September 2026

Alternatives Guide

Everett Link Extension

Draft Environmental Impact Statement



SoundTransit

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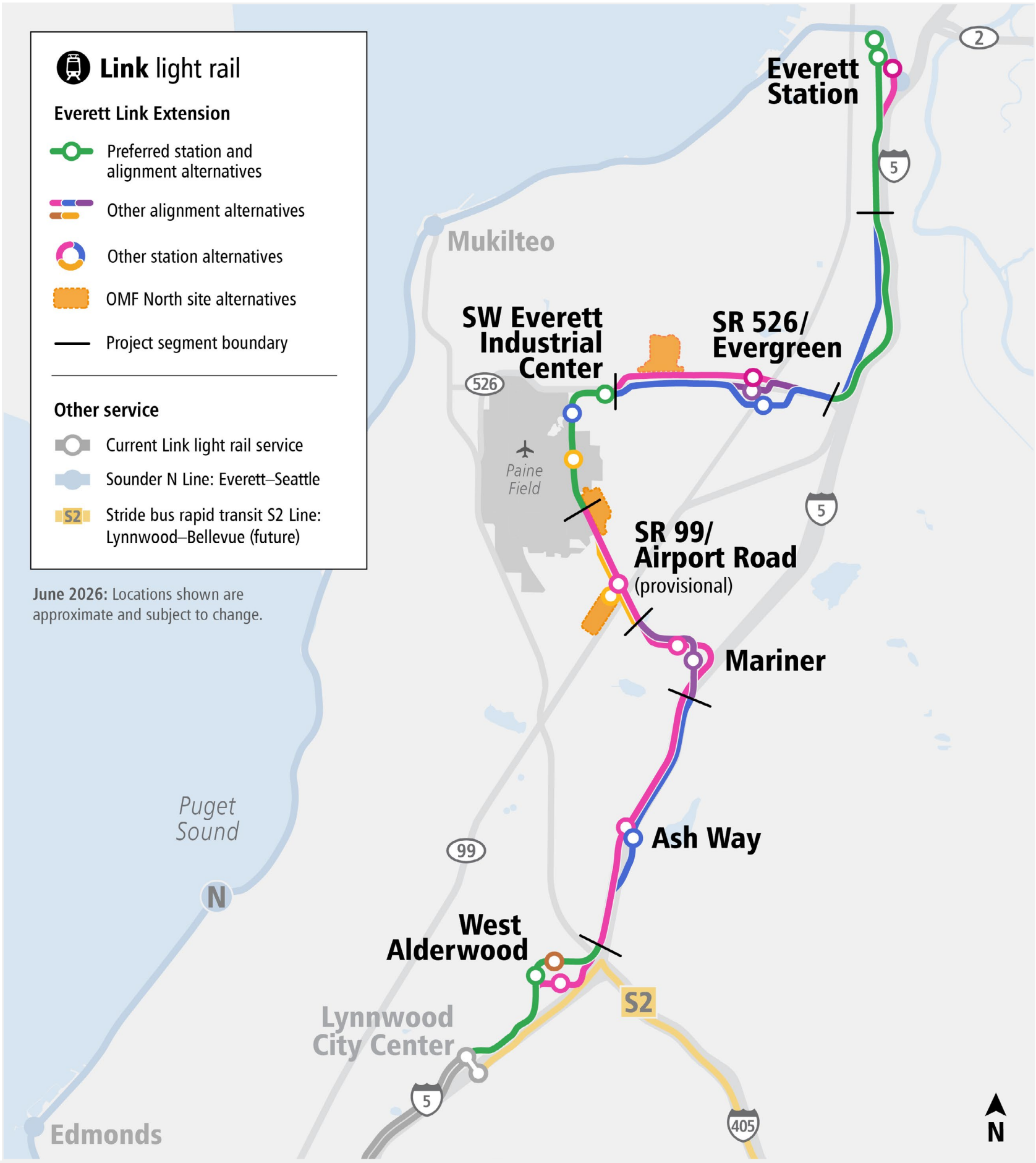
Operations and Maintenance Facility North 50

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Project overview

The Everett Link Extension will provide fast, reliable connections to residential and employment centers throughout the region. The project will connect the communities of Lynnwood, unincorporated Snohomish County, and Everett.

- Adds approximately 16 miles of light rail connecting Snohomish County residents to the regional Link light rail network.
- Adds six new stations from Lynnwood City Center to Everett Station. We are also studying a provisional station at SR 99/Airport Road through the planning process, but this station is not funded for final design and construction.
- We are studying parking facilities at Mariner and Everett Station, but final design and construction of parking is deferred.
- The project includes Operations and Maintenance Facility North, which would support overall system operation and have the capacity to receive, store, and service a larger train fleet to support Link extensions. To build this new facility, we need approximately 80–100+ acres near the light rail line.



Introduction and purpose

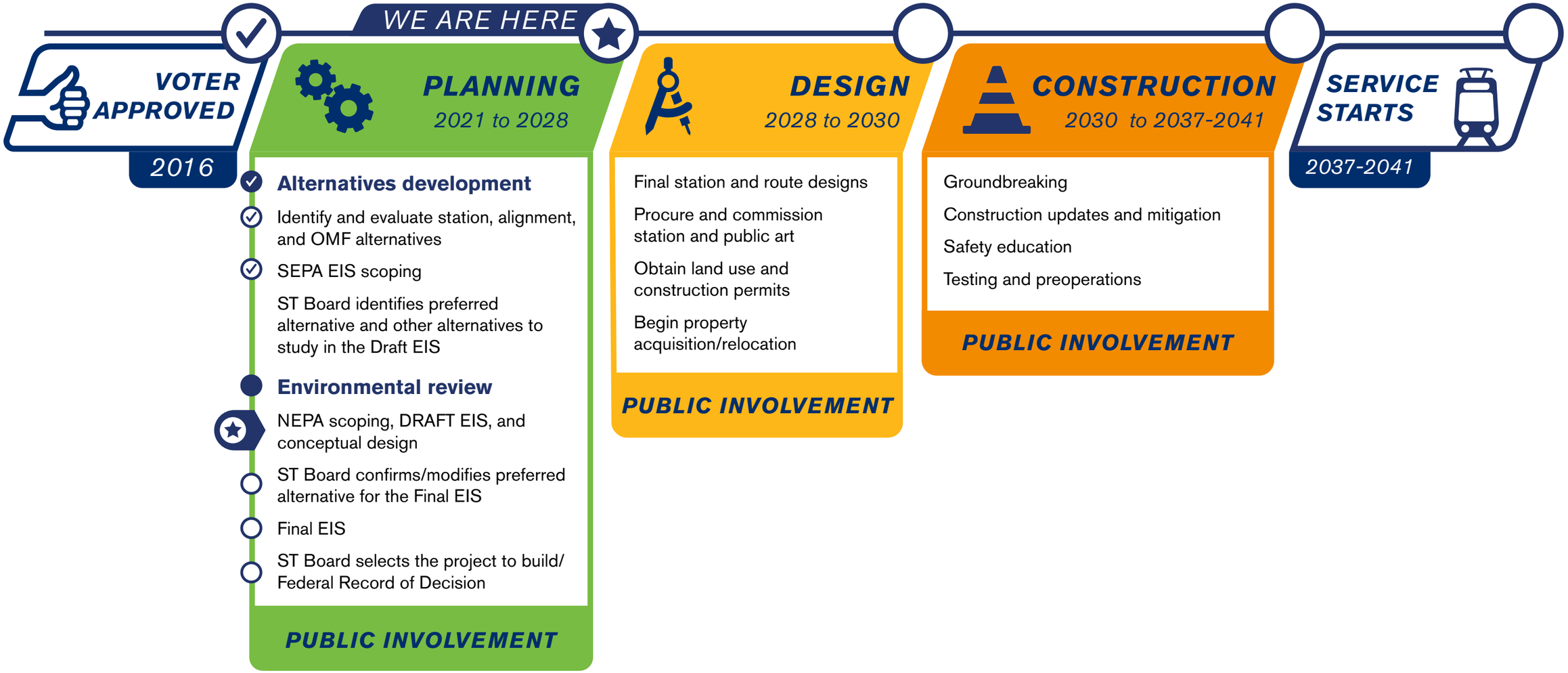
This guide shares information about the route, station, and Operations and Maintenance Facility North alternatives being studied during Everett Link Draft Environmental Impact Statement.

The Draft EIS comment period is Sept. 18 to Nov. 2, 2026. Use this guide to learn more about and compare the different alternatives along the Everett Link route, and be sure to make your voice heard by submitting a comment. The Draft EIS, along with information about the Draft EIS comment period and ways to submit public comments, is available on the project's website: soundtransit.org/everettlink.

Sound Transit will select the final locations for the route, stations, and OMF North after completing the environmental review process under both the Washington State Environmental Policy Act and the federal National Environmental Policy Act. The final decision on the project to be built will be made after publication of the Final EIS, which is expected in early 2028.



Project timeline



How to comment

We are accepting comments through Nov. 2

Your input is crucial in shaping the future of the Everett Link Extension. The Sound Transit Board will use your feedback to help select or modify the preferred alternatives. We recommend reviewing the Draft EIS findings for the topics you care about before submitting your comments.

Sound Transit will respond to substantive comments in the Final EIS, expected late 2027. Comment submitted during the Draft EIS comment period will be included in the Final EIS.

Ways to provide comments

Online comment form

soundtransit.org/everettlink-deis

Email

everettlinkcomments@soundtransit.org

Mail

Submit a letter to:
Everett Link Extension
Attn: Galeeb Kachra
Sound Transit
401 S. Jackson St. Seattle, WA 98104
Note: must be postmarked by Nov. 2.

Phone

Leave a voicemail at
425-243-6255.

Attend an event

Join us in person or virtually at a public meeting/hearing.

Alternatives overview

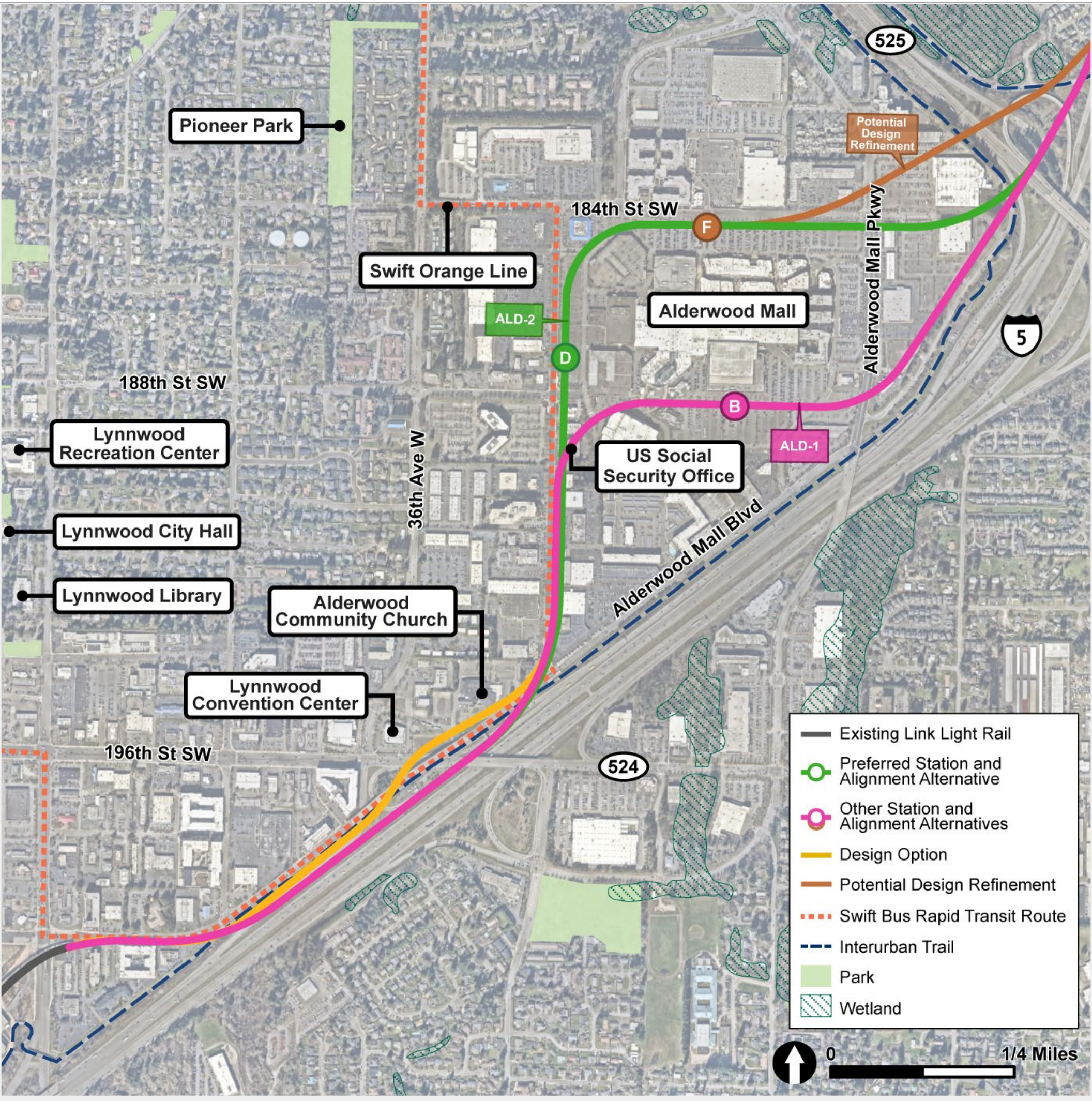
West Alderwood Segment

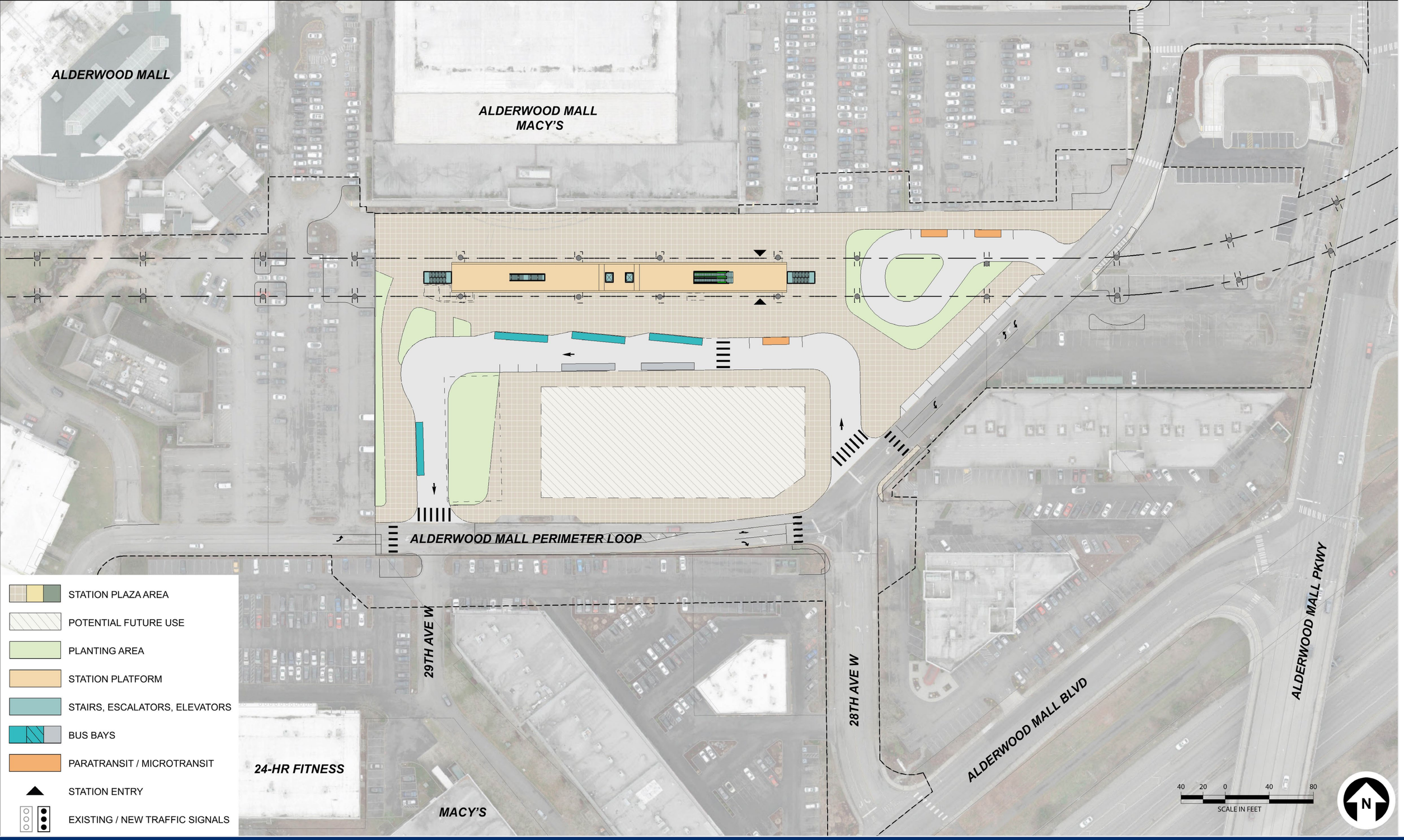


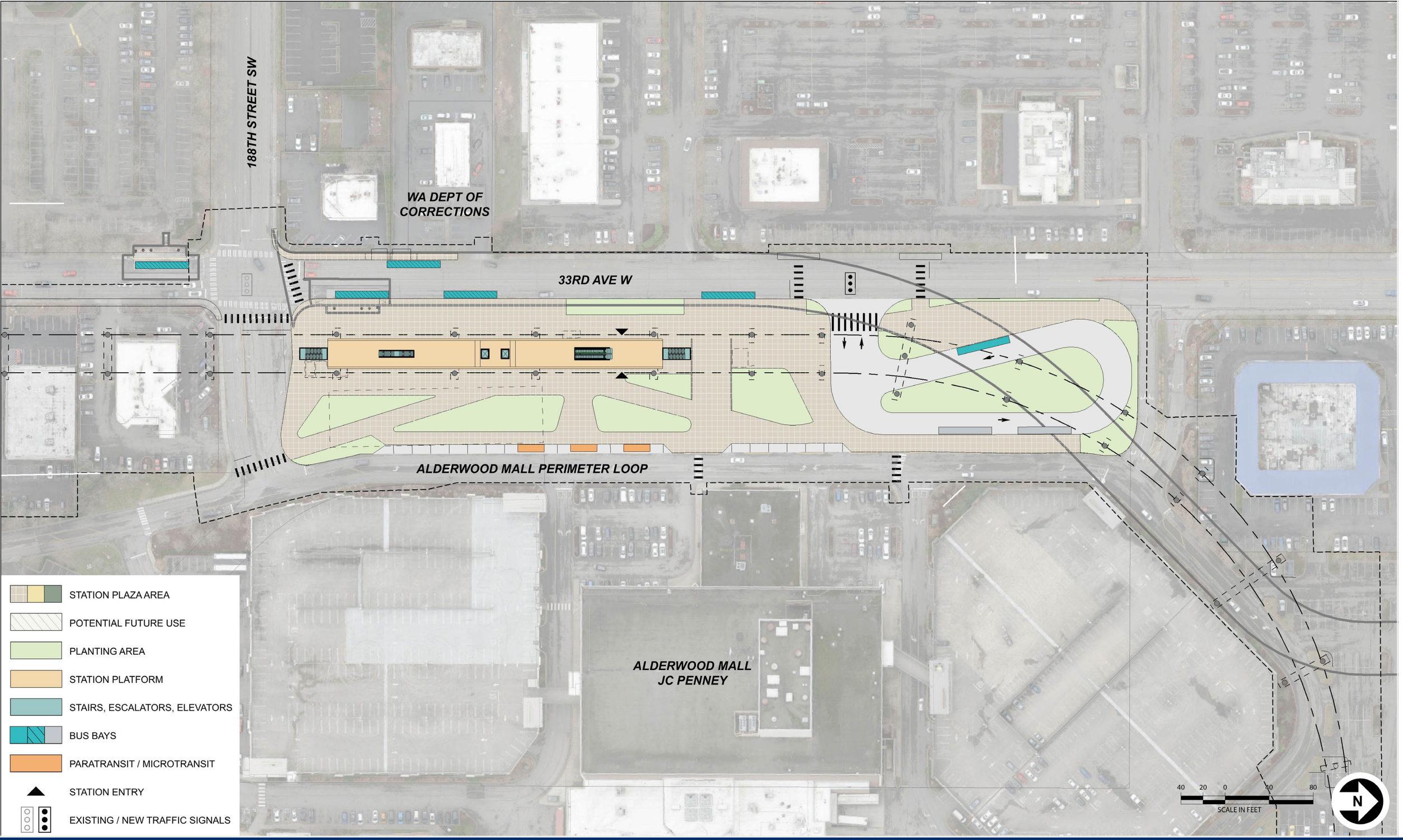
*The box showing potential design refinements does not show route elevation.**

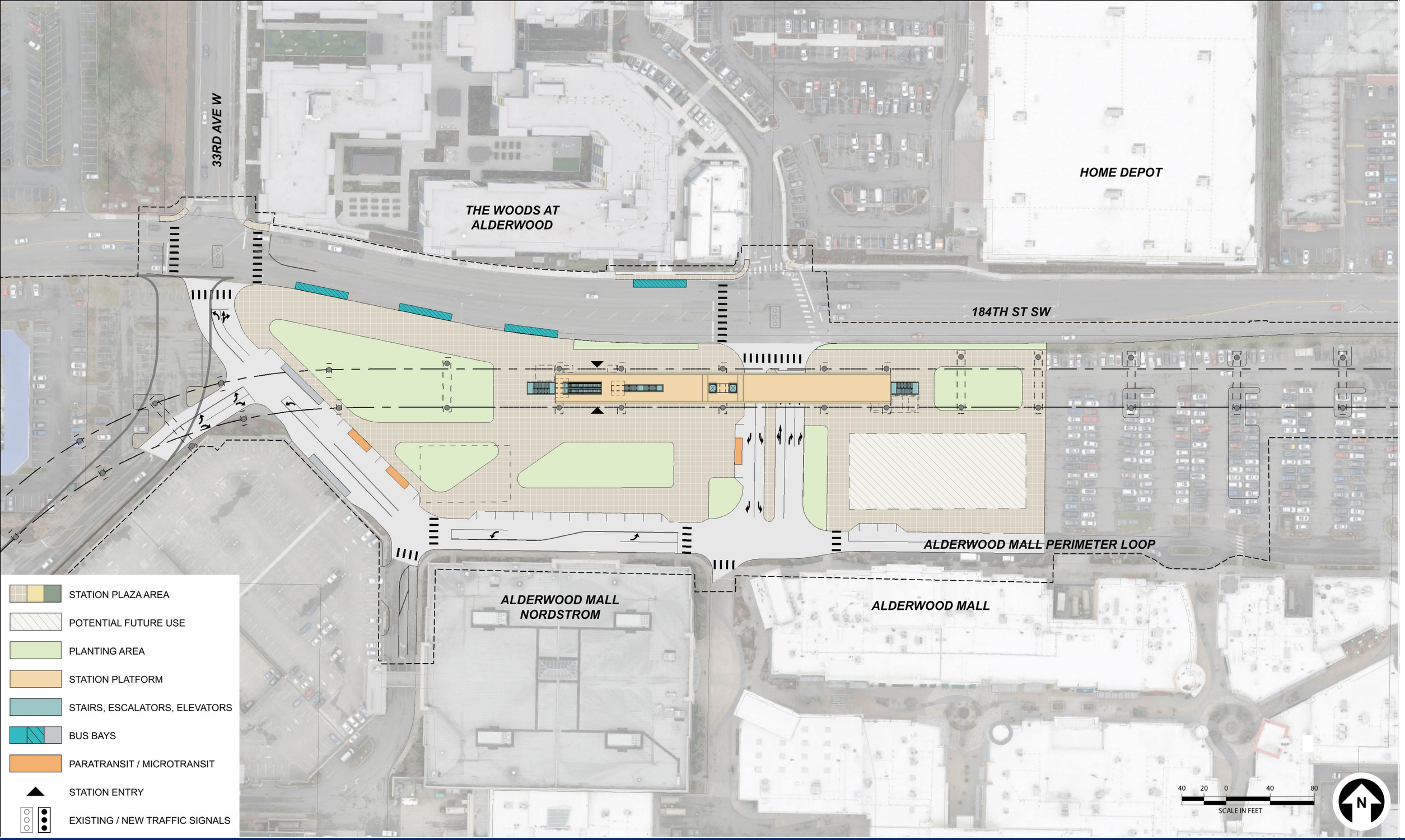
West Alderwood Segment | Map and highlights

- All routes and stations would be elevated.
- Station alternatives are located in or around Alderwood Mall.
- Community Transit serves this area with local buses and Swift Orange Line service.
- No new parking is planned here as part of this project.
- ALD-2D was identified as the preferred alternative.




ALDERWOOD MALL
ALDERWOOD MALL
MACY'S
ALDERWOOD MALL PERIMETER LOOP
29TH AVE W
28TH AVE W
ALDERWOOD MALL BLVD
ALDERWOOD MALL PKWY
24-HR FITNESS
MACY'S
STATION PLAZA AREA
POTENTIAL FUTURE USE
PLANTING AREA
STATION PLATFORM
STAIRS, ESCALATORS, ELEVATORS
BUS BAYS
PARATRANSIT / MICROTRANSIT
STATION ENTRY
EXISTING / NEW TRAFFIC SIGNALS
40 20 0 40 80
SCALE IN FEET
N


188TH STREET SW
WA DEPT OF CORRECTIONS
33RD AVE W
ALDERWOOD MALL PERIMETER LOOP
ALDERWOOD MALL
JC PENNEY
STATION PLAZA AREA
POTENTIAL FUTURE USE
PLANTING AREA
STATION PLATFORM
STAIRS, ESCALATORS, ELEVATORS
BUS BAYS
PARATRANSIT / MICROTRANSIT
STATION ENTRY
EXISTING / NEW TRAFFIC SIGNALS
40 20 0 40 80
SCALE IN FEET
N


33RD AVE W
THE WOODS AT ALDERWOOD
HOME DEPOT
184TH ST SW
ALDERWOOD MALL PERIMETER LOOP
ALDERWOOD MALL NORDSTROM
ALDERWOOD MALL
STATION PLAZA AREA
POTENTIAL FUTURE USE
PLANTING AREA
STATION PLATFORM
STAIRS, ESCALATORS, ELEVATORS
BUS BAYS
PARATRANSIT / MICROTRANSIT
STATION ENTRY
EXISTING / NEW TRAFFIC SIGNALS
40 20 0 40 80
SCALE IN FEET
N

West Alderwood Segment | Summary of potential effects

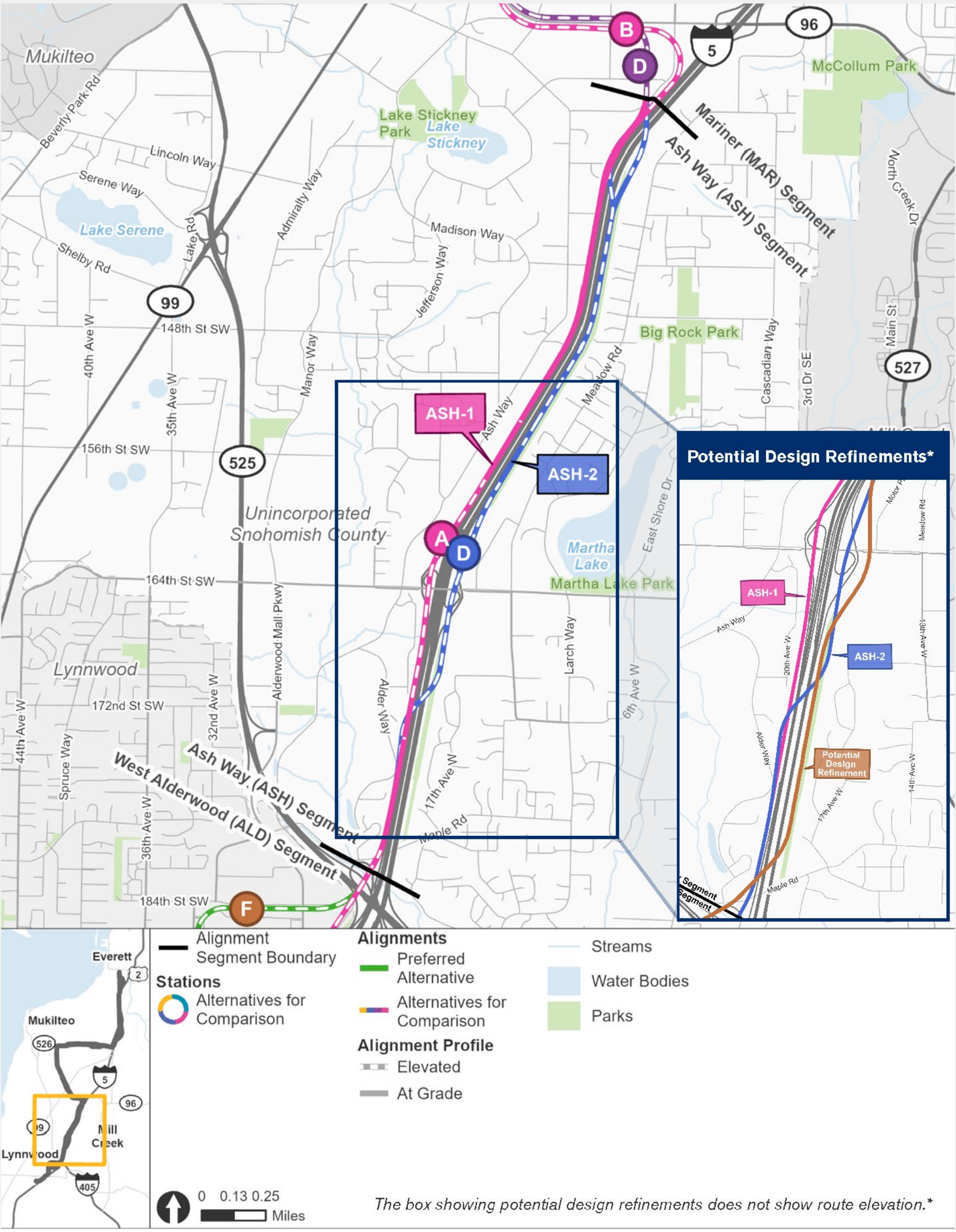
Measure[a]	***ALD-1B***	***ALD-1B*** with Alderwood Mall Boulevard design option	***Preferred ALD-2D***	***ALD-2D*** with Alderwood Mall Boulevard design option	***ALD-2F***	***ALD-2F*** with Alderwood Mall Boulevard design option
Potential street closures during construction	Overnight closures of access ramps to/from I-5, I-405, and SR 525	Overnight closures of access ramps to/from I-5, I-405, and SR 525	Overnight closures of access ramps to/from I-5, I-405, and SR 525	Overnight closures of access ramps to/from I-5, I-405, and SR 525	Overnight closures of access ramps to/from I-5, I-405, and SR 525	Overnight closures of access ramps to/from I-5, I-405, and SR 525
Number of potential residential displacements	None	None	None	None	None	None
Number of potential business displacements	14	14	37	36	29	28
Displaced social resources/community facilities	US Social Security office	US Social Security office	US Social Security office	US Social Security office	None	None
Ecosystem impacts	No impacts to wetlands 50 linear feet of streams No impacts to open space upland habitats	No impacts to wetlands 50 linear feet of streams No impacts to open space upland habitats	No impacts to wetlands 50 linear feet of streams No impacts to open space upland habitats	No impacts to wetlands 50 linear feet of streams No impacts to open space upland habitats	No impacts to wetlands 50 linear feet of streams No impacts to open space upland habitats	No impacts to wetlands 50 linear feet of streams No impacts to open space upland habitats
Number of historic properties with potential adverse effects	1	1	2	2	2	2
Opinion of probable cost in millions[b]	$960 – 1,090	$930 – 1,050	$990 – 1,110	$960 – 1,080	$950 – 1,070	$920 – 1,040

NOTES:

a) Numbers or descriptions presented in this table are for permanent or long-term impacts, except where a construction impact is noted.

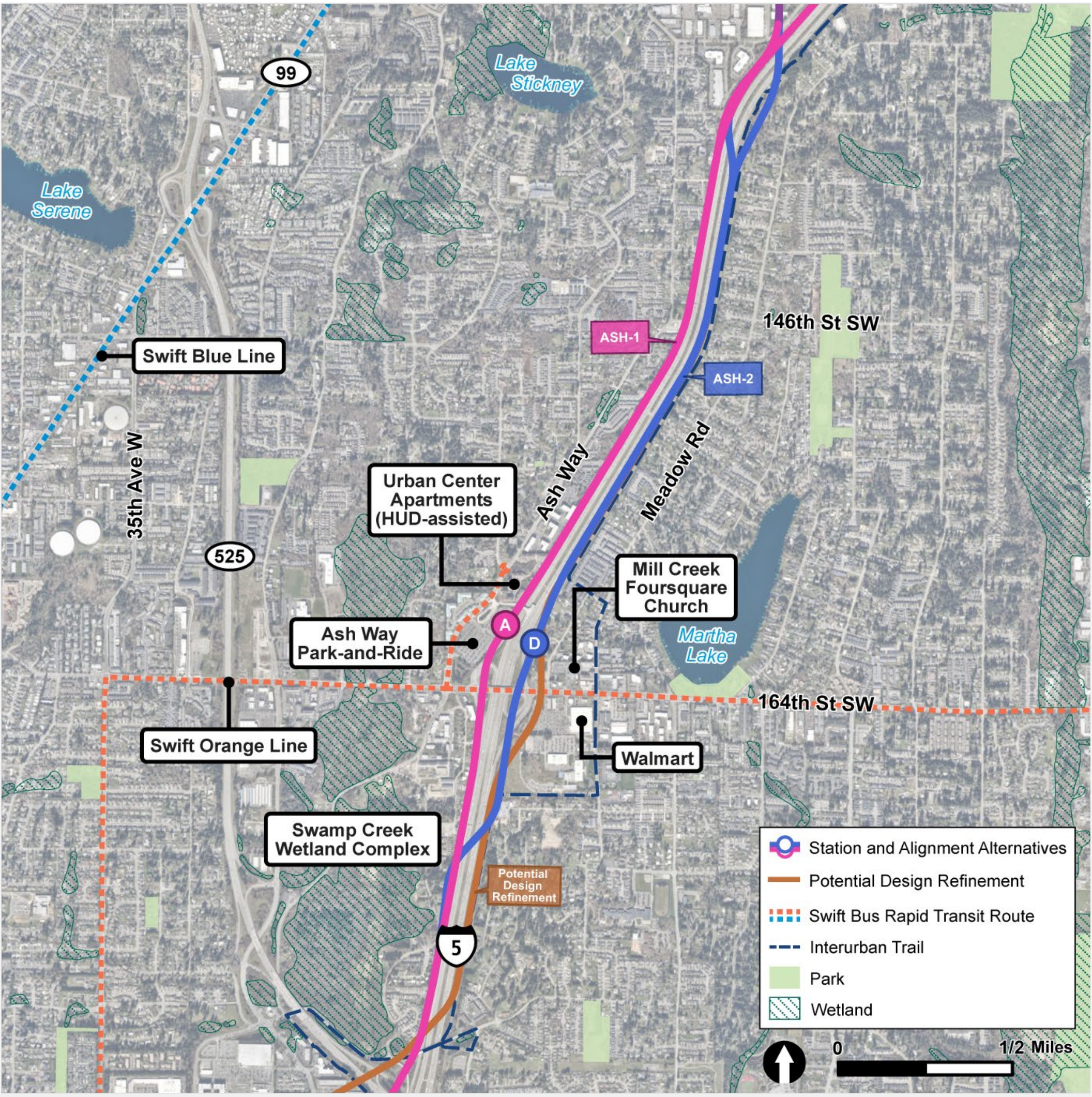
b) Opinions of probable cost are in 2025 dollars, are for comparative purposes only, and do not represent the project budget.

Ash Way Segment



Ash Way Segment | Map and highlights

- All stations would be elevated.
- The existing Ash Way Park-and-Ride located west of I-5 would continue to be the area's parking facility.
- Community Transit serves this area with local and commuter buses, and Swift Orange Line service.
- Snohomish County plans to complete a new multimodal crossing of I-5 north of 164th St SW, which is partially funded.
- No preferred alternative was identified for this segment.



ASH WAY

ASH WAY
PARK & ROAD

I-5 SB

I-5 NB

STATION PLAZA AREA

POTENTIAL FUTURE USE

PLANTING AREA

STATION PLATFORM

STAIRS, ESCALATORS, ELEVATORS

BUS BAYS

PARATRANSIT / MICROTRANSIT

STATION ENTRY

EXISTING / NEW TRAFFIC SIGNALS

40 20 0 40 80

SCALE IN FEET

N

I-5 NB

I-5 NB ON RAMP

MOTOR PL

164TH ST SW

MILL CREEK FOURSQUARE CHURCH

- STATION PLAZA AREA
- POTENTIAL FUTURE USE
- PLANTING AREA
- STATION PLATFORM
- STAIRS, ESCALATORS, ELEVATORS
- BUS BAYS
- PARATRANSIT / MICROTRANSIT
- STATION ENTRY
- EXISTING / NEW TRAFFIC SIGNALS

40 20 0 40 80

SCALE IN FEET

N

Ash Way Segment | Summary of potential effects

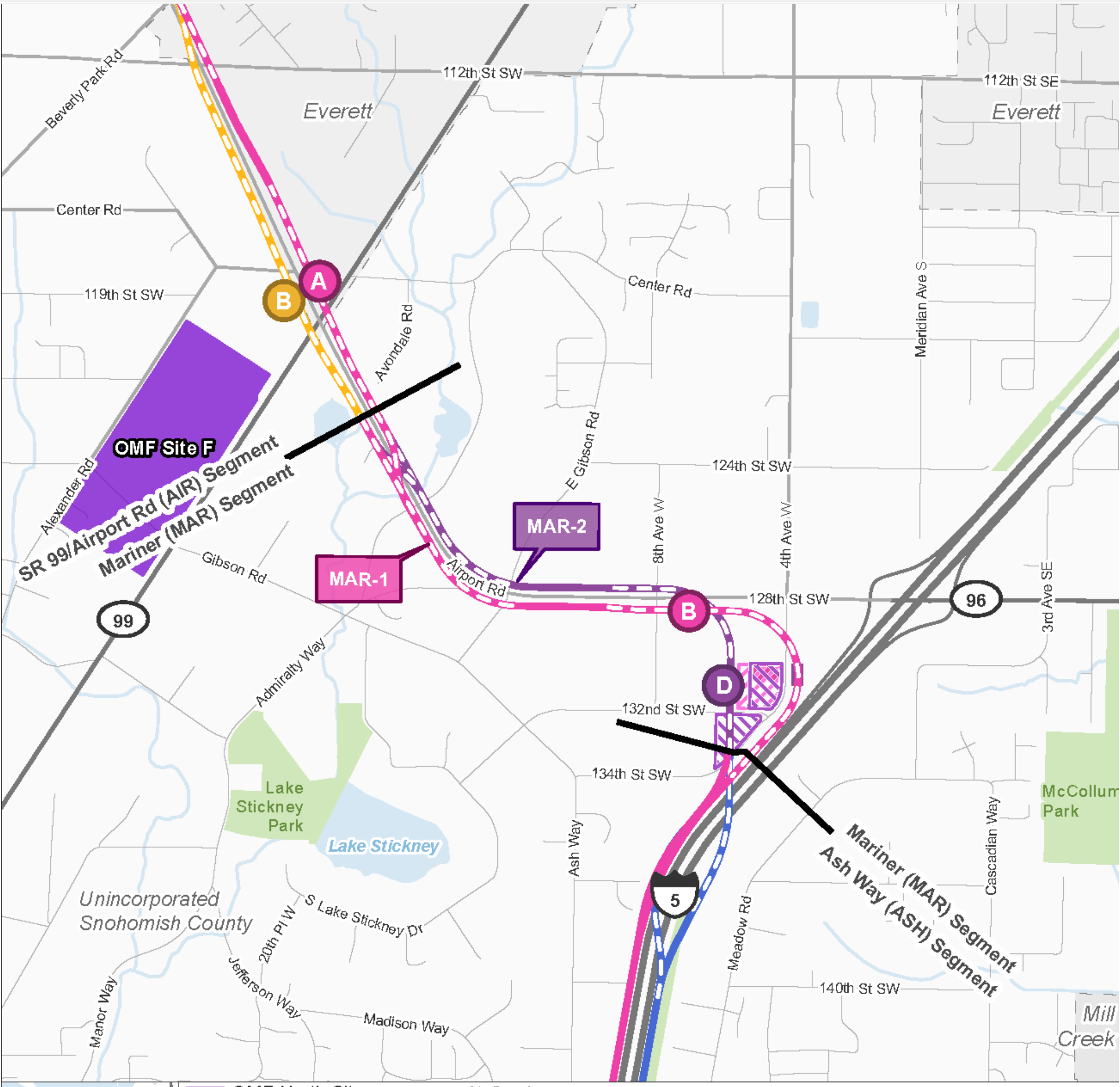
Measure[a]	*ASH-1A*	*ASH-2Dw*
Potential street closures during construction	Overnight closures of southbound I-5 access ramps to/from 164th St SW	Overnight closures of the northbound and southbound lanes of I-5 and northbound I-5 access ramps to/from 164th St SW
Number of potential residential displacements	63	38 — 45
Number of potential business displacements	0 — 1	1
Displaced social resources/community facilities	None	None
Ecosystem impacts	0.9 acres of wetlands 150 linear feet of streams 2.8 acres of open space upland habitats	1.3 acres of wetlands 500 linear feet of streams 8.9 acres of open space upland habitats
Number of historic properties with potential adverse effects	None	None
Opinion of probable cost in millions[b]	$1,090 – 1,230	$980 – 1,110

NOTES:

a) Numbers or descriptions presented in this table are for permanent or long-term impacts, except where a construction impact is noted. Each alignment alternative is compatible with all alignment alternatives in the adjacent segments. The ranges of displacements reflect the various connections to the adjacent segments.

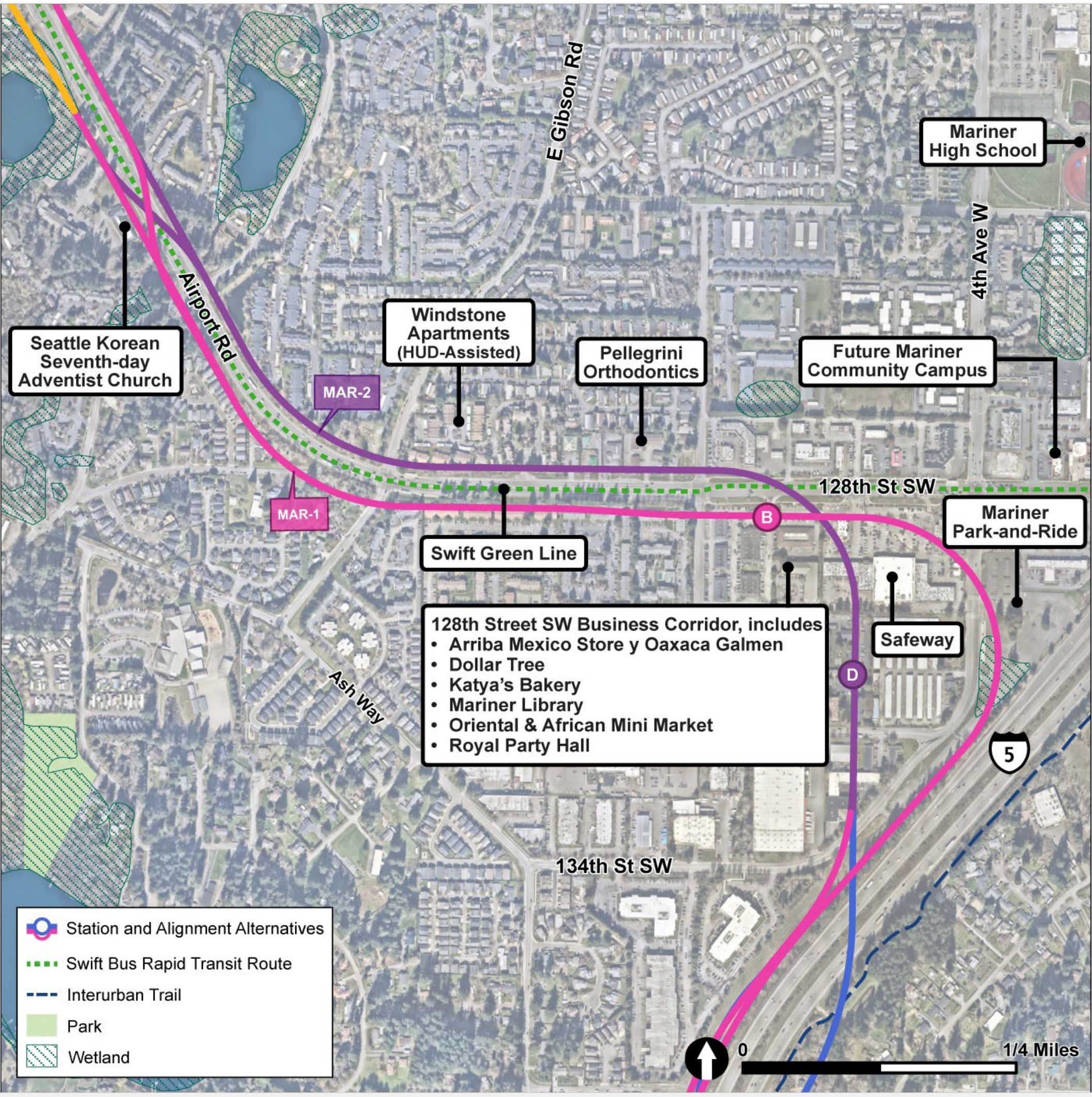
b) Opinions of probable cost are in 2025 dollars, are for comparative purposes only, and do not represent the project budget.

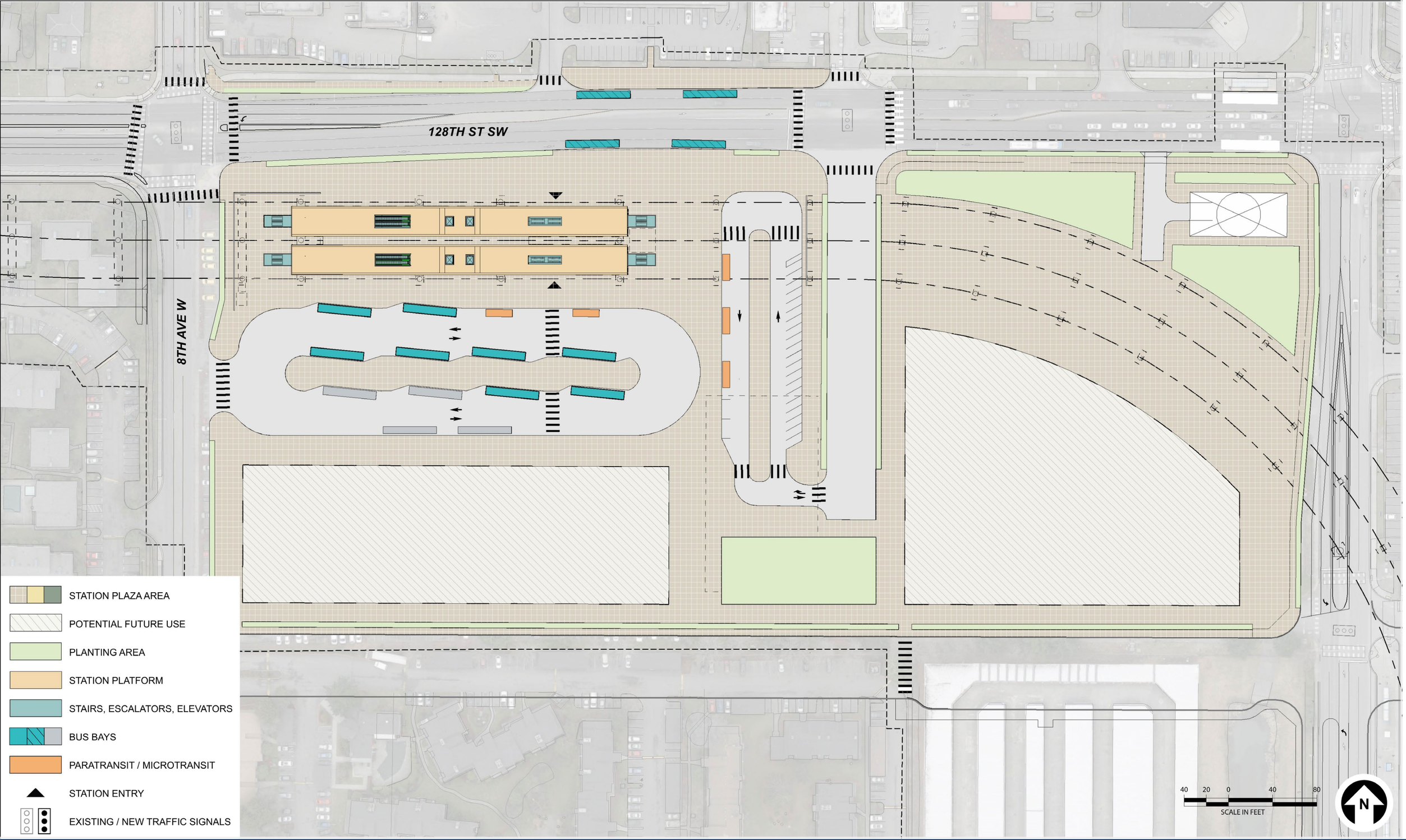
Mariner Segment

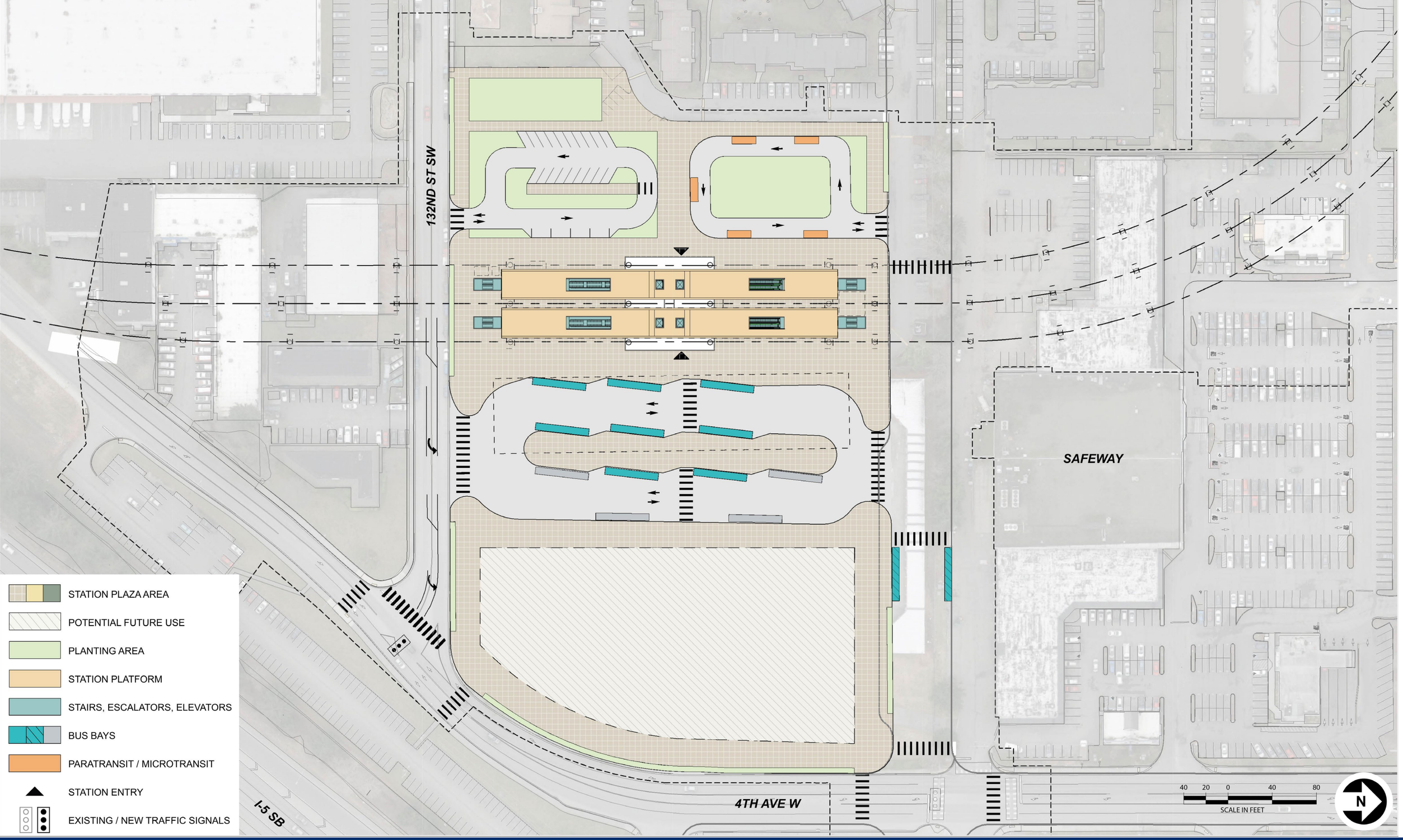


Mariner Segment | Map and highlights

- All stations and routes would be elevated.
- Community Transit serves this area with local buses and the Swift Green Line.
- Snohomish County is actively seeking funding for a new multimodal crossing of I-5 between 130th St SE on the east and 8th Ave W on the west.
- The Mariner Park-and-Ride lot is west of I-5 and south of 128th St SW.
- Approximately 550 new parking spaces are being studied at this station, but final design and construction of parking is deferred.
- No preferred alternative was identified for this segment.

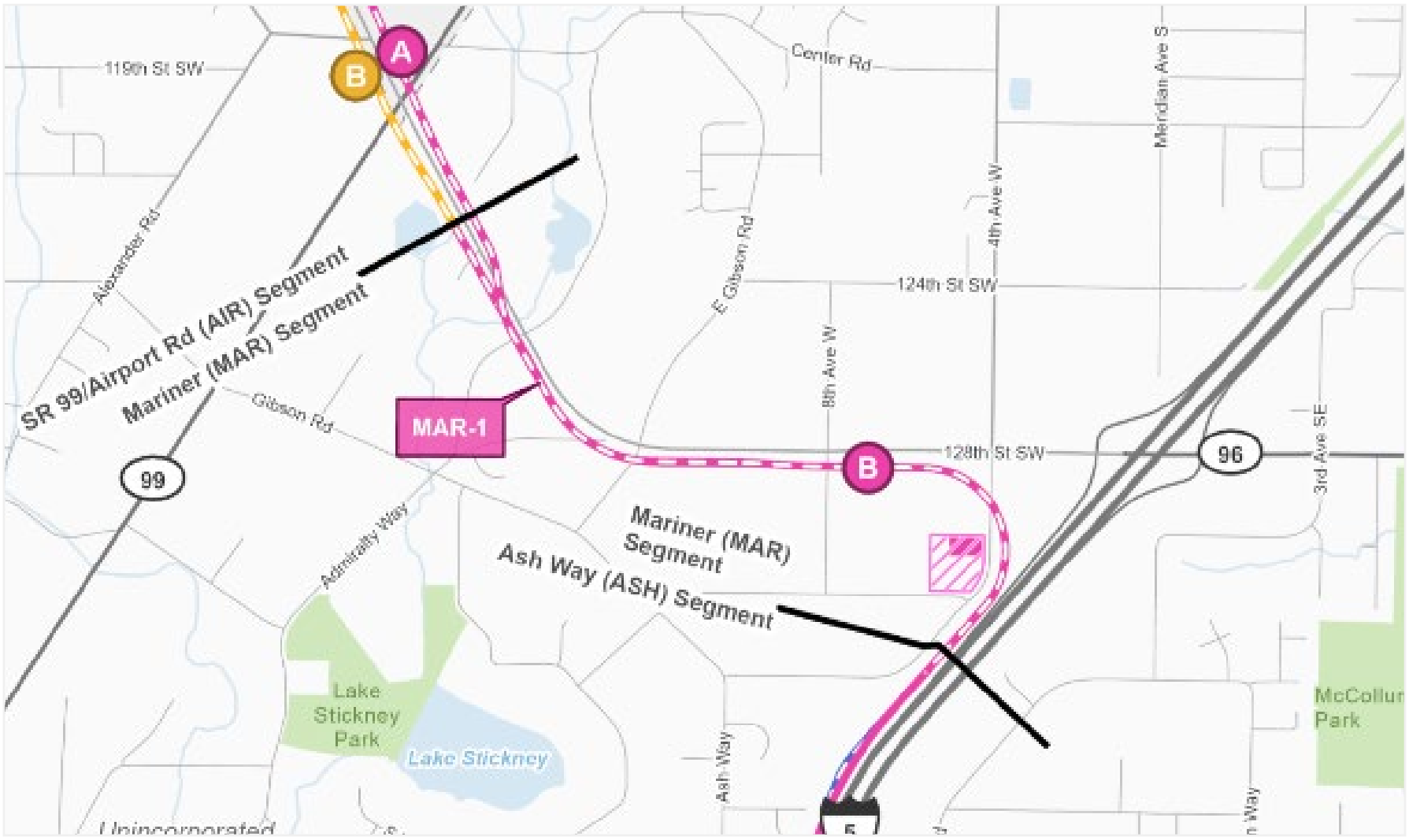



128TH ST SW
8TH AVE W
STATION PLAZA AREA
POTENTIAL FUTURE USE
PLANTING AREA
STATION PLATFORM
STAIRS, ESCALATORS, ELEVATORS
BUS BAYS
PARATRANSIT / MICROTRANSIT
STATION ENTRY
EXISTING / NEW TRAFFIC SIGNALS
40 20 0 40 80
SCALE IN FEET
N

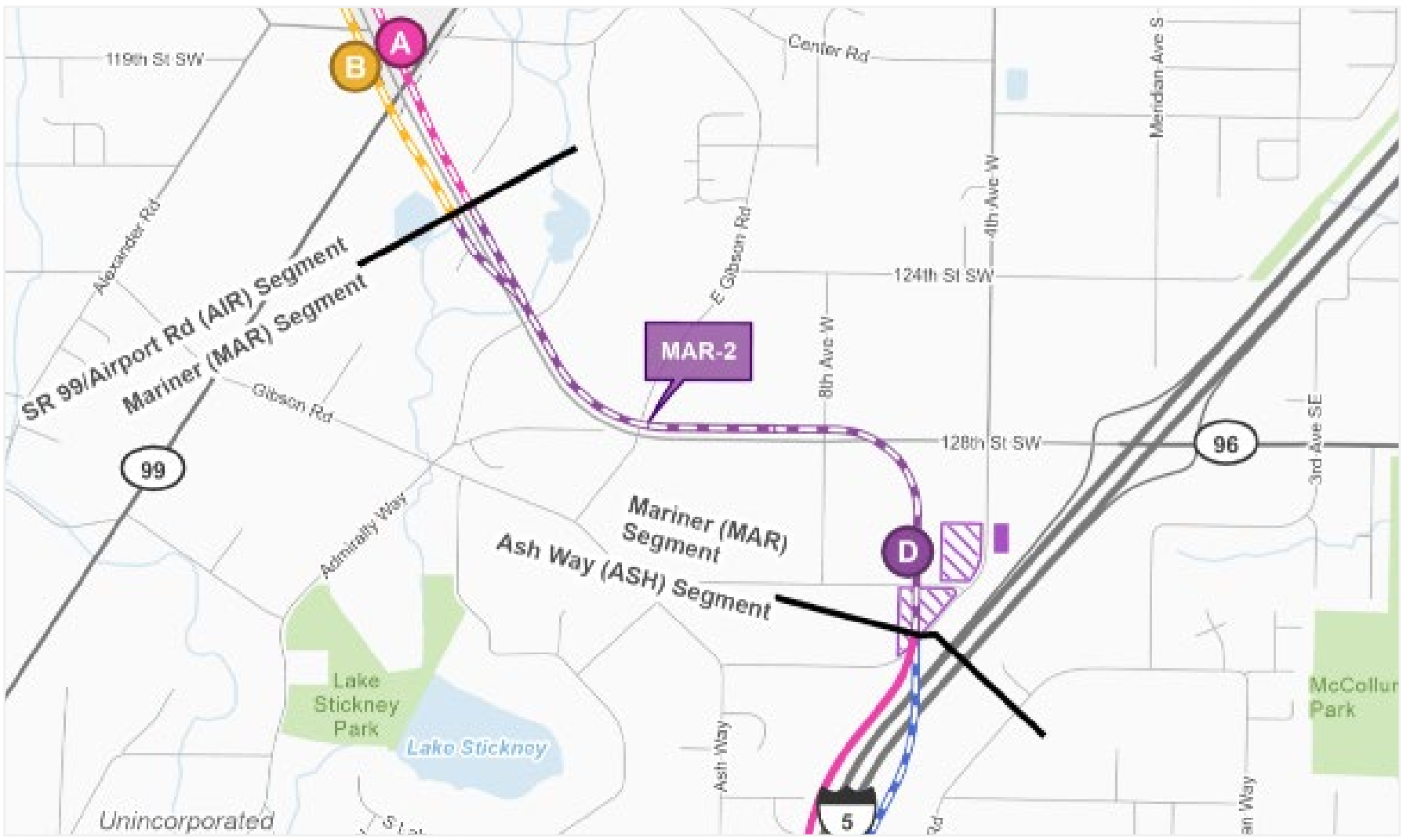

132ND ST SW
SAFEWAY
4TH AVE W
I-5 SB
STATION PLAZA AREA
POTENTIAL FUTURE USE
PLANTING AREA
STATION PLATFORM
STAIRS, ESCALATORS, ELEVATORS
BUS BAYS
PARATRANSIT / MICROTRANSIT
STATION ENTRY
EXISTING / NEW TRAFFIC SIGNALS
40 20 0 40 80
SCALE IN FEET
N

Mariner Segment | Parking design options

Alternative MAR-1B showing potential future parking options



Alternative MAR-2D showing potential future parking options



- Approximately 550 new parking spaces are being studied at this station, but final design and construction of parking is deferred.
- Each station alternative has a design option for a surface parking lot instead of a parking structure.

Mariner Segment | Summary of potential effects

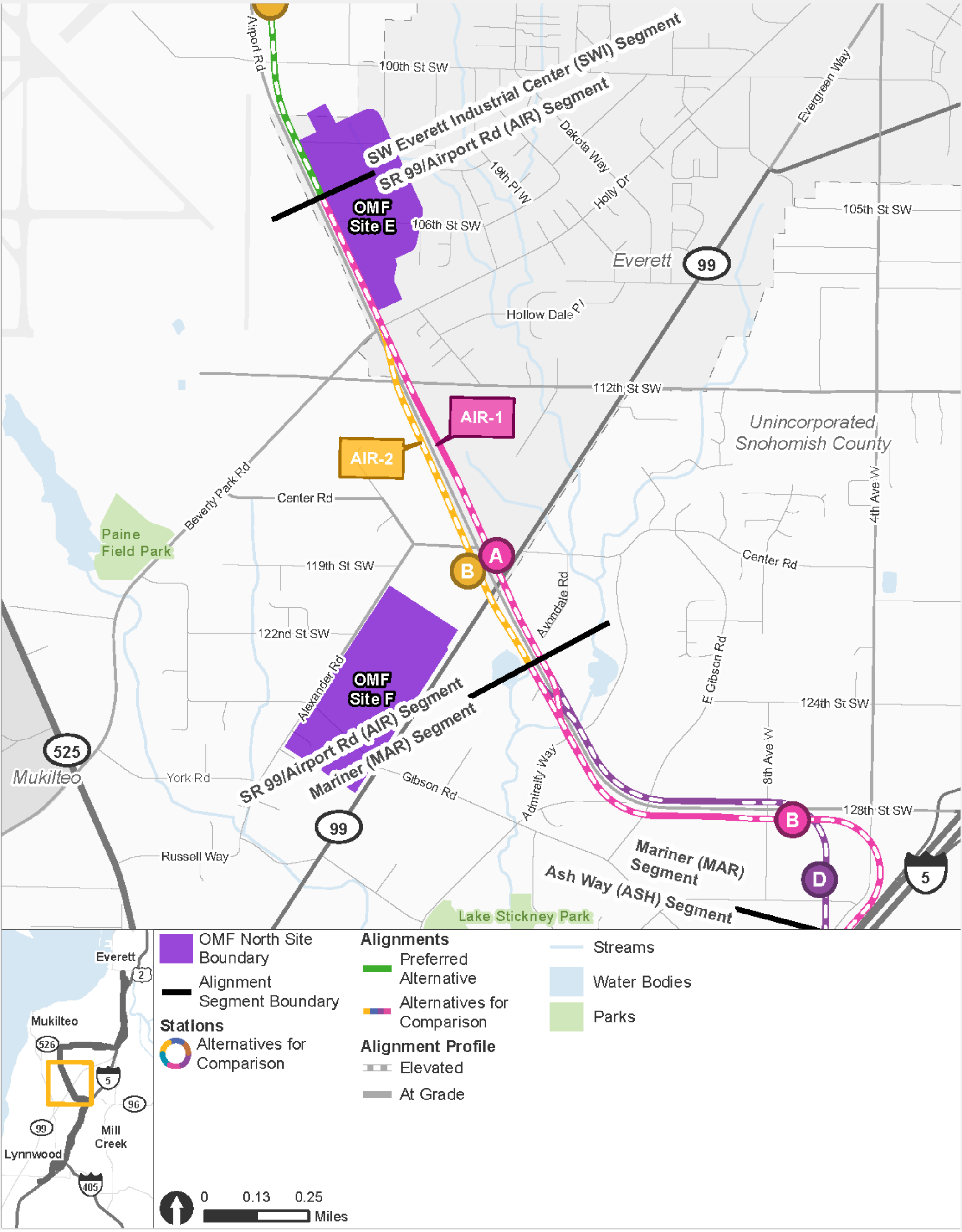
Measure[a]	***MAR-1B*** with structured parking	***MAR-1B*** with surface parking design option	***MAR-2D*** with structured parking	***MAR-2D*** with surface parking design option
Potential street closures during construction	Local road closures including 4th Ave W and the south side of 128th St W	Local road closures including 4th Ave W and the south side of 128th St W	Local road closures including 4th Ave W and the north side of 128th St W	Local road closures including 4th Ave W and the north side of 128th St W
Number of potential residential displacements	300	300	287	287
Number of potential business displacements	68	68	45 — 46	45 — 46
Displaced social resources/ community facilities	Mariner Library, Royal Party Hall, Katya's Bakery, Oriental & African Mini Market, Dollar Tree, Safeway, and Arriba Mexico Store Y Oaxaca Galmen	Mariner Library, Royal Party Hall, Katya's Bakery, Oriental & African Mini Market, Dollar Tree, Safeway, and Arriba Mexico Store Y Oaxaca Galmen	Oriental & African Mini Market, Dollar Tree, several buildings within the Windstone Apartments (HUD-assited property), and Pellegrini Orthodontics	Oriental & African Mini Market, Dollar Tree, several buildings within the Windstone Apartments (HUD-assited property), and Pellegrini Orthodontics
Ecosystem impacts	0.1 acres of wetlands 50 linear feet of streams 0.7 acres of open space upland habitats	0.1 acres of wetlands 50 linear feet of streams 0.7 acres of open space upland habitats	0.3 acres of wetlands 50 linear feet of streams No impacts to open space upland habitats	0.3 acres of wetlands 50 linear feet of streams No impacts to open space upland habitats
Number of historic properties with potential adverse effects	None	None	None	None
Opinion of probable cost in millions[b]	$1,220 – 1,370	$1,220 – 1,370	$920 – 1,040	$910 – 1,020

NOTES:

a) Numbers or descriptions presented in this table are for permanent or long-term impacts, except where a construction impact is noted. Each alignment alternative is compatible with all alignment alternatives in the adjacent segments. The ranges of displacements reflect the various connections to the adjacent segments.

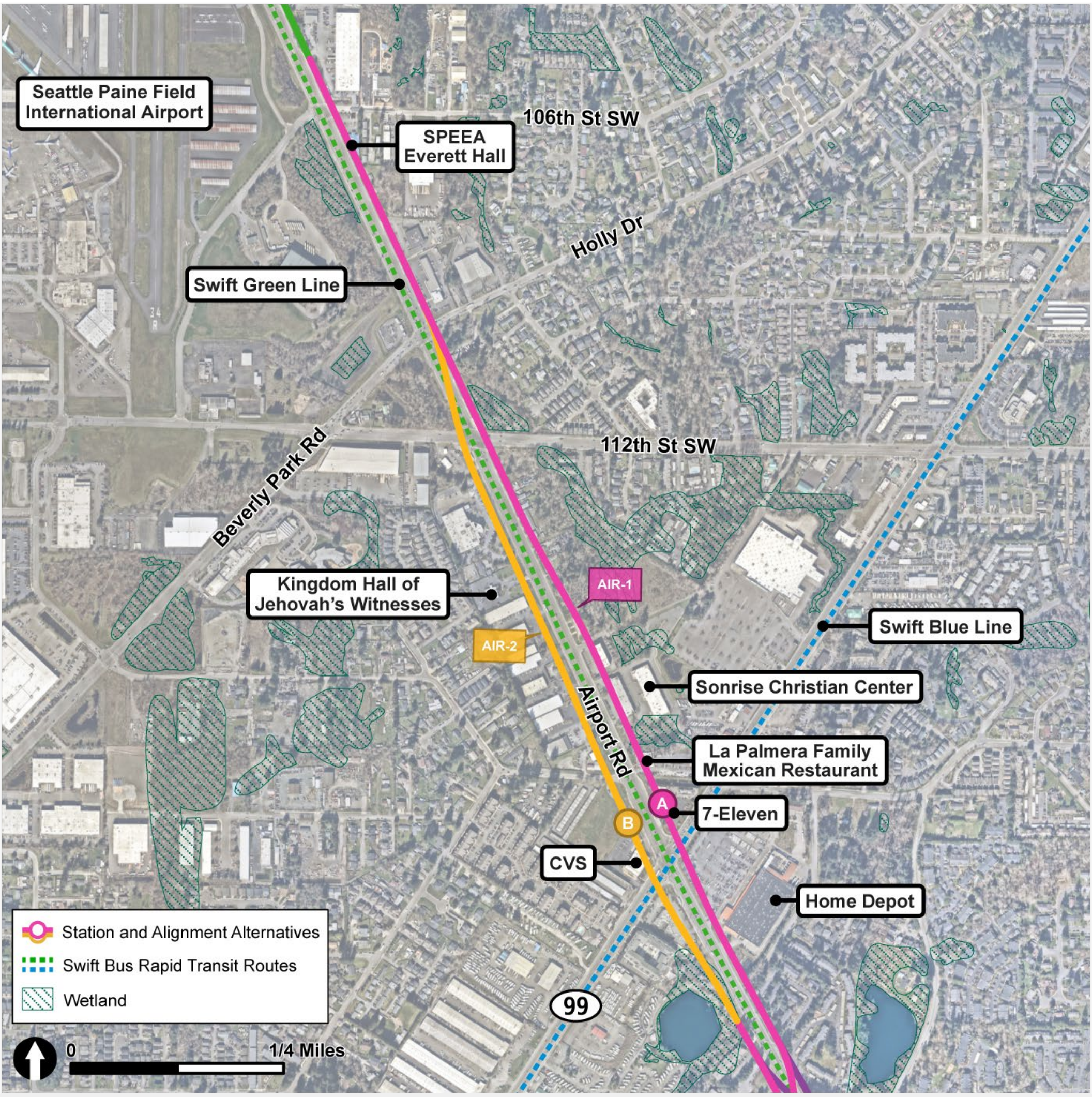
b) Opinions of probable cost are in 2025 dollars, are for comparative purposes only, and do not represent the project budget. The opinion of probable cost for the Mariner alternatives does not include cost for parking.

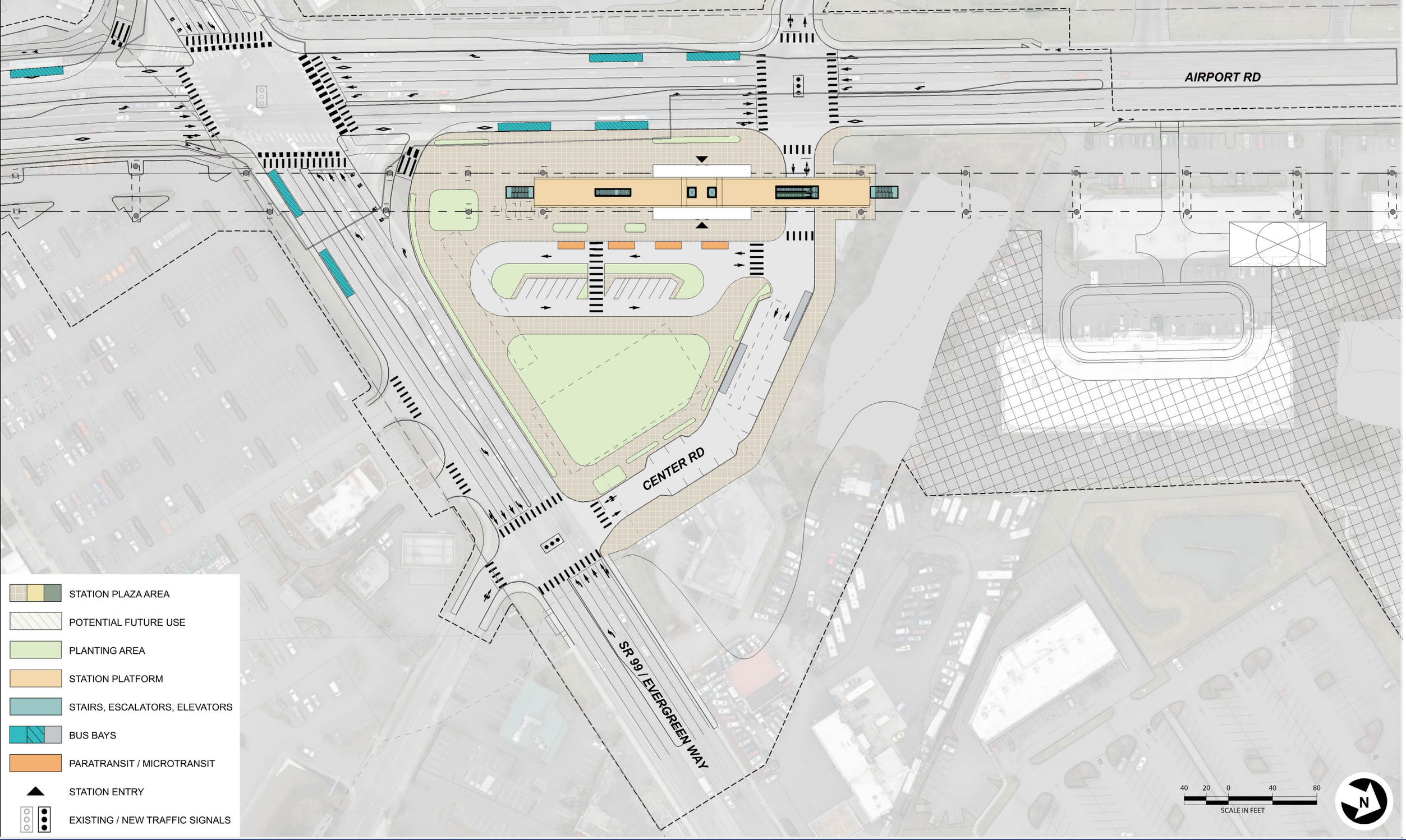
SR 99 / Airport Road Segment

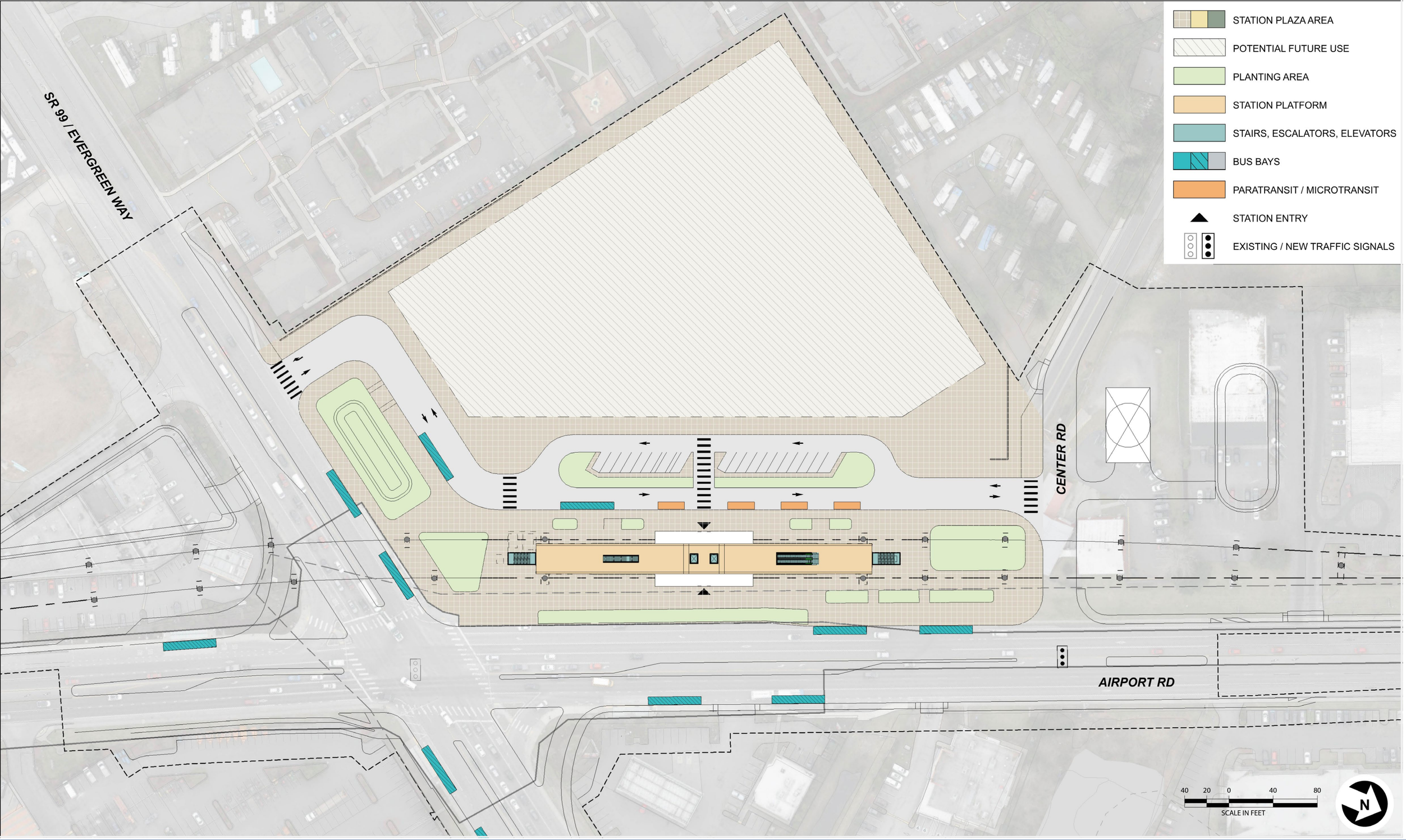


SR 99 / Airport Road Segment | Map and highlights

- This station is provisional (funded through environmental review, unfunded for final design and construction).
- All stations and routes would be elevated.
- Community Transit currently serves this area with bus routes including Swift Blue and Green lines.
- No new parking is planned here as part of this project.
- No preferred alternative was identified for this segment.




AIRPORT RD
CENTER RD
SR 99 / EVERGREEN WAY
STATION PLAZA AREA
POTENTIAL FUTURE USE
PLANTING AREA
STATION PLATFORM
STAIRS, ESCALATORS, ELEVATORS
BUS BAYS
PARATRANSIT / MICROTRANSIT
STATION ENTRY
EXISTING / NEW TRAFFIC SIGNALS
40 20 0 40 80
SCALE IN FEET
N


STATION PLAZA AREA
POTENTIAL FUTURE USE
PLANTING AREA
STATION PLATFORM
STAIRS, ESCALATORS, ELEVATORS
BUS BAYS
PARATRANSIT / MICROTRANSIT
STATION ENTRY
EXISTING / NEW TRAFFIC SIGNALS
SR 99 / EVERGREEN WAY
CENTER RD
AIRPORT RD
40 20 0 40 80
SCALE IN FEET
N

SR 99 / Airport Road Segment | Summary of potential effects

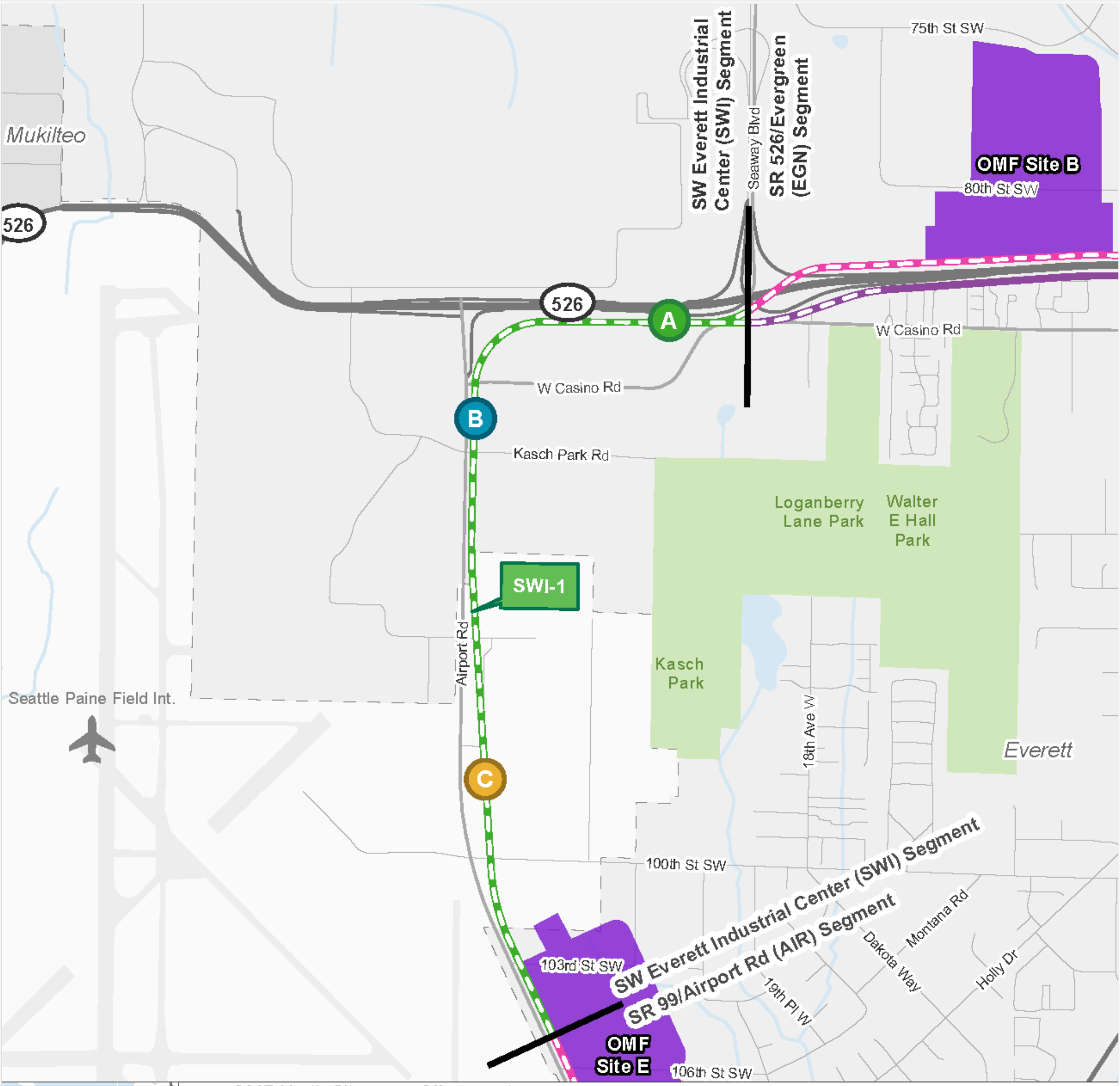
Measure[a]	AIR-1A	AIR-2B
Potential street closures during construction	Overnight closures of SR 99 and 112th St SW on the east side of Airport Road	Full closures of Airport Road and overnight closures of SR 99 and 112th St SW on the west side of Airport Road
Number of potential residential displacements	17	5
Number of potential business displacements	27	23
Displaced social resources/community facilities	Sonrise Christian Center, 7-Eleven Convenience Store, La Palmera Family Mexican Restaurant, and the Society Of Professional Engineering Employees in Aerospace (SPEEA) Everett Hall	CVS and SPEEA Everett Hall
Ecosystem impacts	0.2 acres of wetlands 50 linear feet of streams 0.7 acres of open space upland habitats	0.3 acres of wetlands No impacts to streams 0.5 acres of open space upland habitats
Number of historic properties with potential adverse effects	None	None
Opinion of probable cost in millions[b]	$690 – 780	$680 – 760

NOTES:

a) Numbers or descriptions presented in this table are for permanent or long-term impacts, except where a construction impact is noted.

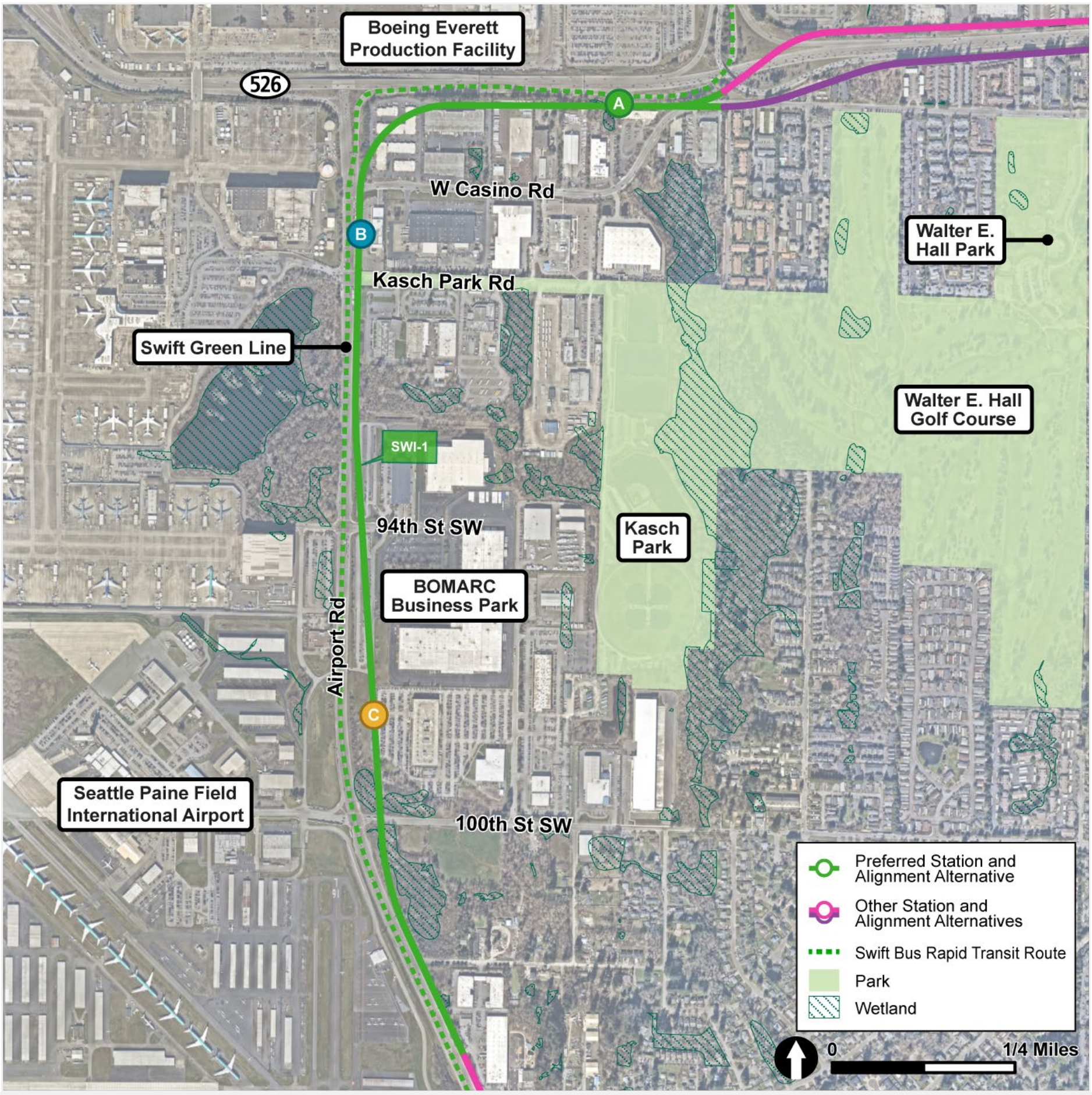
b) Opinions of probable cost are in 2025 dollars, are for comparative purposes only, and do not represent the project budget. The SR 99/Airport Road Station is not currently funded for final design and construction.

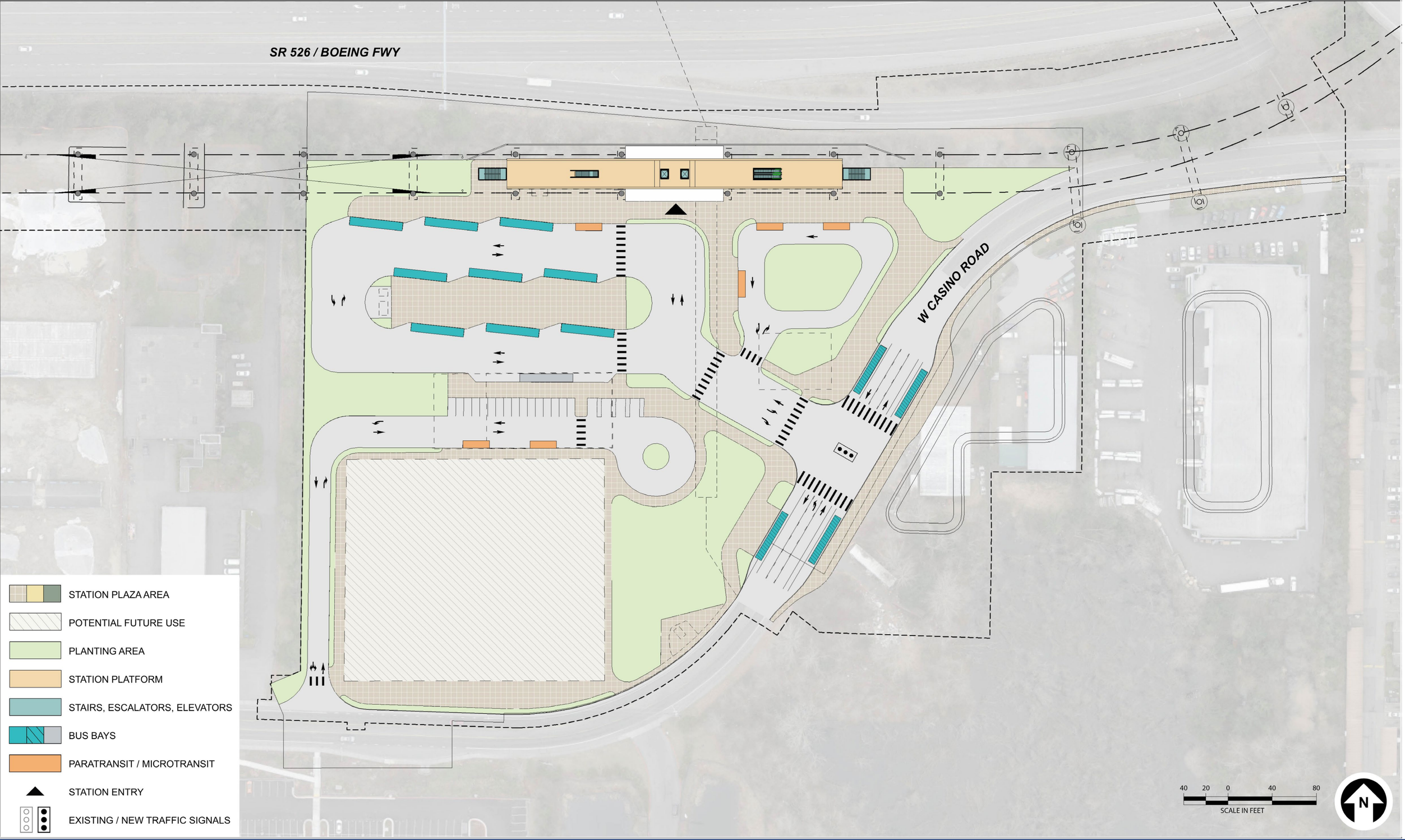
SW Everett Industrial Center Segment

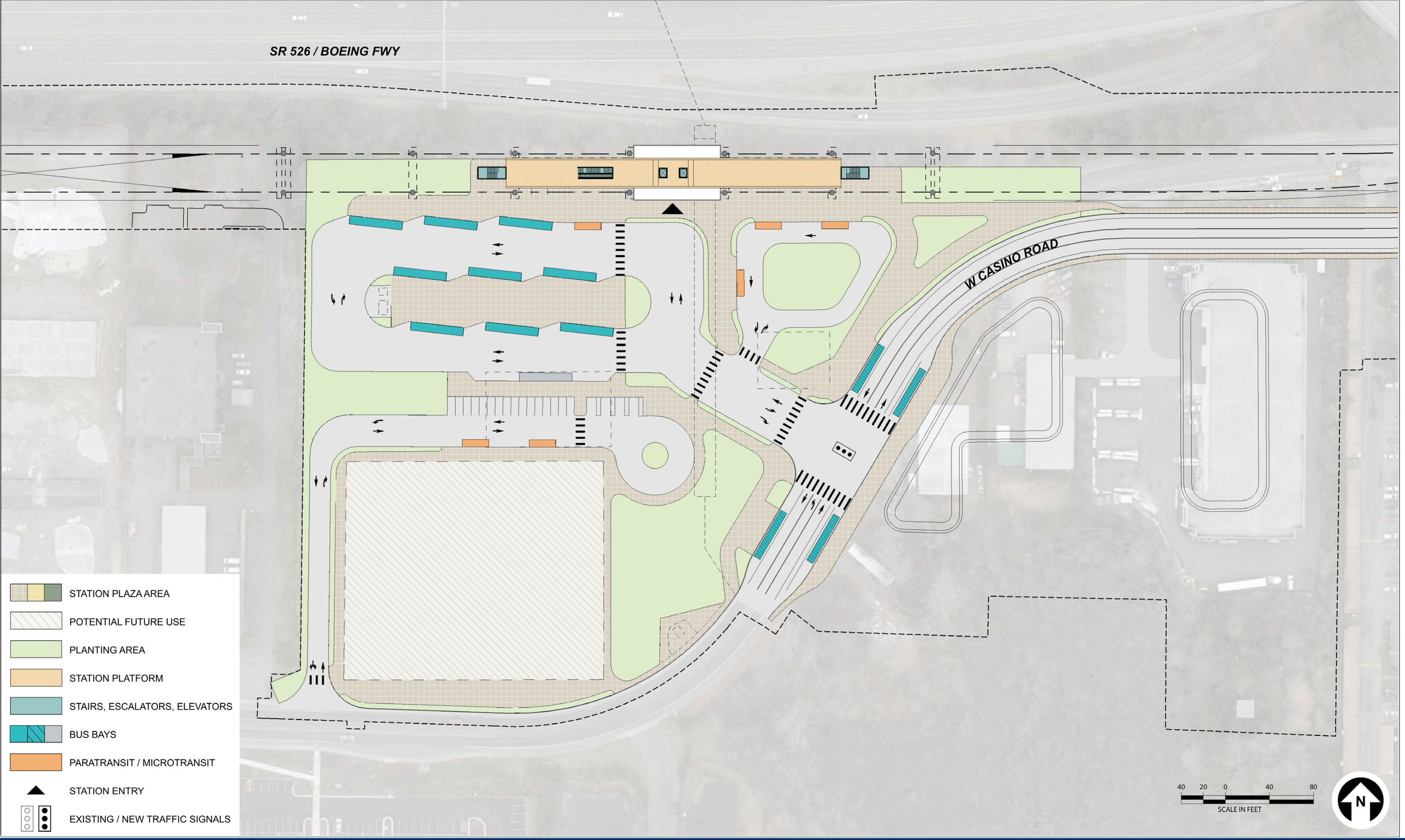


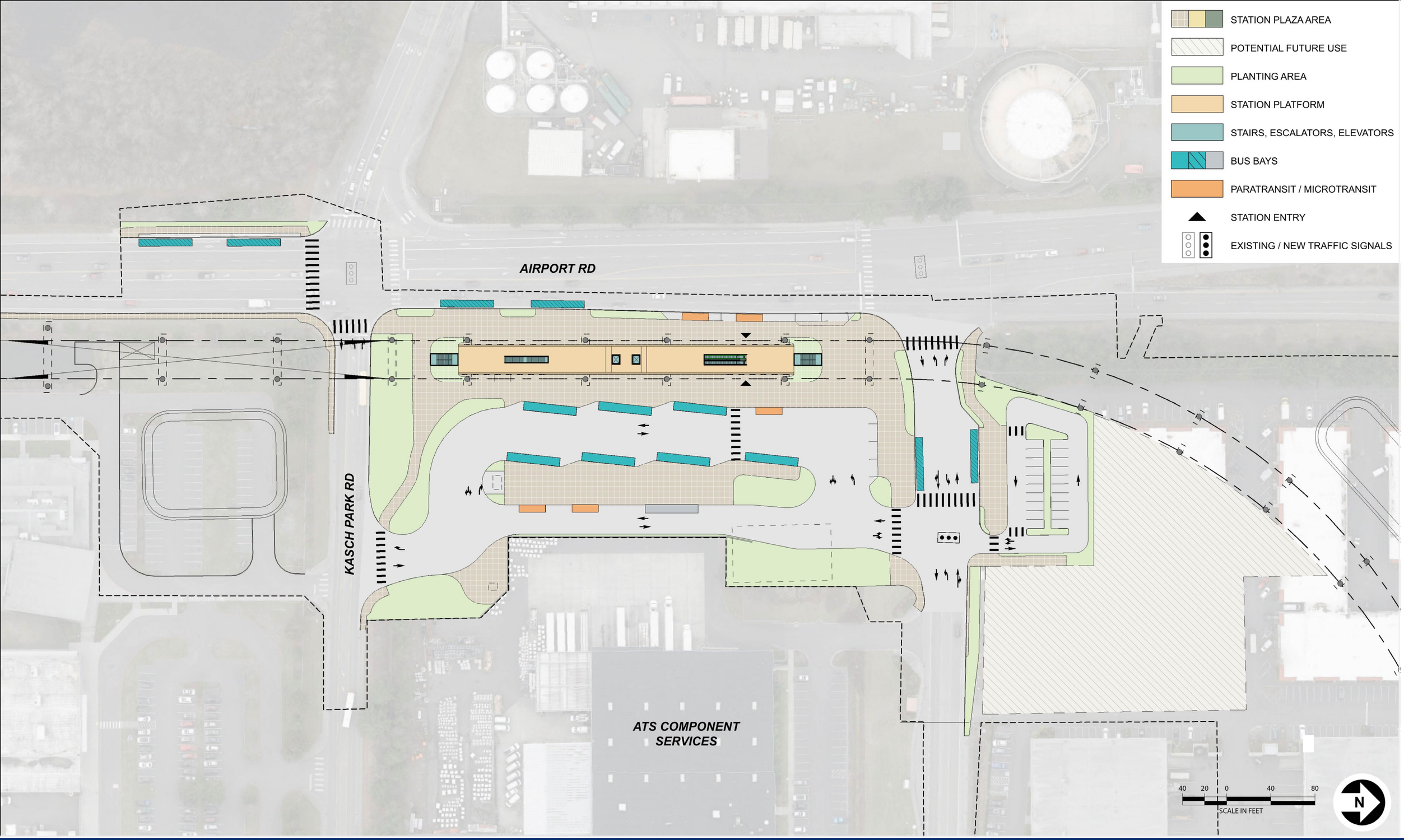
SW Everett Industrial Center | Map and highlights

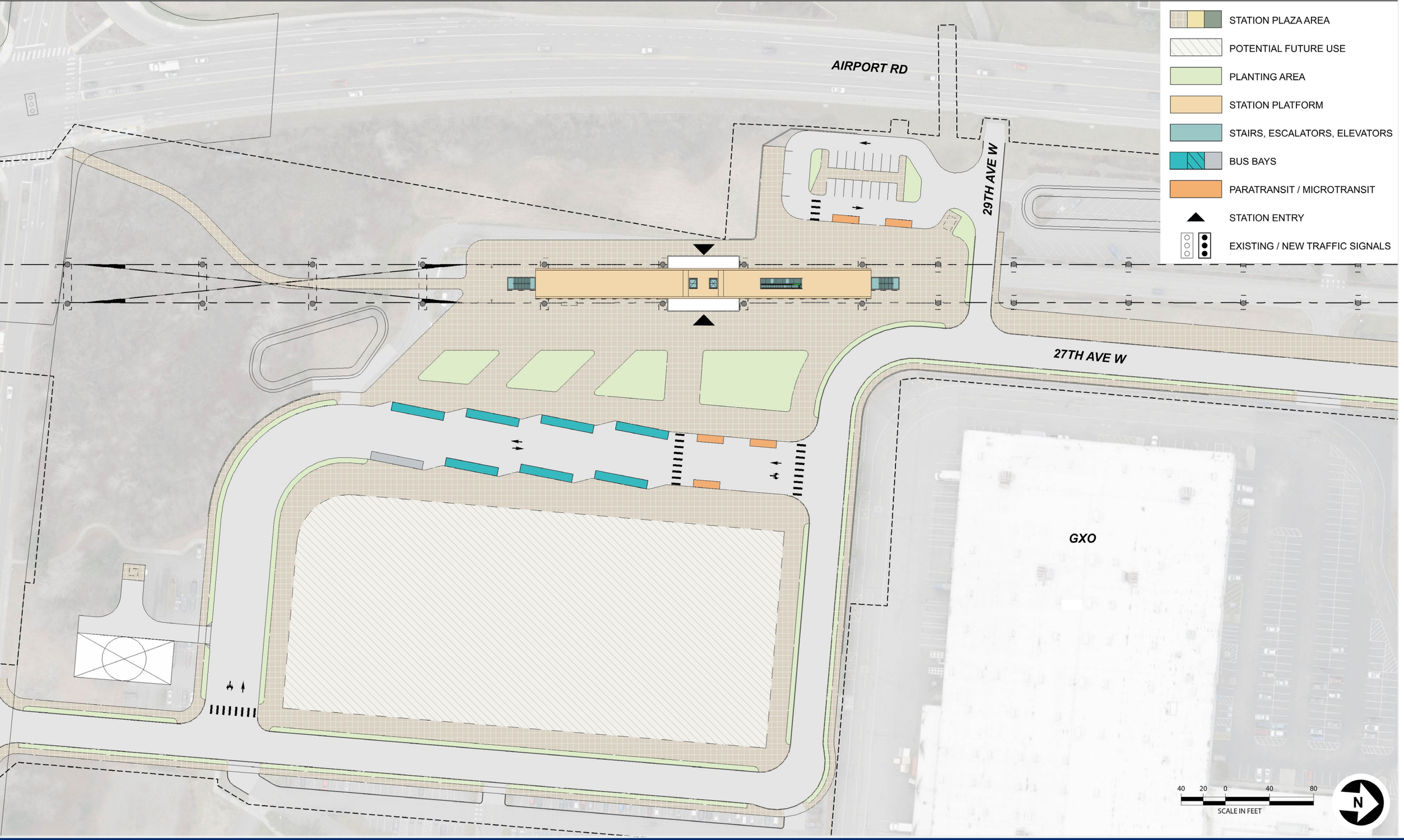
- All stations and routes would be elevated.
- Everett Transit and Community Transit currently serve this area with bus routes, including the Swift Green Line.
- All alternatives would be within the Paine Field/Boeing Everett Manufacturing/Industrial Center.
- Station facilities in this area include space for shuttle service to Paine Field Airport and to the Boeing Everett Production Facility.
- No new parking is planned here as part of this project.
- When Phase 1 of Everett Link opens for service (2037), the line will be open to SW Everett Industrial Center. Link light rail service will extend to Everett Station after Phase 2 construction is complete (2041).
- Station SWI-A and route SWI-1 were identified as the preferred alternatives.




SR 526 / BOEING FWY
W CASINO ROAD
STATION PLAZA AREA
POTENTIAL FUTURE USE
PLANTING AREA
STATION PLATFORM
STAIRS, ESCALATORS, ELEVATORS
BUS BAYS
PARATRANSIT / MICROTRANSIT
STATION ENTRY
EXISTING / NEW TRAFFIC SIGNALS
40 20 0 40 80
SCALE IN FEET
N


SR 526 / BOEING FWY
W CASINO ROAD
STATION PLAZA AREA
POTENTIAL FUTURE USE
PLANTING AREA
STATION PLATFORM
STAIRS, ESCALATORS, ELEVATORS
BUS BAYS
PARATRANSIT / MICROTRANSIT
STATION ENTRY
EXISTING / NEW TRAFFIC SIGNALS
40 20 0 40 80
SCALE IN FEET
N


STATION PLAZA AREA
POTENTIAL FUTURE USE
PLANTING AREA
STATION PLATFORM
STAIRS, ESCALATORS, ELEVATORS
BUS BAYS
PARATRANSIT / MICROTRANSIT
STATION ENTRY
EXISTING / NEW TRAFFIC SIGNALS
AIRPORT RD
KASCH PARK RD
ATS COMPONENT SERVICES
40 20 0 40 80
SCALE IN FEET
N


AIRPORT RD
29TH AVE W
27TH AVE W
GXO
STATION PLAZA AREA
POTENTIAL FUTURE USE
PLANTING AREA
STATION PLATFORM
STAIRS, ESCALATORS, ELEVATORS
BUS BAYS
PARATRANSIT / MICROTRANSIT
STATION ENTRY
EXISTING / NEW TRAFFIC SIGNALS
40 20 0 40 80
SCALE IN FEET
N

SW Everett Industrial Center | Summary of potential effects

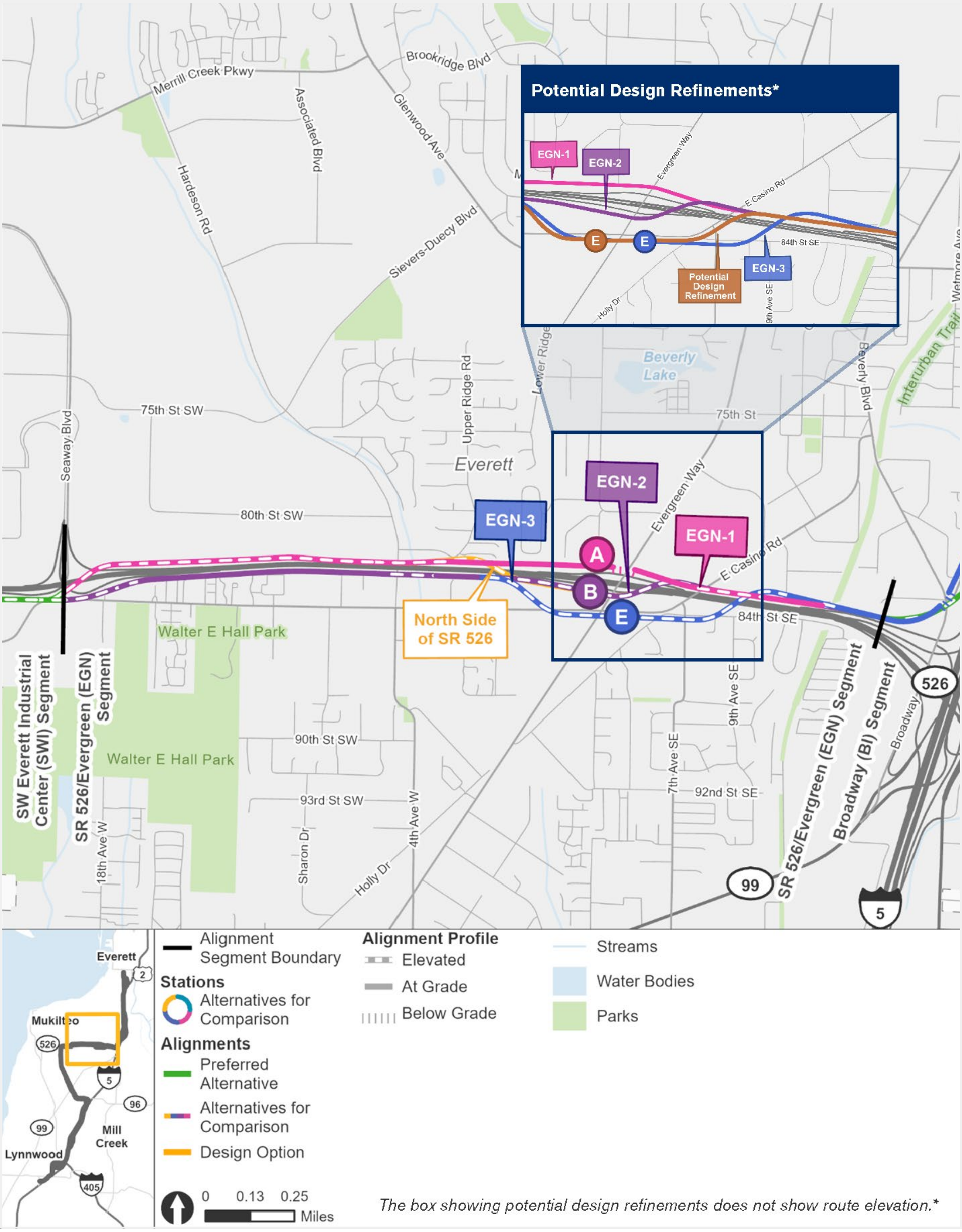
Measure[a]	*Preferred SWI-1A*	*SWI-1A* with lower design option	*SWI-1B*	*SWI-1C*
Potential street closures during construction	24/7 closure of SR 526 shoulder and overnight closures of one lane	24/7 closure of SR 526 shoulder and overnight closures of one lane	24/7 closure of SR 526 shoulder and overnight closures of one lane	24/7 closure of SR 526 shoulder and overnight closures of one lane
Number of potential residential displacements	None	52	None	None
Number of potential business displacements	35	37	29	30
Displaced social resources/ community facilities	None	None	None	None
Ecosystem impacts	1.1 acres of wetlands 150 linear feet of streams 0.8 acres of open space upland habitats	1.2 acres of wetlands 200 linear feet of streams 0.9 acres of open space upland habitats	0.8 acres of wetlands 150 linear feet of streams 0.8 acres of open space upland habitats	0.9 acres of wetlands 150 linear feet of streams 0.9 acres of open space upland habitats
Number of historic properties with potential adverse effects	None	None	None	None
Opinion of probable cost in millions[b]	$870 – 980	$880 – 990	$800 – 900	$840 – 950

NOTES:

a) Numbers or descriptions presented in this table are for permanent or long-term impacts, except where a construction impact is noted.

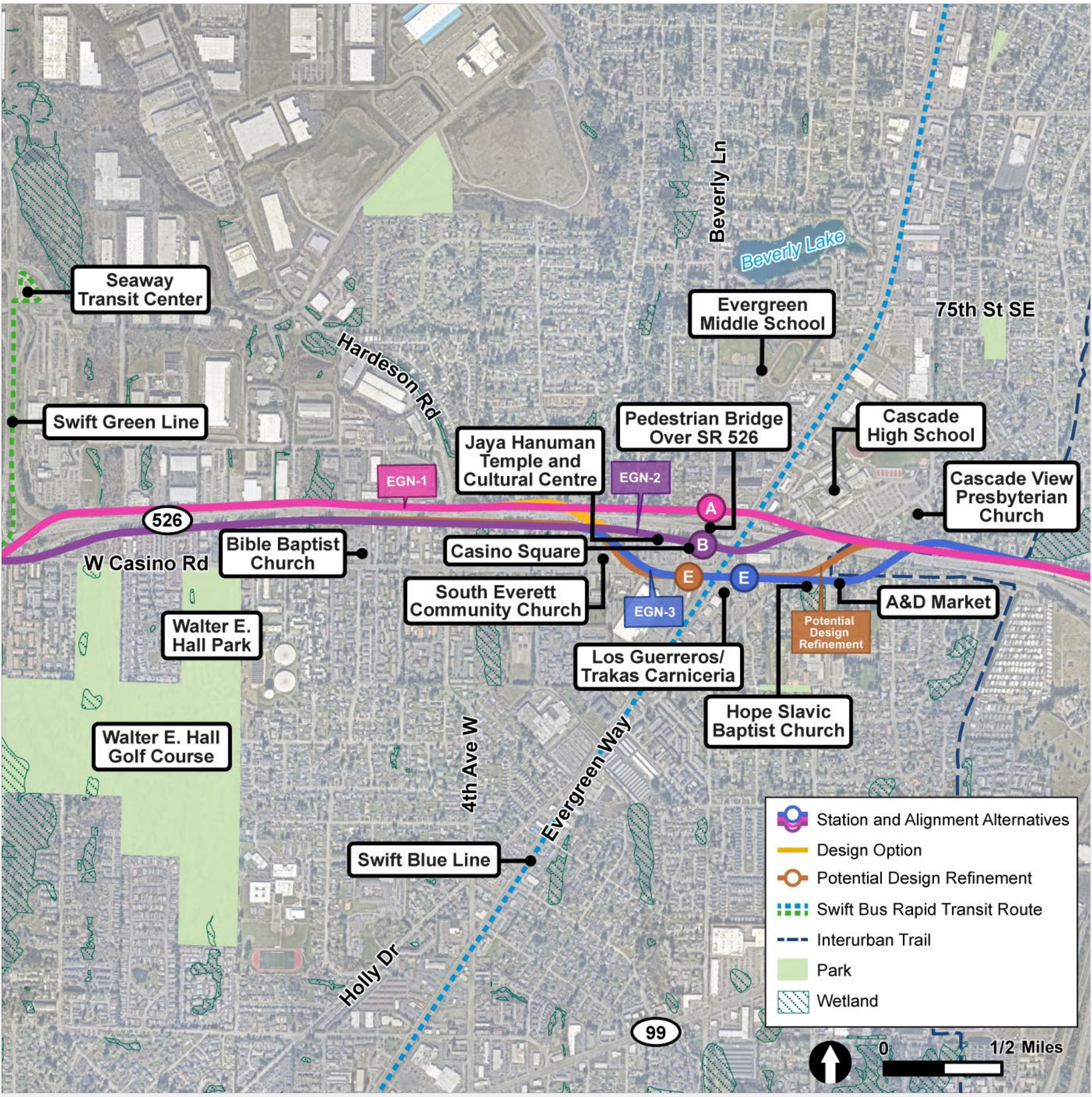
b) Opinions of probable cost are in 2025 dollars, are for comparative purposes only, and do not represent the project budget.

SR 526 / Evergreen Segment



SR 526 / Evergreen | Map and highlights

- Stations EGN-B and EGN-E would be elevated, EGN-A would be slightly below grade.
- Bus stops would be located on existing streets at all station options in this area.
- Everett Transit and Community Transit currently serve this area with bus routes, including the Swift Blue Line.
- No parking is included at this station as part of this project.
- Either station EGN-A or EGN-B would require replacing the existing pedestrian bridge over SR 526.
- No preferred alternative was identified for this segment.



79TH PL SE

BEVERLY LN

FOUR CORNERS DEVELOPMENT

SR 526 WB ON RAMP

SR 526 / BOEING FWY

EVERGREEN WAY

SR 526 WB OFF RAMP

STATION PLAZA AREA

POTENTIAL FUTURE USE

PLANTING AREA

STATION PLATFORM

STAIRS, ESCALATORS, ELEVATORS

BUS BAYS

PARATRANSIT / MICROTRANSIT

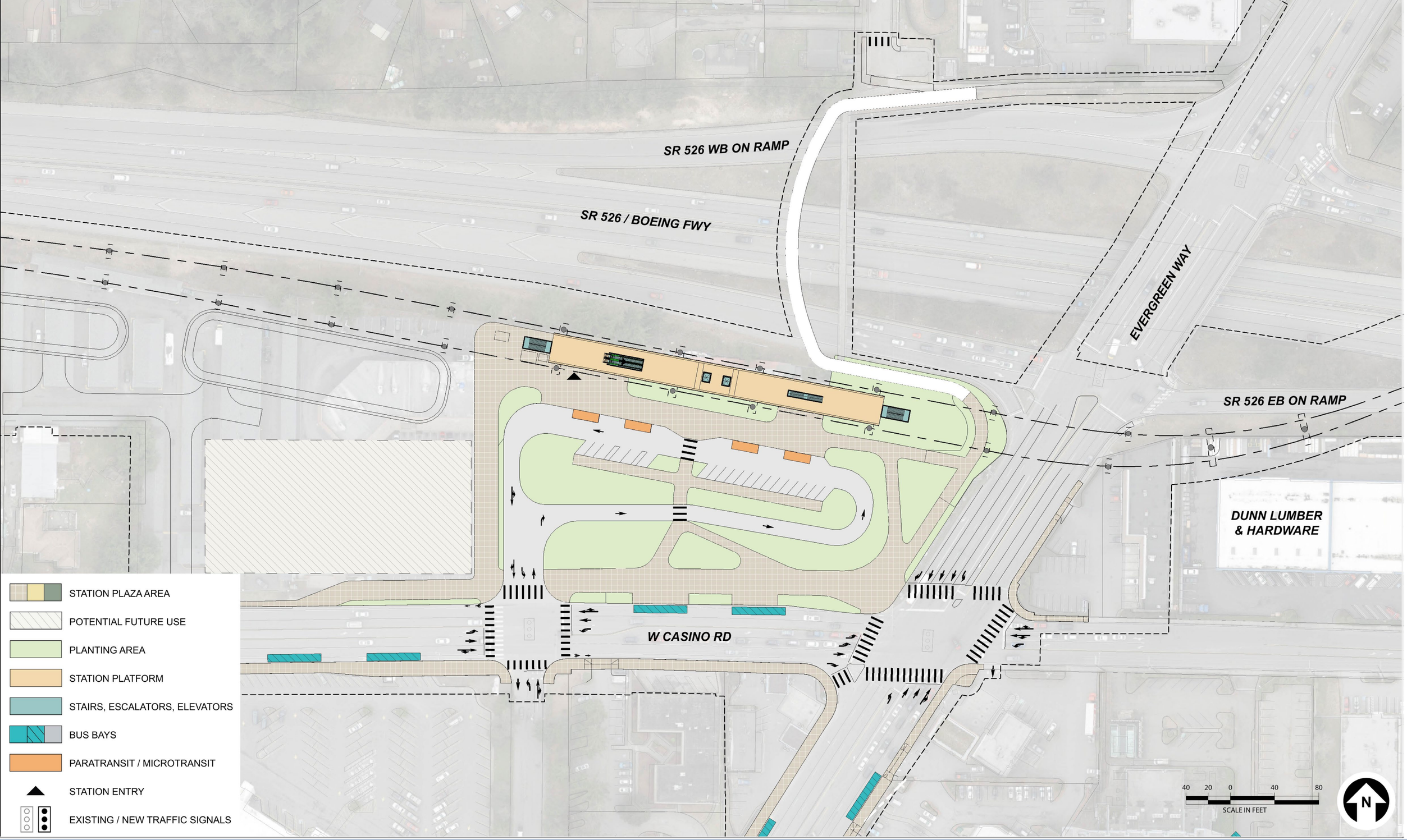
STATION ENTRY

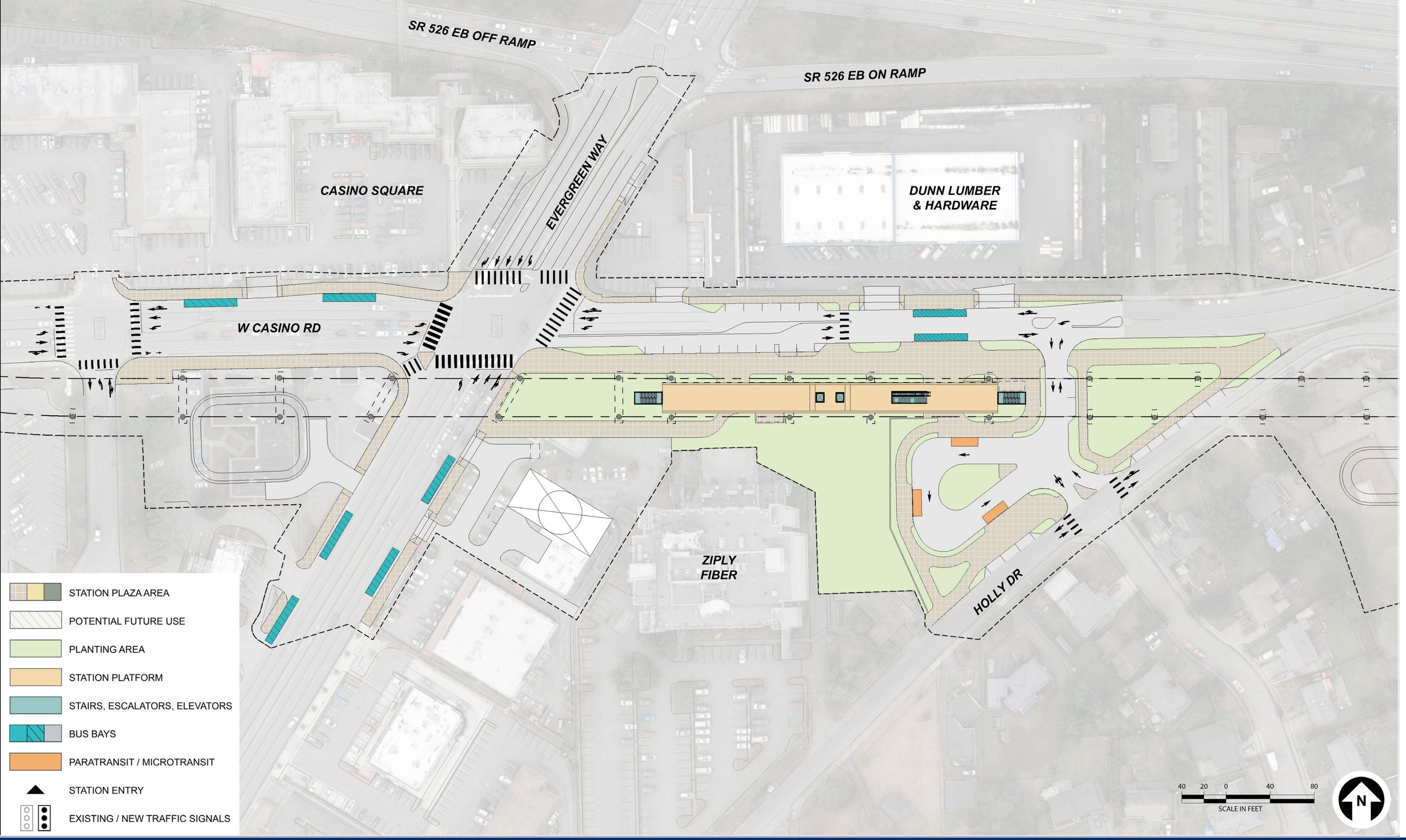
EXISTING / NEW TRAFFIC SIGNALS

40 20 0 40 80

SCALE IN FEET

N


SR 526 WB ON RAMP
SR 526 / BOEING FWY
EVERGREEN WAY
SR 526 EB ON RAMP
DUNN LUMBER
& HARDWARE
W CASINO RD
STATION PLAZA AREA
POTENTIAL FUTURE USE
PLANTING AREA
STATION PLATFORM
STAIRS, ESCALATORS, ELEVATORS
BUS BAYS
PARATRANSIT / MICROTRANSIT
STATION ENTRY
EXISTING / NEW TRAFFIC SIGNALS
40 20 0 40 80
SCALE IN FEET
N


SR 526 EB OFF RAMP
SR 526 EB ON RAMP
CASINO SQUARE
EVERGREEN WAY
DUNN LUMBER
& HARDWARE
W CASINO RD
ZIPLY
FIBER
HOLLY DR
STATION PLAZA AREA
POTENTIAL FUTURE USE
PLANTING AREA
STATION PLATFORM
STAIRS, ESCALATORS, ELEVATORS
BUS BAYS
PARATRANSIT / MICROTRANSIT
STATION ENTRY
EXISTING / NEW TRAFFIC SIGNALS
40 20 0 40 80
SCALE IN FEET
N

SR 526 / Evergreen | Summary of potential effects

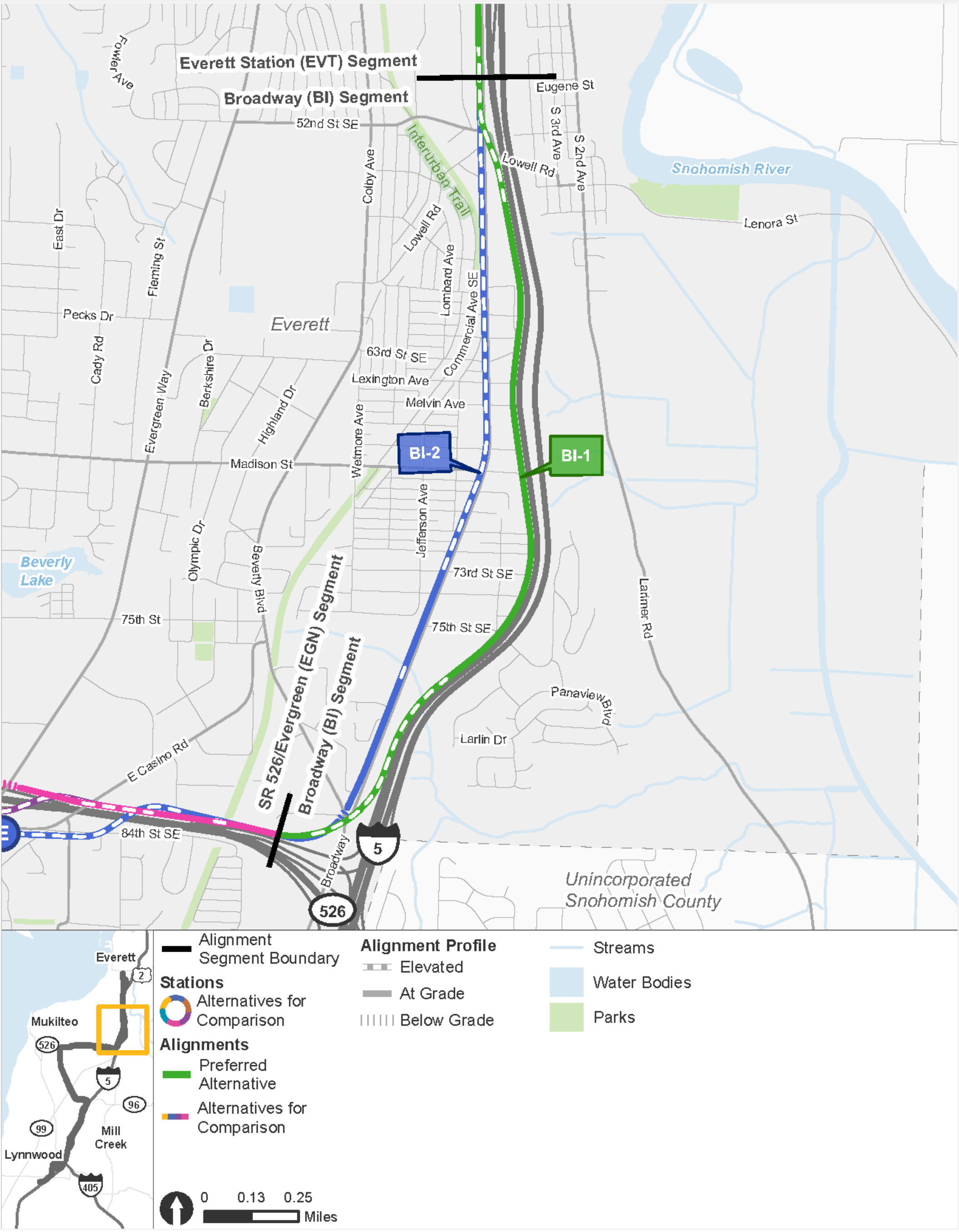
Measure[a]	***EGN-1A***	***EGN-2B***	***EGN-2B*** with north side of SR 526 design option	***EGN-3E***	***EGN-3E*** with north side of SR 526 design option
Potential street closures during construction	Overnight closures of SR 526 eastbound and westbound, access ramps to and from Evergreen Way; 24/7 closure of SR 526 shoulder	Overnight closures of SR 526; 24/7 closure of SR 526 shoulder	Overnight closures of SR 526 eastbound and westbound, access ramps to and from Evergreen Way; 24/7 closure of SR 526 shoulder	Overnight closures of SR 526; 24/7 closure of SR 526 shoulder	Overnight closures of SR 526 eastbound and westbound, access ramps to and from Evergreen Way; 24/7 closure of SR 526 shoulder
Number of potential residential displacements	58	171	32	184	42
Number of potential business displacements	5	23	24	11	12
Displaced social resources/community facilities	Davita Everett Dialysis	Casino Square businesses and Jaya Hanuman Temple and Cultural Centre	Casino Square businesses and Jaya Hanuman Temple and Cultural Centre	A&D Market, Los Guerreros/ Trakas Carniceria, and Hope Slavic Baptist Church	A&D Market, Los Guerreros/ Trakas Carniceria, and Hope Slavic Baptist Church
Ecosystem impacts	0.4 acres of wetlands 500 linear feet of streams 1 acre of open space upland habitats	0.3 acres of wetlands 650 linear feet of streams 0.6 acres of open space upland habitats	0.4 acres of wetlands 200 linear feet of streams 0.8 acres of open space upland habitats	0.3 acres of wetlands 650 linear feet of streams 0.4 acres of open space upland habitats	0.4 acres of wetlands 200 linear feet of streams 0.7 acres of open space upland habitats
Number of historic properties with potential adverse effects	1	None	None	1	1
Opinion of probable cost in millions[b]	$900 – 1,020	$980 – 1,100	$1,020 – 1,150	$990 – 1,120	$1,020 – 1,150

NOTES:

a) Numbers or descriptions presented in this table are for permanent or long-term impacts, except where a construction impact is noted.

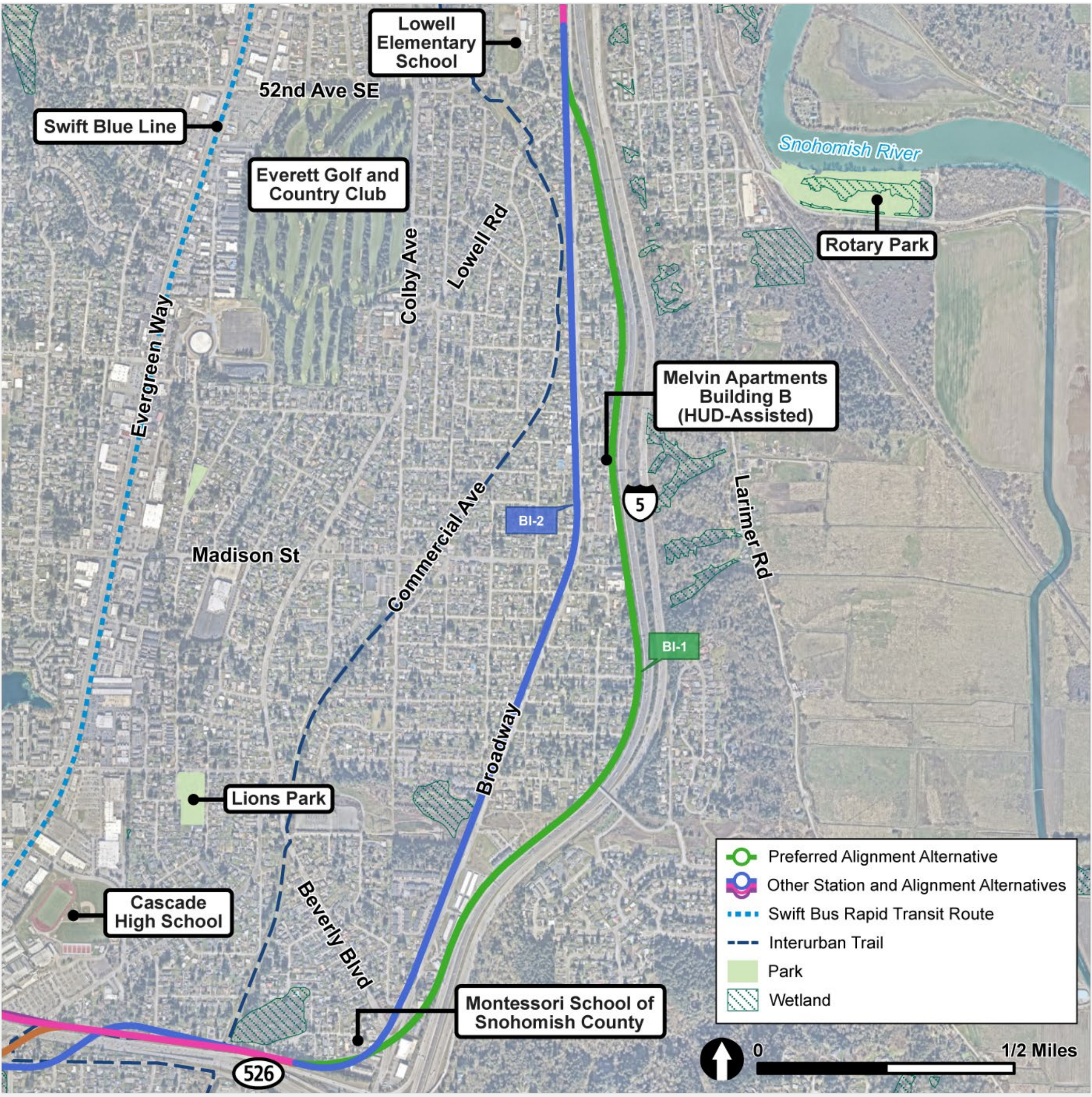
b) Opinions of probable cost are in 2025 dollars, are for comparative purposes only, and do not represent the project budget.

Broadway / I-5 Segment



Broadway / I-5 | Map and highlights

- This section of the project includes two route alternatives from SR 526 and I-5 to Lowell Road and I-5.
- This section does not include a station.
- The BI-1 route would run mostly at street level next to I-5.
- The BI-2 route would be in an open-air trench in the southern third of this section, transitioning to elevated track moving north.
- BI-1 route was identified as the preferred alternative.



Broadway / I-5 | Summary of potential effects

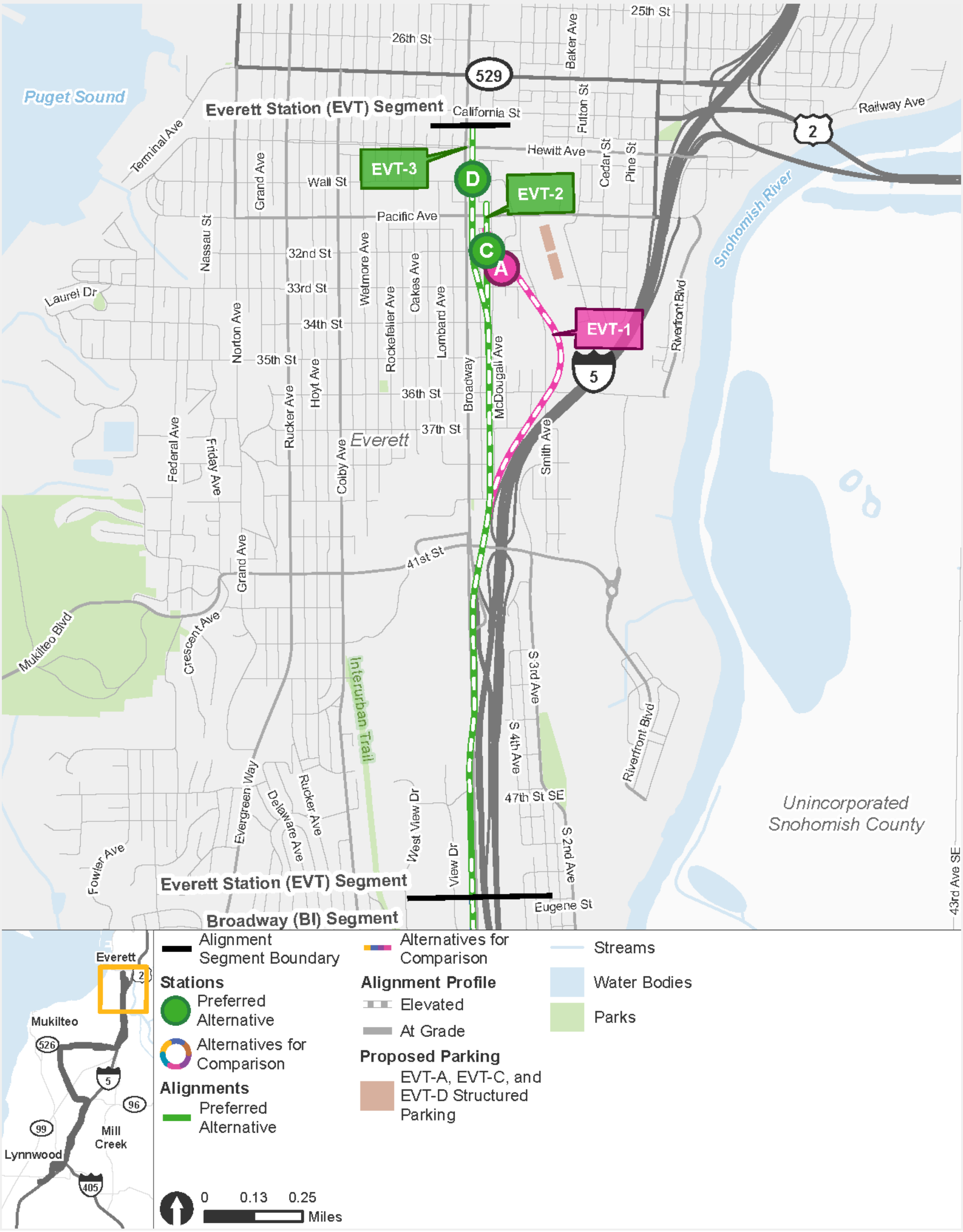
Measure[a]	*Preferred BI-1*	*BI-2*
Potential street closures during construction	Overnight closures of Broadway and Lowell Road near the intersection of these two roads	Overnight closures of Broadway
Number of potential residential displacements	204	181
Number of potential business displacements	11	9
Displaced social resources/community facilities	Melvin Apartments - building B and New Century Village (HUD-assisted properties)	Montessori Schools of Snohomish County
Ecosystem impacts	No impacts to wetlands No impacts to streams 0.5 acres of open space upland habitats	0.2 acres of wetlands 300 linear feet of streams 0.4 acres of open space upland habitats
Number of historic properties with potential adverse effects	1	2
Opinion of probable cost in millions[b]	$740 – 840	$820 – 930

NOTES:

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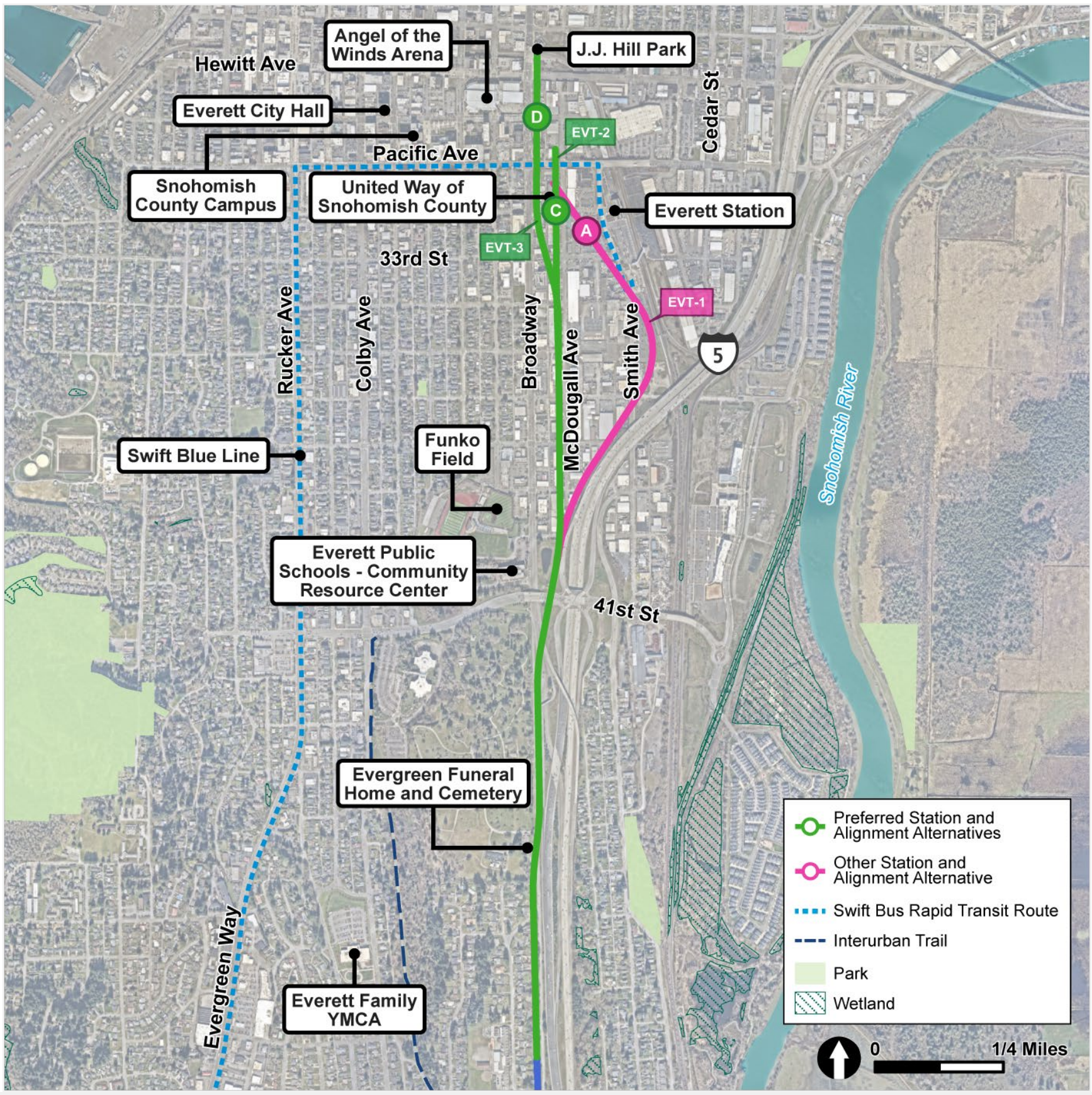
b) Opinions of probable cost are in 2025 dollars, are for comparative purposes only, and do not represent the project budget.

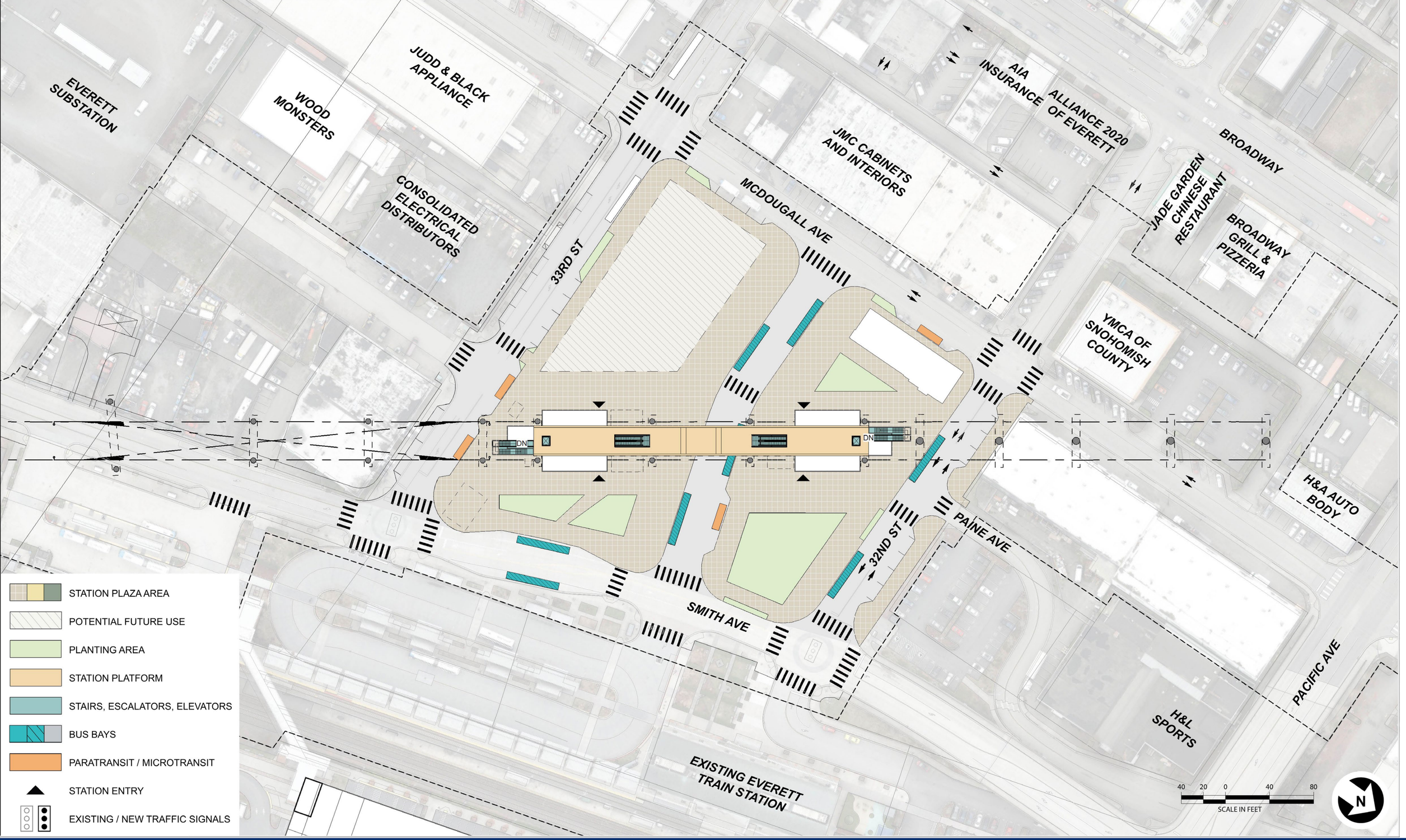
Everett Station Segment



Everett Station Segment | Map and highlights

- All stations and routes would be elevated.
- Everett Station would be the northern end of the Link system and would be a major connection hub.
- Tracks would extend beyond the station for trains to turn around. This is known as the tail track.
- Approximately 1,000 new parking spaces are being studied in this station area, but final design and construction of parking is deferred.
- Everett Transit and Community Transit currently serve this area with bus routes, including the Swift Blue Line. Sound Transit Sounder rail service, Greyhound, and Skagit Transit also use the Everett Station.
- Station EVT-C, station EVT-D, route EVT-2, and route EVT-3 were identified as the preferred alternatives.
- The City of Everett is currently planning for a new Everett Outdoor Event Center, which may conflict with the location of station EVT-3D.




EVERETT SUBSTATION
WOOD MONSTERS
JUDD & BLACK APPLIANCE
CONSOLIDATED ELECTRICAL DISTRIBUTORS
JMC CABINETS AND INTERIORS
AIA INSURANCE
ALLIANCE 2020 OF EVERETT
JADE GARDEN CHINESE RESTAURANT
BROADWAY GRILL & PIZZERIA
BROADWAY
YMCA OF SNOHOMISH COUNTY
H&A AUTO BODY
33RD ST
MCDOUGALL AVE
32ND ST
PAINE AVE
SMITH AVE
PACIFIC AVE
H&L SPORTS
EXISTING EVERETT TRAIN STATION
DN
DN
STATION PLAZA AREA
POTENTIAL FUTURE USE
PLANTING AREA
STATION PLATFORM
STAIRS, ESCALATORS, ELEVATORS
BUS BAYS
PARATRANSIT / MICROTRANSIT
STATION ENTRY
EXISTING / NEW TRAFFIC SIGNALS
40 20 0 40 80
SCALE IN FEET
N

KINECT @ BROADWAY

COVENANT ART GLASS

CASCADE BAIL BONDS

MILL TOWN CREDIT UNION

TRAVELODGE

BROADWAY

HOPEWORKS STATION

YWCA EVERETT

CHEVRON

MCDOUGALL AVE

EXISTING HISTORIC BUILDING TO REMAIN

JUDD & BLACK APPLIANCE

PACIFIC AVE

33RD ST

32ND ST

PAINE AVE

H&L SPORTS

SMITH AVE

- STATION PLAZA AREA
- POTENTIAL FUTURE USE
- PLANTING AREA
- STATION PLATFORM
- STAIRS, ESCALATORS, ELEVATORS
- BUS BAYS
- PARATRANSIT / MICROTRANSIT
- STATION ENTRY
- EXISTING / NEW TRAFFIC SIGNALS

40 20 0 40 80

SCALE IN FEET

N

CARL GIPSON CENTER

TRAVELODGE

BROADWAY PLAZA

WALL ST

ANGEL OF THE WINDS ARENA

THAI GUSTO

VOLUNTEERS OF AMERICA WESTERN WASHINGTON

MILL TOWN CREDIT UNION

HERITAGE AFRICAN RESTAURANT

BROADWAY

ORKIN

PACIFIC AVE

H&A AUTO BODY

MCDOUGALL AVE

HEWITT AVE

ENGINEERED SPORTS

NORTH STAR BUILDING

SMITH AVE

NORTH CASCADE BUILDING MATERIALS

STATION PLAZA AREA

POTENTIAL FUTURE USE

PLANTING AREA

STATION PLATFORM

STAIRS, ESCALATORS, ELEVATORS

BUS BAYS

PARATRANSIT / MICROTRANSIT

STATION ENTRY

EXISTING / NEW TRAFFIC SIGNALS

40 20 0 40 80

SCALE IN FEET

N

Everett Station Segment | Summary of potential effects

Measure[a]	*EVT-1A*	*Preferred EVT-2C*	*Preferred EVT-3D*
Potential street closures during construction	Overnight closures of I-5 access ramps at Broadway	Overnight closures of I-5 access ramps at Broadway	Overnight closures of I-5 access ramps at Broadway
Number of potential residential displacements	6	6	6
Number of potential business displacements	17	34	37
Displaced social resources/community facilities	United Way of Snohomish County	United Way of Snohomish County	None
Ecosystem impacts	<0.1 acres of wetlands No impacts to streams 0.5 acres of open space upland habitats	<0.1 acres of wetlands No impacts to streams 0.5 acres of open space upland habitats	<0.1 acres of wetlands No impacts to streams 0.5 acres of open space upland habitats
Number of historic properties with potential adverse effects	2	4	4
Opinion of probable cost in millions[b]	$800 – 900	$840 – 940	$850 – 960

NOTES:

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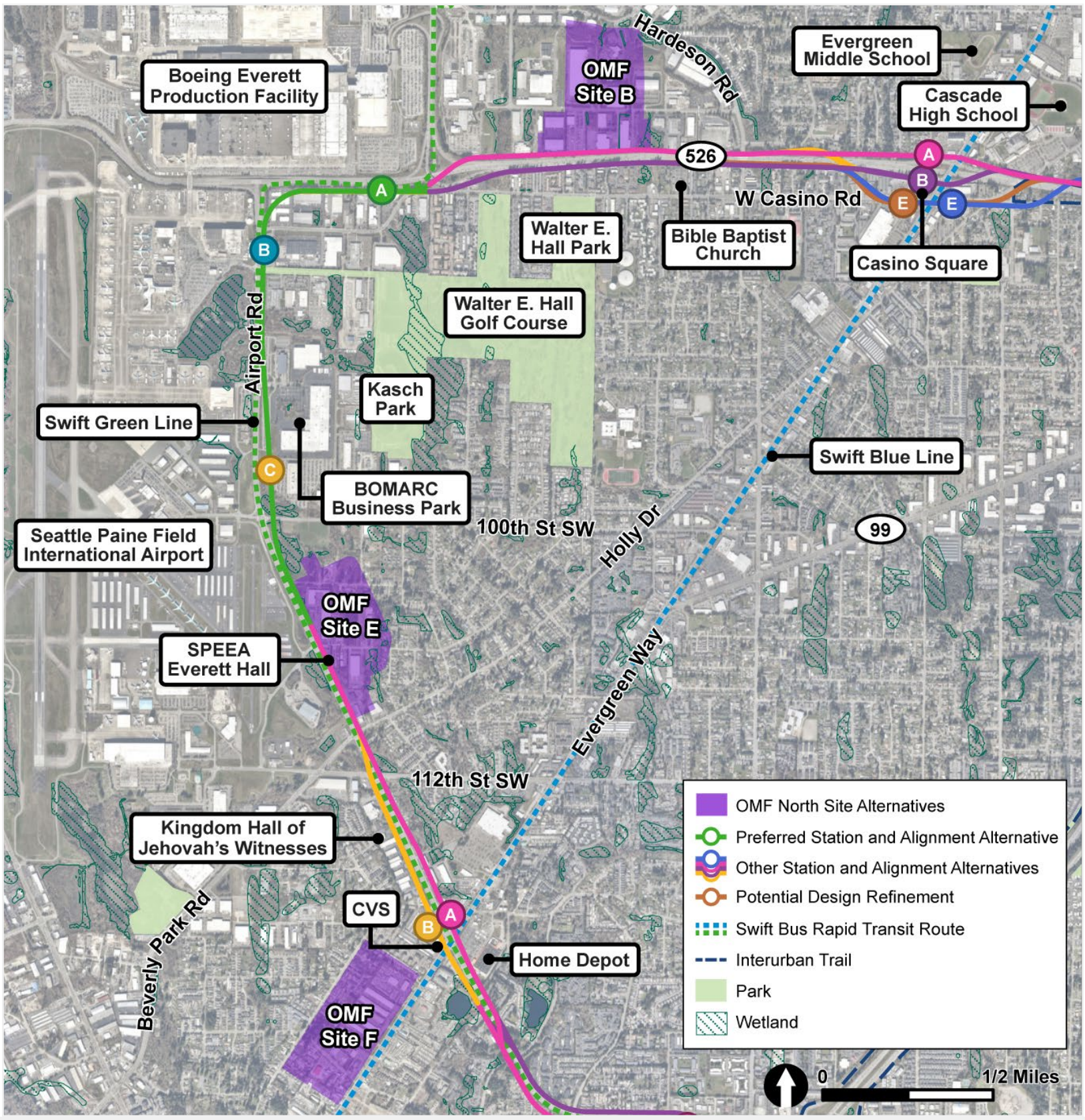
b) Opinions of probable cost are in 2025 dollars, are for comparative purposes only, and do not represent the project budget. The opinion of probable cost for the Everett Station alternatives does not include cost for parking.

Operations and Maintenance Facility North

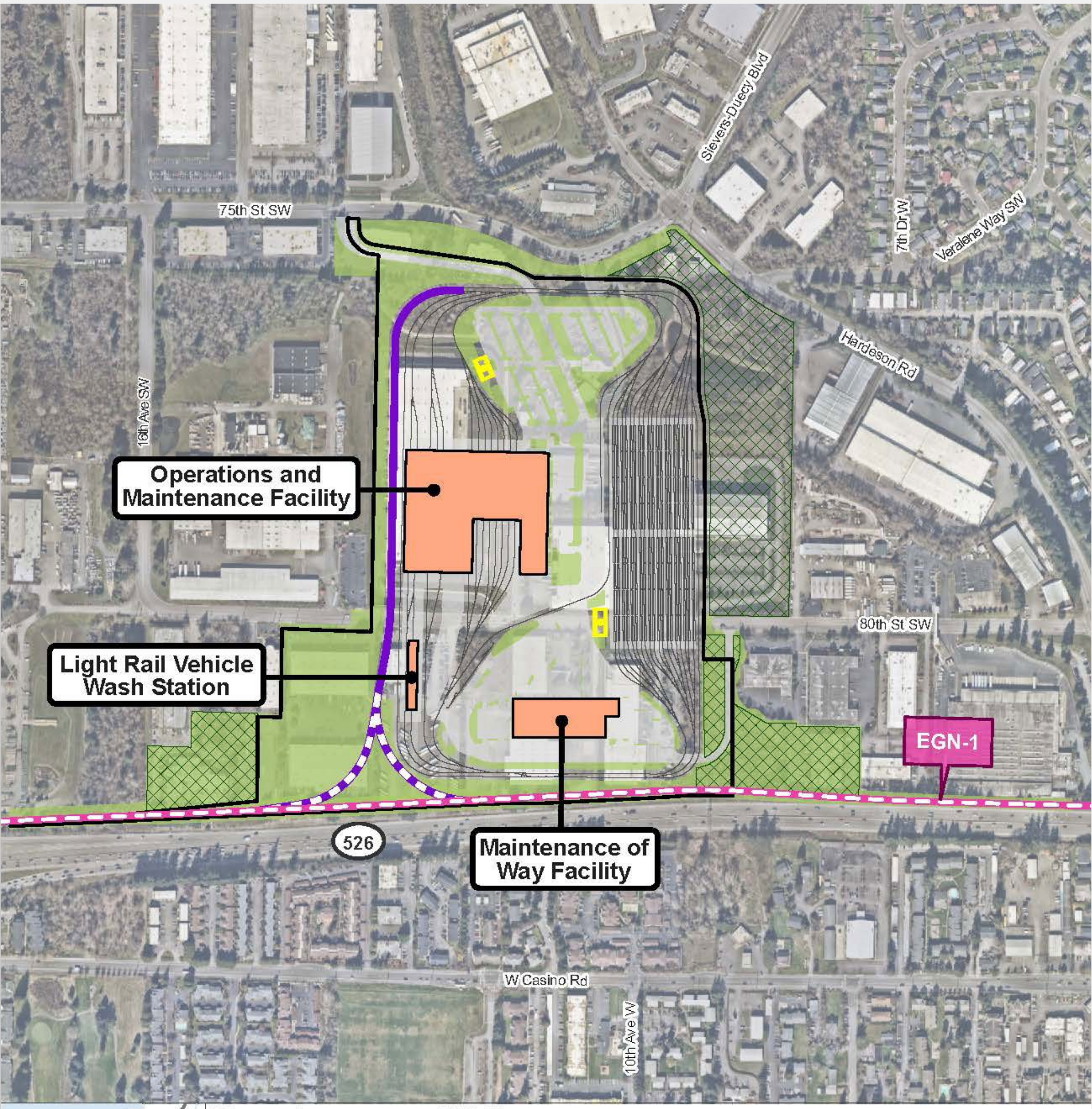


OMF North | Map and highlights

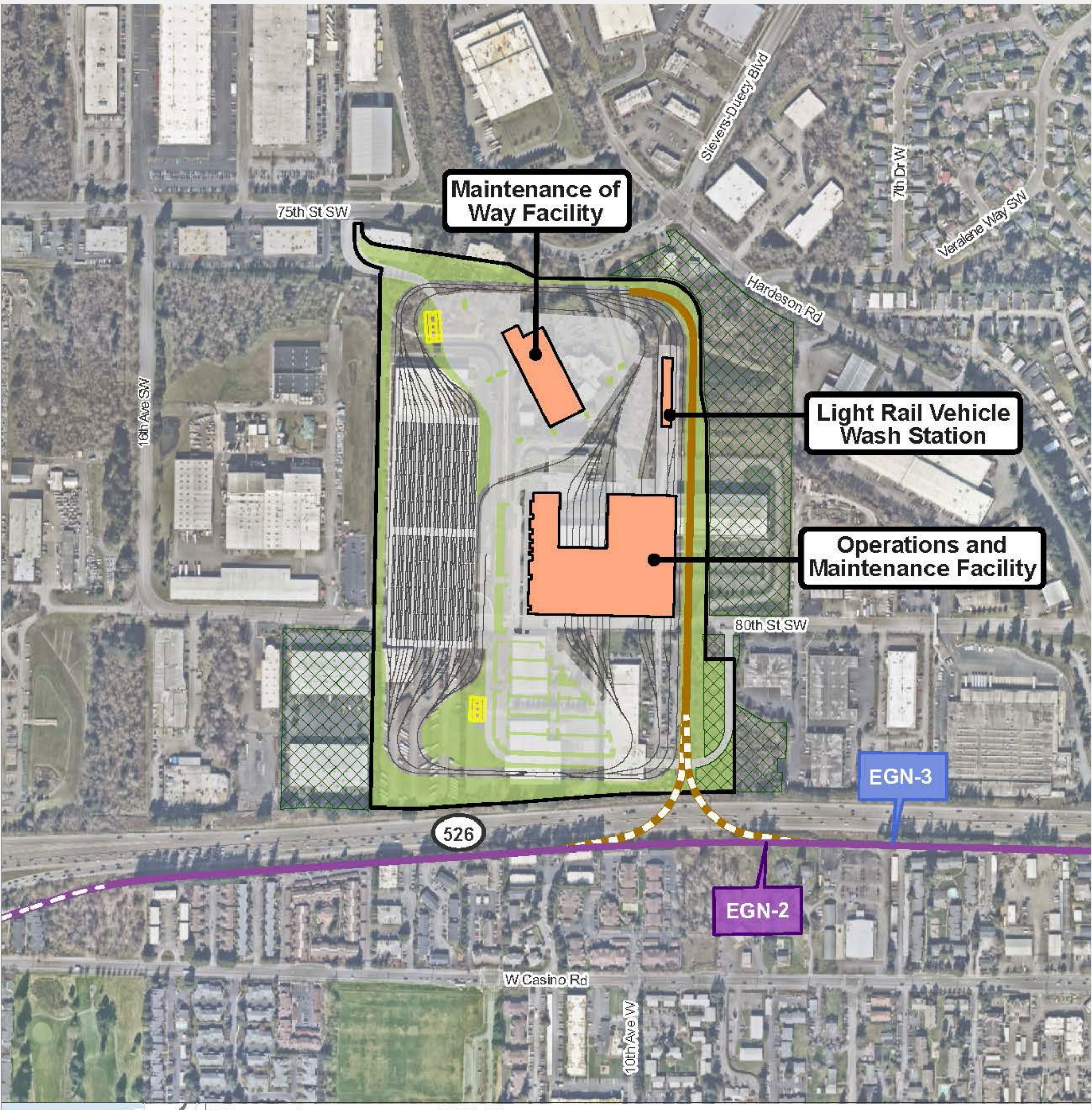
- Requires 80 to 100+ acres for the new Operations and Maintenance Facility North which includes approximately 50 to 70 acres for the completed site and up to 30 acres for additional construction and potential mitigation needs.
- Critical facility to support planned Sound Transit light rail expansion to keep the system safe and clean.
- Designed to maintain, store, and deploy 150+ light rail vehicles, with additional maintenance facility space for equipment and service vehicles.
- Provides mainline track, systems, and station maintenance functions.
- OMF North is expected to support 450+ high-skilled, living-wage jobs in Snohomish County.
- The average employee wage is currently more than $45 per hour, or $85,000/year, at our existing OMF facilities.
- To be designed to meet Sound Transit sustainability goal: Leadership in Energy and Environmental Design (LEED) Gold.
- No preferred alternative was identified for OMF North.



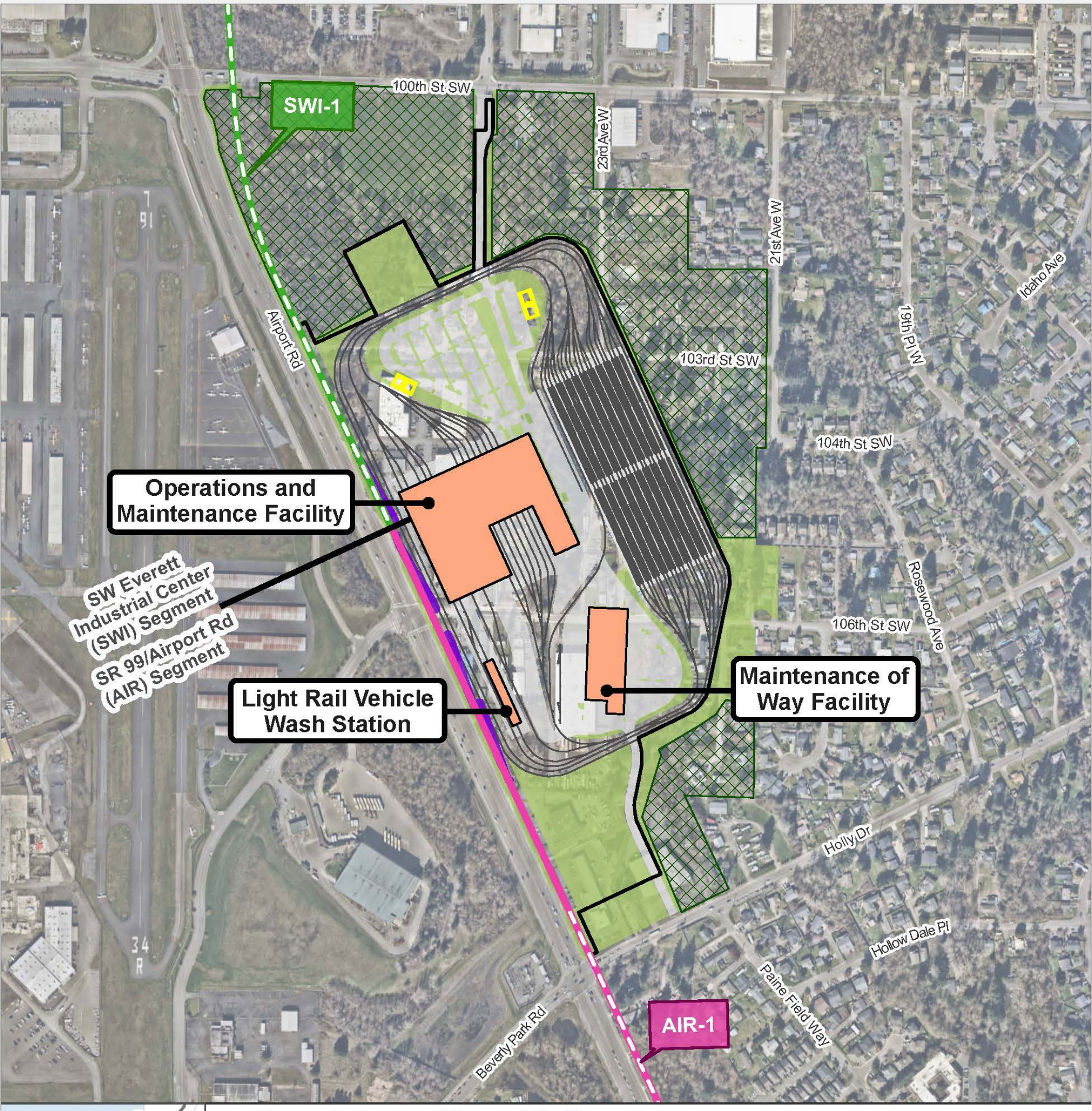
OMF North | Facility layout – OMF Site B (SR 526)



OMF North | Facility layout – OMF Site B with lead tracks to south side of SR 526 design option



OMF North | Facility layout – OMF Site E (Airport Road)



OMF North | Facility layout – OMF Site F (SR 99)



OMF North | Facility Layout — OMF Site F with lead tracks to west side of Airport Road design option



OMF North | Summary of potential effects

Measure[a]	*OMF site F*	*OMF site F* with lead tracks to west side of Airport Road design option	*OMF site E*	*OMF site B*	*OMF site B* with lead tracks to south side of SR 526 design option
Potential street closures during construction	No interstate or state highway closures	Overnight closures of SR 99	No interstate or state highway closures	No interstate or state highway closures	Overnight closures of SR 526
Number of potential residential displacements	189	186	49	None	90
Number of potential business displacements	68	62	13	16	13
Displaced social resources/community facilities	Airport RV Park and two multi-unit buildings at the Axis Apartment Complex (HUD-assisted property)	Airport RV Park and two multi-unit buildings at the Axis Apartment Complex (HUD-assisted property)	Aerospace Machinist District 751and Society of Professional Engineering Employees in Aerospace (SPEEA) Everett Hall	None	None
Ecosystem impacts	0.3 acres of wetlands 100 linear feet of streams 0.5 acres of open space upland habitats	1.2 acres of wetlands No impacts to streams 1 acre of open space upland habitats	5.2 acres of wetlands 850 linear feet of streams 19.7 acres of open space upland habitats	1.1 acres of wetlands 1,950 linear feet of streams 2.9 acres of open space upland habitats	1.3 acres of wetlands 2,650 linear feet of streams 2.9 acres of open space upland habitats
Number of historic properties with potential adverse effects	11 (1 individually eligible property and 1 eligible historic district with 10 contributing resources)	11 (1 individually eligible property and 1 eligible historic district with 10 contributing resources)	None	None	None
Opinion of probable cost in billions[b]	$2.03 – 2.28	$2.11 – 2.38	$1.72 – 1.94	$2.31 – 2.60	$2.31 – 2.61

NOTES:

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Next steps

After the Draft EIS comment period closes on Nov. 2, we'll compile and evaluate comments and provide a summary to the Sound Transit Board and the public. Then the Board will confirm, modify, or identify a preferred alternative, which we will evaluate along with other alternatives in the Final EIS.

Environmental review will continue through publication of the Final EIS, which we expect to happen in late 2027. Environmental review ends when the Federal Transit Administration issues a Record of Decision. The Sound Transit Board will select the project to be built, which is their official decision about which route, stations, and OMF North location to build.

Early 2027

- Sound Transit Board confirms, modifies, or identifies Preffered Alternative.

Late 2027/Early 2028

- Final EIS publication.
- Federal Transit Administration issues Record of Decision.
- Sound Transit Board selects the project to be built.

2028

- Begin final design.

