Site B

Type	Service Provider	Locations	Map ID
Emergency Shelter	FEMA/American Red Cross	Bible Baptist Church, 805 W Casino Road, Everett	47
		Cascade High School, 801 E Casino Road, Everett	49
		Emerson Elementary School, 8702 7th Avenue SE, Everett	41
		Evergreen Middle School, 7621 Beverly Lane, Everett	52
		South Everett Foursquare Church, 14 E Casino Road, Everett	45
Healthcare Facility	Multiple	DaVita Everett Dialysis, 8130 Evergreen Way, Everett	2
		The Terrace at Beverly Lake, 524 75th Street SE, Everett	53
Other Government Facility	Everett School District	Central Bus Facility, 1304 80th Street SW, Everett	116
Post Office	United States Postal Service	Post Office, 8120 Hardeson Road, Everett	50
Private School	Saint Mary Magdalen	St Mary Magdalen Elementary School, 8615 7th Avenue SE, Everett	43
Public School	Everett School District	Cascade High School, 801 E Casino Road, Everett	48
		Emerson Elementary School, 8702 7th Avenue SE, Everett	42
		Evergreen Middle School, 7621 Beverly Lane, Everett	51
	Mukilteo School District	Horizon Elementary, 222 W Casino Road, Everett	44

Figure 3-7 Existing Public Service Facilities – SR 526/Evergreen Segment (West) and OMF Site B



SOURCE: United States Department of Homeland Security Geospatial Management Office (2023a, 2024d); Snohomish County (2023a).

Figure 3-8 Existing Public Service Facilities – SR 526/Evergreen Segment (East)

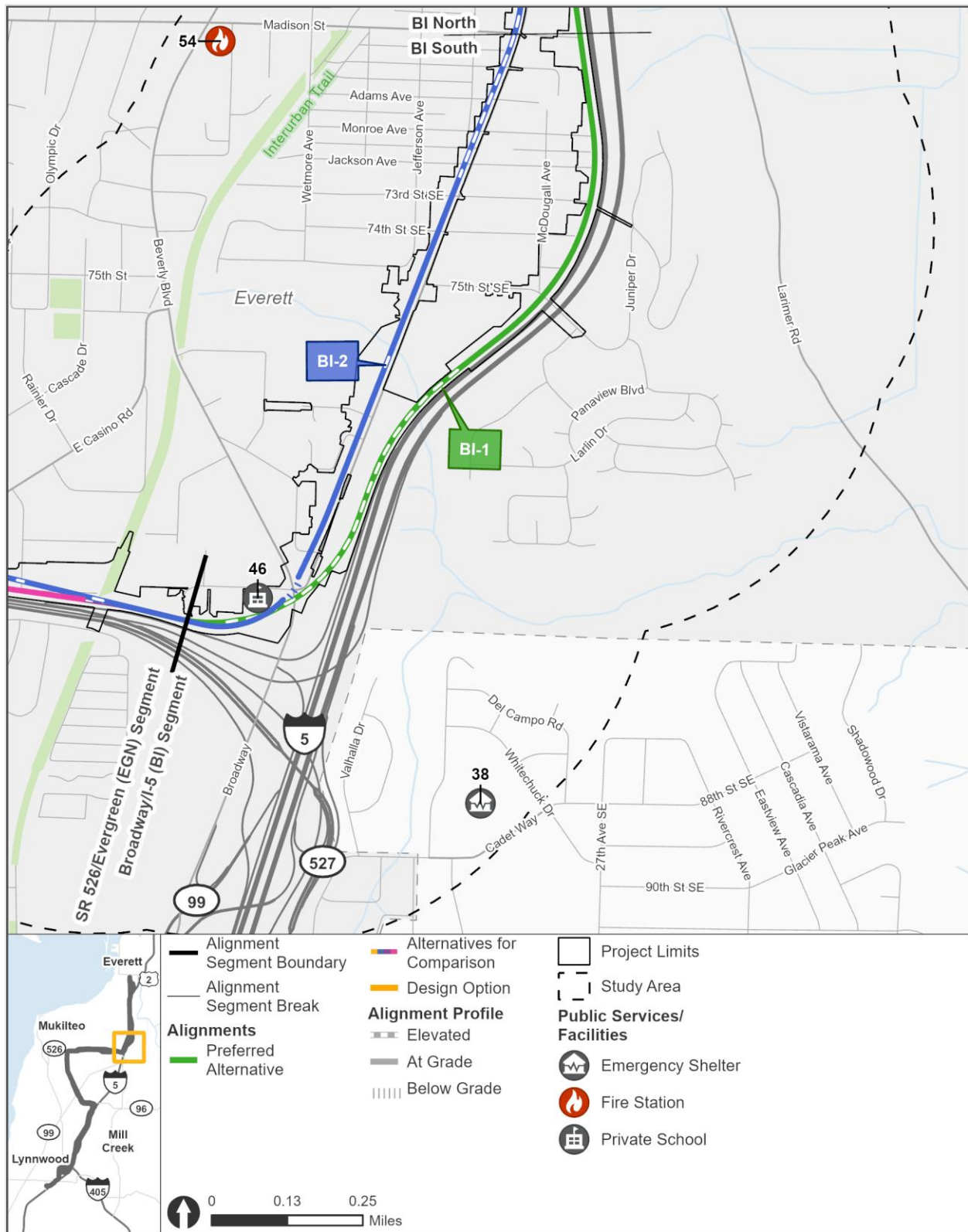


SOURCE: United States Department of Homeland Security Geospatial Management Office (2023a, 2024c, 2024d); Snohomish County (2023a).

Table 3-7 Public Service Providers – Broadway/I-5 Segment

Type	Service Provider	Locations	Map ID
Emergency Shelter	FEMA/American Red Cross	Jefferson Elementary School, 2500 Cadet Way, Everett	38
		Lowell Elementary School, 5010 View Drive, Everett	56
Fire Station	Everett Fire Department	Everett Fire Department Station 5, 1600 Madison Street, Everett	54
Private School	Montessori Schools	Montessori Schools of Snohomish County, 1804 Puget Drive, Everett	46
Public School	Everett School District	Lowell Elementary School, 5010 View Drive, Everett	55

Figure 3-9 Existing Public Service Facilities – Broadway/I-5 Segment (South)



SOURCE: United States Department of Homeland Security Geospatial Management Office (2023a, 2024b, 2024c).

Figure 3-10 Existing Public Service Facilities – Broadway/I-5 Segment (North)



SOURCE: United States Department of Homeland Security Geospatial Management Office (2023a, 2024b, 2024d); Snohomish County (2023a).

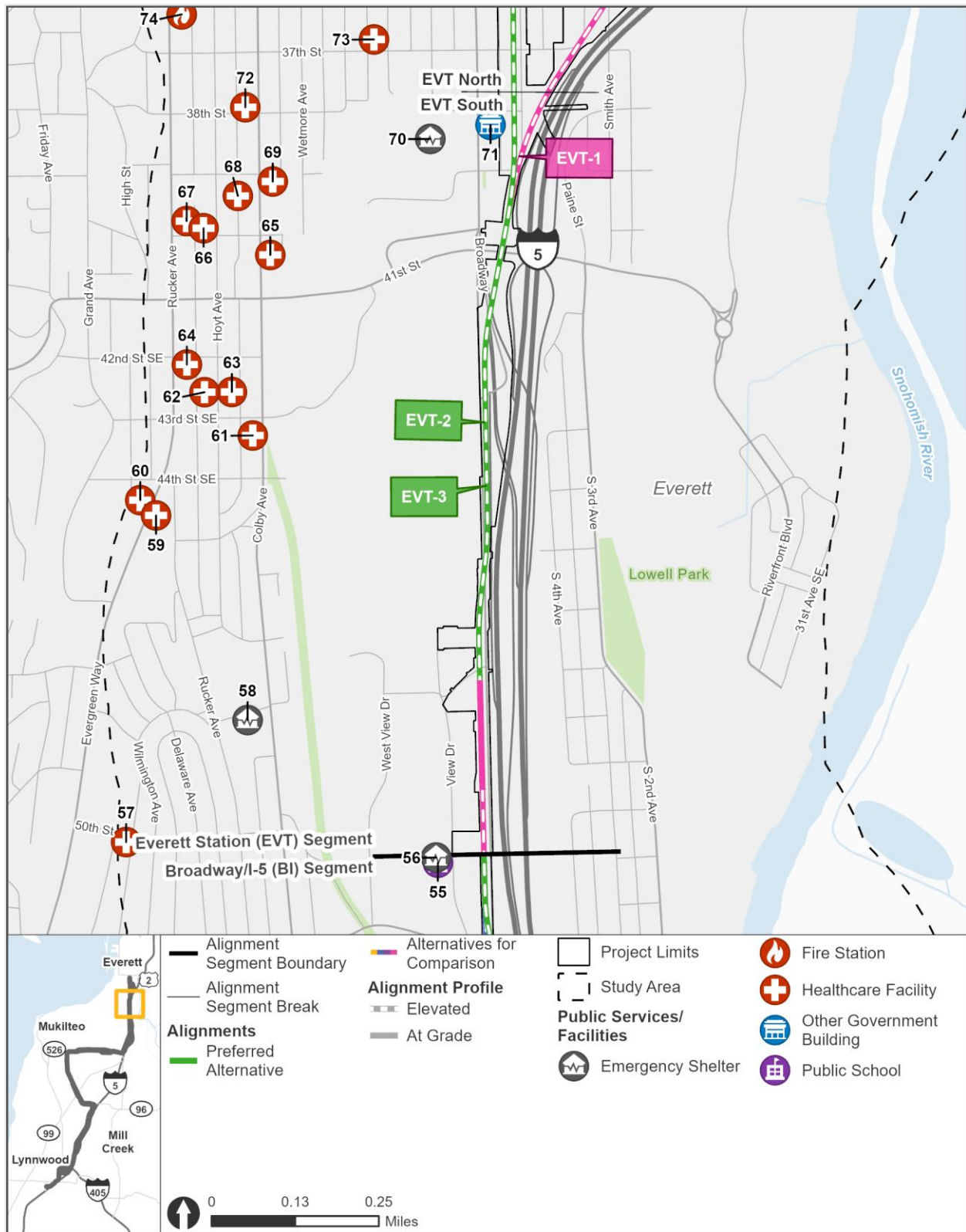
Table 3-8 Public Service Providers – Everett Station Segment

Type	Service Provider	Locations	Map ID
Emergency Shelter	FEMA/American Red Cross	Angel of the Winds Arena, 2000 Hewitt Avenue, Everett	103
		Bethany Christian Assembly, 2715 Everett Avenue, Everett	107
		Carl Gipson Center, 3025 Lombard Avenue, Everett	92
		Central Lutheran Church, 2702 Rockefeller Avenue, Everett	106
		Everett Family YMCA, 4730 Colby Avenue, Everett	58
		Everett High School, 2416 Colby Avenue, Everett	115
		First Baptist Church of Everett, 1616 Pacific Avenue, Everett	89
		First Presbyterian Church of Everett, 2936 Rockefeller Avenue, Everett	102
		Funko Field, 3721 Oakes Avenue, Everett	70
		Immanuel Lutheran Church, 2521 Lombard Avenue, Everett	109
		North Middle School, 2514 Rainier Avenue, Everett	111
		Our Lady of Perpetual Help Catholic Church, 2615 Cedar Street, Everett	114
		United Way of Snohomish County, 3120 McDougall Avenue, Everett	85
Fire Station	Everett Fire Department	Everett Fire Department Headquarters, 2801 Oakes Avenue, Everett	104
		Everett Fire Department Station 1, 3619 Rucker Avenue, Everett	74
Healthcare Facility	Multiple	A-One Medical Services Inc, 3114 Oakes Avenue, Everett	87
		ATI Physical Therapy, 4220 Hoyt Avenue, Everett	62
		Catholic Community Services Recovery Center, 2610 Wetmore Avenue, Everett	108
		Community Health Center of Snohomish County Everett – Central Clinic, 4201 Rucker Avenue, Everett	64
		Compass Health, 3322 Broadway, Everett	78
		Cornerstone Prosthetics and Orthotics Inc, 1300 44th Street SE, Everett	60
		Electrodiagnosis and Rehabilitation Medicine Inc, 3223 Colby Avenue, Everett	81
		Engineered Sports Therapy, 2205 Wall Street, Everett	101

Type	Service Provider	Locations	Map ID
		Everett Bone and Joint MRI Imaging Center, 3102 Colby Avenue, Everett	90
		Everett Endodontics, 3229 Hoyt Avenue, Everett	80
		Everett Foot Clinic, 3401 Rucker Avenue, Everett	76
		Everett Medical Center, 2930 Maple Street, Everett	99
		Hanger Clinic: Prosthetics and Orthotics, 4009 Colby Avenue, Everett	65
		Integrative Family Health Clinic, 3903 Colby Avenue, Everett	69
		Integrative Foot and Ankle, 1823 37th Street Suite A, Everett	73
		IRG Pacific Hand Therapy, 3732 Colby Avenue, Everett	72
		Michael's Hearing Center, 3202 Colby Avenue Suite A, Everett	82
		North Sound Dermatology, 3327 Colby Avenue, Everett	77
		Physicians Eye Clinic, 3930 Hoyt Avenue, Everett	66
		Planned Parenthood – Everett Health Center, 1509 32nd Street, Everett	84
		Rucker Avenue Chiropractic Center, 3231 Rucker Avenue, Everett	79
		Schmidt Family Chiropractic, 4418 Rucker Avenue, Everett	59
		Sea Mar Everett Behavioral Health, 5007 Claremont Way, Everett	57
		Staywell Family Medicine, 4310 Colby Avenue, Everett	61
		The Everett Clinic, 3927 Rucker Avenue, Everett	67
		The Everett Clinic Primary Care, 3924 Colby Avenue SE, Everett	68
		Two Hearts Pregnancy Aid, 3202 Hoyt Avenue, Everett	83
		Western Washington Medical Group, 4225 Hoyt Avenue, Everett	63
Other Government Facility	Bureau of Indian Affairs	Bureau of Indian Affairs, 2707 Colby Avenue #1101, Everett	105
	City of Everett	Everett City Hall, 2930 Wetmore Avenue, Everett	100
		Everett Housing Authority, 3107 Colby Avenue, Everett	88
	Snohomish County	Snohomish County Courthouse, 3000 Rockefeller Avenue, Everett	93
		Snohomish County Seat, 3000 Rockefeller Avenue, Everett	96

Type	Service Provider	Locations	Map ID
		Snohomish Health District, 3020 Rucker Avenue, Everett	97
	United States Internal Revenue Service	IRS Taxpayer Assistance Center, 3020 Rucker Avenue, Everett	94
	United States Social Security Administration	Social Security Office, 3809 Broadway, Everett	71
Police Facility	City of Everett	Everett Police Department North Precinct, 3002 Wetmore Avenue, Everett	98
	Snohomish County	Snohomish County Jail, 3025 Oakes Avenue, Everett	91
		Snohomish County Sheriff's Office, 3000 Rockefeller Avenue, Everett	95
Post Office	United States Postal Service	Post Office, 3102 Hoyt Avenue, Everett	86
Private School	Our Lady of Hope	Our Lady of Hope School, 2508 Hoyt Avenue, Everett	113
Public School	Everett School District	Everett High School, 2416 Colby Avenue, Everett	112
		North Middle School, 2514 Rainier Avenue, Everett	110
		Sequoia High School, 3516 Rucker Avenue, Everett	75

Figure 3-11 Existing Public Service Facilities – Everett Station Segment (South)



SOURCE: United States Department of Homeland Security Geospatial Management Office (2023a, 2024b, 2024d); Snohomish County (2023a).

Figure 3-12 Existing Public Service Facilities – Everett Station Segment (North)



SOURCE: United States Department of Homeland Security Geospatial Management Office (2017a, 2020, 2021, 2022c, 2023a, 2024b, 2024d); Snohomish County (2023a).

3.1 Fire and Emergency Medical Services

The primary fire and emergency medical service (EMS) providers within the study area are South Snohomish County Fire and Rescue, Snohomish County Airport Fire Department, and the Everett Fire Department, as seen in Figure 3-13. South Snohomish County Fire and Rescue covers the entirety of the study area within the West Alderwood, Ash Way, and Mariner Segments, along with most of the study area within the SR99/Airport Road Segment and around OMF Sites E and F, and small portions of the study area in the SW Everett Industrial Center and Broadway/I-5 Segments. The Snohomish County Airport Fire Department provides fire and EMS services at Seattle Paine Field International Airport (Paine Field) and covers a small portion of the study area within the SR 99/Airport Road Segment and around OMF Site E along with a small portion of the study area within the SW Everett Industrial Center Segment. The Everett Fire Department covers part of the study area within the Mariner and SW Everett Industrial Center Segments, along with the majority of the OMF Site B and SR 526/Evergreen, Broadway/I-5, and Everett Station Segments. A very small portion of Snohomish County Fire Protection District 4 also intersects the study area within the Broadway/I-5 Segment, along with a small portion of the Washington State Department of Natural Resources (DNR) abutting the Everett Station Segment. The DNR primarily responds to wildfires on private, state, and Tribal-owned forestlands such as the Snoqualmie Wildlife Area on Ebey Island.

According to the Everett Fire Department's 2023 annual report, they met the National Fire Protection Association (NFPA) standard response time to fire emergencies of 5 minutes and 30 seconds or less approximately 41% of the time in 2023.⁴ The NFPA standard response time to medical emergencies of 5 minutes or less was met approximately 35% of the time (Everett Fire Department 2023). In 2021, South Snohomish County Fire and Rescue met their response performance goal for services to be on scene in 8 minutes approximately 72% of the time for all emergency calls (South County Fire 2021).⁵ In 2023, the Snohomish County Airport Fire Department average response time ranged from 1 minute and 29 seconds to 7 minutes and 59 seconds, depending on the unit responding to the call (Snohomish County Airport Fire Department 2024).⁶ Year to date average response times for 2024 (January through August 14) ranged from 2 minutes and 26 seconds to 9 minutes and 15 seconds, depending on the unit responding to the call.

Within the study area, there are six fire stations and 44 medical facilities, composed of both public and private clinics and medical specialists. All calls for fire and EMS are dispatched through the regional communication center Sno911. Overall, the number of fire/EMS incidents increased from 2019 to 2023 in the districts within the study area as shown in Table 3-9, with all three districts experiencing a decrease in the number of incidents from 2019 to 2020. The number of incidents increased collectively from 2020 to 2023 for all three districts, although decreases for the Everett and South Snohomish County districts were noted from 2022 to 2023.

⁴ The 2023 Annual Report was the latest available documentation for the Everett Fire Department as of January 2025.

⁵ The 2020/2021 Annual Report was the latest available documentation for South Snohomish County Fire and Rescue as of January 2025.

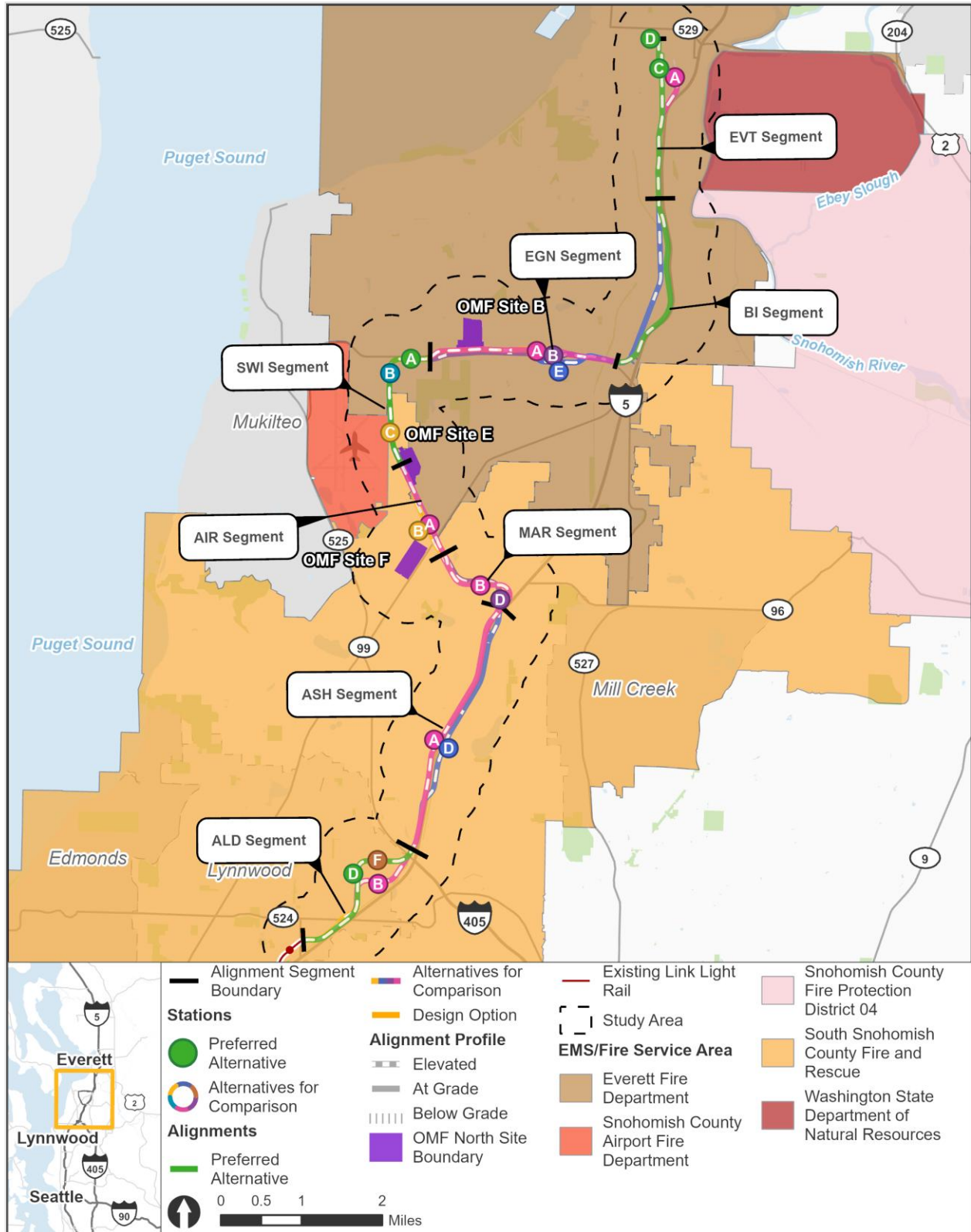
⁶ Snohomish County Airport Fire Department provided summary data in September 2024, which included average response times for 2022, 2023, and 2024 year to date.

Table 3-9 Fire/EMS Incidents 2019-2023

Fire/EMS District	2019	2020	2021	2022	2023
Everett Fire Department	21,827	20,572	23,106	26,436	25,956
Snohomish County Airport Fire Department	353	270	272	261	299
South Snohomish County Fire and Rescue	28,358	26,826	30,188	34,090	35,918

SOURCE: Snohomish County 911 (2024).

Figure 3-13 Fire/EMS Service Areas within the Study Area



SOURCE: Washington State Geospatial Portal (2023).

3.2 Police Services

As shown in Figure 3-14, the primary police service providers within the study area are the Lynnwood Police Department, Snohomish County Sheriff, and the Everett Police Department. The Lynnwood Police Department covers most of the study area within the West Alderwood Segment, with the remaining portion of the study area within that segment covered by the Snohomish County Sheriff's Office. The Snohomish County Sheriff's Office covers all of the study area within the Ash Way and Mariner Segments and around OMF Sites E and F, along with about half of the study area within the SR 99/Airport Road Segment and small portions of the study area within the SW Everett Industrial Center and Broadway/I-5 Segments. The Everett Police Department covers nearly half of the study area within the SR 99/Airport Road and SW Everett Industrial Center Segments, along with all of the study area around OMF Site B and within the SR 526/Evergreen and Everett Station Segments, as well as most of the study area within the Broadway/I-5 Segment. The Snohomish County Sheriff's Office, Everett Police Department's North Precinct, and Lynnwood Police Department are the only police stations located within the study area, as shown in Figure 3-1 and Figure 3-12. The Snohomish County Jail is also located within the study area, as shown in Figure 3-12.

In 2022, Everett Police Department response times exceeded five-year average median response times.⁷ As described in the *2022 Annual Report*, response times are broken down by police sectors and call priority level. Median response times in 2022 ranged from 10 minutes and 32 seconds for the highest priority emergency response calls to 38 minutes and 40 seconds for non-emergency follow up calls (Everett Police Department 2022). Police response time data was not available for the Lynnwood Police Department or Snohomish County Sheriff.

As shown in Table 3-10, the number of police incidents (the number of times police responded to an event/incident) has followed a similar pattern in all three police jurisdictions within the study area. All jurisdictions experienced a decrease in incidents from 2019 to 2020 followed by steady increases in incidents within Everett and Lynnwood. However, incidents within the Snohomish County Sheriff's Office jurisdiction declined between 2019 and 2022, with a minor increase in 2023.

Table 3-10 Police Incidents 2019-2023

Police Jurisdiction	2019	2020	2021	2022	2023
Everett Police Department	143,713	122,456	128,698	133,734	143,412
Lynnwood Police Department	43,249	35,487	37,122	39,266	44,181
Snohomish County Sheriff's Office	179,862	178,323	167,402	156,307	160,354

SOURCE: Snohomish County 911 (2024).

"Part 1" offenses are defined by the Uniform Crime Reporting program as including violent crimes (murder, rape, robbery, aggravated assault) and property crimes (arson, burglary, larceny/theft, motor vehicle theft). Summary data from the Uniform Crime Reporting program has been the most common reporting method for crime statistics for the FBI; however, the National Incident-Based Reporting System has been in use by Washington State since 2006 to provide more detailed crime statistics. More details on the reporting requirements and methods utilized by Washington State can be found through the Washington Association of Police Chiefs.

⁷ The 2022 Annual Report was the latest available documentation for the Everett Police Department as of January 2025.

Overall, the total number of Part 1 offenses along with the violent crime and property crime rates have increased from 2020 to 2023 within the state of Washington, with Everett and Lynnwood following the statewide trend as shown in Table 3-11. Everett experienced a decrease in violent crimes per capita from 2020 to 2021, followed by a sharp increase from 2021 to 2022 and decrease from 2022 to 2023. Everett also experienced a steady increase in property crime per capita from 2020 to 2022, followed by a slight decrease from 2022 to 2023. Lynnwood experienced steady increases in violent and property crime per capita from 2020 to 2022, with the sharpest increase occurring from 2021 to 2022. Although the total number of Part 1 offenses reported in Lynnwood increased from 2022 to 2023, the total population also increased which resulted in lower violent and property crime rates per capita. The Snohomish County Sheriff's Office, however, has experienced a steady decrease in both violent and property crimes per capita since 2020, with both violent crime and property crime rates staying well below the statewide average. The property crime rates for both Everett and Lynnwood were above the statewide average from 2020 to 2023. The violent crime rate for Everett was below the statewide average for 2021 only, and the violent crime rate for Lynnwood was above the statewide average for 2022 only.

Table 3-11 Violent and Property Crime Rates in Related Jurisdictions 2020-2023

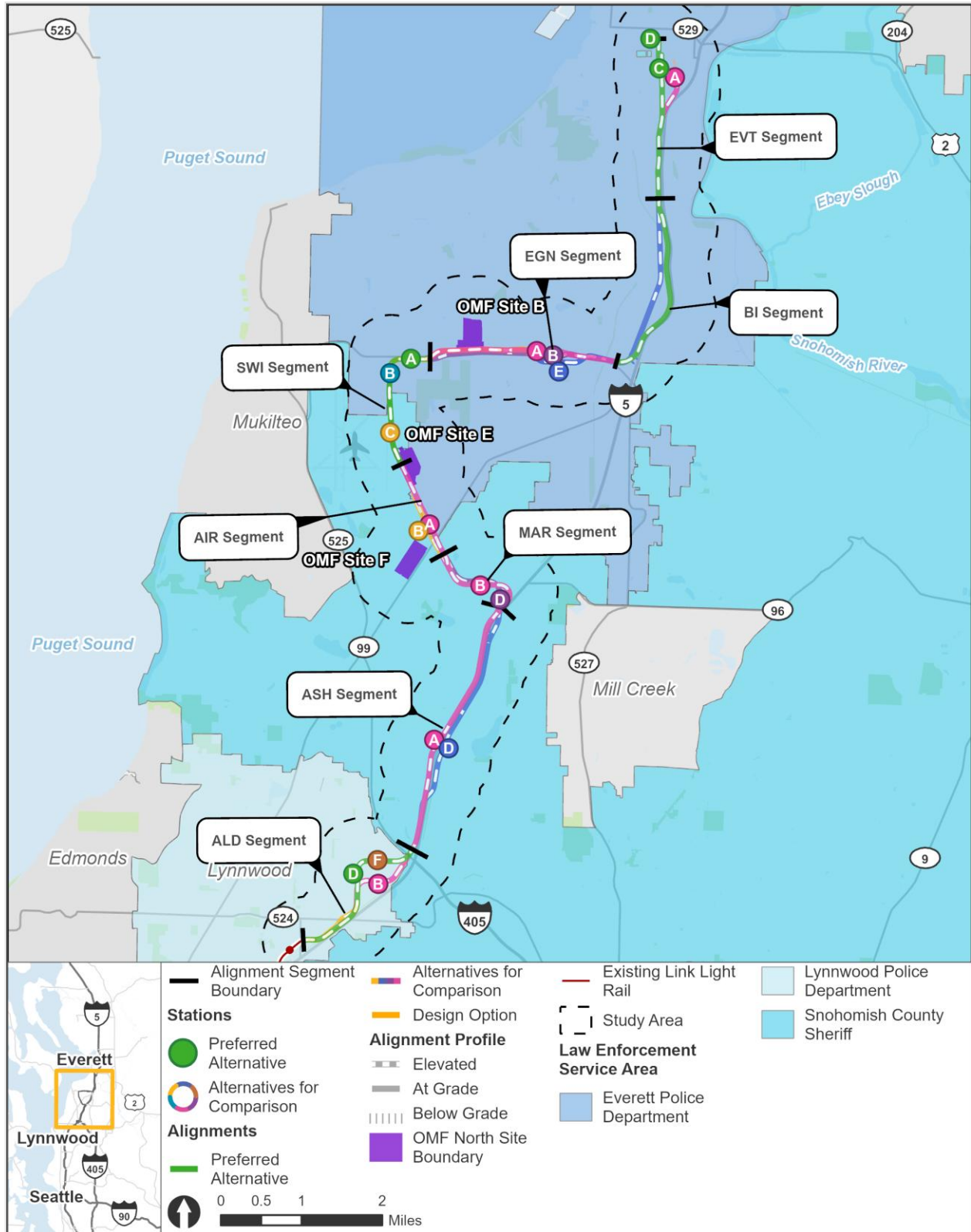
Police Jurisdiction	Year	Total Reported "Part 1" Offenses	Violent Crime ^a Rate (per 1,000 people)	Property Crime ^b Rate (per 1,000 people)
Everett Police Department	2020	4,545	3.49	36.75
	2021	5,355	3.12	43.57
	2022	5,757	4.36	46.45
	2023	5,646	3.98	45.46
Lynnwood Police Department	2020	1,819	2.26	42.44
	2021	2,126	2.97	48.85
	2022	2,773	4.00	67.58
	2023	2,828	3.19	66.14
Snohomish County Sheriff's Office	2020	5,272	1.38	12.89
	2021	5,139	1.32	12.39
	2022	4,905	1.32	11.87
	2023	4,483	1.29	10.68
State of Washington Totals	2020	245,814	3.00	29.11
	2021	271,900	3.36	31.62
	2022	302,634	3.77	34.71
	2023	267,399	3.56	30.07

SOURCE: Washington Association of Police Chiefs Annual Report 2020, 2021, 2022, 2023.

NOTES:

- a) Total number of murder, rape, robbery, and aggravated assault offenses divided by the area population
- b) Total number of arson, burglary, larceny/theft, and motor vehicle theft offenses divided by the area population

Figure 3-14 Police Jurisdictions Within the Study Area



SOURCE: Washington State Geospatial Portal (2023).

3.3 Solid Waste and Recycling Collection Services

Within the study area in the SR 99/Airport Road Segment and as seen above in Figure 3-5, there is only one public sanitary landfill facility. The Airport Road Recycling & Transfer Station is operated by Snohomish County, with this location being the most centrally located within the county and primarily serving the population of Everett and nearby portions of Snohomish County. The Southwest Recycling & Transfer Station is located within southern Lynnwood and services most of Lynnwood and southern Snohomish County, though it is outside of the study area.

Curbside collection of trash and recycling is operated by various private garbage service providers. Rubatino Refuse covers incorporated Everett, Republic Services covers part of Lynnwood, and Waste Management NW covers all of unincorporated Snohomish County as well as some incorporated areas, including eastern Lynnwood. Collection vehicles from these providers travel on roadways throughout the study area.

3.4 Schools

As seen in Figure 3-15, the primary public school districts within the study area are Edmonds School District (District 15), Mukilteo School District (District 6), and Everett School District (District 2). Edmonds School District covers all of the study area within the West Alderwood Segment, along with most of the study area within the Ash Way Segment. Mukilteo School District covers the remaining study area within the Ash Way Segment along with the study area around OMF Sites B, E, and F within the Mariner, SR 99/Airport Road, and SW Everett Industrial Center Segments. Mukilteo School District also covers about half of the study area within the SR 526/Evergreen Segment, with the remaining area covered by the Everett School District. Everett School District covers the aforementioned portion of the study area within the SR 526/Evergreen Segment, as well as the majority of the study area within the Broadway/I-5 Segment and all of the study area within the Everett Station Segment. A small portion of the Snohomish School District (District 201) also intersects part of the study area within the Broadway/I-5 Segment.

Each school has suggested walking routes to provide students the option of walking to school, which also includes suggested biking routes with dedicated paths in some cases. Each school attendance area is also served by school buses, with stops and routes available for each district online. Some students may also opt to take public transportation such as light rail or bus to travel to school.

As noted above in Table 3-6 and shown in Figure 3-7, the Everett School District Central Bus Facility is located in the SR 526/Evergreen Segment and OMF Site B. The Central Bus Facility is located in the approximate midpoint between the northern and southern ends of the school district. According to information provided by Everett School District, the facility provides transportation services for over 15,000 students per day.

As shown in Table 3-12, enrollment in the affected school districts is projected to remain stable through 2029, with more than 50,000 students enrolled in the school districts located within the study area. However, the study area covers less than half of each respective school district. Enrollment information provided in Table 3-12 reflects total enrollment for each school district, not total enrollment within the study area. The total number of enrolled students that could potentially be impacted by construction or operational impacts would likely be smaller than the

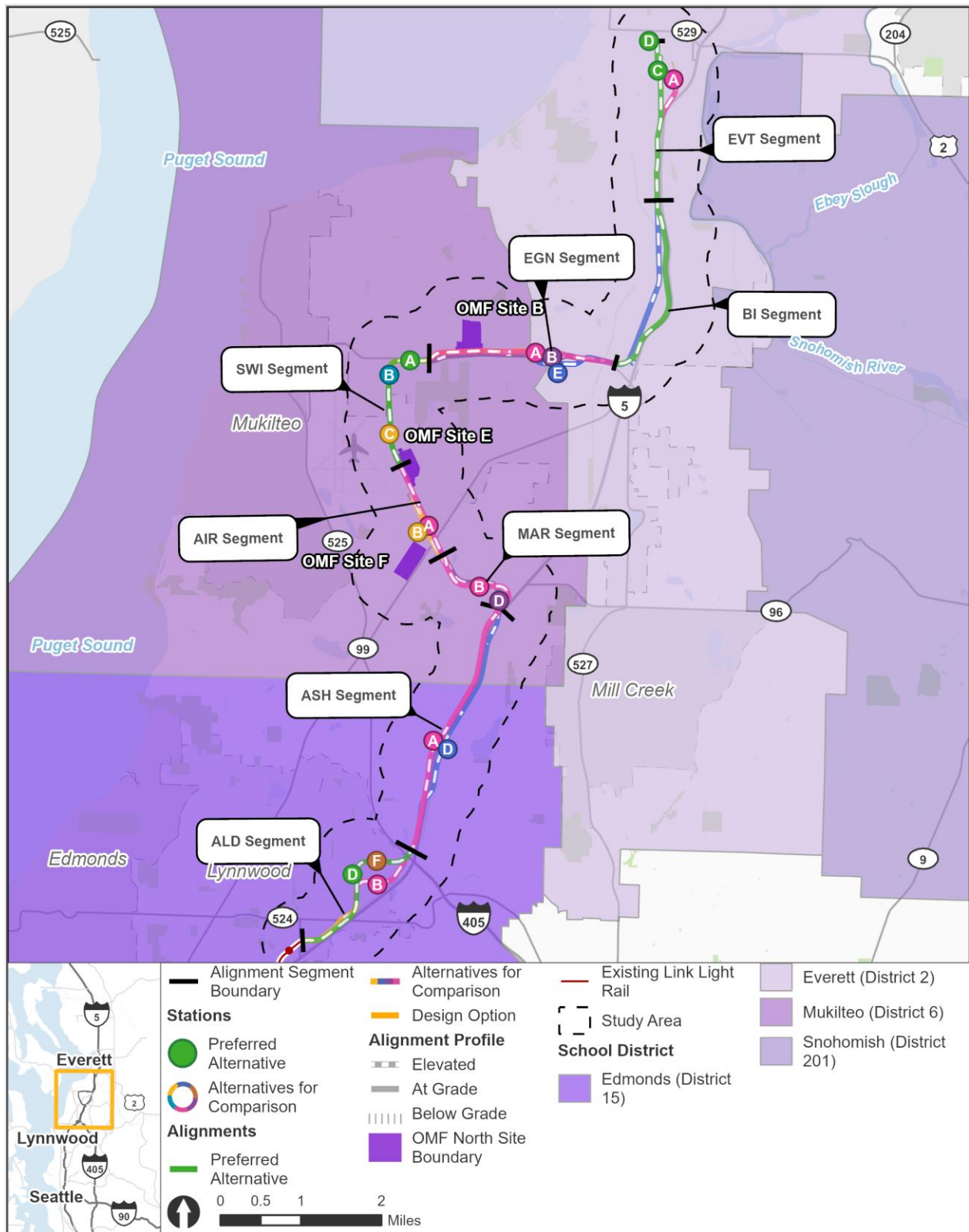
numbers provided below. In addition to the 16 public schools served by the three school districts within the study area, there are three private schools and four community college facilities.

Table 3-12 Study Area Public School District Enrollment

School District	2023-2024 Average Enrollment	2024 Estimated Population	Student Percentage of Population	2029 Projected Enrollment
Edmonds (District 15)	19,817	187,151	10.6%	19,866
Everett (District 2)	19,576	153,986	12.7%	20,522
Mukilteo (District 6)	14,646	111,330	13.1%	16,108

SOURCES: Edmonds School District (2024); Everett School District (2024); Mukilteo School District (2024), Washington Office of Financial Management (2025).

Figure 3-15 School Districts Within the Study Area



SOURCE: Washington Office of Superintendent of Public Instruction (2021).

3.5 Other Government Facilities

The primary type of government facility present within the study area is emergency shelters, designated as such by the Federal Emergency Management Agency (FEMA) or American Red Cross to be part of the National Shelter System. These locations vary in their day-to-day use but are typically public buildings capable of handling large amounts of people and would be able to provide shelter in the event of a disaster. In total, 21 of these facilities are present in the study area with locations around OMF Site B and within the West Alderwood (Figure 3-1), Ash Way (Figure 3-2), SR 526/Evergreen (Figure 3-7 and Figure 3-8), Broadway/I-5 (Figure 3-9 and Figure 3-10), and Everett Station Segments (Figure 3-11 and Figure 3-12).

Other government facilities within the study area are located within the West Alderwood, Mariner, and Everett Station Segments. Within the study area of the West Alderwood Segment is an administration office for the United States Social Security Administration (SSA) and a field office for the Washington State Department of Corrections (Figure 3-1). In the study area within the Mariner Segment (Figure 3-4) is an administration office for the Housing Authority of Snohomish County. In the study area within the Everett Station Segment (Figure 3-11 and Figure 3-12) is an office for the Bureau of Indian Affairs, Everett City Hall, an office for the Everett Housing Authority, an Internal Revenue Service Taxpayer Assistance Center, the Snohomish County Courthouse, the Snohomish County Seat, an office for the Snohomish Health District, and an administration office for the United States SSA.

Three United States Postal Service (USPS) post offices are also within the study area, one within the West Alderwood Segment (Figure 3-1), one in the study area around OMF Site B and within the SR 526/Evergreen Segment (Figure 3-7), and one within the Everett Station Segment (Figure 3-12).

4 ENVIRONMENTAL IMPACTS

4.1 Build Alternatives

4.1.1 Operational Impacts

4.1.1.1 Alignment and Station Alternatives

Impacts Common to All Alignment and Station Alternatives

Fire and EMS

Sound Transit's safety design criteria are used to avoid conflicts with vehicular, bicycle, and pedestrian traffic for several reasons, including public safety. Sound Transit would prepare a specific safety and security management plan for the EVLE Project. The management plan would establish the safety and security measures required throughout the project lifecycle (design, construction, and operation).

The EVLE Project would operate within its own exclusive right-of-way with no at-grade crossings of roadways, and light rail operations would not affect fire and EMS routes or response times on public roadways. If not addressed by project design and construction, potentially increased congestion at station areas, particularly those that are close to fire stations,

could affect response times. However, such impacts have already been mitigated by design as described in the Transportation Technical Report in Draft EIS Appendix G.1. The Transportation Technical Report in Draft EIS Appendix G.1 identifies locations where traffic congestion could occur and potential mitigation to improve traffic conditions.

In accordance with each municipality's fire code, Sound Transit would maintain access to fire hydrants, fire lanes, and fire response access points adjacent to the EVLE Project where possible. Where it is not possible, Sound Transit would coordinate with each fire department to redesign access. Design for elevated and below-grade guideway emergency access would conform with state and local fire codes and with National Fire Protection Association 130, Standard for Fixed Guideway Transit and Passenger Rail Systems (2020). Access to trains could generally be provided by trains on the adjacent track. When a second train is not practical, Sound Transit would follow the local and state fire codes and National Fire Protection Association 130. Emergency access to below-grade portions of the guideway would be maintained for prompt response times and for the safety of passengers and EMS providers. EMS providers and Sound Transit personnel would be trained to respond to emergencies on elevated guideways and in retained cut profiles. Provisions for emergency access would be included at the stations. The EVLE Project would not result in a notable change in demand for fire and EMS services.

Sound Transit's Fire/Life Safety Committee would review safety requirements and develop solutions regarding access to the light rail system, emergency routes, water and fire hydrant needs, training, costs, and other design features; specific emergency procedures and necessary equipment would be determined during final design.

Police

Police vehicles are not anticipated to experience increased response times. The EVLE Project would operate within its own exclusive right-of-way with no at-grade crossings of roadways. Police could have difficulty responding to calls at elevated or below-grade sections of guideway or at stations not easily accessible from the existing roadway network. Sound Transit would coordinate with local EMS providers to provide additional planning for these situations; however, trains would generally proceed to the nearest station for a police response. Sound Transit would also coordinate with emergency responders to have a plan for unanticipated emergencies.

Previous studies have shown that crime at transit stations generally mirrors crime levels in the surrounding area (Moudon et al. 2018; Billings et al. 2011; City of Seattle 1999). Over 90% of crimes in transit facilities relate to quality-of-life crimes (e.g., vandalism, drunkenness, and panhandling) and property crimes. A higher number of people waiting at light rail stops could provide additional witnesses to potential offenses and be protective of crime. Implementation of security measures could deter crime along the project corridor. All Build Alternatives would require additional police and security staff to monitor stations, entryways, and adjacent areas to protect people and property. Sound Transit's transit police would remain at some stations throughout the day and patrol other facilities and respond to incidents in coordination with local law enforcement.

Design of access points and the location of facilities could influence crime if stations provide places where crimes can go unseen by others. The Sound Transit Agency Safety Plan (Sound Transit 2023) requires a threat and vulnerability assessment for all new transit facilities during the preliminary design phase. For this assessment, Sound Transit would review existing crime data in new station locations and interview law enforcement to identify possible security threats and risks. Stations would be designed using the principles of Crime Prevention Through

Environmental Design to include numerous features such as abundant light, open access, and visibility to address security issues. Crime Prevention Through Environmental Design measures would also minimize impacts by controlling passenger movements with specific traffic flow patterns and installing closed-circuit television cameras, emergency telephones, controlled exits, and sealed fare boxes. Sound Transit would continue consultation with police and public safety services throughout the design process to minimize risk.

Sound Transit would build upon existing safety and security management plans from other Link projects and apply lessons learned from these projects to meet the latest Federal Transit Administration guidelines on safety and security. Sound Transit would work with the United States Department of Homeland Security, Federal Transit Administration, EMS, and local law-enforcement agencies to create a project-specific safety and security management plan that would meet all federal, state, and local requirements and develop strategies to prevent and respond to potential threats to public safety. The EVLE Project would not result in a notable change in demand for police services.

Solid Waste and Recycling

Operation of the EVLE Project would not impact solid waste collection and disposal within the study area. Sound Transit would not acquire any property currently used by recycling, composting, or solid waste facilities or operating bases. No collection routes would be adversely affected or experience delay or altered services due to minor changes in existing roadways. In addition, the project would not increase demand for waste services.

Schools

As the proposed guideway would not include any at-grade crossings with the roadway network, the project would not affect school bus/van travel through residential neighborhoods. In areas where new stations are within walking distance to schools, students and staff could experience improved travel times. For information on overall travel times, see the Transportation Technical Report in Draft EIS Appendix G.1.

Other Government Facilities

Sound Transit would coordinate with USPS officials to ensure that changes in existing roadways resulting from project operations would not adversely affect postal routes or create delivery delays. As there are no at-grade crossings proposed, conflicts with USPS routes are not anticipated.

There are also several FEMA/American Red Cross designated emergency shelters within the study area; however, due to the number of other facilities that can be or currently are designated as emergency shelters, the impact on shelter capacity overall would be minimal for all alternatives.

Potential Benefits

The EVLE Project would provide benefits to public services by:

- Reducing traffic congestion, which could improve response times for emergency services and provide greater efficiencies for other public services, including postal delivery and solid waste collection.

- Providing an alternative transportation mode for commutes to schools, community centers, and public health centers.

West Alderwood Segment

As shown in Table 4-1, Alternatives ALD-1B, ALD-1B with Alderwood Mall Boulevard Design Option, ALD-2D, and ALD-2D with Alderwood Mall Boulevard Design Option would displace the Lynnwood Social Security office. Alternatives ALD-2F and ALD-2F with Alderwood Mall Boulevard Design Option would require acquisition of property from the Lynnwood Social Security Office. The displacement of the Lynnwood Social Security Office would remove a public facility from the area and would require people who currently use the Lynnwood Social Security Office to travel to a different location if the facility is relocated or find an alternate source for service. The current closest Social Security offices are located in Everett and Northgate, which could still serve the community during construction and operation. The Acquisitions, Displacements, and Relocations Technical Report in Draft EIS Appendix G.2 identifies all project acquisitions and displacements. For all alternatives, the Alderwood Mall Boulevard Design Option would also require property acquisition from the Alderwood Community Church, which is a designated emergency shelter.

Table 4-1 Operational Impacts on Public Service Facilities – West Alderwood Segment

Build Alternative	Potential Public Service Facility Impacts
ALD-1B	• Displacement of one government facility (US Social Security Office)
ALD-1B with Alderwood Mall Boulevard Design Option	• Displacement of one government facility (US Social Security Office) • Acquisition from one emergency shelter property (Alderwood Community Church)
ALD-2D	• Displacement of one government facility (US Social Security Office)
ALD-2D with Alderwood Mall Boulevard Design Option	• Displacement of one government facility (US Social Security Office) • Acquisition from one emergency shelter property (Alderwood Community Church)
ALD-2F	• Acquisition from one government facility property (US Social Security Office)
ALD-2F with Alderwood Mall Boulevard Design Option	• Acquisition from one government facility property (US Social Security Office) and one emergency shelter property (Alderwood Community Church)

Ash Way Segment

As shown in Table 4-2, Alternative ASH-1A would not cause additional long-term impacts on public services, safety, and security other than those discussed above under Impacts Common to All Alignment and Station Alternatives in Section 4.1.1.1, as there are no public service facilities within the project limits. Alternative ASH-2D would require property acquisition from and cause a change in access to the Mill Creek Foursquare Church, which is a designated emergency shelter.

Table 4-2 Operational Impacts on Public Service Facilities – Ash Way Segment

Build Alternative	Potential Public Service Facility Impacts
ASH-1A	None
ASH-2D	Acquisition from one emergency shelter property (Mill Creek Foursquare Church)

Mariner Segment

As shown in Table 4-3, neither Alternative MAR-1B nor Alternative MAR-1B with Surface Parking Design Option would cause additional long-term impacts on public services, safety, and security other than those discussed under Impacts Common to All Alignment and Station Alternatives in Section 4.1.1.1, as there are no public service facilities within the project limits in this segment. Alternative MAR-2D and Alternative MAR-2D with Surface Parking Design Option would displace the existing private medical facility Pellegrini Orthodontics. The displacement of Pellegrini Orthodontics would require patients who currently rely on this private medical facility to travel to a different location if the facility is relocated or find an alternate source for care.

Table 4-3 Operational Impacts on Public Service Facilities – Mariner Segment

Build Alternative	Potential Public Service Facility Impacts
MAR-1B	None
MAR-1B with Surface Parking Design Option	None
MAR-2D	Displacement of one healthcare facility (Pellegrini Orthodontics)
MAR-2D with Surface Parking Design Option	Displacement of one healthcare facility (Pellegrini Orthodontics)

SR 99/Airport Road Segment

Alternatives in this segment would not cause additional long-term impacts on public services, safety, and security other than those discussed under Impacts Common to All Alignment and Station Alternatives in Section 4.1.1.1, as there are no public service facilities within the project limits in this segment.

SW Everett Industrial Center Segment

As shown in Table 4-4, all Build Alternatives in the SW Everett Industrial Center Segment would require property acquisition from and cause a change in access to the Sno-Isle Tech Skills Center.

Table 4-4 Operational Impacts on Public Service Facilities – SW Everett Industrial Center Segment

Build Alternative	Potential Public Service Facility Impacts
SWI-1A	Acquisition from one community college (Sno-Isle Tech Skills Center)
SWI-1A with Lower Design Option	Acquisition from one community college (Sno-Isle Tech Skills Center)
SWI-1B	Acquisition from one community college (Sno-Isle Tech Skills Center)
SWI-1C	Acquisition from one community college (Sno-Isle Tech Skills Center)

SR 526/Evergreen Segment

As shown in Table 4-5, Alternative EGN-1A would displace one existing healthcare facility, DaVita Everett Dialysis. Displacement of the DaVita Everett Dialysis healthcare facility would require patients who currently rely on this facility to travel to a different location if the facility is relocated or find an alternate source for care. Alternatives EGN-1A, EGN-2B, and EGN-2B with North Side of SR 526 Design Option would require property acquisition from Cascade High School, which also serves as an emergency shelter. Alternatives EGN-2B and EGN-3E would require property acquisition from Bible Baptist Church, which serves as an emergency shelter. Alternatives EGN-1A, EGN-2B with North Side of SR 526 Design Option, and EGN-3E with North Side of SR 526 Design Option would require property acquisition from the United States Post Office located at 8120 Hardeson Road in Everett as well as the Everett School District Central Bus Facility.

Table 4-5 Operational Impacts on Public Service Facilities – SR 526/Evergreen Segment

Build Alternative	Potential Public Service Facility Impacts
EGN-1A	• Displacement of one healthcare facility (DaVita Everett Dialysis) • Acquisition from one public school and emergency shelter property (Cascade High School) • Acquisition from one post office • Acquisition from Everett School District Central Bus Facility
EGN-2B	• Acquisition from one emergency shelter property (Bible Baptist Church) • Acquisition from one public school and emergency shelter property (Cascade High School)
EGN-2B with North Side of SR 526 Design Option	• Acquisition from one public school and emergency shelter property (Cascade High School) • Acquisition from one post office • Acquisition from Everett School District Central Bus Facility
EGN-3E	• Acquisition from one emergency shelter property (Bible Baptist Church)
EGN-3E with North Side of SR 526 Design Option	• Acquisition from one post office • Acquisition from Everett School District Central Bus Facility

Broadway/I-5 Segment

As shown in Table 4-6, Alternative BI-1 would not cause additional long-term impacts on public services, safety, and security other than those discussed above under Impacts Common to All Alignment and Station Alternatives in Section 4.1.1.1. Alternative BI-2 would displace the existing private Montessori school; this would require families who currently use the Montessori school for child education to travel to a different location if the facility is relocated or find alternate educational facilities.

Table 4-6 Operational Impacts on Public Service Facilities – Broadway/I-5 Segment

Build Alternative	Potential Public Service Facility Impacts
BI-1	• None
BI-2	• Displacement of one private school (Montessori Schools of Snohomish County)

Everett Station Segment

As shown in Table 4-7, Alternatives EVT-1A and EVT-2C would both displace the designated emergency shelter at the United Way of Snohomish County. The displacement of an existing emergency shelter property would require those who rely on the United Way Snohomish County to travel to a different location if the facility is relocated or find an alternate emergency shelter location. Alternative EVT-3D would not cause additional long-term impacts on public services, safety, and security other than those discussed above under Impacts Common to All Alignment and Station Alternatives in Section 4.1.1.1.

Table 4-7 Operational Impacts on Public Service Providers – Everett Station Segment

Build Alternative	Potential Public Service Facility Impacts
EVT-1A	• Displacement of one emergency shelter property (United Way Snohomish County)
EVT-2C	• Displacement of one emergency shelter property (United Way Snohomish County)
EVT-3D	• None

4.1.1.2 OMF North Site Alternatives

Impacts Common to All OMF North Site Alternatives

None of the OMF North site alternatives would increase the population of workers or residents within the study area in such a way that would create an increased demand for public services. Therefore, impacts related to access interruptions and increased public services demand during operation would not occur.

Increased demand for police services would not occur. Security measures for each site alternative would be similar to other Sound Transit OMFs. Measures would include on-site security personnel, perimeter fencing, electronically controlled gates, and security patrols in the evenings, seven days a week. Emergency access to the mainline tracks (as applicable) and OMF site for fire, EMS, and police personnel would be provided.

No long-term impacts on solid waste/recycling collection routes would occur under any of the OMF North site alternatives. OMF North operations would produce solid waste and recycling. Maintenance operations would also produce hazardous waste due to the usage of lubricants, solvents, and the like. Hazardous waste would be managed according to all applicable regulations and requirements. For more information see the Hazardous Materials Technical Report in Draft EIS Appendix G.13.

OMF Site F (SR 99)

OMF Site F would not cause additional long-term impacts on public services, safety, and security other than those discussed above under Impacts Common to All OMF North Site Alternatives. There would be no anticipated adverse impacts on public services.

OMF Site E (Airport Road)

OMF Site E would not cause additional long-term impacts on public services, safety, and security other than those discussed above under Impacts Common to All OMF North Site Alternatives. There would be no anticipated adverse impacts on public services.

OMF Site B (SR 526)

OMF Site B (and OMF Site B with Lead Tracks to South Side of SR 526 Design Option) would displace the Everett School District Central Bus Facility located at 1304 80th Street SW in Everett. As noted in Section 3.4, this facility provides transportation services for over 15,000 students per day. Displacement of the Central Bus Facility would require Everett School District to develop new school bus routes and could change travel time for students or operational costs for the district.

OMF Site B and OMF Site B with Lead Tracks to South Side of SR 526 Design Option would permanently close part of 80th Street SW, which could increase travel times for vehicles that typically use this road or service the surrounding area. Emergency response time to the surrounding area is not expected to be substantially impacted as access to the surrounding area would remain largely unaffected via 75th Street, 16th Avenue, and Hardeson Road. See the Transportation Technical Report in Draft EIS Appendix G.1 for further discussion of impacts from road closures. There would be no anticipated adverse impacts on public services.

4.1.2 Construction Impacts**4.1.2.1 Alignment and Station Alternatives*****Impacts Common to All Alignment and Station Build Alternatives***

Construction of any Build Alternative would require temporary lane and roadway closures, shifts in roadway alignments, and detours associated with the project, which could result in increased congestion along adjacent roadways. Prior to construction, Sound Transit would coordinate with public service providers to establish alternate routes and ensure required access during established time periods. Traffic control plans would be reviewed and approved by affected agencies before being implemented to minimize increases in travel and response times and to avoid interference with emergency response, collection of solid waste and recyclables, or transportation of students. Through continued coordination and communication with local agencies, Sound Transit anticipates that there would be no impact to public services, safety, and security during construction.

Fire and EMS

Temporary closures could affect access and response times for fire and EMS vehicles. Throughout the construction period, Sound Transit would maintain access and egress for fire and EMS vehicles to minimize impacts on response and travel times. Sound Transit would also develop contingency plans with EMS providers to reduce response and travel times and ensure

access to hydrants and water lines during construction of the project. Respective fire and EMS providers would respond to potential emergencies at the construction sites within each fire protection district.

Police

Temporary closures could affect access and response times for police vehicles. Additional police may be required to direct traffic in areas where project construction requires alterations to existing roadways, especially in areas where road closures would occur. Sound Transit would coordinate with the Washington State Patrol and each applicable police department during each construction phase to provide adequate police services. Traffic congestion and new traffic patterns resulting from construction could temporarily increase the number of traffic incidents and therefore increase demand on existing police resources. Police vehicle response time could increase due to traffic congestion and new traffic patterns resulting from construction. New traffic patterns and circulation changes would be coordinated with local police and EMS providers prior to their establishment. Each police department would respond to potential emergencies at the construction sites that fall within each department's jurisdiction.

Solid Waste and Recycling

As with other public service providers, waste and recycling vehicles could experience delays along collection routes close to the project. Sound Transit would maintain access and egress for solid waste and recycling collection vehicles to minimize impacts on collection. Sound Transit would work with collection companies to identify if any access points would be closed and develop alternative access points, collection locations, or other needed measures. Project construction would likely increase the amount of debris and refuse; however, there are several waste facilities in the region that could accept this waste with no impact on solid waste operations.

Schools

Besides the potential impact on the Montessori school in the Broadway/I-5 Segment as discussed in Section 4.1.1.1, no schools are located within the project limits. However, there are several schools that are adjacent to the project limits and may experience construction-related impacts such as noise and dust. Emerson Elementary School is near the limits of Alternative EGN-3E in the SR 526/Evergreen Segment, while Evergreen Middle School and Cascade High School are close to the project limits of Alternatives EGN-1A and EGN-2B, as shown in Figure 3-8. Lowell Elementary School is also close to the project limits of Alternatives BI-1 and BI-2 in the Broadway/I-5 Segment, as shown in Figure 3-10. Everett School District's Central Bus Facility in the SR 526/Evergreen Segment is close to the project limits of Alternatives EGN-1A, EGN-2B with North Side of SR 526 Design Option, and EGN-3E with North Side of SR 526 Design Option. Full and partial road closures during construction could result in the temporary rerouting of school and/or transit buses, which could affect student and staff travel times. However, Sound Transit would work with local school bus operators and other transit authorities to identify relocated bus stops near those temporarily closed stops. See the Transportation Technical Report in Draft EIS Appendix G.1 for further discussion of impacts on buses during construction.

Other Government Facilities

USPS vehicles could experience delays during construction; however, Sound Transit would ensure that access and egress for such vehicles would be maintained. Closure of an access

point would be remedied by an alternate access developed in coordination with local post offices.

West Alderwood Segment

All Build Alternatives in the West Alderwood Segment would temporarily close parts of Alderwood Mall Boulevard and SR 524 for construction, as well as some access points to Alderwood Mall. This could increase emergency response and travel times for vehicles that typically use these roads or service Alderwood Mall, but detours would be coordinated with service providers. Temporary impacts on facilities within the study area are discussed above in Impacts Common to All Alignment and Station Build Alternatives. Sound Transit would coordinate with USPS officials to minimize construction impacts on USPS operations for the post office that is within the study area.

Ash Way Segment

All Build Alternatives in the Ash Way Segment would temporarily close parts of Alder Way and 164th Street SW for construction, as well as impacting the on- and off-ramps for Interstate 5 where it connects with 164th Street SW. This could increase emergency response and travel times for vehicles that typically use these roads or service the surrounding area, but detours would be coordinated with service providers to minimize impacts. Temporary impacts on facilities within the study area are discussed above in Impacts Common to All Alignment and Station Build Alternatives. Sound Transit would coordinate with South Snohomish County Fire and Rescue and Edmonds School District to plan for changes in emergency routes and bus route modifications within the study area.

Mariner Segment

All Build Alternatives in the Mariner Segment would temporarily close parts of 128th Street and Airport Road, as well as 4th Avenue, 8th Avenue, Gibson Road, and Admiralty Way. This could increase emergency response and travel times for vehicles that typically use these roads, but detours would be coordinated with service providers to minimize impacts. Temporary impacts on facilities within the study area are discussed above in Impacts Common to All Alignment and Station Build Alternatives. Sound Transit would coordinate with South Snohomish County Fire and Rescue to minimize construction impacts on EMS operations with the Swedish Emergency Room in the study area, as well as the Mukilteo School District to coordinate bus route modifications as needed.

SR 99/Airport Road Segment

All Build Alternatives in the SR 99/Airport Road Segment would temporarily close parts of Airport Road, SR 99, 112th Street, Holly Drive, and 106th Street SW. This could increase emergency response and travel times for vehicles that typically use these roads or service the surrounding area, but detours would be coordinated with service providers to minimize impacts. Temporary impacts on facilities within the study area are discussed above in Impacts Common to All Alignment and Station Build Alternatives. Sound Transit would coordinate with Snohomish County and Mukilteo School District to plan for changes in service routes and bus route modifications within the study area.

SW Everett Industrial Center Segment

All Build Alternatives in the SW Everett Industrial Center Segment would temporarily close parts of Airport Road, 103rd Street SW, 100th Street SW, Kasch Park Road, and Casino Road. This

could increase emergency response and travel times for vehicles that typically use these roads or service the surrounding area, but detours would be coordinated with service providers to minimize impacts. Temporary impacts on facilities within the study area are discussed above in Impacts Common to All Alignment and Station Build Alternatives. Sound Transit would coordinate with Snohomish County Airport Fire Department and Paine Field to plan for changes in service routes and minimize impacts on airport operations.

SR 526/Evergreen Segment

All Build Alternatives in the SR 526/Evergreen Segment would temporarily close parts of Evergreen Way and Casino Road, as well as on- and off-ramps for SR 526 at Evergreen Way. This could increase emergency response and travel times for vehicles that typically use these roads or service the surrounding area, but detours would be coordinated with service providers to minimize impacts. Temporary impacts on facilities within the study area are discussed above in Impacts Common to All Alignment and Station Build Alternatives. Sound Transit would coordinate with the USPS to plan for modifications in service routes, as well as the Everett and Mukilteo School Districts to modify school bus routes as needed, particularly due to the proximity of the Everett School District Central Bus Facility to the project limits.

Broadway/I-5 Segment

All Build Alternatives in the Broadway/I-5 Segment would temporarily close parts of Beverly Boulevard, Broadway, and 52nd Street, which could increase emergency response and travel times for vehicles that typically use these roads, but detours would be coordinated with service providers to minimize impacts. Temporary impacts on facilities within the study area are discussed above in Impacts Common to All Alignment and Station Build Alternatives. Sound Transit would coordinate with Everett school district to minimize impacts on school bus routes during construction.

Everett Station Segment

All Build Alternatives in the Everett Station Segment would temporarily close parts of Broadway, 41st Street, McDougall Avenue, and Pacific Avenue, as well as the Interstate 5 on- and off-ramps at 41st Street. This could increase emergency response and travel times for vehicles that typically use these roads, but detours would be coordinated with service providers to minimize impacts. Temporary impacts on facilities within the study area are discussed above in Impacts Common to All Alignment and Station Build Alternatives. Sound Transit would coordinate with the City of Everett and Snohomish County to provide detour information for public access to facilities within the study area, as well as coordinating with the Everett Police Department, Everett Fire Department, and Everett School District to minimize service disruptions.

4.1.2.2 OMF North Site Alternatives

Impacts Common to All OMF Site Alternatives

Implementation of any of the OMF North site alternatives would temporarily affect the roadways in the vicinity and construction vehicles could temporarily increase traffic congestion, which may result in short-term impacts on emergency services. Sound Transit would coordinate with potentially affected public service providers before and during construction to minimize delays in emergency response times and disturbance to school bus and solid waste collection routes.

OMF Site F (SR 99)

Construction of OMF Site F would temporarily close parts of Airport Road, SR 99, and Alexander Road. This could increase emergency response and travel times for vehicles that typically use these roads or service the surrounding area, but detours would be coordinated with service providers to minimize impacts. The facilities within the study area could experience impacts due to the adjacent road closures and detours. However, impacts on these facilities would be temporary and only occur during construction. Sound Transit would coordinate with the Mukilteo School District to modify school bus routes as needed.

OMF Site E (Airport Road)

Construction of OMF Site E would temporarily close parts of 100th Street and 106th Street, which could increase emergency response and travel times for vehicles that typically use these roads or service the surrounding area. The facilities within the study area could experience impacts due to the adjacent road closures and detours. However, impacts on these facilities would be temporary and only occur during construction. Sound Transit would coordinate with Snohomish County to plan for modifications in service routes, as well as the Mukilteo School District to modify school bus routes as needed.

OMF Site B (SR 526)

Construction of OMF Site B would temporarily close part of 75th Street, which could increase emergency response and travel times for vehicles that typically use these roads or service the surrounding area. The facilities within the study area could experience impacts due to the adjacent road closures and detours. However, impacts on these facilities would be temporary and only occur during construction. Sound Transit would coordinate with USPS to plan for modifications in service routes for the post office, as well as the Mukilteo School District to modify school bus routes as needed.

4.2 No Build Alternative

The No Build Alternative would have no impacts on public services in the area. However, continued population and employment growth in the study area would increase public service demands. It would also increase traffic congestion, and therefore increase emergency service response times (see the Transportation Technical Report in Draft EIS Appendix G.1). Schools, medical facilities, and other public facilities within the study area would not benefit from improved transit operations.

5 POTENTIAL MITIGATION MEASURES

Sound Transit is committed to complying with all applicable federal, state, and local environmental regulations, following best management practices (BMPs), and designing the EVLE Project in a way that mitigates adverse impacts. As a result, mitigation measures are reflected in the design of Build Alternatives. Final mitigation measures will be based on advanced design and will be included in the Final EIS and in FTA's Record of Decision as environmental commitments for the project.

Additional potential mitigation measures include:

- Provide regular updates to schools, emergency service providers, local agencies, solid waste utilities, and postal services during construction activity.
- Coordinate with public service providers before and during construction to maintain reliable emergency access and alternative plans or routes to minimize delays in response times.
- Coordinate with solid waste and recycling companies and schools should any rerouting of collection or school bus routes need to occur.
- Work with applicable service providers to maintain postal collection and delivery and solid waste and recycling collection at all addresses during construction.
- Work with local law-enforcement agencies and emergency service providers to implement strategies to prevent and respond to potential threats to public safety during final design.
- Prepare an EVLE-specific safety and security management plan.
- Use Sound Transit security personnel and law enforcement to reduce demands on local law enforcement.
- Maintain access to fire hydrants, fire lanes, and fire response access.
- Develop solutions regarding access to the light rail system, emergency routes, water and fire hydrant needs, training, costs, and other design features during final design to meet safety requirements.
- Provide for emergency access and evacuation for the guideway and stations.
- Conduct all-hazard emergency drills and exercise.
- Provide mitigation measures as identified in the Transportation Technical Report in Draft EIS Appendix G.1 for operational and construction impacts on traffic.
- Design the stations, alignments, and OMF North sites in accordance with Link light rail's design standards that fully address emergency, safety, and security.
- Operate the light rail in accordance with Link light rail's existing approaches to ensure safety and security throughout the system.
- Perform operations at the OMF North in accordance with a facility operations plan that would ensure safety and security at the site.

6 REFERENCES

- Billings, S.B., S. Leland, and D. Swindell. 2011. *The Effects of the Announcement and Opening of Light Rail Transit Stations on Neighborhood Crime*. Journal of Public Affairs.
- City of Seattle. 1999. *Staying on Track: Review of Public Safety and Security on Light Rail Systems*.
- Everett Fire Department. 2023. *Everett Fire Department Annual Report*. <https://www.everettwa.gov/DocumentCenter/View/40274/2023-Everett-Fire-Annual-Report>.
- Everett Police Department. 2022. *2022 Annual Report*. <https://www.calameo.com/read/007426888a34f14116d9d>.
- Edmonds School District. 2024. *2024-2029 Capital Facilities Plan*. https://snohomishcountywa.gov/DocumentCenter/View/125438/Edmonds-SD-CFP---School-Board-adopted_8-27-24?bidId=.
- Everett School District. 2024. *Capital Facilities Plan 2024-29*. <https://snohomishcountywa.gov/DocumentCenter/View/124876/Everett-SD-School-Board-Adopted-CFP-2024-29-Final-20240625?bidId=>.
- Moudon, A.V., A. Bassok, and M. Kang. 2018. *Safe from Crime at Location-Specific Transit Facilities: Final Project Report*. Washington State Department of Transportation, Seattle, WA.
- Mukilteo School District. 2024. *Capital Facilities Plan 2024-2029*. <https://snohomishcountywa.gov/DocumentCenter/View/124881/MukilteoSD--School-Board-Adopted--CFP-2024---Final-Draft?bidId=>.
- Snohomish County. 2023a. *Parcels*. <https://snohomish-county-open-data-portal-snoco-gis.hub.arcgis.com/datasets/snoco-gis::parcels/about>.
- Snohomish County. 2023b. *Snohomish County 2024 Comprehensive Plan Update Draft EIS*. <https://snohomishcountywa.gov/5597/2024-Update>.
- Snohomish County 911. 2024. *Future Forward 2023/2024*. <https://sno911.org/wp-content/uploads/2024/03/Sno911-AnnualReport-2023-2024.pdf>.
- Snohomish County Airport Fire Department. 2024. *National Fire Incident Reporting System Call Types 2022-YTD 2024*.
- Sound Transit. 2017. *Sound Transit's Real Property Acquisitions and Relocation Policy, Procedures and Guidelines*. <https://www.soundtransit.org/sites/default/files/real-property-acquisition-relocation-policy-procedures-guidelines.pdf>.
- Sound Transit. 2023. *Sound Transit Agency Safety Plan*. https://www.soundtransit.org/st_sharepoint/download/sites/PRDA/FinalRecords/2023/Report%20-%202023%20Agency%20Safety%20Plan%20Revision%2001-26-23.pdf.
- South County Fire. 2021. *2020/2021 Annual Report*. <https://www.southsnofire.org/home/showpublisheddocument/3407/638624397684330000>.

United States Department of Homeland Security (DHS) Geospatial Management Office. 2017a. Homeland Infrastructure Foundation-Level Data. *Government Financial Processing Centers*. Accessed March 20, 2024.

United States Department of Homeland Security (DHS) Geospatial Management Office. 2017b. Homeland Infrastructure Foundation-Level Data. *Solid Waste Landfill Facilities*. Accessed March 20, 2024.

United States Department of Homeland Security (DHS) Geospatial Management Office. 2020. Homeland Infrastructure Foundation-Level Data. *Urgent Care Facilities*. Accessed March 20, 2024.

United States Department of Homeland Security (DHS) Geospatial Management Office. 2021. Homeland Infrastructure Foundation-Level Data. *Local Law Enforcement Locations*. Accessed April 16, 2024.

United States Department of Homeland Security (DHS) Geospatial Management Office. 2022a. Homeland Infrastructure Foundation-Level Data. *Colleges and Universities Campuses*. Accessed April 12, 2024.

United States Department of Homeland Security (DHS) Geospatial Management Office. 2022b. Homeland Infrastructure Foundation-Level Data. *Hospitals*. Accessed March 20, 2024.

United States Department of Homeland Security (DHS) Geospatial Management Office. 2022c. Homeland Infrastructure Foundation-Level Data. *Prison Boundaries*. Accessed April 16, 2024.

United States Department of Homeland Security (DHS) Geospatial Management Office. 2023a. Homeland Infrastructure Foundation-Level Data. *National Shelter System Facilities*. Accessed April 10, 2024.

United States Department of Homeland Security (DHS) Geospatial Management Office. 2024a. Homeland Infrastructure Foundation-Level Data. *Courthouses*. Accessed March 20, 2024.

United States Department of Homeland Security (DHS) Geospatial Management Office. 2024b. Homeland Infrastructure Foundation-Level Data. *Fire and Emergency Medical Service (EMS) Stations*. Accessed April 16, 2024.

United States Department of Homeland Security (DHS) Geospatial Management Office. 2024c. Homeland Infrastructure Foundation-Level Data. *Private Schools*. Accessed January 28, 2025.

United States Department of Homeland Security (DHS) Geospatial Management Office. 2024d. Homeland Infrastructure Foundation-Level Data. *Public Schools*. Accessed January 28, 2025.

Washington Association of Sheriffs and Police Chiefs. 2020. *Crime in Washington 2020 Annual Report*.

<https://waspc.memberclicks.net/assets/CJIS/Crime%20in%20Washington%202020-small.pdf>.

Washington Association of Sheriffs and Police Chiefs. 2021. *Crime in Washington 2021 Annual Report*.

<https://waspc.memberclicks.net/assets/CJIS/Crime%20in%20Washington%202021-%20small2.pdf>.

Washington Association of Sheriffs and Police Chiefs. 2022. *Crime in Washington 2022 Annual Report*. <https://www.waspc.org/assets/Crime%20in%20Washington%202022-compressed.pdf%2007-2023.pdf>.

Washington Association of Sheriffs and Police Chiefs. 2023. *Crime in Washington 2023 Annual Report*. <https://waspc.memberclicks.net/assets/Crime%20in%20Washington%202023-compressed.pdf>.

Washington Office of Financial Management. 2025. *Small Area Estimates Program, School Districts*. <https://ofm.wa.gov/washington-data-research/population-demographics/population-estimates/small-area-estimates-program>.

Washington Office of Superintendent of Public Instruction. 2021. *Washington School District Boundaries*. <https://geo.wa.gov/datasets/k12wa::washington-school-district-boundaries/about>.

Washington State Geospatial Portal. 2023. *Emergency Response Boundaries*. <https://geo.wa.gov/maps/74981ffe7d1348f9b39f841143b8123e/about>.