



Everett Link Extension

APPENDIX A

GovDelivery Email Update



Sound Transit's regional network of express buses, commuter rail, light rail and transit facilities connects communities in King, Pierce and Snohomish counties.

Project update: Everett Link Extension

Sound Transit sent this bulletin at 07/01/2024 02:12 PM PDT

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Project update



Track our progress!

As we get ready to celebrate the opening of Lynnwood Link on Aug. 30, 2024, our work to expand fast, reliable connections throughout the region continues. We're planning to add 16 miles of light rail connecting Snohomish County residents to the regional light rail network, from Lynnwood City Center to Everett Station. The Everett Link Extension is currently in the environmental review phase of planning, and we have updates to share! You can find new information on [our website](#), including:

- Early station layouts showing what the stations in your community might look like.
- The current alternatives being studied, with descriptions of what's changed since our last update in 2023.
- Information about the environmental review process and how we're preparing for the Draft Environmental Impact Statement (EIS).

The EIS process will help the project team and the community understand the benefits and drawbacks of each of the alternatives. You will have an opportunity to review and submit feedback on the Draft EIS after it's published, likely in early 2026.

[Click here to see our website!](#)

Summer has arrived!

Sound Transit will be attending community events across the project area this summer. We would love to meet you, share information about the project, and answer any questions you might have. Some of the events we'll be attending are listed below. You can find the [full list of events](#) on our website.

- [Nubian Jam](#) – Saturday, July 27.
- [Mariner Fest](#) – Saturday, Aug. 17.
- [Everett Famers Market](#) – Sunday, Aug. 25.
- ...and more!

In addition to our fairs and festivals season events, we will continue to hold briefings with community organizations, key stakeholders, and elected officials.

Would you like our team to provide a briefing to your community? Please reach out to us at everettlink@soundtransit.org any time and we would be happy to share information and answer questions at your next community gathering.

Stay updated!

We encourage you to follow us on [Facebook](#), [X](#) (formerly known as Twitter), and [Instagram](#) @SoundTransit and forward email updates like this to family, friends, neighbors, and your community! Expanding light rail to Snohomish County is new for many community members, and we are trying to reach as many people as possible. Your voice matters and we hope that you stay engaged with this project as it moves forward.

We are happy to meet with community groups to provide more information about the project. Please reach out to us at everettlink@soundtransit.org to request a briefing.

Follow Sound Transit on social media!

More project info: soundtransit.org/everettlink
Contact us: everettlink@soundtransit.org or 206-370-5533

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1-800-201-4900/ TTY Relay: 711

soundtransit.org | [Customer service](#)

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Languages

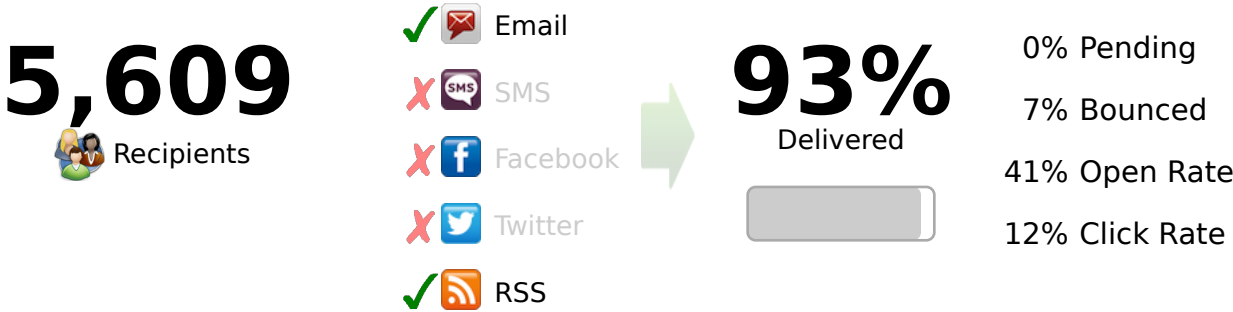
[中文](#) | [Chinese](#) | [한국어](#) | [Korean](#) | [Русский](#) | [Russian](#)
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Subject: Project update: Everett Link Extension
Sent: 07/01/2024 02:12 PM PDT
Sent By: brandon.benson@soundtransit.org
Sent To: Subscribers of Everett Link Extension project updates



Delivery and performance

These figures represent all data since the bulletin was first sent to present time.

	Progress	% Delivered	Recipients	# Delivered	Opened Unique	Bounced/Failed	Unsubscribes
Email Bulletin	Delivered	93.2%	5,609	5,228	2124 / 40.6%	381	0
Digest	n/a	n/a	0	0	0 / 0.0%	0	0
SMS Message	Delivered	0.0%	0	0	n/a	0	n/a

Link URL

	Unique Clicks	Total Clicks
https://everettlink.participate.online/?utm_campaign=pu-eve...	448	655
https://content.govdelivery.com/accounts/WASOUND/bulletin...	38	42
https://everettlink.participate.online/events.html?utm_campa...	28	34
https://www.soundtransit.org/help-contacts/customer-service...	8	34
https://www.facebook.com/SoundTransit?utm_campaign=pu-...	21	21
https://sno-isle.bibliocommons.com/events/664693d38b48e7...	13	13
https://everettfarmersmarket.com/?utm_campaign=pu-evere...	13	13
https://www.nubianjam.com/?utm_campaign=pu-everettlink-...	13	13
https://www.soundtransit.org/get-to-know-us/our-brand/socia...	12	12
https://public.govdelivery.com/accounts/WASOUND/subscrib...	11	12
http://instagram.com/soundtransit?utm_campaign=pu-evere...	11	11
https://soundtransit.microsoftcrmportals.com/feedbackandcu...	10	10
https://www.soundtransit.org?utm_campaign=pu-everettlink-...	9	9
https://www.soundtransit.org/everettlink?utm_campaign=pu-...	8	8
https://twitter.com/soundtransit?utm_campaign=pu-everettli...	8	8
https://subscriberhelp.granicus.com/?utm_campaign=pu-eve...	2	2



Everett Link Extension

APPENDIX B

Email Recipients

Community Based Organizations	
Alderwood Community Church	Everett Public Schools
Arc of Snohomish County	Everett Public Schools Cascade High School
Asian Counseling Treatment Services	Everett Rainbow Girls
B.I.K.E.S Club of Snohomish County Sharing Wheels Community Bike Shop	Everett Station District Alliance (ESDA)
Boys and Girls Clubs of Snohomish County	Evergreen Funeral Home and Cemetery
Bridgeway Treatment Services	Evergreen Neighborhood
Bright Star Kids Academy	Feet First
Camp Fire Snohomish County	First Slavic Church Awakening
Cascade Bicycle Club	Futurewise
Cascade View Neighborhood/Twin Creeks Neighborhood	Glacier Peak Institute
Casino Road Kids Ministries	Glacier View Neighborhood
Catholic Community Services	Helping Hands Project Organization
ChildStrive	Homeage
Cocoon House	Homes and Hope
Communities of Color Coalition - C3	Homes and Hope Community Land Trust
Community Foundation of Snohomish County Connect Casino Road Village on Casino Road	Hopelink
Commute Seattle	HopeWorks Station North
Companis	Housing Authority of Snohomish County
Connect Casino Road	Housing Consortium of Everett and Snohomish Counties
Downtown Everett Association	Housing Hope
Economic Alliance Snohomish County	International Association of Machinists, District 751 Aeronautical Machinists, Inc
Edmonds Bicycle Advisory Group	Introspective Counseling Services
Edmonds College	King County Mobility Coalition
Edmonds School District	Korean Community Service Center
Everett Bible Baptist Church	Korean Women's Association
Everett Bike Walk	Korean Women's Association - Lynnwood
Everett Career Link Summer Internships	Lahai Health Clinic
Everett Community College	Latino Educational Training Institute (LETI)
Everett Community College Refugee & Immigrant Services Northwest (RISNW)	Latino Educational Training Institute (LETI) Lynnwood Public Facilities District
Everett Food Bank	Leadership Launch
Everett Gospel Mission	Leadership Snohomish County
Everett Housing Authority	Leafline Trails Coalition

Local Initiatives Support Corporation (LISC Puget Sound)	Snohomish County Equity Alliance
Low Income Housing Institute (LIHI)	Snohomish County Food Bank Coalition
Lowell Neighborhood	Snohomish County Veterans Services
Lutheran Community Services South Everett Neighborhood Center, Familias Unidas Latino Resource Center	Snohomish Ebony PAC (SEPAC)
Lynnwood Food Bank	Snohomish Senior Center
Lynnwood Public Facilities District	Sno-Isle Libraries - Mariner Community Campus Sno-Isle Libraries
Mental Health Crisis Services	Sno-Isle TECH Skills Center
Mill Creek Foursquare Church	Sno-King Watershed Council
Morning Star Korean Cultural Center	SnoTrac
Mukilteo School District	Sonrise Christian Center
Mukilteo School District Sno-Isle TECH Skills Center	Sound Experience
NAACP Snohomish County	South Everett Community Church
Northwest Justice Project Everett Office	South Everett Neighborhood Center, Familias Unidas Latino Resource Center
Pinehurst-Beverly Park Neighborhood	St. Vincent de Paul Snohomish County
Pinehurst-Beverly Park Neighborhood	The Everett Clinic
Port Gardner Neighborhood	Transportation Choices Coalition Transit Access Stakeholder Group
Providence Regional Medical Center Everett	United Way of Snohomish County
Riverside Neighborhood	UW Bothell 522 Transit NOW! Coalition Snohomish County
Rooted in Rights	Valley View Neighborhood
Rotary Club of Everett	Verdant Health Commission
Seattle Chinatown International District Preservation and Development Authority (SCIDpda) Futurewise Chinatown International District Framework Work Groups	Village on Casino Road
Seattle Hana Church	Washington Alliance for Better Schools
Servicentro Latino - Everett	Washington Family Engagement
Sharing Wheels Community Bike Shop	Washington School Information Processing Cooperative (WSIPC)
Sierra Club Sno-Isle Group	Washington Vocational Services
Silver Lake Neighborhood	Westmont-Holly Neighborhood
Snohomish County Black Heritage Committee (SCBHC)	Workforce Snohomish County
Snohomish County Committee for Improved Transportation (SCCIT)	WSU Extension Snohomish County
Snohomish County Community Foundation	WSU-Everett
Snohomish County Conservation District	YWCA of Snohomish County

Agency Having Jurisdictions (AHJ's)
City of Everett
City of Lynnwood
Community Transit
Everett Transit
FTA
PSRC
Snohomish County
WSDOT
Duwamish Indian Tribe



Everett Link Extension

APPENDIX C

Emails to Partners



Everett Link Extension

PO site #5 Emails to Partners/Jurisdictions

*Not for distribution
Last updated 7/1/2024*

To: Community Orgs & Community Conversation Participants

From: everettlink@soundtransit.org

BCC: everettlink@soundtransit.org

Subject line: Everett Link Extension: Track our progress!

Hello,

Thank you for your continued involvement in the [Everett Link Extension](#) project. **We are excited to share our [newly updated website](#) that includes:**

- Early station layouts showing what the stations in your community might look like.
- The current alternatives being studied, with descriptions of what has changed since our last update in 2023.
- Information about the environmental review process and how we're preparing for the Draft Environmental Impact Statement (EIS).

The EIS process takes a lot of time but will help us understand the benefits and drawbacks of each of the alternatives. You will have an opportunity to review and submit feedback on the Draft EIS after it is published, likely in early 2026. We will continue to engage with community and keep you informed throughout the process.

Come find us this summer!

Sound Transit will be attending community events across the project area this summer. We would love to meet you, share information about the project, and answer any questions you might have. A current list of upcoming events can be found [here](#).

Request a briefing!

Are you hosting an event you want the Everett Link project team to attend and/or sponsor? Would you like our team to provide a briefing to your community? Please reach out to us at everettlink@soundtransit.org any time and we would be happy to share information and answer questions at your next community gathering.

We have also attached an **Outreach Toolkit** equipped with sample photos and language if you are interested in sharing these updates.

Thank you for your time and for helping to connect us with others in the community. If you haven't already, we encourage you to sign up for [project email updates](#) and again, if you have any questions or would like to connect further, please do not hesitate to reach out at 206-370-5533, or everettlink@soundtransit.org.

Thank you,



Everett Link Extension

Jaclyn Gault

Everett Link Extension
Community Engagement
206-370-5533

[Facebook](#), [Twitter](#), [Flickr](#)



To: Jurisdictional partners

From: everettlink@soundtransit.org

BCC: everettlink@soundtransit.org

Subject line: Everett Link Extension: Submit your comments!

Hello,

Thank you for your continued involvement in the [Everett Link Extension](#) project. **We are excited to share with you our [updated website](#), which includes:**

- Early station layouts showing what stations in your community could look like.
- The current alternatives being studied, with descriptions of what has changed since our last update in 2023.
- Information about the environmental review process and how we're preparing the project's Draft Environmental Impact Statement (EIS).

The EIS process will help the project team and the community understand the benefits and drawbacks of each of the alternatives. The Draft EIS will be available for review and feedback in early 2026. During this time, we want to maintain engagement and interest in the project work and will provide periodic updates like this to share the most up-to-date information we have available.

Sharing updates with your community

Sound Transit will be attending [community events across the project area this summer](#), we hope to see you there! If you have any events you would like us to attend, please reach out.

If you'd like to share updates with your community, we have attached an **Outreach Toolkit** equipped with sample photos and language for your consideration.

Thank you for your time and for helping to connect us with others in the community.

Erik Ashlie-Vinke

Government & Community Relations Manager – North Corridor
Sound Transit
Mobile 425-298-3795



Everett Link Extension





Everett Link Extension

APPENDIX D

Outreach Toolkit

Outreach Toolkit

Purpose

The purpose of this document is to provide organizations a toolkit to share project information with the communities they serve. This newsletter blurb offers suggested content for organizations to share on our behalf, and is part of the outreach toolkit—which includes a press release (Sound Transit will develop), and social media share images.

Newsletter Blurb

Thanks to regional voters, we are undertaking an ambitious [mass transit system expansion](#), which includes expanding Link light rail service north from Lynnwood City Center to Everett Station. As we embark on our planning process, we invite you to track our progress and visit our interactive project website! You are the expert on your community, and we continue to commit to sharing the latest as we expand light rail to Everett.

Social Media Share Images









Everett Link Extension

APPENDIX E

Mailer

Track our progress *Sigue nuestro progreso*

진행 상황 추적하기

Следите за нашим прогрессом

Learn more and share feedback

Obtenga más información y comparta sus ideas

더 알아보기 및 의견 공유하기

Узнайте больше и поделитесь вашим отзывом



soundtransit.org/EverettLink-Plan

Everett



Lynnwood



SOUNDTRANSIT
Powering progress



Light rail project update

Noticias del proyecto del tren ligero

경전철 프로젝트 최신 현황

Последние новости о проекте
наземного метрополитена



soundtransit.org/EverettLink-Plan

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Everett Link Extension

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Everett Link Extension

Current route, station and OMF North locations under consideration (June 2024)

Ubicaciones actuales de estaciones y de la OMF North bajo consideración (junio de 2024)

기존의 역 및 고려 중인 OMF North 위치 (2024년 6월)

На данный момент мы рассматриваем текущие станции и расположения OMF North (июнь 2024)



Link light rail

Tren ligero Link | Link 경전철
Наземный метрополитен Link

Everett Link Extension

Preferred station and route alternatives

Estaciones preferidas y opciones de alineación

선호하는 역 및 선형 대안

Предпочитаемая станция и альтернативы размещения

Other route alternatives

Otras alternativas de alineación

다른 선형 대안

Другие альтернативы размещения

Other station alternatives

Otras alternativas para las estaciones

다른 역 대안

Другие альтернативы станции

OMF North site alternatives

Alternativas para la ubicación de la OMF North

OMF North 부지 대안

Альтернативные расположения OMF North

Other service | Otro servicio | 다른 서비스

Другая услуга

Future Lynnwood station

Próxima estación de Lynnwood

향후 Lynnwood 역 | Будущая станция Lynnwood

Link 2 Line and 3 Line

2 Line y 3 Line de Link | Link 2 Line 및 3 Line

Link 2 Line 이 3 Line

Stride bus rapid transit S2 Line:

Lynnwood—Bellevue (future)

S2 Line de los autobuses de tránsito rápido Stride:

Lynnwood a Bellevue (Futura)

Stride 버스 고속 운송 S2 Line:

Lynnwood—Bellevue (향후)

Автобус Stride скоростное сообщение S2 Line:

Lynnwood—Bellevue (будущее)

Sounder N Line: Everett—Seattle

N Line de Sounder: Everett a Seattle (vigente)

Sounder N Line: Everett—Seattle (현재)

Sounder N Line: Everett—Seattle (текущая)

June 2024: Locations shown are approximate and subject to change

Junio 2024: Las ubicaciones que se muestran son aproximadas y están sujetas a cambios.

기존의 역 및 고려 중인 OMF North 위치 (2024년 6월)

Июнь 2024: Показанные расположения

являются приблизительными и могут

поменяться Расписание проекта

Project timeline

Calendario del proyecto

프로젝트 일정표

Расписание проекта

*Subject to change. Sujeto a cambios. 변동될 수 있습니다.

Подлежит изменению



Lynnwood City Center

West Alderwood

Ash Way

Mariner

SR 99/
Airport Road
(provisional)

SW Everett
Industrial
Center

SR 526/
Evergreen

Everett
Station

Puget
Sound

Mukilteo

Paine
Field

Learn more

Obtenga más información | 더 알아보기 | Узнайте больше

[soundtransit.org/everettlink-plan](https://www.soundtransit.org/everettlink-plan)

About the project

The Everett Link Extension will provide fast, reliable connections to residential and job centers throughout the region. We're planning to add 16 miles of light rail connecting Snohomish County residents to the regional light rail network, from Lynnwood City Center to Everett Station. This project will also include the Operations and Maintenance Facility (OMF) North, which will support our expanding fleet.

See the latest updates!

Visit soundtransit.org/EverettLink-Plan for updates, including:

- Early station layouts showing what the stations in your community might look like.
- The current alternatives being studied, with descriptions of what has changed since our last update in 2023.
- Information about environmental review and how we're preparing for the Draft Environmental Impact Statement (EIS).

The EIS process will help the project team and the community understand the benefits and drawbacks of each alternative. You will have an opportunity to review and submit feedback on the Draft EIS after it is published, likely in early 2026.

Come find us this summer!

Sound Transit will be attending community events across the project area this summer. We would love to meet you, share information about the project, and answer any questions you might have. Events will be posted online!

Learn more at: soundtransit.org/EverettLink-Plan



Questions? Can't get online to see updates?

Contact our Community Outreach team:

206-370-5533 or everettlink@soundtransit.org

Information in alternative formats: 800-201-4900 / TTY: 711 or accessibility@soundtransit.org

О проекте

Everett Link Extension будет предоставлять быстрые и надежные сообщения с жилыми и рабочими центрам по всему региону. Мы планируем добавить 16 миль наземного метрополитена, которые помогут жителям округа Snohomish добираться на наземном метрополитене от Lynnwood City Center до Everett Station.

Узнайте последние новости!

Посетите soundtransit.org/EverettLink-Plan-RU, чтобы быть в курсе последних новостей, включая:

- Предварительные схемы станции, которые показывают, как выглядят станции в вашем районе.
- Самые последние рассматриваемые альтернативы, включая описание изменений с момента последних обновлений в 2023 году.
- Информация об экологической экспертизе и как проходит процесс подготовки Черновика заявления о воздействии на окружающую среду (EIS).

Процесс EIS поможет команде проекта и общине лучше понимать положительные и отрицательные стороны каждой из альтернатив. После публикации Черновика EIS, которая ожидается в начале 2026 года, у вас появится возможность ознакомиться с ним и оставить свои комментарии.

Посетите нас этим летом!

Этим летом Sound Transit будет посещать общественные мероприятия по всей территории проекта. Мы всегда рады встретиться с вами и рассказать подробнее о проекте, а также ответить на любые вопросы. Список мероприятий будет опубликован в интернете!

Узнайте подробности здесь: soundtransit.org/EverettLink-Plan-RU



Вопросы? Не можете подключиться к интернету, чтобы узнать о последних событиях?

Обратитесь к нашей группе по работе с общественностью: 206-370-5533 или everettlink@soundtransit.org

Информация в альтернативных форматах: 800-201-4900 / TTY: 711 или accessibility@soundtransit.org

Información del proyecto

Everett Link Extension proporcionará conexiones rápidas y confiables a centros residenciales y laborales en toda la región. Tenemos planeado agregar 16 millas a la ruta del tren ligero para que conecte a los habitantes del condado de Snohomish con la red regional de tren ligero desde el Lynnwood City Center hasta Everett Station. El proyecto incluye construir una Unidad de Operaciones y Mantenimiento (OMF) Norte, que apoyará a la flota en expansión.

¡Vea las últimas noticias!

Visite soundtransit.org/EverettLink-Plan-ES para obtener la información más actualizada, que incluye:

- Los diseños iniciales de las estaciones que muestran cómo se verían en su comunidad.
- Las alternativas más actuales que se están examinando, con descripciones de los cambios desde nuestra última actualización en 2023.
- Información sobre la revisión ambiental y cómo nos estamos preparando para el borrador de la Declaración de Impacto Ambiental (EIS por sus siglas en inglés).

El proceso de la Declaración de Impacto Ambiental ayudará al equipo del proyecto y a la comunidad a comprender las ventajas y desventajas de cada alternativa. Tendrá la oportunidad de revisar y enviar comentarios sobre el borrador de la Declaración de Impacto Ambiental después de su publicación, probablemente a principios de 2026.

¡Nos vemos en el verano!

Sound Transit estará presente en eventos comunitarios que se realizarán en el área del proyecto durante el verano. Nos encantaría conocerle, compartir información acerca del proyecto y responder a cualquier pregunta que pueda tener. Publicaremos los eventos en línea.

Obtenga más información en: soundtransit.org/EverettLink-Plan-ES



¿Tiene dudas? ¿No se puede conectar a Internet para ver las novedades?

Comuníquese con nuestro equipo de Enlace con la comunidad:

206-370-5533 o a everettlink@soundtransit.org

Información en formatos alternativos: 800-201-4900 / TTY: 711 o accessibility@soundtransit.org

프로젝트에 관하여

Everett Link Extension(에버렛 링크 확장)은 전 지역에 거쳐 거주지와 근무 중심지에 빠르고 안정적인 연결을 제공해 줍니다. 저희는 Lynnwood 시티 센터에서 Everett 역까지Snohomish 카운티 주민을 지역의 경전철 연결망으로 이어주는 16 마일의 경전철을 추가할 계획입니다. 이 프로젝트는 또한 확장하는 차량을 지원할 Operations and Maintenance Facility(OMF) North (북부 관리시설)을 포함할 것입니다.

최신 소식을 알아보세요!

다음에 포함한 현황을 알아 보시려면 soundtransit.org/EverettLink-Plan-KO 을 방문하세요:

- 귀하의 지역 사회에서 역이 어떤 모습일지 보여주는 초기 역 배치도.
- 2023년 마지막 업데이트 이후 변경 사항에 대한 설명 및 가장 최근 고려되고 있는 대안.
- Environment Review(환경 평가) 및Draft Environmental Impact Statement (EIS) 준비 과정에 대한 정보.

EIS 과정은 프로젝트 팀과 지역 사회가 각 대안의 혜택과 단점을 이해할 수 있도록 도와줍니다. Draft EIS(환경 평가서 초안)이 게시된 후(2026년 초로 예견), 초안을 검토하고 의견을 제출하실 기회가 주어집니다.

올 여름, 저희를 찾아주세요!

Sound Transit은 올 여름 프로젝트 지역에서 열리는 지역 행사에 참석할 예정입니다. 여러분을 만나 프로젝트에 대한 정보를 나누고 질문에 답변하는 시간을 갖게 되기를 고대합니다. 행사에 대한 공지는 온라인에 게재됩니다!

여기에서 더 알아보세요: soundtransit.org/EverettLink-Plan-KO



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홍보팀 연락처: 206-370-5533 또는 everettlink@soundtransit.org

대체 형식에 대한 정보: 800-201-4900/TTY: 711 또는 accessibility@soundtransit.org



Everett Link Extension

APPENDIX F

Social Media Notifications

	Facebook Post Insights	
Image		
Date Posted	2024-07-09 17:00:46	2024-07-26 17:00:32
Facebook page	Sound Transit	Sound Transit
Post ID	48453323978_893251809513273	48453323978_904082771763510
Post Type	Photo	Photo
Post Message	Hey #Everett! Sound Transit is headed your way! A new update on potential station locations for #EverettLinkExtension is live at https://ow.ly/e4el50Ss93B	The #EverettLinkExtension team is out and about to chat with you about future station locations in #SnohomishCounty! Find us at an event near you: https://ow.ly/a0uk50Ss9aJ . Learn more about your future light rail station at https://ow.ly/one450Ss9aK .
Engagement Rate	0.075601	0.019125
Reactions	188	38
Reach	20185	8000

X Post Insights

Image



Date Posted	2024-07-09 17:00:40	2024-07-26 17:00:34
Facebook page	@SoundTransit	@SoundTransit
Post ID	1810720739718312390	1816881310004019583
Post Type	Status	Status
Post Message	Hey #Everett! Sound Transit is headed your way! A new update on potential station locations for #EverettLinkExtension is live at https://ow.ly/i74s50Ss93A https://twitter.com/SoundTransit/status/1810720739718312390/photo/1	The #EverettLinkExtension team is out and about to chat with you about future station locations in #SnohomishCounty! Find us at an event near you: https://ow.ly/Vrxp50Ss9aH . Learn more about your future light rail station at https://ow.ly/eYQR50Ss9aI . https://twitter.com/SoundTransit/status/1816881310004019583/photo/1
Engagement Rate	0.08568	0.034002
Reactions	283	61
Reach	3303	1794



Everett Link Extension

APPENDIX G

Digital Ad Media Campaign



SOUNDTRANSIT

Campaign Report

July 23rd – August 20th

Presented by

the **Vida**
AGENCY

Glossary

Geotargeting

Targets ads to a specific geographic location. Can be specified by state, county, city, or zip.

Impressions

Times your ad was viewed.

Clicks

Times your ad is clicked.

Click-through-rate (CTR)

Clicks over impressions. For example, if your ad had 250 impressions and 22 clicks your CTR would be .088, or 8.8% (22/250).



Summary

Campaign Goal

The primary goal of this campaign was to:

- Provide community members with a general information update regarding station footprints and new names for routes

Ads were placed in English, Spanish, Russian, and Korean to reach the broadest audience possible. Community members were directed to an in-language participate online website to view this information.

Tactics

- Digital Display Ads

Targeting

Display ads were targeted to the project area by zip code, with geo-fencing put in place to capture travelers through Snohomish County area along the I-5 corridor. Ads were also placed in prominent multicultural media outlets that serve as trusted sources of news in our priority communities.

Results

Our digital and multicultural media campaign closed with 1,957,401 total impressions and 942 total clicks. In early conversations about the goals of this campaign, our teams decided that this general information update should be directed at audience members that were previously hard to reach through more traditional outreach means. In order to achieve this, our media campaign prioritized Russian and Korean-language advertisements. The results generated by this campaign demonstrate increased visibility amongst our priority demographics, which means that we can call this campaign a success!

Campaign Results

Digital Media Ads

Spanish	Impressions	Clicks	CTR
Display Totals	1,274,054	344	0.03%

Russian	Impressions	Clicks	CTR
Display Totals	300,389	198	0.07%

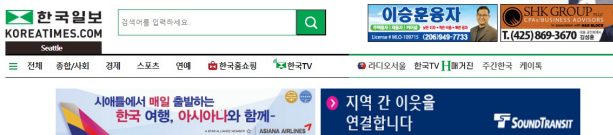
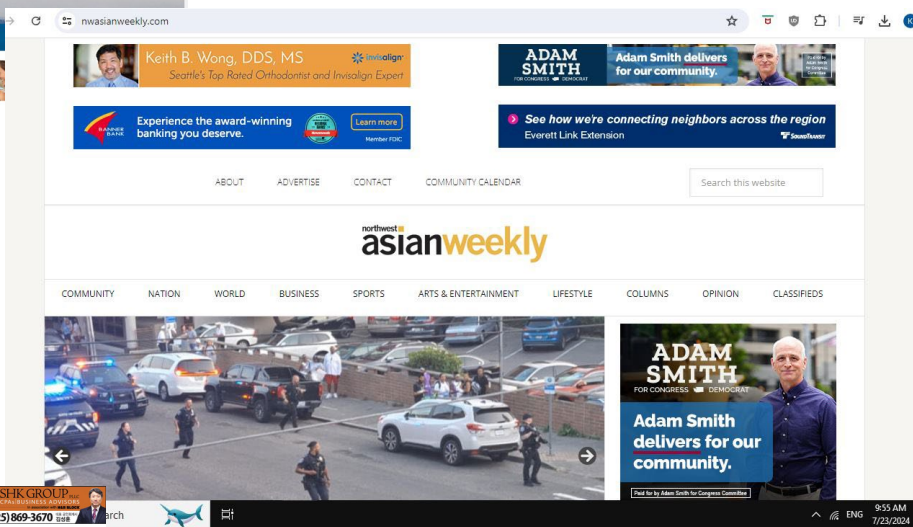
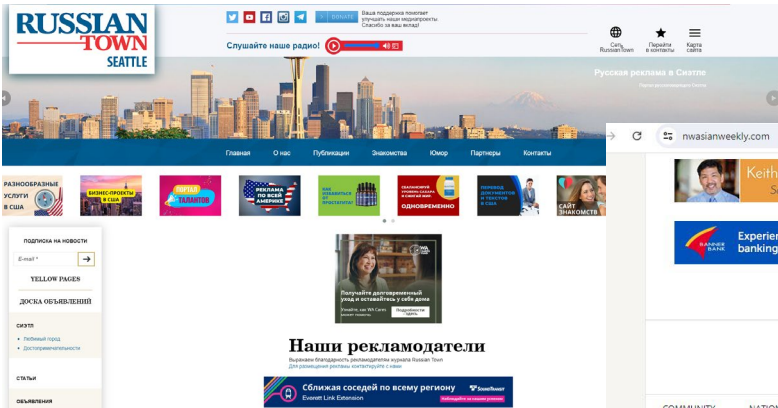
Korean	Impressions	Clicks	CTR
Display Totals	248,308	202	0.08%

Overall Results	Impressions	Clicks	CTR
Display Totals	1,822,751	744	0.06%

Campaign Results

Multicultural Media Ads

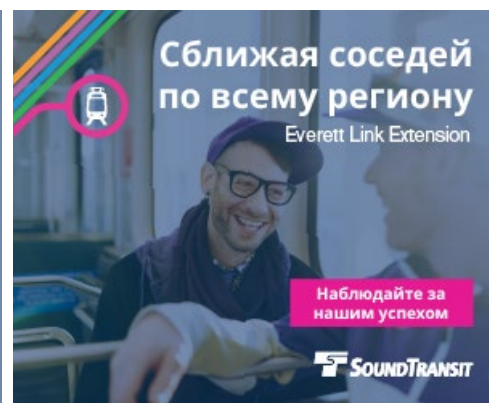
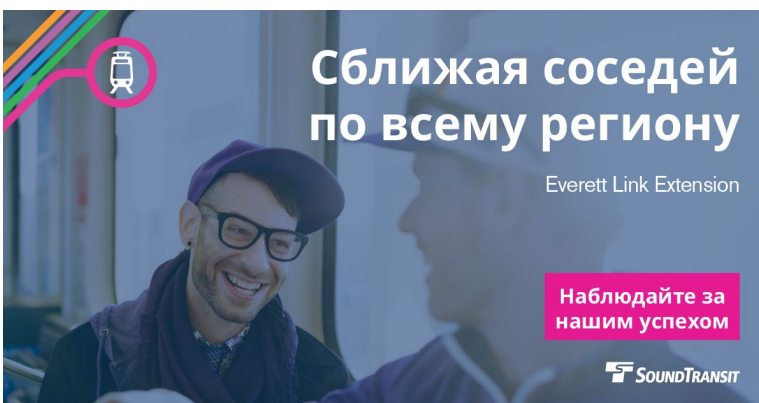
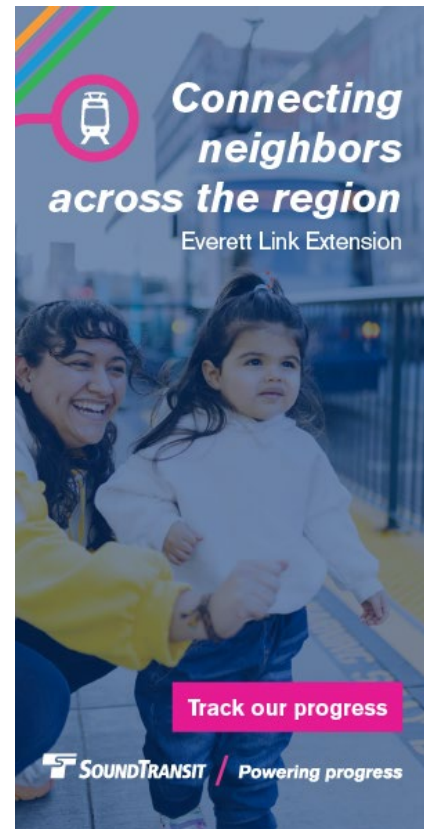
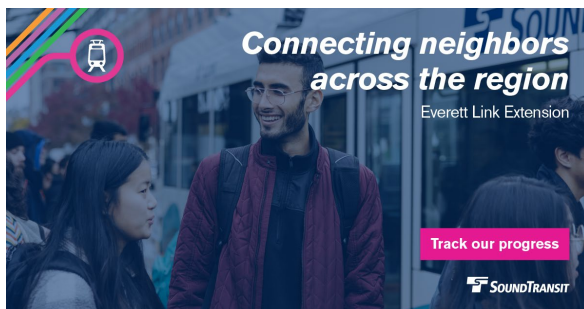
Outlet	Language	Impressions	Clicks
NW Asian Weekly	English	100,000	191
Russian Town Seattle	Russian	13,800	5
The Korea Times	Korean	20,850	2
Totals		134,650	198



Creative Samples

Display Ads

Below is a sample of in-language display ads that ran.





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Sydney Flau

Digital Project Manager

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Everett Link Extension

APPENDIX H

Earned Media

Become A Supporter (<https://mltnews.com/help-us-support-mltnews-subscription/>)



Foundation for Edmonds School District and Campbell Auto Group presents:
**THE 16TH ANNUAL
MONSTER MAD DASH** | **SATURDAY
OCT 5, 2024**
REGISTRATION

(<https://foundationesd.org/ways-to-give/monster-mad-dash-5k/>)

Church leaders relieved as Sound Transit changes ‘preferred option’ for light rail along Alderwood Mall Blvd

Posted: July 17, 2024



(https://dpa730eaqha29.cloudfront.net/mltnews/wp-content/uploads/2024/07/IMG_9221-2-1.jpg)

Alderwood Community Church, located on the northwest side of Alderwood Mall Boulevard in Lynnwood, is no longer in the path of the future Everett Link of Sound Transit light rail after the transportation agency released its latest “preferred option” for the railway last month. (File photo by Doug Petrowski)

As Sound Transit prepares to open its Lynnwood Link light rail extension with great fanfare next month, the agency quietly announced a change in the “preferred” route of its next northern-bound expansion of light rail that had previously threatened to displace a 100-year-old Lynnwood church.

Sound Transit’s initial renderings of the Everett Link expansion of light rail through Lynnwood showed its preferred route running through a portion of the five acres of property that Alderwood Community Church calls home along Alderwood Mall Parkway. But last month, Sound Transit announced a new plan for its light rail line in the area.

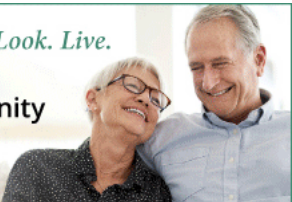
“Based primarily on feedback from the Alderwood Community Church, Sound Transit was able to work with WSDOT (Washington State Department of Transportation) and the City of Lynnwood to propose a different path for the guideway to minimize impacts to church property,” said Sound Transit spokesperson John Gallagher.

The new “preferred option” puts the elevated line above Interstate 5 right-of-way along the southeast side of Alderwood Mall Boulevard as opposed to previous plans to run the line above church property on the northwest side of the arterial.



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(<https://forevercareservices.com>)

Church leadership had expressed concern in January 2023 (<https://lynnwoodtoday.com/leaders-worry-about-future-of-lynnwood-church-as-sound-transit-eyes-light-rail-extension-options/>) when they were told that Sound Transit had their eyes on the church grounds for light rail use, and that the church may have to sell their property and relocate elsewhere in the city. Now a sense of relief is being shared among those same church leaders.

"We are very relieved and excited to see Sound Transit working hard to avoid our campus," said Josh Bishop, Alderwood Community Church executive administrator.

While Bishop said he has had "several meetings" with Sound Transit staff members over the past 18 months about the proposed design of a light rail line in Lynnwood, he credited the latest change in the planned route to church members, attendees and others in the community who pushed the transit agency to reconsider its initial design option.

"We believe the community response on our behalf played a significant role in getting new alternative routes drawn up," Bishop said.



(<https://dpa730eaqha29.cloudfront.net/mltnews/wp-content/uploads/2024/07/West-Alderwood-light-rail-update-June-2024-2.jpg>)

A map released by Sound Transit last month shows (in green) the new "preferred option" for the Everett Link light rail extension with the elevated line in between Alderwood Mall Boulevard and I-5. The yellow line shows a secondary option for the line that closely resembles the original design released 18 months ago and that concerned the leadership at Alderwood Community Church as it runs through the 100-year-old church campus. (Map courtesy of Sound Transit)

More than 1,600 people attended a February 2023 public meeting held by Sound Transit seeking comment on the planning of a light rail line through Lynnwood. Many were there to express their opposition to the possible use of Alderwood Community Church property for the Everett Link.

Bishop stressed that the church doesn't oppose Sound Transit running light rail through the West Alderwood area of Lynnwood, but wanted the transit agency to consider options that won't force the church to pull up its long-standing roots in the neighborhood.

"Sound Transit has been proactive in their conversations with us and I believe wants the best for this community," Bishop said. "We look forward to the positive impact light rail will have on our region."

"For today, we are hopeful that Sound Transit will continue to do the right thing and work hard to avoid displacing our 100-year-old church and the Alderwood Compassion Center," he added.

(The Alderwood Compassion Center is a three-story building on the campus of Alderwood Community Church that provides services to individuals and families in the area who are in need, in addition to housing church offices.)

Sound Transit was able to reline the "preferred option" for light rail in the West Alderwood area because design work for the route is still in its early stages, Gallagher explained. "The ability to revise the design at this early stage is why we engage the public through project scoping," he said.

Gallagher also noted that the route change wasn't solely because of protests from Alderwood Community Church leadership and members, but was also made to "improve the track alignment geometry for operations."

"The new alignment is straighter and removes the double curve so it's a bit faster and improves the passenger experience," Gallagher said.

Gallagher did caution that Sound Transit staff and engineers are still very early in the process of determining where and how the Everett Link will operate. "The team will continue to try to work through engineering and station concept design issues and will continue working with partners to resolve issues that are identified in the analysis," he concluded.

A draft Environmental Impact Statement (EIS) on the latest Everett Link plans is expected to be completed and released in early 2026 with the final EIS published in 2027. The Everett Link Final Design is scheduled to be completed by 2029.

Sound Transit hopes to have the Everett Link of light rail running from Lynnwood to Everett sometime between 2037 and 2041.

— By Doug Petrowski

([/#facebook](#)) ([/#twitter](#)) ([/#pinterest](#)) ([/#linkedin](#))
(<https://www.addtoany.com/share?url=https%3A%2F%2Fmltnews.com%2Fblvd%2F&title=Church%20leaders%20relieved%20as%20Sound%20Transit>)



Johan McCleave

July 18, 2024 at 3:46 am (<https://mltnews.com/church-leaders-relieved-as-sound-transit-changes-preferred-option-for-light-rail-along-alderwood-mall-blvd/#comment-140731>)

Just another example of the upper middle class pushing problems down to the lower class. One church was spared but now an entire neighborhood hub of Casino Road is on the chopping block. Once again we see the pocketbooks of a church outweigh the needs of the actual low incoming and needing community who don't have a million dollar church to back their voices to pocketed politicians.

[↩ Reply](#)



Paul Ventresca

July 19, 2024 at 5:59 am (<https://mltnews.com/church-leaders-relieved-as-sound-transit-changes-preferred-option-for-light-rail-along-alderwood-mall-blvd/#comment-140734>)

Casino road is miles away. The decision on the church has no effect on what route it takes so far north.

[↩ Reply](#)



Elaine Lee

August 4, 2024 at 3:15 pm (<https://mltnews.com/church-leaders-relieved-as-sound-transit-changes-preferred-option-for-light-rail-along-alderwood-mall-blvd/#comment-140763>)

I am sorry you don't really understand Alderwood. It has a food pantry that donates lots of food to the underserved in our community. And they do a back pack drive for the underprivileged kids in the fall. I could go on about how much Alderwood and its people support the underprivileged folks in our area. I would strongly suggest you look further into all the good Alderwood does before you point fingers at things that you don't really understand. In fact I would like to invite you to come to a service if you feel so lead. The people here are loving and gracious, caring wonderful people. You will be blessed.

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What will light rail bring to Snohomish County? Part 2 — Nearly 60 years of history behind Lynnwood Link launch

Posted: August 9, 2024



(<https://dpa730eaqha29.cloudfront.net/myedmondsnews/wp-content/uploads/2024/08/will-the-last-person-leaving-seattle-turn-out-the-lights-billboard-april-1971.jpg>)

A billboard asks the last person leaving Seattle to turn out the lights in 1971, toward the end of the Boeing Bust. (Photo courtesy Wikimedia)

This is part 2 of the My Neighborhood News Network series on light rail arriving in Snohomish County. You can read part 1 [here](#). (<https://myedmondsnews.com/2024/08/what-will-light-rail-bring-to-snohomish-county-part-1/>)

The history of light rail transportation in Puget Sound dates to 1968 with the Forward Thrust

(https://en.wikipedia.org/wiki/Forward_Thrust#:~:text=The%20Forward%20Thrust%20ballot%20initiatives,called%20the%20Forward%20Thrust%20C series of bond measures designed to bring a rapid transit system to King County. Seven of the propositions were passed, with the remaining five being reworked for another attempt in 1970.

However, the following year would mark the beginning of economic uncertainty. In 1969, Boeing was on the edge of bankruptcy. The company lost over 12,000 employees from attrition and lost another 20% after layoffs. The decline is known as the "Boeing Bust" (<https://www.historylink.org/file/20923/>)

Due to the poor economic outlook, the remaining bond propositions were voted down in 1970. By the time Boeing recovered in 1972, the federal funds designated for Seattle-area light rail had been awarded instead to the Metropolitan Atlanta Rapid Transit Authority (MARTA (<https://itsmarta.com/MARTA-at-a-Glance.aspx>)) in Atlanta, Georgia.

Light rail wouldn't get another shot until 1996, when Snohomish, King and Pierce County residents approved vehicle excise taxes and sales taxes to raise funds to connect Puget Sound's four most populous areas: Everett, Tacoma, Bellevue and Seattle, with Seattle acting as the hub. The \$3.9 billion transit package had \$1.7 billion dedicated to the light rail project, which was scheduled to open in 2006.

"Electric light rail is a cost-effective way to serve the core of the regional system where transit ridership is the highest (a two-way light rail line can carry the same number of people as 12 freeway lanes). This new transportation link provides a stepping stone for expansion well into the next century."

— Central Puget Sound Regional Transit Authority, 1996 (<https://www.soundtransit.org/sites/default/files/documents/1996-long-range-vision.pdf>)
(Now Sound Transit)



(<https://dpa730eaqha29.cloudfront.net/myedmondsnews/wp-content/uploads/2024/08/Jerry-Smith-larger.jpeg>)

Mountlake Terrace Mayor Jerry Smith was a fierce advocate for bringing light rail to Snohomish County.

One of the greatest champions of getting the light rail to Snohomish County was Jerry Smith (<https://mltnews.com/breaking-news-mountlake-terrace-mayor-jerry-smith-dies/>), who served as the mayor of Mountlake Terrace from 2004 until his death in 2018. Smith understood the city's importance as a gateway to Snohomish County and frequently took opportunities to promote it and remind fellow officials of how critical their roles were in the Puget Sound region's growth.

In a 2018 *MLTnews* article (<https://myedmondsnews.com/2018/12/mr-mountlake-terrace-mayor-jerry-smith-remembered-for-his-leadership-generosity/>), former Mountlake Terrace City Manager John Caulfield recalled Smith's presence at a Sound Transit board meeting when the agency was considering expanding its light rail service north via Sound Transit 2 coming from Bellevue.

Advertiser Content

An advertisement for Forever Care Services, LLC. It features a logo with a heart and a person icon, the text "FOREVER CARE SERVICES, LLC", and the tagline "Learn. Look. Live." Below this, it says "Find the Right Senior Living Community" and "with Free Personalized Compassionate Guidance". At the bottom, it lists "Assisted Living • Memory Care • Adult Family Homes". To the right of the text is a photo of an elderly couple smiling.

(<https://forevercareservices.com>)

"Originally, the line was going to end at Northgate, and folks in South Snohomish County weren't too pleased," Caulfield recalled. "Jerry spent a lot of time testifying in front of the Sound Transit board about why it was important to extend rail to South Snohomish County and eventually Everett."



(<https://dpa730eaqha29.cloudfront.net/myedmondsnews/wp-content/uploads/2024/08/SmithLR.jpg>)

Jerry Smith, far left, with members of the Mountlake Terrace City Council at the groundbreaking for the Terrace Station project — located next to the future light rail line — in May 2018. (File photo by Larry Vogel)

Caulfield said representatives from cities east of Lake Washington spoke against Sound Transit expanding there. Smith, always willing to promote Mountlake Terrace and South Snohomish County, told the Sound Transit board, “If the folks on the Eastside don’t want the money, give it to North King County and South Snohomish County because we are ready to go.”

According to Caulfield, Smith’s advocacy for the light rail in Snohomish County caught the board’s attention. However, that didn’t mean there wasn’t opposition.

Former Edmonds Mayor Dave Earling sat on the Sound Transit board for 20 years and agrees that Smith served as a pressure point to build northward.



(<https://dpa730eaqha29.cloudfront.net/myedmondsnews/wp-content/uploads/2024/08/Earling-2020.jpg>)

Dave Earling (Photo by Jon Anderson)

According to Earling, the entire transportation system, from rail to buses to roadways, has been important to the region, but officials were interested in finding ways to move people by rail. Unlike buses, which can be delayed by traffic congestion, a rail system has a set schedule.

But then, Sound Transit lost federal funding for the light rail expansion and “things got nasty,” Earling said.

According to a 2017 HistoryLink article (<https://www.historylink.org/file/8002>)– “Sound Transit (King, Pierce, and Snohomish counties)” by Josh Cohen – Sound Transit learned that the 1 Line — then called Central Link — was going to cost more than originally projected.

In his article, Cohen said that then Sound Transit Executive Director of Planning, Environment and Project Development Ric Ilgenfritz (<https://www.communitytransit.org/ceo>) — now CEO of Community Transit — attributed the massive cost overruns to a “combination of inexperience, optimism, and communication breakdown.” He also said that Sound Transit wasn’t “very disciplined about the scope” of the project and lacked internal communication.

The Federal Transit Administration (FTA (<https://www.transit.dot.gov/>)) continued to commit \$500 million for the Central Link and forwarded the proposal to Congress, but it failed to mention potential cost overages. The lowest bid for the tunnel that would run from the University of Washington to downtown Seattle was almost \$200 million over budget.

In October 2000, Sound Transit hired former Snohomish County Deputy Executive Joni Earl as chief operating officer. She found that the Central Link was \$1 billion over budget and would take three years longer to build than projected.

In January 2001, U.S. Transportation Secretary Rodney Slater signed a \$500 million full funding grant agreement to the Central Link, which Congressional Republicans opposed. Rep. Hal Rogers of Kentucky, the House Appropriations Transportation Subcommittee chair, requested more time to evaluate Sound Transit's budget.

After Sound Transit received the funds, Executive Director Bob White resigned, stating "that new leadership, unencumbered by past issues and decisions, is needed to position the agency to restore public confidence to succeed with the Link light rail project."

Rep. Rogers summoned Earl, as acting CEO of Sound Transit, to Washington, D.C., to be questioned by the House Appropriations transportation subcommittee. In a sign of support for the transit agency, then-U.S. Rep. Norm Dicks, representing areas of Pierce and Kitsap counties, sat with Earl during her questioning.



(<https://dpa730eaqha29.cloudfront.net/myedmondsnews/wp-content/uploads/2024/08/US-Representative-Norm-Dicks.jpg>)

U.S. Rep. Norm Dicks (Photo courtesy
HistoryLink)

The transportation subcommittee asked Earl about Sound Transit's plans to get back on track and why it deserved federal funding. Rep. Rogers said his decision would be based on the results of the Office of the Inspector General's investigation of Sound Transit later that year.

"The Inspector General report was not kind," Cohen wrote in his HistoryLink article.

The report was released in April 2001 and criticized Sound Transit for its poor research on budgeting and cost estimates. It recommended that the FTA hold the grant money, estimating the true cost of the light rail as planned was \$4.1 billion.

The day after the report's release, U.S. Transportation Secretary Norman Mineta announced Sound Transit would not get federal funds for the light rail. U.S. Sen. Patty Murray worked with the FTA to prevent the redistribution of the \$500 million budgeted for Sound Transit to other agencies. This gave the agency time to correct its issues.

Due to the costs of tunneling, the Sound Transit board voted 14-2 to build the \$2.1 billion, 14-mile line from Westlake Park to the airport first — a shortened version of the original segment running from the University of Washington to SeaTac Airport.

Earl was appointed CEO of Sound Transit in 2001. She adjusted the project's scope and reshaped the agency's working culture with the goal of underpromising and overdelivering. Further, she affirmed to staff that they would not be fired for identifying a problem but for hiding one.



(<https://dpa730eaqha29.cloudfront.net/myedmondsnews/wp-content/uploads/2024/08/EarlBus2021.jpg>)

Sound Transit CEO Joni Earl (center) before her March 2016 retirement. (Photo courtesy Sound Transit)

She said the agency took the Inspector General's list of issues and corrected each with new project control systems for project costs and risks. Earl also made internal improvements to avoid future communication breakdowns.

An anti-rail nonprofit group called Sane Transit, including former King County Councilmember Maggie Fimia, Bellevue businessman Kemper Freeman Jr. and former KING Broadcasting Public Affairs Director Emory Bund, sued Sound Transit in February 2002. The group stated that light rail's reduced scope required Sound Transit to put the issue to another public vote.

HistoryLink's Cohen writes that the Sane Transit suit also sought an injunction against agency spending. However, the courts decided that Sound Transit had legal authority to change the project's scale.

Sound Transit reapplied for the \$500 million FTA grant in July 2002, and the FTA granted it permission to progress to the final design stage.

Follow-up audits from the Office of the Inspector General lasted from September 2002 into the spring of 2003. The second Inspector General's report was published in July and approved Sound Transit for the grant. In November 2003, the agency received the full funding grant for the Central Link.

With legal and funding obstacles cleared, Sound Transit was able to focus on breaking ground on the Central Link and designing the next phase called ST2, which would extend the light rail north to Lynnwood.

In spring 2006, the state Legislature created a \$11 billion ST2 package, which included more than \$7 billion for highway construction. In May, the Sound Transit Board unanimously approved the final ST2 package for the roads and transit vote.

Cohen writes that Sound Transit faced opposition from both road and rail advocates: "Sane Transit opposed spending billions on transit, and the Sierra Club opposed spending billions on highways," and the vote lost by a wide margin in November 2007.

Despite the loss at the ballot box, that same month, Sen. Patty Murray secured \$94 million for light rail funding for the 2008 fiscal year: \$24 million for the University Link light rail extension to Northgate and \$70 million toward completing light rail from downtown Seattle to the airport.

The Sound Transit board felt that the \$7 billion allocated for road improvements killed the previous proposition, so it created an \$18 billion stand-alone expansion package for ST2, which voters passed in 2008.



(https://dpa730eaqha29.cloudfront.net/myedmondsnews/wp-content/uploads/2024/08/53868733462_e5dd251bce_k.jpg)

The 1 Line light rail tracks at the Mountlake Terrace Station.

(Photo by Nick Ng)

The victory, however, would be short-lived.

Sound Transit's budget would soon be affected by the Great Recession (<https://www.federalreservehistory.org/essays/great-recession-and-its-aftermath>), which lasted from 2007 to 2009. The agency's revenue forecast fell by 30%, and it had to scale back on projects. To compensate, Sound Transit removed several planned park-and-rides, along with rail extensions to Federal Way and Redmond.

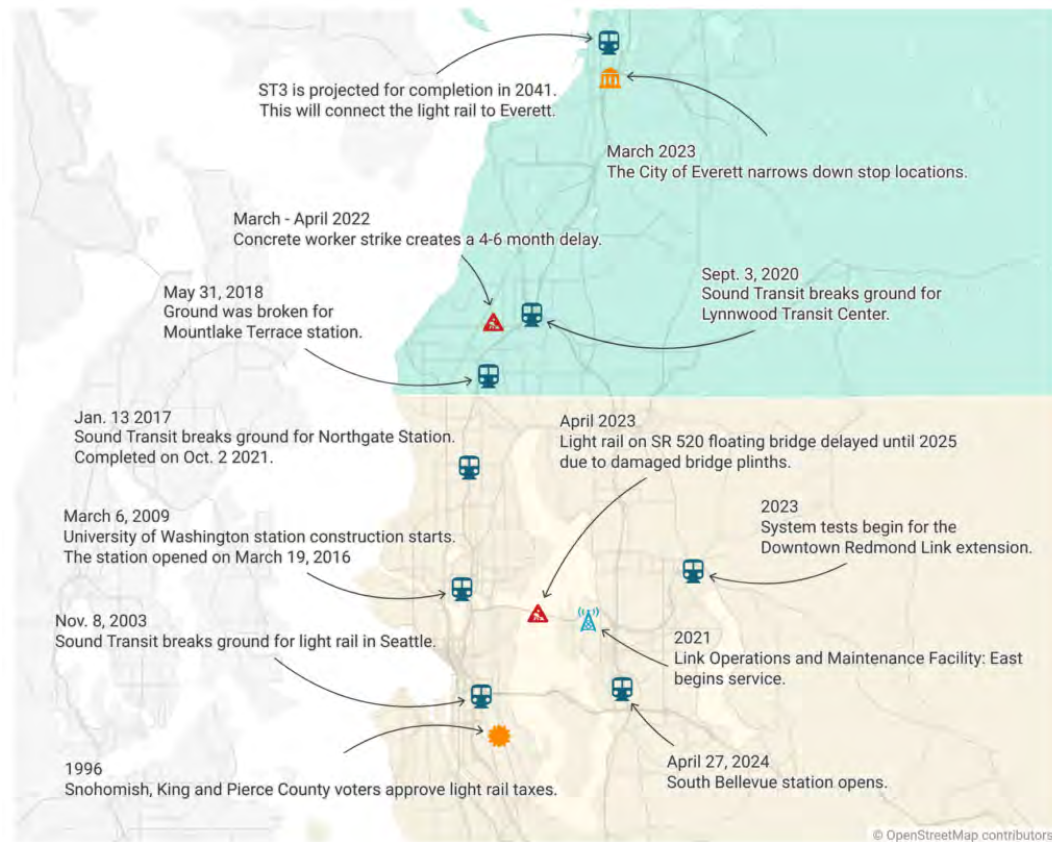
On July 18, 2009, the light rail opened between Westlake Center and International Boulevard in Tukwila and had over 30,000 first-day riders. Six months later, Sound Transit opened the airport station.

A pro-roads group in Bellevue led by Kemper Freeman sued the state in 2009 to block the light rail's expansion to the Eastside. The group argued that using the Interstate 90 bridge to cross Lake Washington for non-highway purposes violated the state constitution because it was paid for with gas taxes. The lawsuit was rejected by the Washington State Supreme Court in 2013.

In April 2014, Earl took a medical leave of absence from the agency, retiring in March 2016.

Deputy CEO Mike Harbour stepped in as acting CEO until Earl's retirement when FTA Transportation Undersecretary Peter Rogoff replaced her.

The University Link opened in March 2016, running from Westlake to Husky Stadium at the University of Washington, with a stop in Capitol Hill. The Angle Lake station – south of SeaTac Airport – opened in September that year.



Created with Datawrapper

(<https://dpa730eaqha29.cloudfront.net/myedmondsnews/wp-content/uploads/2024/08/TimeMap.png>)

A map showing key events during the construction of the Lynnwood Link light rail extension, as well as light rail milestones on the Eastside. (Graphic by Rick Sinnett)

In June 2016, the Sound Transit board unanimously approved the \$54 billion ST3 package to connect Lynnwood to Everett, making it the largest tax package in state history.

ST3's price tag drew opposition from long-time light rail opponent Kemper Freeman, who called for the public to vote no on the proposition and raised over \$200,000 in donations. Although the Seattle Times editorial pages echoed the same sentiment and some state legislators voiced concern over the costs, ST3 passed by 54%.

Scheduled for completion in 2041, ST3 will add 62 miles of light rail and 37 more stations, along with an expanded Sounder commuter train and Regional Express bus service.

While the agency is now working on the Lynnwood-to- Everett extension, for now Sound Transit will be celebrating a major milestone with the opening of the Lynnwood and Mountlake Terrace stations Aug. 30

Reflecting on the long road that brought light rail to South Snohomish County, former Edmonds Mayor and Sound Transit Board Member Earling explained that when there wasn't a fight for funding, there was a fight for revenue.

"Bus companies wanted to keep their piece of the action," Earling said.

According to Earling, Snohomish County residents wanted light rail, but the Everett mayor at the time was focused on buses staying in play because people needed more than one mode of transportation.



(<https://dpa730eaqha29.cloudfront.net/myedmondsnews/wp-content/uploads/2024/08/Light-rail-work-3.jpeg>)

Crews working on light rail construction in Mountlake Terrace in 2022. (MLTnews file photo)

Local transportation providers, such as Community Transit and Everett Transit, were concerned that another mode of transportation would take their funding and revenue. Further, that missing money could potentially result in a reduction in services and layoffs.

"Everything became a reality four to five years ago as the light rail started to gain momentum," Earling said. "Community Transit and Everett Transit were working on how to keep jobs."

Then, in 2019, Community Transit started discussing connecting bus routes, he added. In 2021, Community Transit (<https://www.communitytransit.org/transitchanges>) began the Lynnwood Link bus restructure process with a service study in Snohomish County.

"Community Transit realized their responsibility to the community was to connect them to the light rail," Earling said.

Over a generation has passed since the Snohomish, King and Pierce County residents voted for the light rail. Some of those voters never got to ride it, while others riders weren't even born when it was passed.

"I am beyond excited that we are finally getting light rail to Snohomish County," said Mountlake Terrace Mayor Matsumoto Wright. "I have been taking it from Northgate and just love it. Opening day will be a huge deal. We have been waiting a long time."

— By Rick Sinnett

Next: Part 3 — The changing demographics of light rail users

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(<https://www.addtoany.com/share?url=https%3A%2F%2Fmyedmondsnews.com/2024/08/what-will-light-rail-bring-to-snohomish-county-part-2-nearly-60-years-of-history-behind-lynnwood-link-launch/&title=What%20will%20light%20rail%20bring%20to%20Snohomish%20County%20Part%202>)



Grace Bond

August 10, 2024 at 6:49 am (<https://myedmondsnews.com/2024/08/what-will-light-rail-bring-to-snohomish-county-part-2-nearly-60-years-of-history-behind-lynnwood-link-launch/#comment-530387>)

Wow, what an incredible history! Makes me appreciate Light Rail even more knowing all that went into it.

[↩ Reply](#)



Clinton Wright

August 10, 2024 at 9:15 am (<https://myedmondsnews.com/2024/08/what-will-light-rail-bring-to-snohomish-county-part-2-nearly-60-years-of-history-behind-lynnwood-link-launch/#comment-530404>)

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What will light rail bring to South Snohomish County? Part 6 — Business impacts and gentrification

Posted: August 13, 2024



(https://dpa730eaqha29.cloudfront.net/myedmondsnews/wp-content/uploads/2024/08/DSC_4302.jpg)

Shoppers at Lynnwood's Alderwood Mall. (My Neighborhood News Network file photo)

This is part 6 of the My Neighborhood News Network series on light rail arriving in Snohomish County. You can read part 1 [here](https://myedmondsnews.com/2024/08/what-will-light-rail-bring-to-snohomish-county-part-1/) (<https://myedmondsnews.com/2024/08/what-will-light-rail-bring-to-snohomish-county-part-1/>), part 2 [here](https://myedmondsnews.com/2024/08/what-will-light-rail-bring-to-snohomish-county-part-2-nearly-60-years-of-history-behind-lynnwood-link-launch/), (<https://myedmondsnews.com/2024/08/what-will-light-rail-bring-to-snohomish-county-part-2-nearly-60-years-of-history-behind-lynnwood-link-launch/>) part 3 [here](https://myedmondsnews.com/2024/08/what-will-light-rail-bring-to-south-snohomish-county-part-3-the-changing-demographics-of-light-rail-users/) (<https://myedmondsnews.com/2024/08/what-will-light-rail-bring-to-south-snohomish-county-part-3-the-changing-demographics-of-light-rail-users/>), part 4 [here](https://myedmondsnews.com/2024/08/what-will-light-rail-bring-to-south-snohomish-county-part-4-traffic-housing-density-and-zoning-impacts/) (<https://myedmondsnews.com/2024/08/what-will-light-rail-bring-to-south-snohomish-county-part-4-traffic-housing-density-and-zoning-impacts/>) and part 5 [here](https://myedmondsnews.com/2024/08/what-will-light-rail-bring-to-south-snohomish-county-part-5-ensuring-public-safety-the-focus-of-local-law-enforcement/). (<https://myedmondsnews.com/2024/08/what-will-light-rail-bring-to-south-snohomish-county-part-5-ensuring-public-safety-the-focus-of-local-law-enforcement/>)

The extension of Sound Transit's light rail system into Snohomish County is promising new economic opportunities for small businesses in cities like Edmonds, Lynnwood and Mountlake Terrace. But as construction ramps up, some entrepreneurs are also bracing for potential disruptions.

Light rail has been shown to spur business growth around new stations by increasing foot traffic and access to customers. A study by the University of Minnesota found retail businesses located within a mile of light rail stations saw an 88% increase (<https://journals.sagepub.com/doi/abs/10.1177/0042098017724119>) in new businesses in **the knowledge sector** (https://en.wikipedia.org/wiki/Knowledge_industries), a 40% increase in the service sector, and a 28% increase in retail businesses compared to car-accessible areas.

However, this boost decreases each year by 8%, 6% and 7%, respectively, after the opening. The study also found that the positive effect is strongest within a quarter mile of the stations, with areas one mile away seeing 21% fewer new retail businesses and 12% fewer knowledge sector businesses.

Mountlake Terrace



Light rail crosses 236th Street Southwest in Mountlake Terrace. (Photo by Nick Ng)

In Mountlake Terrace, home to the first of two Snohomish County light rail stations opening Aug. 30, city leaders have been preparing for decades by enabling denser, transit-oriented development near city hall and the town plaza.

The City of Mountlake Terrace has been developing redevelopment plans for the Town Center sub-area for several years. The original concept was adopted by the City Council in 2007 and was revised in 2011, 2015 and 2019.

During the 2019 planning process, there was public outreach, including the formation of a Town Center Task Force (<https://cityofmlt.com/1936/Economic-Vitality-Town-Center-Task-Force>) to focus on the area's future. This task force consisted of 15 community members representing the public and development interests, along with two liaisons each from the planning commission and city council.

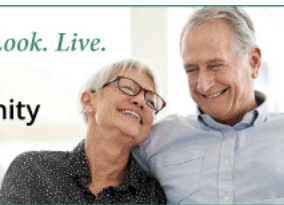
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However, some longtime business owners are wary of the impacts as major redevelopment projects get underway along key corridors like 232nd Street Southwest and 56th Avenue West.

Small business owners are also feeling pressure from rezoning changes to accommodate the light rail and House Bill 1110 (<https://lawfilesexternal.wa.gov/biennium/2023-24/Pdf/Bill%20Reports/House/1110%20HBR%20APP%202023.pdf>). Those who were hoping to benefit from the light rail station are finding that their proximity to the transit station puts their shops and restaurants in danger of closure or relocation to make room for

redevelopment.

Mountlake Terrace's footprint, which is 4.16 square miles — compared to Lynnwood's 7.89 and Edmonds's 10.1 — gives the city little physical room to work with to generate revenue. Since there are no available plots to develop, developers must build upward, which means tearing down the single-story structures for multi-story, multi-use buildings.

Kirk Ishizaki, owner of West Plaza in Mountlake Terrace, will likely lose a considerable portion of his building for a pedestrian- and bicyclist-only street the city plans to create to accommodate light rail traffic. That portion is almost the entirety of Diamond Knot Brewpub @MLT, and under current plans, the Espresso Break kiosk (<https://www.facebook.com/EspressoBreak/>) will be removed to create a full driveway.

Double DD Meats (<https://doubledmeats.com/>) owner Kim Nygard, and Diamond Knot Brewpub@MLT President and CEO Andy Eason and General Manager Sam Mickelson are not pleased with the changes — especially the city's proposal to extend 57th Avenue West (<https://mltnews.com/city-council-hears-recommendation-for-main-street-design-work/>) between 236th and 232nd Streets Southwest as part of the Main Street Revitalization Project (<https://www.cityofmlt.com/263/Main-Street-Revitalization-Project>). This new road will cut through the building that houses both businesses.

"So, the thought that after all this time, we thought we had this great benefit coming to use, and it turns out we are watching the lights of the train coming out of the tunnel the whole time," Mickelson said. "It's a really bitter pill to swallow."



(L-R) Jeremy Nygard of Double DD Meats; Woody Robinett, co-owner of Gatiem Thai Cuisine; Justin Nygard, Mountlake Terrace and Brier Chamber of Commerce president and COO of Double DD Meats; Kim Nygard, owner of Double DD Meats; Korey MacKenzie, Diamond Knot Brew Pub operations manager; Sam Mickelson, Diamond Knot Brew Pub general manager; Andy Eason, Diamond Knot Brew Pub CEO; Mickey Karnsuawn, co-owner of Gatiem Thai Cuisine; and West Plaza Owner Kirk Ishizaki. (Photo by Rick Sinnett)

Mountlake Terrace City Manager Jeff Niten said that the city expects development of mixed-use buildings to increase following the opening of the light rail station on Aug. 30. "We already have slightly less than 1,000 new residential units and approximately 21,000 square feet of new retail in the permitting pipeline within the Town Center boundary," Niten said.

The city was unsuccessful with its recent application for a federal RAISE grant (<https://www.transportation.gov/RAISEgrants>) (Rebuilding American Infrastructure with Sustainability and Equity), which would have helped develop the infrastructure needed to realize the Town Center vision. However, Mountlake Terrace plans to move forward with some of the work for which they have funding secured, Niten said.

Niten also added that the city is designing 57th Street, which will likely impact nearby businesses. "Public outreach for that portion of the project will likely begin this fall, depending on the status of the RAISE grant," he said. "It's possible, but based on experience, I highly doubt that any construction on 57th will begin before 2027."

"If there's nothing that can be done about 57th going through, I think the next steps are speaking to city council and just sharing our story, you know, talking about the plan and really asking for just good communication," said Andy Eason, Diamond Knot Brew Pub CEO. "We shared that vision of light rail coming in, having accessibility. This community has been so good to us all through the construction, everything's been wonderful."

Lynnwood



The Lynnwood light rail station during its final weeks of construction. (Photo by Nick Ng)

While Lynnwood has long been a shopping destination anchored by Alderwood Mall, which opened in 1979, the retail sector has continued to evolve in a mix of strip malls, shopping centers, restaurants and hotels. With the Lynnwood Link City Center Station scheduled to open Aug. 30, the city has been preparing for transit-oriented development (<https://www.soundtransit.org/system-expansion/creating-vibrant-stations/transit-oriented-development/projects/lynnwood-city>), which has spurred interest from real estate developers and is expected to bring significant changes to the business landscape (<https://lynnwoodtoday.com/reflections-on-past-hope-for-future-during-2024-lynnwood-state-of-city-address/>).

Lynnwood Manager of Communications and Public Affairs Nathan MacDonald said that the city has been anticipating the development of mixed-use projects as more people move closer to the light rail station and businesses are eager to support new neighbors with additional services.

"Being near transit service like this is a significant draw for people," MacDonald said. "This includes developing the City Center as envisioned into a downtown setting for Lynnwood, but also that means some of the existing businesses may decide to relocate, sell their property or property management companies may not renew leases. The Development and Business Services Economic Development Team (<https://www.lynnwoodwa.gov/Government/Departments/Development-Business-Services>) is supportive of finding new locations to maintain customer continuity supporting our business community."

MacDonald added that the city is also reviewing anti-displacement strategies with Sound Transit as part of the planned Everett Link Extension (<https://www.soundtransit.org/system-expansion/everett-link-extension>) – with support from the Lynnwood Chamber of Commerce. In addition, Lynnwood has hired a business development program manager, Selamawit Habte, to assist businesses with resources.

Haven Dance Academy (<https://www.havendanceacademy.com/>) Director and Owner Bethany Weed, who since 2016 has operated a ballet studio in the Bryant Building just north of the Lynnwood Transit Center, said that the most recent Sound Transit construction phase has been particularly challenging.



"I'm not worried about the noise, but I am concerned about security with an unknown influx of people coming and going right around our building," said Haven Dance Academy owner Bethany Weed. (Photo by Misha Carter)

"It has greatly impacted our daily operations and access for the dance staff and families," Weed said. "However, I also am looking forward to how things will look when it is completed. The other finished areas of recent construction projects look really great in the area, and I'm excited about the potential for more visibility and access to Haven for people that are outside of our current radius."

Weed said that most of the families who come to Haven Dance Academy will not use light rail on a daily basis, but she has heard several people say they look forward to more options for heading south for events or during their work day.

While she is not concerned about the construction noise, Weed is worried about public safety and how the streets will be arranged. "I am concerned about security with an unknown influx of people coming and going right around our building," Weed said. "I'm really disappointed with losing two exit points from our driveway as well as many of our parking spaces. I'm also a bit concerned with how families will be able to enter and exit our space during high traffic times onto 46th that connects with the carpool entrance or onto 200th with them adding more lanes of traffic."

However, Weed said that the city's transportation department gave her access to a marketing professional with a small credit to improve their Google advertising.

Commercial gentrification

Would neighborhoods near light rail stations be more at risk of gentrification? And would residents be more at risk of being displaced?

This is difficult to predict since research shows a majority of U.S. cities do not get gentrified much when a new light rail system is built.

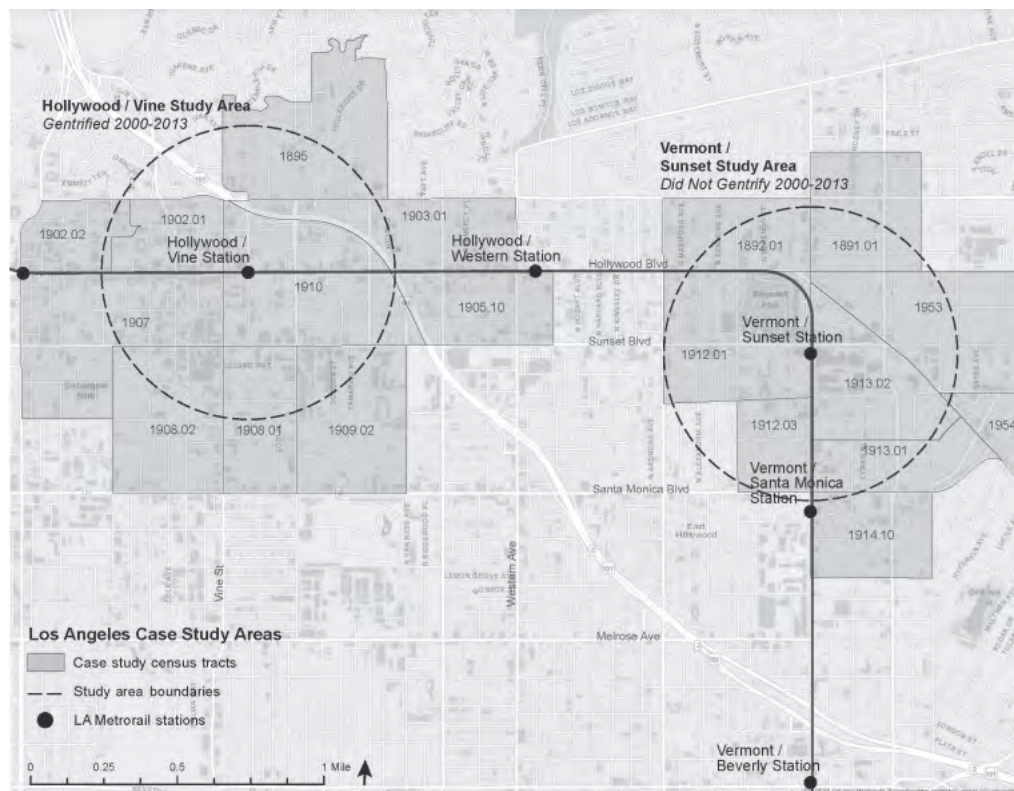
While gentrification generally refers to the influx of affluent people and investments in low-income neighborhoods, commercial gentrification is where new, upscale businesses move into lower-income neighborhoods, often displacing or replacing long-established local establishments that cater to the existing community.

Commercial gentrification tends to have high business turnover rates, less business retention and fewer minority-owned “mom-and-pop” shops. In a 2017 study (<https://journals.sagepub.com/doi/abs/10.1177/0042098016661268>) of several mixed-use neighborhoods in New York City, the researchers found that retail turnover was influenced by the type of business, the area’s commercial infrastructure and the neighborhood’s consumer profile. However, when all these factors are considered together, consumer-related characteristics explain turnover more than the local commercial environment.

For example, businesses providing essential and frequently used goods or services are more stable, and chain stores are more likely to enter markets with lower housing prices, growth potential and possibly less-organized opposition. Neighborhoods with fewer general retail stores (not including food services) and larger businesses are more stable.

Also, neighborhoods with larger households and a higher percentage of white residents have less retail turnover, while population growth is the strongest predictor of higher turnover, the researchers reported.

In another study (https://direct.mit.edu/books/oa-monograph/chapter-pdf/2258873/9780262352901_cbj.pdf) where two light rail stations opened in two Hollywood neighborhoods in 1999, the researchers found that West Hollywood had gentrified between 2000 to 2013 while East Hollywood – which has a higher minority population (Koreans, Latinos, Armenians) – had very little gentrification. During that time, the Latino population had increased by 7.4% in Los Angeles County but decreased by 6.2% in neighborhoods near the new transit stations.



West Hollywood gentrified after the opening of its light rail station from 2000 to 2013, but East Hollywood did not gentrify much.

“We know that access to reliable transit does often lead to more people wanting to live and work near the stations,” Sound Transit Public Information Officer John Gallagher said. “That in turn can increase property value and rents. That’s why our transit-oriented development program (<https://www.soundtransit.org/system-expansion/creating-vibrant-stations/transit-oriented-development>) is so important to the agency, to ensure that affordable housing remains available near stations.”

As part of this program, nonprofit developer Housing Hope (<https://www.housinghope.org/>) plans to build 167 apartment units next to Lynnwood’s City Center station. These units will offer a child care center, health care clinics, a job training program and ample recreation spaces. The apartments would be offered to people making 30-60% of Snohomish County’s annual median income. Construction on this project would likely begin in early 2027 and finish at the end of 2028.

TOD program highlights



3,470

Homes built or in process



\$2.0 BILLION

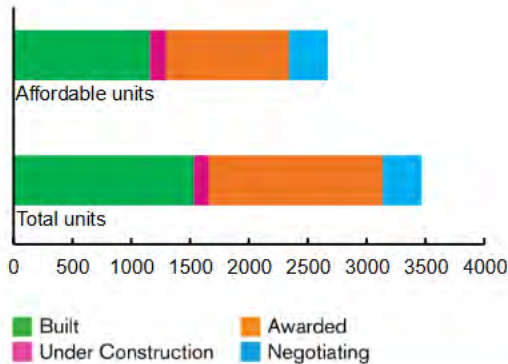
Total public and private investment in projects built or in process



\$76 MILLION

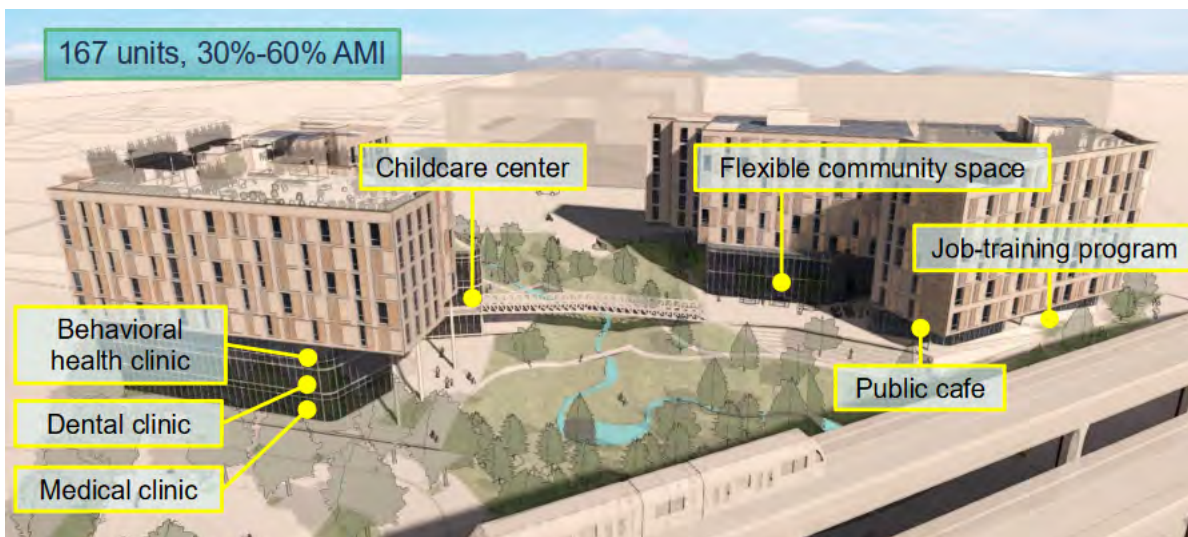
Total revenue toward financial plan goal of \$130 million

Forecasted housing units on Sound Transit property – affordable and total*



38

*Exact number may change based on unit mix in final project



A rendering of Housing Hope near Lynnwood City Center.

"We are still in the process of being officially awarded the housing build," said Joan Penney, Housing Hope's senior director of resource development, marketing and communications. "We have made it through the first round."

Even with the promise of affordable housing, new light rail stations may increase gentrification in surrounding neighborhoods, although the effects are not uniform across all U.S. cities, according to a 2017 study of 14 U.S. cities (<https://journals.sagepub.com/doi/10.1177/0739456X17713619>).

For example, in Denver, Colorado, neighborhoods near light rail stations saw a 4% relative increase in white population and a 26% increase in a "neighborhood change index" (<https://voorheescenter.uic.edu/what-we-do/areas-of-research/gentrification-index/>) compared to areas without stations — as measured from the light rail stations' opening in 1994 to 2010. This index shows how much a neighborhood's wealth, poverty, demographics and physical environment has changed over a specific period of time.

San Francisco experienced significant gentrification near light rail stations between 1980 to 2010, with relative increases in income (31%), white population (4%) and decreases in poverty (3%).

Since the construction of Sound Transit's light rail stations in Rainier Valley, land values and rents near the station have risen sharply. For example, new buildings near the stations have pushed up average monthly rents in Rainier Valley from \$700 in 2008 to \$1,000 in 2017 for larger apartment buildings with 20 or more units. Land values near the Othello station increased by 513%

(https://www.soundtransit.org/st_sharepoint/download/sites/PRDA/ActiveDocuments/Resolution%20R2020-17.pdf) between 1999 to 2013.

Gallagher said that it's hard to say what portion of the changes that are happening are the result of transit, and how much are that result are happening in the region and nationally.

"Certainly, the [International District] has maintained its identity even as it struggles in the face of those broader changes (<https://www.governing.com/now/how-seattles-kingdome-protest-saved-an-asian-american-community>)," he said. "[The] Roosevelt [neighborhood] was already undergoing dramatic changes before the opening of light rail. Simon Properties' development plans for the Northgate mall obviously capitalize on its proximity to the station, but again, the decline of American malls (<https://www.npr.org/2023/09/06/1197824619/after-shoppers-habits-have-changed-malls-try-to-figure-out-what-comes-next>) in general certainly seems to have been a factor in the plans.

"The overall changes that happen to a neighborhood once light rail is in place are really more the purview of the various municipalities, as this is an urban planning issue," Gallagher continued. "During construction, we offer support to local businesses through a program called Loyal to the Local (<https://www.soundtransit.org/system-expansion/building-system/loyal-to-local>). Once projects are completed, however, our focus is on the operation and maintenance of the system."

In Mountlake Terrace, Niten said that the city is working with the Mountlake Terrace Chamber of Commerce and specific businesses within the Town Center area on anti-displacement initiatives.

"I've approached DD Meats specifically to ask about their requirements," Niten said. "They are a treasured institution here, and we will do anything we can to retain that business in our community. There are also potential partnerships with future development interests. Just about any building owner I know of would love to have a destination business, like DD Meats, in their building to draw customers to other retail opportunities close by. The public outreach as part of the 57th design project will also include residents of course. We're very excited about the future for this part of our community, but recognize the change will have an effect on our neighbors. Our goal is to produce the city's vision while recognizing the impacts to people who call Mountlake Terrace home."

— By Nick Ng and Rick Sinnett with reporting by Misha Carter

Coming up: Getting to the light rail stations

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<https://www.addtoany.com/share?url=https%3A%2F%2Fmyedmondsnews.com/2024/08/what-will-light-rail-bring-to-south-snohomish-county-part-6-business-impacts-and-gentrification/&title=What%20will%20light%20rail%20bring%20to%20South%20Snohomish%20County%20Part%206%20Business%20Impacts%20and%20Gentrification%20-%20My%20Edmonds%20News>



Laila Barr

August 14, 2024 at 7:28 am (<https://myedmondsnews.com/2024/08/what-will-light-rail-bring-to-south-snohomish-county-part-6-business-impacts-and-gentrification/#comment-530748>)

Observing the apartment construction in the downtown Lynnwood area for the past few years in anticipation of Light Rail been a true eye-opener.

While gentrification is the concern of many, Affordable Housing could also bring some Caveats and red-tape Charity Hoops to jump through for those who want it.

[↩ Reply](#)



Gordy Lindstrom

August 14, 2024 at 9:08 am (<https://myedmondsnews.com/2024/08/what-will-light-rail-bring-to-south-snohomish-county-part-6-business-impacts-and-gentrification/#comment-530757>)

In MLT, what is going to happen with Mountlake Church buildings next to West Plaza?

[↩ Reply](#)



Maggie Fimia, CoChair Smarter Transit

(<https://Smartertransit.Org/%20%20https://Maggiefimia.Com/>)

August 14, 2024 at 11:04 am (<https://myedmondsnews.com/2024/08/what-will-light-rail-bring-to-south-snohomish-county-part-6-business-impacts-and-gentrification/#comment-530766>)

Thank you for the well researched article. Contrary to what we believed was the reason to build light rail, to significantly increase transit ridership, decrease traffic and global warming, it has always been about redevelopment. Our smartertransit.org coalition includes people affected by

Become A Supporter (<https://myedmondsnews.com/membership/>)



What will light rail bring to Snohomish County: Part 8 — Beyond Lynnwood, there's Everett and Sound Transit 3

Posted: August 17, 2024



(<https://dpa730eaqha29.cloudfront.net/myedmondsnews/wp-content/uploads/2024/08/DCarlosLink.jpg>)

A light rail train on a test run at the Lynnwood City Center Station in June 2024. (Photo by David Carlos)

The article has been updated to clarify that the 4.6-year return on carbon investment is for the ST2 project.

This is 8th and final part of the My Neighborhood News Network series on light rail arriving in Snohomish County. You can read part 1 [here](https://myedmondsnews.com/2024/08/what-will-light-rail-bring-to-snohomish-county-part-1/) (<https://myedmondsnews.com/2024/08/what-will-light-rail-bring-to-snohomish-county-part-1/>), part 2 [here](https://myedmondsnews.com/2024/08/what-will-light-rail-bring-to-snohomish-county-part-2-nearly-60-years-of-history-behind-lynnwood-link-launch/), (<https://myedmondsnews.com/2024/08/what-will-light-rail-bring-to-snohomish-county-part-2-nearly-60-years-of-history-behind-lynnwood-link-launch/>) part 3 [here](https://myedmondsnews.com/2024/08/what-will-light-rail-bring-to-south-snohomish-county-part-3-the-changing-demographics-of-light-rail-users/) (<https://myedmondsnews.com/2024/08/what-will-light-rail-bring-to-south-snohomish-county-part-3-the-changing-demographics-of-light-rail-users/>), part 4 [here](https://myedmondsnews.com/2024/08/what-will-light-rail-bring-to-south-snohomish-county-part-4-traffic-housing-density-and-zoning-impacts/), (<https://myedmondsnews.com/2024/08/what-will-light-rail-bring-to-south-snohomish-county-part-4-traffic-housing-density-and-zoning-impacts/>) part 5 [here](https://myedmondsnews.com/2024/08/what-will-light-rail-bring-to-south-snohomish-county-part-5-ensuring-public-safety-the-focus-of-local-law-enforcement/), (<https://myedmondsnews.com/2024/08/what-will-light-rail-bring-to-south-snohomish-county-part-5-ensuring-public-safety-the-focus-of-local-law-enforcement/>) part 6 [here](https://myedmondsnews.com/2024/08/what-will-light-rail-bring-to-south-snohomish-county-part-6-business-impacts-and-gentrification/) (<https://myedmondsnews.com/2024/08/what-will-light-rail-bring-to-south-snohomish-county-part-6-business-impacts-and-gentrification/>) and part 7 [here](https://myedmondsnews.com/2024/08/communit-transit-bus-routes-serving-north-end-light-rail-stations/) (<https://myedmondsnews.com/2024/08/communit-transit-bus-routes-serving-north-end-light-rail-stations/>).

Sound Transit's Link light rail from the Northgate Station to the Lynnwood Transit Center is complete, but the journey continues to Everett.

The opening of the Link light rail in Lynnwood on Aug. 30 marks the end of the ST2

(https://www.soundtransit.org/sites/default/files/documents/st2_plan_web.pdf) project for those in southwest Snohomish County. Commuters will enjoy having scheduled stops that won't be interrupted by congestion as they head toward Seattle or SeaTac.

In the immediate future, bus riders will see many changes to bus routes (<https://mltnews.com/what-will-light-rail-bring-to-snohomish-county-part-7-bus-routes-changing-to-serving-north-end-stations/>). Routes in Edmonds, Lynnwood and Mountlake Terrace have been eliminated and replaced with routes that adjust for the light rail. Although all the stops are still served, some have altered end stops.

One of the welcomed changes is the introduction of flat fees for bus and light rail service in September. Community Transit will shift its price to a \$2.50 flat rate for regular fare, and the Link light rail will change to a \$3 flat fee, regardless of the distance traveled. Riders under 18 are free.

However, light rail's extension into Snohomish County is far from complete, as the segment between Lynnwood and Everett has just entered the planning stages.

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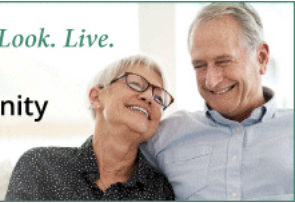
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Sound Transit 3

(<https://dpa730eaqha29.cloudfront.net/myedmondsnews/wp-content/uploads/2024/08/EVLE-Map-Sept-2023.jpg>)

A map of the proposed ST3 line from Lynnwood to Everett. (Image courtesy of Sound Transit.)

The Everett Peninsula is not only the end of the light rail's northern reach but also the end of Sound Transit's district map. This would make the light rail a vital connector for people living in Marysville, Stanwood and Lake Stevens.

Sound Transit 3, commonly called ST3 (<https://www.soundtransit.org/system-expansion/everett-link-extension>), is scheduled for completion in 2041. It will add seven stops north of Lynnwood.

The proposed stations include:

- West Alderwood
- Ash Way
- Mariner
- SR 99 and Airport Road
- Southwest Everett Industrial Center
- SR 526 and Evergreen
- Everett Station

"At 16.3 miles, the Everett Link extension will be the longest expansion project that Sound Transit has undertaken," said Sound Transit Media Relations Manager John Gallagher. "Building that far will be a major construction project."

The distance from the Lynnwood Transit Center to Everett Station is nearly twice the 8.5 miles between Northgate and Lynnwood.

"Current cost estimates for the Everett Link extension range from \$5.05 billion to \$6.9 billion," Gallagher said. "We will have a better sense of the cost once we move into design."

Accountability questions

(<https://dpa730eaqha29.cloudfront.net/myedmondsnews/wp-content/uploads/2021/05/Teitzel-Dave-e1669198414980.jpg>)

Former Edmonds City
Councilmember Dave Teitzel

Throughout its funding history (<https://www.historylink.org/file/8002>), light rail has been plagued with funding challenges and goals that were realistically beyond its budget. These issues were only compounded by inflation, economic recessions, funding challenges, housing bubbles, market downturns and a pandemic.

Smarter Transit (<https://smartertransit.org/about-ceta/>), a pro-transit nonprofit organization, has been asking for more transparency and accountability from Sound Transit. The groups is calling for a pause in all ST3 projects while a cost-benefit analysis of viable ST3 alternatives can be conducted. Further, it wants all Sound Transit board members to be directly elected by voters based on district.

With ST3 being almost twice the distance from Northgate to Lynnwood, there is potentially twice the eminent domain acquisition and at least twice the construction, two of the prime cost inflators.

In an Aug. 7 Seattle Times (<https://www.seattletimes.com/opinion/demand-greater-accountability-transparency-before-st3-goes-further/>) opinion article for Smarter Transit, Lonergan, who serves as Pierce County assessor, and Teitzel, a former Edmonds city councilmember, wrote that Sound Transit does not deliver projects on time or within budget. Voters approved \$54 billion in 2016 to finish the system, but now Sound Transit says it will cost over \$148 billion, including cost overruns from ST1 and ST2.

Lonergan and Teitzel wrote in their op-ed that “roads, ferries, bridges, bike lanes and sidewalks face billion-dollar shortfalls for maintenance, preservation and construction. That could mean even more regressive taxes are coming.”

(<https://dpa730eaqha29.cloudfront.net/myedmondsnews/wp-content/uploads/2024/08/MestasLAWA.jpg>)

Terri Mestas, Sound Transit
deputy CEO for capital delivery

“We’re acutely aware of these pressures and how they affect our projects,” Gallagher responded. “Earlier this year, we hired Terri Mestas as a deputy CEO for capital delivery; she had previously overseen capital projects at [Los Angeles International Airport].”

Gallagher said that Mestas is looking at how Sound Transit is structured to deliver on projects to see how effectively and cost-efficiently those projects can be completed.

“The [Sound Transit] Board is also keenly aware of these issues and is monitoring them closely so that projects remain affordable,” Gallagher said.

If the projects run over their budget, there is a chance that a vote will be put to taxpayers for more funding to complete the project, and those taxpayers could vote “no.”

In that event, Gallagher said the Sound Transit Board would need to weigh the options, potentially have an economic realignment, and seek federal grants.

Environmental impacts

(https://dpa730eaqha29.cloudfront.net/myedmondsnews/wp-content/uploads/2024/08/stdistrictmap07_10.jpg)

A map showing the boundaries of Sound Transit's district. (Image courtesy Sound Transit)

According to Smarter Transit, in 2050, 3% of all daily trips by car, bus, rail, ferry, bike and on foot are forecast to be on light rail. Further, most passengers will be existing bus riders who must transfer to the light rail. With light rail in place, hours of traffic delay are forecast to increase by 35%.

"Our region will see only a 6% reduction in greenhouse gases from light rail while the regional goal is 80%. Huge greenhouse gas emissions from ST3 construction aren't being counted," Lonergan and Teitzel wrote.

That's not to mention another vital issue Smarter Transit raises is the light rail's environmental cost: The amount of carbon dioxide (CO2) the project releases compared to what it will prevent.

Fimia questions if the pollution spent on the project helps or hinders CO2 emissions, as more drivers in Snohomish County are starting to purchase electric vehicles.

In a 2018 Chatham House Report (<https://www.chathamhouse.org/2018/06/making-concrete-change-innovation-low-carbon-cement-and-concrete>), updated in 2020, cement is said to account for 8% of global carbon dioxide (CO₂) emissions. Further, according to the State of New York, concrete has an almost one-for-one carbon exchange rate, with a pound of concrete creating 0.91 (<https://ogs.ny.gov/green/y/green/y-specification-lower-carbon-concrete>) pounds of CO₂.

The Biden administration raised the social cost of carbon (SCC) — the estimated financial cost of economic and ecological damage from emitting one ton of carbon dioxide — to \$51 per metric ton in 2022 (<https://www.reuters.com/markets/commodities/biden-social-cost-carbon-climate-risk-measure-upheld-by-us-appeals-court-2022-10-21/>), from the Trump administration's \$10 per metric ton.

With 2204.62 pounds in a metric ton, that equals \$0.023 per pound, giving concrete an SCC of \$0.021.

However, a November 2023 U.S. Environmental Protection Agency (EPA) report (https://www.epa.gov/system/files/documents/2023-12/epa_scghg_2023_report_final.pdf) shows the social cost is \$190 per metric ton — 3.73 times President Biden's SCC. With the EPA's numbers, the social cost of carbon is \$0.086 a pound, giving concrete an SCC of \$0.078 per pound.

Sound Transit's Gallagher said the ST2 project from Northgate to Lynnwood created 64,000 tons of carbon. That means the light rail, by the EPA's estimation, has an SCC of \$12.16 million.

Concrete weighs 150 pounds per cubic foot, there are 5,280 feet in a mile, and it is 16.3 miles of track from Lynnwood to Everett.

The return on the region's carbon investment will depend on how quickly and large the area grows and how many people use the light rail. The Link extension will prevent an estimated 14,000 tons of CO₂ from being released by vehicles a year, an SCC value of \$2.66 million.

ST2 will take about 4.6 years to pay back its carbon investment, and it will be 9.2 years for ST3. Meanwhile, Snohomish County's population will continue to grow, making the fight for carbon neutrality more difficult. Meanwhile, Snohomish County's population will continue to grow, making the fight for carbon neutrality more difficult.

The last 18.1 miles to Everett might be harder fought than previously imagined.

— By Rick Sinnott

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Maggie Fimia, Co-Chair SmarterTransit.Org

(<https://Smartertransit.Org/%20%20https://Maggiefimia.Com/>)

August 17, 2024 at 11:26 am (<https://myedmondsnews.com/2024/08/what-will-light-rail-bring-to-snohomish-county-part-8-beyond-lynnwood-theres-everett-and-sound-transit-3/#comment-530970>)

Appreciate the detailed reporting and coverage about the costs and benefits of ST3. As co-chair of Smarter Transit, (See our website, smartertransit.org), I'd like to provide some clarification. All our numbers come from the 2050 Transportation Plan adopted by the Puget Sound Regional Council (PSRC) and Sound Transit. The PSRC is the federally mandated planning agency for our region. It's hard to believe but yes, after 50 years (Sound Move passed in 1996) transit ridership will still be at around 7-8%. Only 3% of all the 24,000,000 trips/day will be on ST trains.

There are much more cost effective and faster ways to provide great options to driving alone. And yes traffic increases 35%. I'm not sure where the "4.6 years to see a return" comes from. It's more like many many decades if at all.

Please see our power point, Promises vs. Reality on our website, sign the Petition to the Legislature to have the ST board directly elected and under "Learn More," see our Contracts Report from 2016. It explains why these projects get built despite the abysmal numbers for ridership, CO₂ emissions, traffic, impacts to communities, sensitive area and mature trees. The cost is the benefit. Hundreds of construction, legal, real estate, PR and others making billions. Between 2007 and 2015 ST spent \$40,000,000 on public relations/marketing alone.

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Link, (mailto:). Subject: Check this out today! Check this story out, <https://snoho.com/news/2024/aug/28/link-light-rail-service-opens-from-lynnwood/>.) Facebook (<https://www.facebook.com/sharer.php?u=http://snoho.com/news/2024/aug/28/link-light-rail-service-opens-from-lynnwood/>), Twitter (<http://twitter.com/intent/tweet?text=http://snoho.com/news/2024/aug/28/link-light-rail-service-opens-from-lynnwood/>)

SNOHOMISH COUNTY — Light rail service begins from the Lynnwood Transit Center on Friday, Aug. 30 as its new northernmost terminus, which will open a connection that runs as far south as beyond Sea-Tac Airport.

Four stations opened: One at Lynnwood Transit Center (20100 48th Ave W., off of I-5), one in Mountlake Terrace and two in Shoreline.

The line is on its own tracks and can get people from Lynnwood to Seattle's Westlake Center in about 28 minutes.

At Lynnwood, a 500-stall parking garage is accessible by 48th Avenue W. or 44th Avenue W.

The light rail lines eventually will connect northward to Everett, eastward to Bellevue and southward to Tacoma.

Light rail may reach south Everett by 2037 and north Everett by 2041 under Sound Transit's current estimated schedules. Southward plans are to reach Tacoma in 2035.

Taxes on car tabs passed by voters through Sound Transit 3 are helping pay for the line



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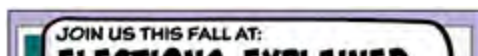
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A behind-the-scenes look at overcoming project challenges of Lynnwood's new light rail



 [Kienan Briscoe](https://lynnwoodtimes.com/author/kienan-briscoe/)(<https://lynnwoodtimes.com/author/kienan-briscoe/>).
 [August 28, 2024](https://lynnwoodtimes.com/2024/08/28/)(<https://lynnwoodtimes.com/2024/08/28/>).

LYNNWOOD—With Sound Transit’s [Link light rail expansion to Lynnwood](https://lynnwoodtimes.com/2024/02/06/transportation-update-240206/) (<https://lynnwoodtimes.com/2024/02/06/transportation-update-240206/>), finally opening this Friday, August 30, the project’s numerous hands who diligently made it a reality can finally take a breather before it’s all hands-on deck to Everett.



Sound Transit's Lynnwood Link light rail track at its pre-revenue testing, on Friday, June 7, 2024. Lynnwood Times / Mario Lotmore.

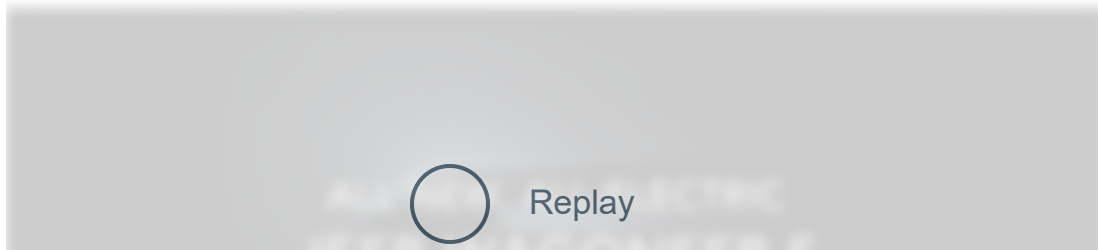
Several moving pieces had to come together to make the project a reality from jurisdictional differences; to engineering innovations, to keeping costs and environmental impacts at a minimum. We spoke with one of the Lynnwood Link light rail expansion's leading engineers from HNTB (<https://www.hntb.com/>) on the project to gain a behind-the-scenes look to bringing light rail to hundreds of thousands of Snohomish County residents.

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What stands out about this project to [Moein El-Aarag](https://www.linkedin.com/in/moein-el-aarag-3174b213/) (<https://www.linkedin.com/in/moein-el-aarag-3174b213/>), Group Director and Associate Vice President at HNTB, is its sheer scale and complexity, he informed the Lynnwood Times. Unlike the smaller projects he has managed in the past, Lynnwood's light rail had a significantly larger footprint. The length and scope of the work, combined with the need to navigate multiple jurisdictions, made it a uniquely rewarding experience for El-Aarag to be a part of.



(<https://www.sno-isle.org/get-a-library-card/>).

"It feels incredibly rewarding [to have been a part of the light rail expansion]. I'm truly grateful to be working on a project of this magnitude that will have a lasting impact on Western Washington," ***El-Aarag told the Lynnwood Times.*** "There's a unique satisfaction in being part of something that connects communities and improves lives on such a large scale... I couldn't be prouder to contribute to a project that will bring such significant benefits to our community, both now and for future generations."

Sound Transit's Lynnwood Link light rail expansion is particularly special to El-Aarag as a Lynnwood resident. He continued that the impact of the project goes beyond improving mobility it will "enhance the quality of life for many people across the region."



Moein El-Aarag



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One of the project's biggest challenges was its multi-jurisdictional scope, as it runs through three different cities — Lynnwood, Mountlake Terrace, and Shoreline. Since each station had its own unique requirements, as far as dynamics and passenger circulation needs, the same design could not be replicated for all four stations requiring each to be tailored to fit the individual needs of the community.



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Sound Transit's Lynnwood Link light rail in July of 2024. Lynnwood Times | Mario Lotmore.

HNTB also collaborated with Sound Transit and needed to ensure its design was consistent and compliant with the transportation authority's standards along the 8.5-mile stretch, all while keeping costs under control. HNTB's team selected the most effective type of structure for the region—precast concrete girders which the company used consistently throughout most of the stretch.

"Our goal was to support the contractor and the owner by quickly addressing their needs and adapting to the evolving situation, helping to keep the project on track," **said El-Aarag.**



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(https://blaserconsulting.com?utm_source=Lynnwood-Times&utm_medium=banner&utm_campaign=free_consult&utm_id=lt).

As the project's design phase advanced, HNTB and its partners ensured that they fully understood and integrated the environmental requirement into the project's design process.

"Environmental permitting was a constant consideration throughout, and our task force worked diligently to incorporate these requirements from the outset," **said El-Aarag.**

El-Arag shared an example of how teamwork between Sound Transit and Washington State Department of Transportation (WSDOT) led to a cost-effective solution and accelerated the project schedule.

LYNNWOOD TIMES



Sound Transit's Lynnwood Link light rail construction at Mountlake Terrace. Lynnwood Times | Mario Lotmore.

During the design phase of the Interstate 5 crossing near the Mountlake Terrace, it became clear that costs would be higher than initially expected to build the structure. By thoroughly understanding the scope of work including movement of traffic (MOT) elements, HNTB adjusted the original plan, which initially called for a cast-in-place, concrete balanced cantilever structure. Instead, the team opted for a more traditional cast-in-place structure with falsework with additional slight adjustments to the alignment, which allowed the existing Mountlake Terrace Freeway Station to remain operational during construction.

This successful outcome was largely due to the collaborative nature of the project, which was delivered through a General Contractor/Construction Manager (GCCM) contracting method. According to El-Aarag, this approach fostered a more interactive environment, allowing Sound Transit,

the designers, contractors and WSDOT to engage in meaningful dialogue throughout the design process.

LYNNWOOD TIMES
an news source for Snohomish County



Sound Transit's Lynnwood Link light rail at its pre-revenue testing, on Friday, June 7, 2024. Lynnwood Times | Mario Lotmore.

Now that Lynnwood's Link light rail station is finally opening, Everett, Snohomish County's largest city, is next on the list for future expansion.



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(<https://electsamlow.com/>).

El-Aarag attended a community event in Everett about a year and a half ago where it became more apparent that the city of Everett has a strong desire to be connected via the light rail system.

“The event was packed—there was hardly any room to move around. The whole community was excited and eager to learn more about the light rail,” **said El-Aarag.** “It’s exciting to see the Everett Link extension becoming more of a reality. HNTB is looking forward to the opportunity to contribute to this next chapter in expanding the region’s transit network.”



The end of Sound Transit's Lynnwood Link light rail and the beginning of Everett Link (taken July 2024). Lynnwood Times | Mario Lotmore.

When El-Aarag's team began working on the Lynnwood Link project, it was transitioning from the design of East Link, which connects Seattle and Bellevue—a major project that partially opened a few months ago.

Lynnwood Link benefitted from the experience gained from East Link engineers who transitioned to work on El-Aarag's team. HNTB was able to hit the ground running on Lynnwood Link with an experienced team that was familiar with the challenges of large-scale transit projects, El-Aarag told the Lynnwood Times.

New Sound Transit light rail stations draw big crowds for first trips

Aug. 30, 2024 at 12:40 pm | Updated Aug. 30, 2024 at 4:23 pm



1 of 2 | A crowd listens to speeches shortly before the opening to the new Lynnwood City Center light rail station Friday. After speeches and a ribbon cutting, attendees boarded a train on the level above and headed toward the Mountlake Terrace light rail station. (Ellen M. Banner / The Seattle Times)

By [Nicholas Deshais](#) and [Mike Lindblom](#)

Seattle Times staff reporters

Happy crowds filled Sound Transit's four newest light rail stations Friday, as communities north of Seattle welcomed their new 8½-mile refuge from generations of Interstate 5 traffic snarls.

The first train rolled out of Lynnwood just after 12:30 p.m., following an opening ceremony where political, labor and Tulalip Tribes representatives praised the \$3 billion extension from Northgate to Lynnwood.

The service will help commuters "leave one of the most congested corridors in the country behind," declared Snohomish County Executive Dave Somers, vice chair of the Sound Transit governing board.

An estimated 1,000 people lined up midday at the Lynnwood stop, where security metered the flow of people to prevent dangerous crowding on the platform. A jazz band played below, next to the plaza's [steel hummingbird sculpture](#), and later in the day, parties were held at all four stations: [Lynnwood City Center](#), [Mountlake Terrace](#), [Shoreline North/185th](#) and [Shoreline South/148th](#).

Bridget Shrack and Deanna Kreger, about 20 people from the front of the line for the first train, said they already take light rail "all the time." Shrack looks forward to riding again Wednesday from Lynnwood to the airport, where she'll board a flight to Hawaii.



Riders wait to board a light rail train Friday at the just-opened Shoreline South/148th light rail station. (Ellen M. Banner / The Seattle Times)

Kreger, who lives near Shoreline South/148th Station, said she's been "waiting for years for this, as I watch homes get demolished." Mid-rise apartments are being built west of I-5, but boarded houses still surround the immediate station entrance east of the freeway.

"Once the [interest rates] go down, the developers will come," Kreger said. "This is a long time coming."

Kerm Kahlon and Harjinder Sandhawalia, who live nearby, were staffing a booth in Lynnwood for the Service of Core Humanity.

"I moved here in 1980. In '81, bought my first house," Kahlon said. "We have seen so many changes. The population is growing and we only have two freeways, which are so congested. We needed something like this. I'm excited for the change."

Sandhawalia, who lives in Mountlake Terrace, predicted that as more buildings take shape near the train terminus, "Lynnwood will be the new Bellevue."



From left, King County Executive Dow Constantine, U.S. Sen. Maria Cantwell and Snohomish County Executive Dave Somers cheer Friday as the light rail train begins to move out of the Lynnwood City Center... (Ellen M. Banner / The Seattle Times) **More** ✓

U.S. Sens. Patty Murray and Maria Cantwell, who have a history of delivering federal infrastructure money to the Puget Sound region, attended the opening.

Light rail's reach into Snohomish County will transform commutes for many who stew in I-5 traffic, ride a not-so-fast express bus or scramble to catch trains at Northgate, heading for the University of Washington and points south. Trains go from Lynnwood City Center Station to downtown Seattle's Symphony Station in 30 minutes.



Join Seattle Times Traffic Lab reporter Mike Lindblom on the 8 1/2-mile light rail ride between Lynnwood and Northgate. Lindblom shows what to expect and tours the new stations — two in Shoreline and one each in Mountlake Terrace and Lynnwood. (Ramon Dompier & Lauren Frohne / The Seattle Times)

Eric Robles, checking out the trains in Shoreline, said he currently drives to his job in health care near UW, but will change many commutes to a train, saving a tank of gas per month.

"Now I don't have to drive, pay for parking and deal with traffic," he said. "So, yeah, I'm excited." Robles said he'll also bring his bike to UW station to ride the Burke-Gilman Trail, or to Green Lake. He also will use light rail to get to the airport.

"I hate driving and anything to do with traffic," he said.

New stations also will [change the housing landscape](#), where 10,000 nearby apartments are new, under construction or in the permit pipeline.

David Martinez, waiting Friday with his bicycle, said he moved to nearby Edmonds five years ago, “knowing light rail was on the way.”

Link will improve upon his former hourlong bus trip from the Ash Way park-and-ride a few miles north, offering “a lot more stability in my commute.”

For opening day, though, he had another goal in mind. “I’m going downtown to get bagels for my wife,” he said. “I’ll be right back.”

Lynnwood Link, along with extensions for the Eastside and South King County, was approved by regional voters in the ST2 sales-tax measure of 2008 — the night Barack Obama was elected president, and during a recession. That week, a transit board member called ST2’s win “[an act of great generosity to our grandchildren](#).” While benefiting from rail, they’ll also pay their share of debts into the 2060s or beyond, to finance a 112-mile light rail network similar in length to Washington, D.C.’s Metro.



The next push north [is scheduled for 2037](#) with stops at West Alderwood near the mall, Ash Way, Mariner, Highway 99 in South Everett (possibly) and Southwest Everett Industrial Center near Paine Field. Two final stations at Evergreen Way and downtown Everett are aimed for 2041, depending on cash flow.

In Lynnwood, project costs [doubled to \\$3 billion](#) while [federal aid](#) covered \$1.2 billion in grants and \$658 million in low-interest loans.

About 50,000 people a day are expected to board or exit a train in the four new stations and boost ridership to 100,000 to 136,000 along the whole 33 miles between Lynnwood and Angle Lake in SeaTac.

Sound Transit is [unlikely to solve congestion](#), but light rail cruising at 55 mph could entice thousands to change travel habits.

Lynnwood light rail | Traffic Lab

- [New light rail stations draw big crowds for first trips](#)
- [Video: What it's like to ride the new Lynnwood light rail train](#)
- [Light rail to Lynnwood starts today; so do flat fares, systemwide](#)
- [Light rail for beginners: How to ride the new Lynnwood extension](#)
- [Why light rail to Lynnwood hugs I-5 instead of walkable Highway 99](#)
- [New light rail stops north of Seattle bring housing boom](#)
- [Lynnwood light rail is opening. Here's what you'll find at 4 new stations](#)

During 2025 and 2026, the state will close three lanes of I-5 at shifting spots, including the Ship Canal Bridge, to replace worn-out concrete. Those blockages will make the train more essential.

With more passengers and less freeway space, the pressure only grows on Sound Transit to reduce frequent train stalls, and avoid repeating [power outages](#) such as those that [blocked North Seattle service Aug. 1](#) and occurred twice this spring on the [Eastside starter line](#). A couple hiccups occurred Friday, with an elevator outage in the Lynnwood parking garage and another at Mountlake Terrace station that lasted a couple hours.

This Labor Day weekend station opening is the biggest civic event in Lynnwood since 1979, when [Alderwood mall](#) opened its doors to 30,000 people.

Lynnwood Mayor Christine Frizzell, who is on the Sound Transit board, calls light rail's arrival even bigger, as a permanent option that didn't exist before in south Snohomish County, and a catalyst for more housing in Lynnwood's redeveloping downtown.

"We have been looking at this project for generations," she said in a recent speech. "I remember in 2008, I couldn't decide if I believed in Sound Transit, if I believed in light rail enough to actually vote for this project, and I didn't see where it would happen within my lifetime."

Frizzell recalled her daughters bringing up climate change and traffic congestion, and saying, "Think about how easy it's going to be for you to get to a Mariners game." Frizzell changed her mind, "and I've not regretted that decision."

A century ago, Interurban trains to Seattle and Everett passed egg farms, which replaced logged-off timber, and before that [Native hunting and fishing grounds](#), in what is now downtown Lynnwood. Now the old train route is a walk-bike trail next to the 1 Line.

Meanwhile, Sound Transit changed its fares Friday to a \$3 flat rate for adults, regardless of distance; renamed the former University Street Station in downtown Seattle as Symphony Station; and established a cheaper ORCA all-day pass for \$6 on light rail and buses. Riders no longer need to "tap off" with their ORCA cards (to calculate distance and fare) after a trip.

The longer train line will be tested this weekend by fans heading to Metallica concerts Friday and Sunday evenings at Lumen Field, and UW Huskies football Saturday night.

The Lynnwood line's schedule of six trains per hour (slightly more at peak times) could double by early 2026, once contractors finish the late I-90 connection across Lake Washington, from South Bellevue to the International District/Chinatown station. When that's done, trains from Bellevue will turn north to UW and Lynnwood, enabling 12 trains per hour each way.

This story includes information from HistoryLink.org about the history of Lynnwood.

Nicholas Deshais: 206-464-2932 or ndeshais@seattletimes.com; Nicholas Deshais covers transportation for The Seattle Times.

Mike Lindblom: 206-515-5631 or mlindblom@seattletimes.com; Mike Lindblom covers transportation for The Seattle Times.

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Lynnwood light rail opens Friday to hundreds

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VIDEO: Lynnwood Link Extension



By **KIRO 7 News Staff**
August 30, 2024 at 7:05
pm PDT



watching riders



By **KIRO 7 News Staff**

August 30, 2024 at 7:05
pm PDT

LYNNWOOD, Wash. — The wait is over. On Friday, Sound Transit's Lynnwood link extension opened after 16 years. Voters approved the first light rail expansion into Snohomish County back in 2008.

Sound Transit held a ribbon-cutting ceremony at the Lynnwood City Center Station Friday morning with hundreds of commuters eagerly waiting to climb aboard.

FOR Daniel Garza, today was personal, he was part of the construction team and brought his children to celebrate the completion. He is proud of the work he did on the project.

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By **THE GENERAL**

For people like Amy, who relies on public transportation, this service means greater accessibility to Seattle.

“It’s very exciting. It’s exciting that it’s in Lynnwood,” she said.

The light rail runs every 4-6 minutes during peak hours with stops in Mountlake Terrace and Shoreline. Sound Transit expects around 50,000 daily riders by 2026.

More light rail extension projects are currently underway for Sound Transit. A 10-station expansion from Seattle’s Chinatown-International District to South Bellevue is expected to open next year.

Projected ridership:

47,000 – 55,000 daily riders by 2026

How long will I wait for the light rail?

The light rail runs every 4 - 6 minutes during peak hours.

Stops:

- Lynnwood City Center
- Mountlake Terrace Station
- Shoreline South/148th Station



Projected travel times:

Lynnwood to Westlake (downtown Seattle): 28 minutes

Shoreline South/148th to University of Washington: 11 minutes

Mountlake Terrace to SeaTac: 56 minutes

Mountlake Terrace to Northgate: 10 minutes

You can check out other travel times using Sound Transit's [Trip Planner](#).

Prices:

One-way adult fares are \$3

Youth ride free

[Orca card](#) is the easiest way to pay for a ride

Parking:

Lynnwood City Transit Center: The garage has 1,670 parking spaces.

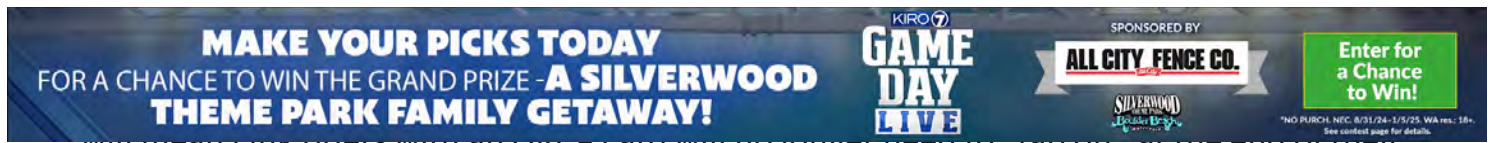
Mountlake Terrace: There are 206 parking spaces, including 7 ADA spaces available in a surface parking lot. Community Transit's parking garage, operated by WSDOT, holds an additional 668 cars.

Shoreline: Each station has 500 parking spots.

Parking is free at all locations.

Important Dates for Riders:

Aug. 30



with their Link riders with an ORCA card will no longer need to tap on at the end of their ride.

Sept. 14

- **Bus route changes to better connect with Link:** After years of public engagement and collaboration with our local partners Community Transit and King County Metro, the region's Fall Service Change the weekend of Sept. 14 will include some big changes to local bus routes in North King and Snohomish counties.

Sept. 16

- **More N Line trips:** This service change will also restore two pre-pandemic roundtrips every weekday on the Sounder N Line. In addition to our two existing Sounder roundtrips and two provided by Amtrak RailPlus, passengers traveling between Seattle, Edmonds, Mukilteo, and Everett will once again have six daily roundtrip options to choose from.

Will there eventually be a stop in my area? Upcoming link extensions:

Ballard – planning phase

Includes 9 new stations from Chinatown-International District to Ballard.

The start of service is scheduled for 2039.

Downtown Redmond – construction phase

There will be two new light rail stations in southeast Redmond, serving Marymoor Village near Marymoor Park, and in the downtown residential and retail core.

Sound Transit says the project is currently trending toward a Spring 2025 opening.

East Link Extension – construction phase



South Bellevue Station to International District/Chinatown Station is projected to open in 2025.

Everett – planning phase

Stations: West Alderwood, Ash Way, Mariner, SW Everett Industrial Center, SR 526/Evergreen, Everett Station, and one provisional (unfunded) station at SR 99/Airport Road.

Projected to open between 2037 – 2041.

Federal Way – design and construction phase

This project includes three new stations in Kent Des Moines near Highline College, Star Lake, and Downtown Federal Way.

Projected to start service in 2026.

South Kirkland-Issaquah -voter approval phase

Beginning near the current South Kirkland Park-and-Ride, the route will serve three East Link stations — Wilburton, Bellevue Downtown and East Main stations — before heading further east through Eastgate to downtown Issaquah.

Sound Transit is projecting 2041-2044 to begin service.

Tacoma Dome -planning phase

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Upward, onward, forward, together, Lynnwood Link is now open



 [Mario Lotmore](https://lynnwoodtimes.com/author/publisher/)(<https://lynnwoodtimes.com/author/publisher/>).
 [August 31, 2024](https://lynnwoodtimes.com/2024/08/31/)(<https://lynnwoodtimes.com/2024/08/31/>).

LYNNWOOD— “Don’t you just love it when a plan actually comes together,” ***United States Senator Patty Murray (D-WA) rhetorically stated with enthusiasm for the opening of the Lynnwood Link extension.*** “This has been a long time coming but it has so worth the wait!”

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Lynnwood Link Transit Center on opening day—August 30, 2024. Lynnwood Times | Mario Lotmore.

Hundreds gathered at the Lynnwood Transit Center

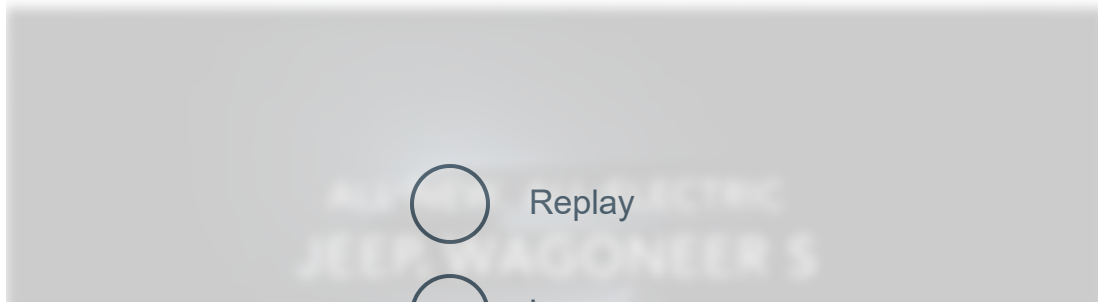
(<https://lynnwoodtimes.com/2024/08/28/lynnwood-rail/>), on Friday morning to celebrate the official opening of the \$3.1 billion Lynnwood Link extension connecting both King and Snohomish counties with reliable, cost-efficient public transit. The 8.5-mile extension adds two stations in Shoreline, a station in Mountlake Terrace, and a station in the Lynnwood City Center—just a part of Sound Transit’s expansion that will eventually connect South Snohomish County to the city of Everett (<https://www.everettwa.gov/>).

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“The opening of Lynnwood Link is the biggest thing to happen in Snohomish County since the first 747 rolled out of the Boeing plant in 1967,” **said Washington State Senator and Chair of the Senate Transportation Committee Marko Liias**. “Light rail will enhance mobility, reduce congestion on critical corridors, and empower all of us to make new and different transportation choices. We have been waiting for this day for decades, I am thrilled it’s finally here.”



(<https://www.sno-isle.org/get-a-library-card/>).

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Washington State Senator and Chair of the Senate Transportation Committee Marko Liias speaking at the opening of Lynnwood Link on August 30, 2024. Lynnwood Times | Mario Lotmore.

Senator Murray shared how for almost two decades she fought in Washington D.C. to secure the funding to bring commuter rail to Washington state. She acknowledged her fellow colleagues, United States Senator Maria Cantwell (D-WA) and Representative Rick Larsen (WA-02), for working with her “every step of the way.”

“I remember pressing the Department of Transportation in hearings and letters and phone calls and just about every way I could save the Lynnwood Link extension from the chopping block in a signed Full Funding Grant Agreement,” **Senator Murray said, who is also the Chair of the Senate Appropriations Committee.**



[\(https://www.electmaryanderson.com/\)](https://www.electmaryanderson.com/)



U.S. Senator Patty Murray speaking at the opening of Lynnwood Link on August 30, 2024. Lynnwood Times | Mario Lotmore.

In 2016, Sound Transit became the first transportation agency in the country to enter into a master credit agreement with the U.S. Department of Transportation. By 2018, the agency received a \$1.17 billion Full Funding Grant Agreement (FFGA) for its Lynnwood Link light rail extension from the Federal

Transit Administration, then the U.S. Department of Transportation's Build America Bureau on September 19, 2018, also executed a \$658 million low-interest loan supporting the Lynnwood extension.

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(<https://fareharbor.com/embeds/book/snohomishcounty/items/306715/calendar/2024/06/?flow=568985&full-items=yes>).

"Of the \$9 billion in funding commitments invested by the Trump Administration to support the nation's transit infrastructure since January 20, 2017, this \$1.17 billion Full Funding Grant Agreement is the largest, **said then-FTA Acting Administrator K. Jane Williams at the Lynnwood Link groundbreaking five years earlier.** "This investment in the Lynnwood Link project will improve mobility for thousands of people in the Puget Sound region."

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U.S. Senator Maria Cantwell speaking at the opening of Lynnwood Link on August 30, 2024. Lynnwood Times | Mario Lotmore.

The almost \$2 billion in funding secured from the federal government in 2018 allowed Sound Transit to break ground on September 3, 2019 (<https://lynnwoodtimes.com/2019/09/20/lynnwood-link-extension-set-for-2024/>), for its 8.5-mile Lynnwood Link Extension to connect Lynnwood's City Center with Northgate in King County. Both then-Mayor Nicola Smith and then-councilwoman Shannon Sessions shared at the groundbreaking ceremony that Lynnwood will be the regional model for Light Link Rail.


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“Lynnwood Link, and all of the improvements that will come to our city as a result, will be a catalyst for a vibrant and interconnected community that supports living, learning, doing business and enjoying life” **said then-Mayor Smith.**

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Photos courtesy of Pam Hurst. Left (L-R): Councilwoman Shirley Sutton, Councilwoman Shannon Sessions, Mayor Nicola Smith, Council Vice President Christine Frizzell and Councilman George Hurst at the Lynnwood Link Extension groundbreaking on September 3, 2019.

The Northgate, Roosevelt and University District Link light rail stations opened (<https://www.soundtransit.org/blog/platform/northgate-officially-open-what-now>) on October 2, 2021, followed by the Tacoma Link extension on September 16, 2023, and the Bellevue to Redmond light rail route earlier this year.

Originally East Link (Line 2) was to fully open in June of 2023, prior to the Lynnwood Link, but supply chain disruptions due to the COVID shutdown of 2020 and a four-month concrete strike (<https://lynnwoodtimes.com/2022/04/10/sound-transit-strike/>) in 2021—both external challenges

outside of Sound Transit's control—coupled with construction quality issues

See <https://lynnwoodtimes.com/2022/08/22/sound-transit-delays-220822/>) along the entire stretch of the I-90 bridge portion of the light rail track discovered in June of 2022—specifically, faulty concrete plinths, and defective pre-cast blocks and nylon fasteners bolt inserts—resulted in a partial opening on April 24 (<https://lynnwoodtimes.com/2024/04/27/light-rail-bellevue-240427/>) along the Redmond to Bellevue route only.



Lynnwood Link Transit Center on opening day—August 30, 2024. Lynnwood Times | Mario Lotmore.

The remaining portion of Line 2, along I-90, is now scheduled to open in 2025, which will then allow residents from Lynnwood City Center to travel to Bellevue via the International District/Chinatown Station in downtown Seattle.



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(<https://electsamlow.com/>).

According to Sound Transit's adopted realignment strategy (<https://quepasanow.com/wp-content/uploads/2021/08/presentation-hybrid-realignment-resolution-20210805.pdf>), the Lynnwood-Mariner extension is to be complete in 2037, and the Mariner-Everett link to open in 2041. Yet the parking for the Everett link is scheduled to be complete in 2046.

"The opening of Lynnwood Link is a testament to the hard work of the construction teams and Sound Transit staff who have worked for years to make this project a reality," **said Sound Transit Interim CEO Goran Sparrman**. "They persevered through the pandemic and a four-month concrete delivery strike to bring us to today's celebration. Lynnwood Link's opening also marks a transformative moment in Sound Transit's history, as we enter Snohomish County. With the openings of the full 2 Line next year and the extension to Federal Way in 2026, we will have more than doubled the size of our system in just a few years, providing the residents of our region great options for easy, efficient travel to even more destinations."



*Sound Transit Interim CEO Goran Sparrman speaking at the opening of Lynnwood Link on August 30, 2024.
Lynnwood Times | Mario Lotmore.*

The Lynnwood Link ([https://www.soundtransit.org/search?](https://www.soundtransit.org/search?keywords=Lynnwood+Link+#gsc.tab=0&gsc.q=Lynnwood%20Link%20&gsc.page=1)

[keywords=Lynnwood+Link+#gsc.tab=0&gsc.q=Lynnwood%20Link%20&gsc.page=1](https://www.soundtransit.org/search?keywords=Lynnwood+Link+#gsc.tab=0&gsc.q=Lynnwood%20Link%20&gsc.page=1)). extension increases the light rail system from 39 stations and 35 miles of track to 53 stations and 62 miles of track with trains running every 8 minutes during peak hours. Sound Transit expects approximately 50,000 people—pre-pandemic estimates—to use the Lynnwood Link daily.

“It’s not just that we can get off of I-5, get out of our cars and enjoy a fast and reliable trip to our destination,” **said Sound Transit Board Vice Chair and Snohomish County Executive Dave Somers.** “Light rail is also helping our environment and ensuring that our economy remains strong for generations to come.”



(<https://www.snohomishcountywa.gov/5720/Elections-Explained#>).



Former Snohomish County Councilwoman Stephanie Wright who represented Lynnwood, former Mayor Nicola Smith, who for eight years worked on Lynnwood's City Center concept that incorporated Lynnwood Link, and Lynnwood City Council Vice President Julieta Altamirano-Crosby at the opening of Lynnwood Link on August 30, **LYNNWOOD TIMES** to courtesy of Julieta Altamirano-Crosby.

"The Lynnwood Light Rail Link opens today and so does a new chapter in the history of Lynnwood," **Lynnwood City Council President George Hurst told the Lynnwood Times**. "The bedroom suburb with strip malls is being transformed into a major city in South Snohomish County. Lynnwood is the regional model for development around the light rail station. The walkable and vibrant City Center that residents have wanted for years will soon follow. It is an exciting time to live in Lynnwood."

The project is the culmination of 15 years of dedicated work (<https://lynnwoodtimes.com/2024/08/28/lynnwood-light-rail/>). Voters approved the Link light rail system initially back in 1996, which included service from SeaTac airport to the University of Washington in Seattle, with a Northgate extension dependent on funding. Voters then approved Sound Transit's 15-year program in 2008 which included the extension to Lynnwood and east to Bellevue/Redmond, and in 2016 approved extending light rail north to Everett and south all the way down to Tacoma by 2044.



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"You cannot have a big-league economy with little league infrastructure," **said U.S. Representative Rick Larsen, the lead Democrat on the Transportation & Infrastructure Committee**. "Thanks in part to historic federal investments, Sound Transit light rail has arrived in Snohomish County, and that means more jobs and opportunity for Northwest Washington."

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U.S. Congressman Rick Larsen (WA-02) speaking at the opening of Lynnwood Link on August 30, 2024. Lynnwood Times | Mario Lotmore.

Lynnwood is adding more than 3,000 housing units to its City Center because of light rail. Active construction sites along the Lynnwood Link extension will add over 10,000 new apartment units within walking distance of the new rail system, whose residents will take advantage of leveraging the transportation system's investments. On Sound Transit property alone, there have been a total of 3,300 new living options built, the majority of which (2,200) are classified as affordable housing.

Housing Hope (<https://www.housinghope.org/>) is currently building an additional 160 new affordable homes directly next to the Lynnwood City Center station, three quarters of which will serve larger families (three-to-four-bedroom units) which is in desperate need for the region.

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Lynnwood Mayor Christine Frizzell speaking at the opening of Lynnwood Link on August 30, 2024. Lynnwood Times / Mario Lotmore.

"Lynnwood has been preparing for this milestone since the creation of our Legacy Lynnwood plan in 1993," **said Sound Transit Board Member and Lynnwood Mayor Christine Frizzell.** "This achievement would not have been possible without our community's incredible support, and for that, I am grateful."

Lynnwood's City Center light rail station will have 1,670 free parking spaces for commuters with an additional 688 parking spaces at the Mountlake Terrace station, and 500 parking spaces at each of the two Shoreline stations.

Projected travel times from Lynnwood to University District Station is 18 minutes; to Westlake in downtown Seattle is 28 minutes; and to SeaTac Airport is 65 minutes all at the flat rate of \$3 (<https://lynnwoodtimes.com/2024/08/19/link-fare/>). Low-income fares and senior discounts of just \$1 are also available. Riders can even use the Transit Go app (<https://www.soundtransit.org/ride-with-us/know-before-you-go/how-to-ride>) to pay their fare so no need for an Orca Card. All riders using the app will have to do is show their paid fare to one of the many Fare Ambassadors patrolling the trains directly from their phone.



(<https://www.snohomishcountywa.gov/5720/Elections-Explained#>).



Fare Ambassadors will check passengers for proof of payment at Link stations. SOURCE: Sound Transit.

As far as security goes, Sound Transit is committed to ensuring riders have a safe trip. It currently contracts with Allied Security and law enforcement agencies providing 550 commissioned security guards within its system who will be working around the clock during the train's regular operations from 5 a.m. to 1 a.m. Monday through Saturday and from 6 a.m. to midnight on Sundays and holidays. Security will also be stationed during nonoperational hours to protect facilities.

Fare Ambassadors (<https://lynnwoodtimes.com/2024/05/25/fare-inspections-240524/>) will check passengers for proof of payment at Link stations. They will also help new riders navigate the rail system. Elevators to the platform are available for those with ADA needs.

Artwork done by Preston Singletary, Claudia Fitch, David Franklin, a hummingbird, a kitchen window, and artistic yet functioning streetlamps, adorn the station as passengers trickle in to load their Orca cards with fare and board the train to whatever destination awaits.

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Artwork at Lynnwood Link Transit Center. Lynnwood Times / Mario Lotmore.

The Lynnwood City Center Station—including the parking garage and plaza—is the first Sound Transit project to earn Leadership in Energy and Environmental Design (<https://www.usgbc.org/leed>) (LEED) Gold certification from the U.S. Green Building Council. Specific achievements include the following:

- 30% energy cost reduction vs the ASHRAE 90.1 baseline, with advanced metering for real-time monitoring
- 34% indoor water use reduction through efficient fixtures vs EPA baseline
- 71% reduction in irrigation water use through native, drought-tolerant plant species vs EPA baseline
- 85% of open space covered in vegetation via pedestrian promenade, walkways, bike trails, and planting areas
- 81% of construction waste diverted from landfills

- 100% of paints, coatings, adhesives, sealants, flooring, ceiling, and insulation met LEED low-VOC requirements

LYNNWOOD TIMES Construction of Lynnwood Link involved removing some trees along the 8.5-mile stretch, Sound Transit planted just over 15,000 trees (<https://www.soundtransit.org/sites/default/files/documents/lynnwood-link-tree-replacement-program.pdf>), nearly three times as many as it had to remove. The agency will maintain the newly planted trees along the alignment for up to 13 years, greatly improving their survival rates.



Project Girl CEO Olympia Edwards (left) with one of her mentees speaking at the opening of Lynnwood Link on August 30, 2024. Lynnwood Times | Mario Lotmore.

“The opening of Lynnwood light rail service is a major milestone for our region,” **said Sound Transit Board Chair and King County Executive Dow Constantine**. “For the first time, our light rail system connects two counties, bringing us closer to the vision of an integrated, high-capacity transit network for Central Puget Sound. This achievement is the result of community support, careful planning and construction, and sheer persistence. Now, it’s time for Snohomish County to hop aboard reliable, traffic-free, carbon-free Link light rail.”



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Stacy & Witbeck/Kiewit/Hoffman and Skanska Constructors performed the civil construction on the extension. Mass Electric completed the systems work, which included the overhead catenary, traction power, signaling, and communications.



Inside the cabin of the new temperature-controlled and quiet Lynnwood Link extension. Lynnwood Times | Mario Lotmore.

Skanska, a global construction and development firm based out of Stockholm, Sweden, was a critical partner to the success of the Lynnwood Link extension. It served as the General Contractor for the construction of the Lynnwood City Center and Mountlake Terrace stations, built the Lynnwood City Center Station's five-story parking garage and was responsible for meeting the construction standards required for the LEED Gold certification of that station.



(<https://www.snohomishcountywa.gov/5720/Elections-Explained#>).

Skanska was also responsible for the Lynnwood Link Extension (L300) section delivering 3.8 miles of light rail guideway connecting the cities of Shoreline, Mountlake Terrace and Lynnwood to the north of Seattle.

"As I was listening to the speeches today, what really resonated with me, is what we [at Skanska] tried to achieve as an organization, building projects that include the community that we work in and improving the lives of those that live in the community," **Ryan Clayton, Senior Vice President and General Manager, Skanska USA told the Lynnwood Times.** "To hear that message and theme come through from all of the elected officials just gives you a sense of pride for the work the men and women who work in our organization, and the time and effort they put into it really brings value."



Ryan Clayton, Senior Vice President and General Manager, Skanska USA at the opening of Lynnwood Link on August 30, 2024. Lynnwood Times | Mario Lotmore.

Clayton informed the Lynnwood Times that throughout the lifecycle of the project, Skanska employed approximately 1,000 from union trades.

LYNNWOOD TIMES

what we try to do as an organization is make sure that we put together on-the-job mentorship," Clayton said.

Skanska is hoping to continue its work with Sound Transit on the West Seattle extension. It is actively working currently with WSDOT on the \$4.1 billion 520 Portage Bay Bridge Project (<https://wsdot.wa.gov/construction-planning/search-projects/sr-520-portage-bay-and-roanoke-lid-project>), that is expected to complete in 2031, and is building express toll lanes on the 405 through the city of Bothell that is expected to wrap up in 2028.



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Visual transit system information within each interior cabin of the new temperature-controlled and quiet Lynnwood Link extension. Lynnwood Times | Mario Lotmore.

Infrastructure design firm HNTB collaborated with Sound Transit to ensure its design was consistent and compliant with the transportation authority's standards, all while keeping costs under control. HNTB's team selected the most effective type of structure (<https://lynnwoodtimes.com/2024/08/28/lynnwood-light-rail/>) for the region—precast concrete girders which the company used consistently throughout most of the stretch.

What stood out about this project to Moein El-Aarag (<https://www.linkedin.com/in/moein-el-aarag-5174b213/>), Group Director and Associate Vice President at HNTB, is its sheer scale and complexity, he informed the Lynnwood Times. Unlike the smaller projects he has managed in the past, Lynnwood's light rail had a significantly larger footprint.

"It feels incredibly rewarding [to have been a part of the light rail expansion]. I'm truly grateful to be working on a project of this magnitude that will have a lasting impact on Western Washington," **El-Aarag told the Lynnwood Times.** "There's a unique satisfaction in being part of something that connects communities and improves lives on such a large scale... I couldn't be prouder to contribute to a project that will bring such significant benefits to our community, both now and for future generations."

Sound Transit's Lynnwood Link light rail expansion is particularly special to El-Aarag as a Lynnwood resident. He continued that the impact of the project goes beyond improving mobility it will "enhance the quality of life for many people across the region."



(<https://www.snohomishcountywa.gov/5720/Elections-Explained#>).

Changes to Community Transit Routes to align with Sound Transit Centers

Community Transit (<https://lynnwoodtimes.com/?s=Community+Transit>) is making major changes and improvements to bus service on September 14. The changes come two weeks after Sound Transit's Link light rail 1 Line (<https://lynnwoodtimes.com/2024/06/07/lynnwood-link-240607/>) extends to Snohomish County. It's not too early for people to plan their new commute or explore new ways to travel by transit. Trip planning tools (below) are now available to help people get ready for September 14.