



Everett Link Extension

Frequently Asked Questions

Process and schedule

When will Everett Link Extension be open for service?

The target date to open service to Everett Station is 2037. This target schedule requires additional funding and/or savings, and we will seek out all options to open for service on this timeline. If we cannot secure additional funding and/or reduce project costs, service to Everett Station will likely open in 2041. In this case, service to Southwest Everett Industrial Center will still open in 2037.

Why will it take so long for Sound Transit to finish the project?

Light rail projects like the Everett Link Extension take time (12-17 years) to plan, design, and build. We have a lot of tasks to complete between now and opening, including hearing from the public, coordinating with community partners, conducting environmental review, working with local jurisdictions, navigating geography and geology, finalizing permits, acquiring property, construction, and performing safety testing.

You can find more information on the project schedule at soundtransit.org/everettlink

What is happening with the project now? When will we know more?

We are currently in the environmental review phase of the project, which will last into 2027. During this phase, we study existing conditions throughout the project area and evaluate potential effects of the project. We will prepare an Environmental Impact Statement reporting our findings, and you will be able to review and comment on the Draft EIS, planned for publication in early 2026. We will then identify a Preferred Alternative for each route, station, and OMF North location to include in the Final EIS. Once the Final EIS is published and the public comment period is complete, a Record of Decision will be issued that finalizes the project to be built, planned for 2027. We'll then move into final design and engineering before beginning construction.

What is an Environmental Impact Statement?

Environmental review for this project includes the preparation of an Environmental Impact Statement, which is a document used for decision-making that identifies the effects of project alternatives under state and federal law. The EIS will evaluate the potential effects of the alternatives to the physical, human and natural environment and will also propose measures to avoid, minimize or mitigate significant adverse effects where needed. The EIS will be published in two documents: a Draft EIS and a Final EIS. The Final EIS will address public, Tribe, and agency comments on the information presented in the Draft EIS; will include any necessary revisions to correct technical errors; and will add any new information that may have become available since the Draft EIS was published.

Engagement

Why is it important for me to engage early?

Although the target opening date for the Everett Link Extension is 2037, design and construction will take several years to complete. This means we'll be making decisions in the next few years on where stations, routes and the Operations and Maintenance Facility (OMF) North will be located. Getting involved early means we can take your feedback into account during our decision-making process.

How do I share my opinion or learn more about the Everett Link Extension project?

There are many ways to share your opinion, including:

- Visit our website at soundtransit.org/everettlink to stay informed and engaged with the project.
- Email everettlink@soundtransit.org with questions, concerns, or comments.
- Call the project line at 206-370-5533 to speak with a community engagement specialist.

We provide more ways to engage around key project milestones and before we make major decisions. We strive to create engagement opportunities that are inclusive, equitable and meaningful, and we will announce these opportunities through a variety of communication channels.

Route, stations and OMF North

Did you study other station, route, and Operations and Maintenance Facility North locations that are not shown on the current maps?

When voters approved the system expansion plan in 2016, it included the transit mode, approximate route, number of stations, and general station locations for this project. It was also the starting point for identifying additional alignment, station and OMF North locations and design configurations that could meet the project's purpose and need.

Throughout the early planning phase of the project, we evaluated several alternatives, and with the help of public input and our advisory groups, we narrowed these down to the range of alternatives shared during environmental scoping. Once scoping was completed, the Sound Transit Board identified alternatives — and in some cases a Preferred Alternative — to study in the Draft Environmental Impact Statement (EIS). These alternatives will undergo much more detailed analysis, with future opportunities for public comment.

Why do we need an operations and maintenance facility in this area?

As Link service expands with new routes and stations, Sound Transit requires operations and maintenance facilities to make sure there is capacity to store and service (e.g., cleaning, storage and maintenance of train cars, etc.) the expanded light rail fleet. The new operations and maintenance facility must be strategically located to support expanded Link service and cannot be located too far from the line. OMF North will serve as one of four strategically located operations and maintenance facilities in the region (the other three OMFs are located or planned in the central, east, and south regions of the Sound Transit service area).

Why doesn't the route alignment follow I-5 entirely from Lynnwood to Everett?

We are evaluating route and station location alternatives that are consistent with the voter-approved system expansion plan. Locating stations at Southwest Everett Industrial Center and SR 99 and Airport Road helps us connect regional job and growth centers, like the regionally designated Paine Field/Boeing Everett Manufacturing Industrial Center.

During early scoping, some stakeholders and community members requested that we consider more alternative routes for the Everett Link Extension. In response, we initially included two new alignments in our Level 2 evaluation, one along I-5 and one along SR 99/Evergreen Way, and we presented our initial findings to the Elected Leadership Group in September 2022. The ELG provided direction to remove them from further study, expressing the importance of serving the Paine Field/Boeing Everett Manufacturing Industrial Center area and adjacent communities, as well as concerns around inconsistency with the system expansion plan.

Why does Everett Link not connect to the passenger terminal at Paine Field Airport?

We want to provide direct connections to the passenger terminal at Paine Field Airport, but the logistics are complex. There are many physical and technical constraints associated with constructing a station and guideway near an airport, but we have included a station location in the Southwest Everett Industrial Center area that gets as close to the airport as possible. A direct connection to the Paine Field Airport passenger terminal would be complicated because of its location between multiple runways. The station at the Southwest Everett Industrial Center would include space for shuttles to the airport terminal and we will continue to work with partners to provide the best possible connections to major destinations.

Effects on the community

My property is in an area of a potential route, station and/or site for OMF North, according to your maps. When will I know if Sound Transit will want to purchase or use my property?

At this time, it is too early to know which exact properties we may seek to purchase or use. We will learn more about whether the project will require the purchase or use of a private property through the environmental review process. If it appears your property may be affected, we will notify you before the Draft EIS is published. You can find the most up to date schedule information at soundtransit.org/everettlink. If you're a resident, business or property owner near a potential route or station alternative, you can ensure that you stay in the loop about project updates by [signing up for our email list](#).

Will the Everett Link Extension project result in displacement and gentrification?

Light rail projects have the potential to displace residents or businesses directly, through property acquisitions (see previous question), or indirectly, through gentrification.

So yes, the Everett Link Extension could result in gentrification because bringing light rail to any area sparks other changes, such as improved bicycle and pedestrian infrastructure, transit-oriented development, and new businesses and services. Cumulatively, these can result in increases in costs of living and changes to community culture. These changes can affect certain communities more than others, like areas with more renters or communities of color. We are committed to equitable engagement that includes these voices and hears their needs. Sound Transit has some tools to help counter market forces that lead to displacement and we are committed to working with local jurisdictions and community groups to develop and implement other anti-displacement strategies.

Our goal is to bring high-capacity transit and its benefits to current residents and businesses and to support existing community culture and history, while also balancing anticipated growth and the needs of future community members. It is a complex and challenging issue we will be working to address as we better understand potential effects of the project.

Will the project affect the environment?

Sound Transit is conducting an environmental review of the project to determine whether it would likely have any negative — or positive — effects on the environment. The results of this review will be published in an Environmental Impact Statement (EIS). Through project design, we will try to avoid, minimize, or mitigate any negative effects that might be identified through this review. See What

is an Environmental Impact Statement? above for more information on the EIS process.

Will Everett Link include opportunities for pedestrian and bicycle improvements?

This project envisions accommodations for riders arriving by all modes of transport, including bicyclists and pedestrians. We aim to plan, design and build our stations for safe and easy connections for people rolling, walking, or biking, and work with our partners to expand system access.

Will Everett Link stations have additional parking?

The target opening date for the Everett Link Extension is 2037, and we anticipate that new parking facilities will open at Mariner Station and Everett Station in 2046. At service opening, transit riders will be able to access Link via existing and new local bus connections and via existing park-and-ride facilities at Everett, Ash Way, and Mariner stations. Sound Transit will also explore ways to expand parking availability and provide other station access choices before 2046, where and when budget allows.

How will this project affect my local bus service?

The project will affect bus service, but we do not know specifically how at this early stage of planning. Some routes could see increases in service levels and coverage, while others could have decreases. Despite some likely changes, it is our goal to offer riders more options and seamless connections with other public transportation providers (e.g., Community Transit and Everett Transit) and we are working with these transit partners to make this happen. Additionally, the system expansion plan includes:

- Stride bus rapid transit on I-405/SR 518 and SR 522/NE 145th
- Sound Transit Express bus service

Questions?

Contact our Community Engagement team:
206-370-5533 or everettlink@soundtransit.org



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