

Welcome!
¡Bienvenido!
환영합니다!
Добро пожаловать!

/ *Everett*

Link Extension

Thanks for joining us.
Translated meeting guides are available
at the welcome table.

Gracias por acompañarnos.
Hay disponibles boletines informativos
traducidos.

참여해 주셔서 감사합니다. 번역된
현황 보고서도 있습니다.

Благодарим вас за участие.
Имеются переведённые
информационные бюллетени.



GET TO KNOW SOUND TRANSIT

Sound Transit is a public transit agency that plans, builds and operates regional transit service throughout the urban areas of Pierce, King and Snohomish counties.



Link light rail

Currently, Link light rail runs from Angle Lake and Sea-Tac Airport through downtown Seattle and University of Washington to Northgate. Service to Lynnwood is set to begin in the second half of 2024, followed by Bellevue and Redmond, and then Federal Way. Link light rail operates seven days a week with trains running every six, 10 or 15 minutes depending on the time of day.



Sounder commuter rail

Our Sounder trains travel between Everett and Seattle (making stops in Mukilteo and Edmonds) and between Lakewood and Seattle (making stops in South Tacoma, Tacoma Dome, Puyallup, Sumner, Auburn, Kent and Tukwila). Sounder regularly runs weekday mornings and afternoons with weekend service for major events such as concerts and professional sports games.



ST Express bus

ST Express bus routes serve urban centers in Snohomish, King and Pierce counties. Our 28 routes provide fast service between major cities and job centers and allow for easy transfers to train service and local buses. We offer ST Express service seven days a week on many routes.



Stride Bus Rapid Transit (BRT)

Sound Transit is designing the Stride BRT system for fast arrivals and departures, with features such as off-board fare payment and multiple-door entry and exit. Transit priority improvements such as new transit priority lanes and bus queue jumps will help riders avoid traffic congestion and enjoy more frequent and reliable service. The initial Stride BRT lines will serve the communities north, east and south of Lake Washington.

Sound Transit Board

The Sound Transit Board oversees the implementation and delivery of the project and has final authority on major project decisions. These decisions include the identification of a preferred alternative prior to starting environmental review and selecting the project to be built after the conceptual engineering and environmental review process is complete.

The Board will consider recommendations and feedback from the Community Advisory Group, Elected Leadership Group, Interagency Group and the public when making decisions.

Funding

The system expansion plan is paid for with a combination of voter-approved local taxes, federal grants, farebox revenues, borrowed funds and interest revenues.

FUTURE SERVICE

Sound Transit system expansion will:

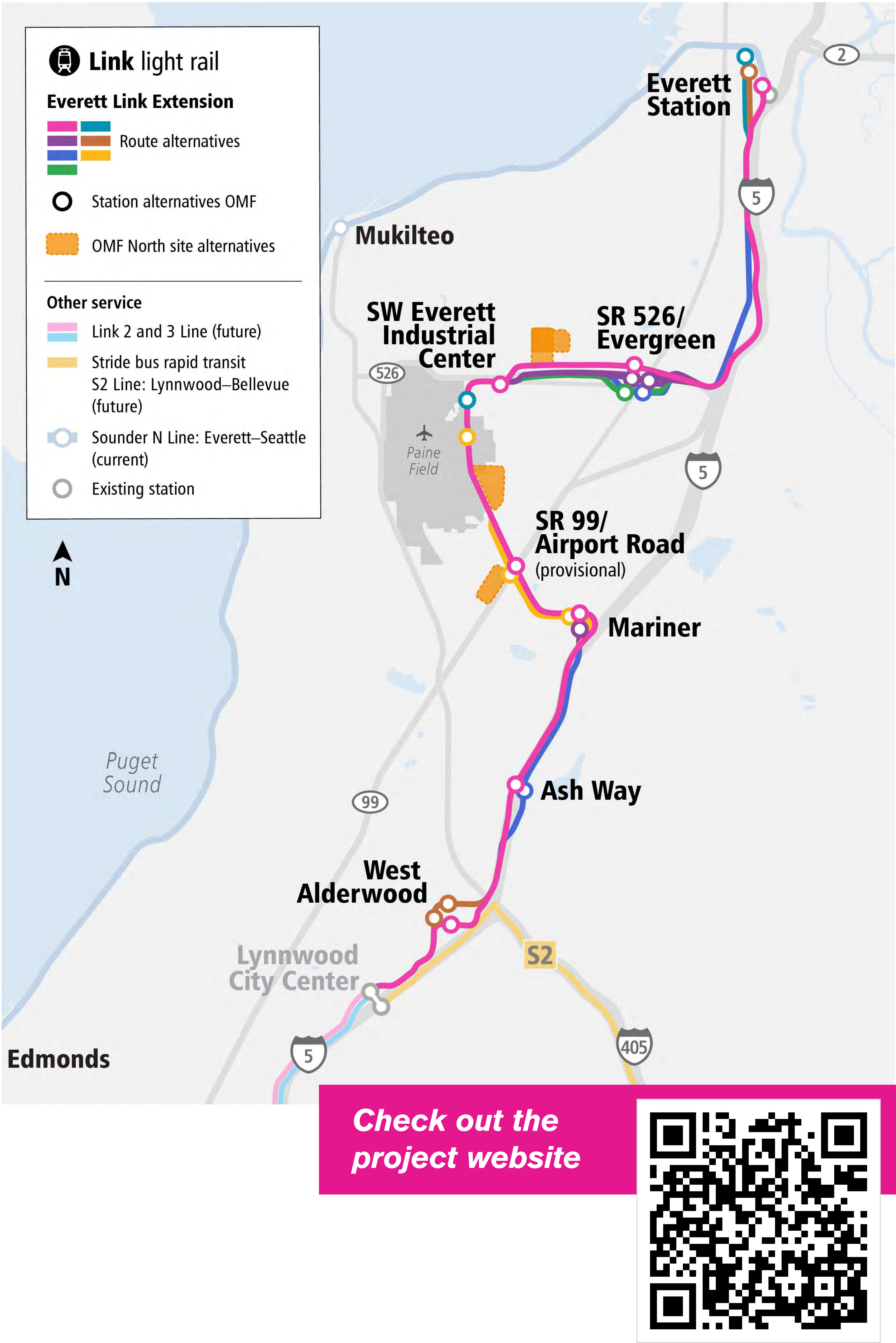
- Build a 116-mile light rail network extending from Everett to Tacoma, and from Seattle neighborhoods to Redmond and Issaquah.
- Establish Stride bus rapid transit to the north, east and south of Lake Washington.
- Expand Sounder south line capacity and service, adding two new stations.
- Improve access and expand parking at stations.



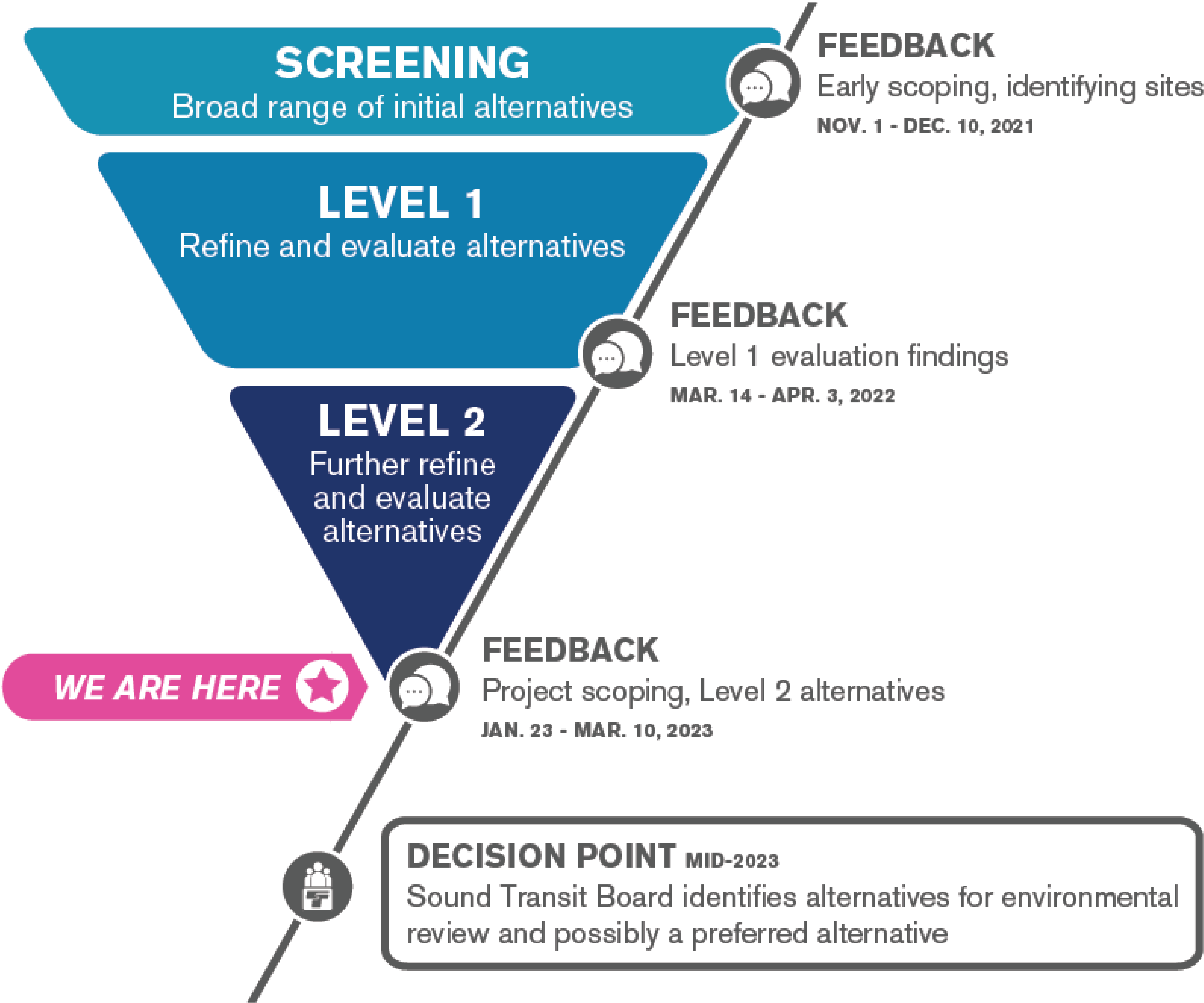
ABOUT THE PROJECT

The Everett Link Extension will provide fast, reliable connections to residential and employment centers throughout the region. We’re planning to add approximately 16 miles of light rail and seven new stations connecting Snohomish County residents to the regional Link light rail network as well as parking facilities at two stations. One of the stations, at SR 99 & Airport Road, is currently funded through the planning phase but construction is not yet funded.

The project includes the essential OMF North, which will support overall system operation and have the capacity to receive, store and service a larger train fleet to support Link extensions. To build this new facility, we need approximately 60-70+ acres near the light rail line.



WHAT WE'VE DONE SO FAR



Throughout this process, we've evaluated potential alternatives at progressively greater levels of detail and invited comments from the public, Tribes and agencies at each level. Our advisory groups helped to narrow down the number of alternatives and determine which ones should be moved to the next level of evaluation.

- Voters approved funding for the “representative project” presented in 2016**
As part of the ST3 ballot measure in 2016, voters approved funding for the Representative Project, which established light rail as the transit mode for the corridor, an approximate route, the number and general locations of light rail stations.
- Project planning started in spring 2021**
The first step in planning is called Alternatives Development, where we work with the Federal Transit Administration, local jurisdictions and communities to identify any additional alternative routes, stations and OMF North locations to be studied alongside the representative project.
- We asked for feedback on alternatives in winter 2021**
During the Early Scoping Period in November-December 2021, we received over 300 comments. This feedback helped shape the Level 1 evaluation of alternatives.
- We completed the Level 1 alternatives analysis and asked for additional feedback in spring 2022**
In March-April 2022, we shared the results of our Level 1 analysis and collected over 1,800 individual comments. This feedback helped inform which alternatives would advance to the Level 2 analysis.
At that time, we also considered adding two new alignment alternatives based on Board direction around realignment and public comments received during early scoping. Ultimately, as a result of our evaluation and direction from the Elected Leadership Group, these alternatives did not move forward for further study.
- Today, we have a refined set of alternatives and complete Level 2 analysis**
At this point in the Alternatives Development phase, we're providing information on the findings from our Level 2 analysis. Your feedback will help Sound Transit identify which alternatives should continue to be studied in the environmental impact statement and what topics we should study.

FEATURES



Elevated

Height of elevated guideways vary depending on the ground level and surrounding infrastructure.



At-grade

At-grade trains operate at ground level, separate from traffic.

Opening timeline:

2037 is the target schedule for opening the project; service beyond the SW Everett Industrial Center to Everett Station may be delayed to 2041 without additional funding.

Length: 16 miles.

Stations:

Seven stations located at West Alderwood, Ash Way, Mariner, SW Everett Industrial Center, SR 526/Evergreen, Everett Station and SR 99/Airport Road (Provisional).

Service:

Every 4-6 minutes in peak hours, 10-15 minutes midday, weekends, and evenings.

Estimated travel times:

- Everett to Lynnwood City Center: 33 minutes.
- Everett to downtown Seattle: 60 minutes.



Parking

To connect Everett as soon as possible, the Sound Transit Board deferred funding for new parking facilities at Everett Station and Mariner until 2046. At service opening (2037), transit riders will be able to access Link via existing and new local bus connection, and existing park and ride facilities at Everett, Ash Way and Mariner stations. Sound Transit will also explore innovative ways to expand parking availability and provide other station access choices before 2046, where and when budget allows.



Biking, walking and riding the bus

Many people ride bicycles, walk or take local bus service to reach light rail stations. The planning for all stations will enable easy connections between different modes of travel.

PROJECT PARTNERS



Public

As a member of the public, we ask that you communicate your ideas, concerns and questions about the project through a variety of communications channels to:

- › Learn about the project and ask questions.
- › Provide feedback on topics and issues that interest you.
- › Let Sound Transit know how you would like to engage.
- › Share information and discuss the project with your community.



Community Advisory Group

The Community Advisory Group will provide a forum for community members to inform the development of alternatives for the project. The group includes residents, transit riders, business owners and representatives of organizations that reflect the diversity throughout the corridor, including groups that are currently and historically underrepresented in the planning process. CAG members will:

- › Learn about the project and ask questions.
- › Represent diverse communities and perspectives.
- › Aim for consensus around key project decisions and work through project issues as needed.
- › Make recommendations at key milestones.
- › Highlight specific issues and trade-offs in the corridor, including opportunities and tools to best engage the community in this process.
- › Present recommendations for consideration.



Interagency Group

Sound Transit will work closely and coordinate with a number of agencies and governments as this project moves forward, including but not limited to:

- › City of Everett, including Everett Transit
- › City of Lynnwood
- › Community Transit
- › Federal Transit Administration
- › Puget Sound Regional Council
- › Snohomish County
- › Washington State Department of Transportation



PROJECT PARTNERS



Elected Leadership Group

Elected Leadership Group is composed of elected officials who represent communities along the project corridor, and Sound Transit Board members. The purpose of this group is to inform Sound Transit's decisions and work through the alternatives development process. Meetings will align with key project milestones, be open to the public and include an opportunity for public comment. The ELG will:

- › Consider the needs of the Everett Link Extension corridor within the context of the regional transit system.
- › Work with project staff to understand and evaluate preliminary design options and trade-offs.
- › Represent the communities they serve and share community priorities and local context.
- › Seek to form consensus on group recommendations to inform alternatives to carry forward in environmental review and brought to the Sound Transit Board for formal action.



Sound Transit Board

The Sound Transit Board oversees the implementation and delivery of the project and has final authority on major project decisions. These decisions include the identification of alternatives to carry forward in environmental review, identification of a preferred alternative, and selecting the project to be built after the conceptual engineering and environmental review process is complete.

The Board will consider recommendations and feedback from the Community Advisory Group, Elected Leadership Group, and the public when making decisions and will coordinate with the Federal Transit Administration under NEPA as the project progresses.



Tribes

In partnership with Sound Transit's Tribal Relations Director, the project team will consult with Washington State Tribes throughout the project development process.



ENVIRONMENTAL REVIEW

What is an EIS?

The next phase of this project will be environmental review, which includes the preparation of an Environmental Impact Statement. The EIS will evaluate the potential adverse or beneficial 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 appropriate. Sound Transit is the lead agency under SEPA and intends to coordinate with the Federal Transit Administration (FTA) on potential funding for the project. The SEPA scoping process is part of local planning and FTA could rely on it for future NEPA evaluations. Decisions made in the local SEPA scoping process may be revisited in the subsequent federal NEPA process. The EIS will be prepared in compliance with both the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA).



What is scoping?

The EIS scoping period is an opportunity for the public, Tribes and agencies to provide input on the scope of the EIS including:

- The project's purpose and need.
- Topics or issues to study in the EIS.
- Light rail route/stations and OMF North site alternatives.

Your input will be shared with the Community Advisory Group, Elected Leadership Group, Sound Transit Board and FTA (as a potential NEPA Lead Agency) to help inform decision-making on the alternatives to study further in the EIS. Once all comments have been reviewed and recommendations have been made by the CAG and ELG, the Sound Transit Board will identify alternatives for the Draft EIS and may also identify a preferred alternative.



What will be studied in the EIS?

Sound Transit proposes to address the following topics within the EIS:

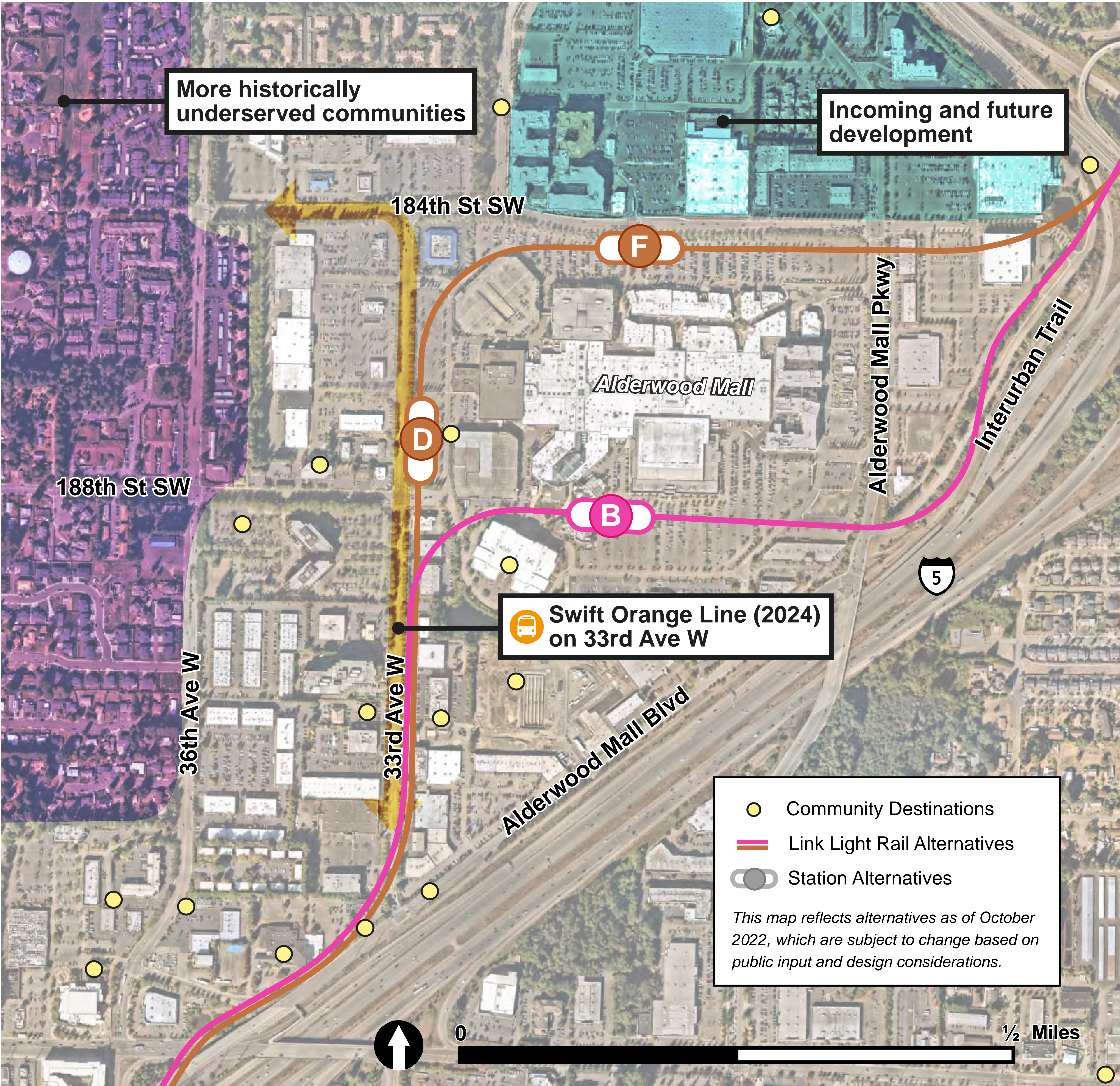
- › Acquisitions, displacements and relocations
- › Air quality, including greenhouse gas emissions
- › Economics
- › Ecosystems
- › Electromagnetic fields
- › Energy
- › Environmental justice
- › Geology and soils
- › Hazardous materials
- › Historic, cultural and archeological resources including Section 106 (National Historic Preservation Act) resources and process
- › Land use
- › Noise and vibration
- › Parks and recreational resources
- › Public services, safety and security
- › Section 4(f) of U.S. Department of Transportation Act and Section 6(f) of the Land and Water Conservation Fund Act
- › Social resources, community facilities and neighborhoods
- › Transportation (traffic, freight, navigation, transit, non-motorized)
- › Utilities
- › Visual and aesthetic resources
- › Water resources



WEST ALDERWOOD (ALD)

Key features

- All routes and stations would be elevated.
- Station alternatives are located in or around Alderwood Mall.
- Community Transit serves this area with local buses and future Swift Orange Line service is planned.
- No new parking is planned here as part of this project.
- Bus stops may be located both on existing streets and in future off-street areas.



Alternative	Advantages	Disadvantages
ALD-B	None compared to ALD-D or ALD-F.	Fewest historically underserved communities and no affordable housing within walking distance. Least potential for new development near the station. Hardest to walk or bike to.
ALD-D	Best connections to planned Swift Orange Line and shortest travel times for buses to reach the station. Highest planned population and job growth within walking distance. Most historically underserved communities within walking distance. Most community destinations within walking distance (including US Social Security Office, Virginia Mason Lynnwood Medical Center, H Mart). Easiest to walk to. Aligns with local planning by the City of Lynnwood.	Less potential for new development near the station than ALD-F.
ALD-F	Most potential for new development opportunities near the station. Shorter travel times for buses to reach the station than ALD-B. More historically underserved communities within walking distance than ALD-B. Easier to walk and bike to than ALD-B.	Worse connection to Swift bus service than ALD-D. Fewer historically underserved communities within walking distance than ALD-D.

WEST ALDERWOOD (ALD)



This visualization is based on limited conceptual design and intended to inform comparison among alternatives. The station concept is subject to change as the design process advances.

WEST ALDERWOOD: Station Concept (ALD-D shown)

SOUNDTRANSIT
EVERETT LINK EXTENSION

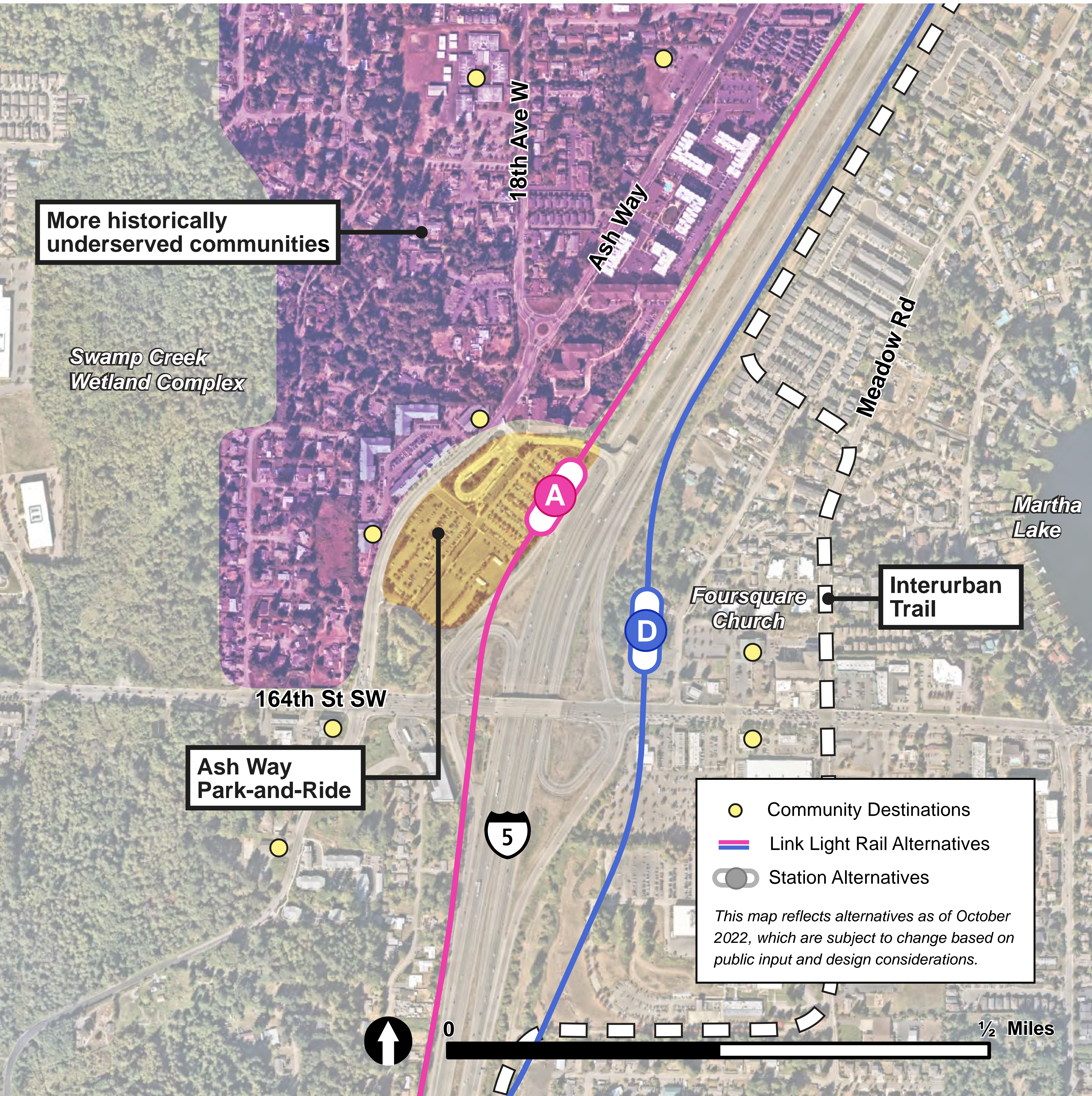


February 2023

ASH WAY (ASH)

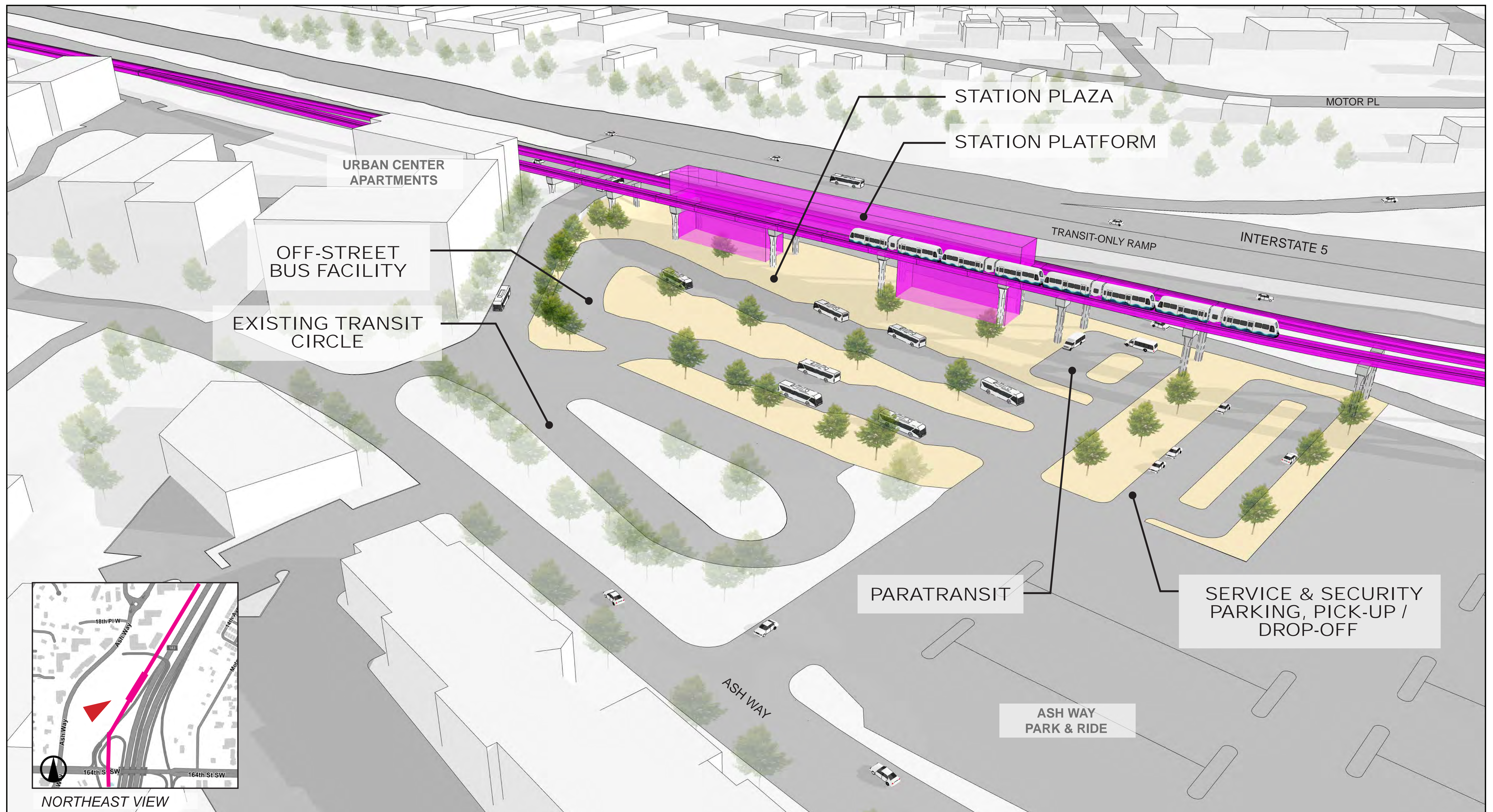
Key features

- › ASH-A station alternative would be elevated and ASH-D station alternative would be just below street-level.
- › The existing Ash Way Park-and-Ride located west of I-5 would continue to be the parking facility for transit in the area.
- › Community Transit serves this area with local and commuter buses, and future Swift Orange Line service is planned.
- › Snohomish County is actively seeking funding for a new multimodal crossing of I-5 north of 164th Street SW.
- › No new parking is planned here as part of this project.



Alternative	Advantages	Disadvantages
ASH-A	<p>More historically underserved communities and affordable housing.</p> <p>Easier for buses to serve the station and Ash Way Park-and-Ride.</p> <p>Best connections to planned Swift Orange Line.</p> <p>Easier for cars to pick up and drop off at the station.</p>	<p>Less potential for new development near the station.</p> <p>More potential residential displacements.</p>
ASH-D	<p>More potential for new development near the station.</p> <p>Easy connection to the Interurban Trail.</p> <p>Aligns with local planning by Snohomish County.</p>	<p>Fewer historically underserved communities and less affordable housing within walking distance.</p> <p>Longer travel times for buses to serve this station and Ash Way Park-and-Ride.</p> <p>Difficult for cars to pick up and drop off at the station.</p> <p>Route may disrupt the Interurban Trail during construction.</p> <p>Potential displacement of community destinations.</p>

ASH WAY (ASH)



This visualization is based on limited conceptual design and intended to inform comparison among alternatives. The station concept is subject to change as the design process advances.

ASH WAY: Station Concept (ASH-A shown)

SOUNDTRANSIT
EVERETT LINK EXTENSION

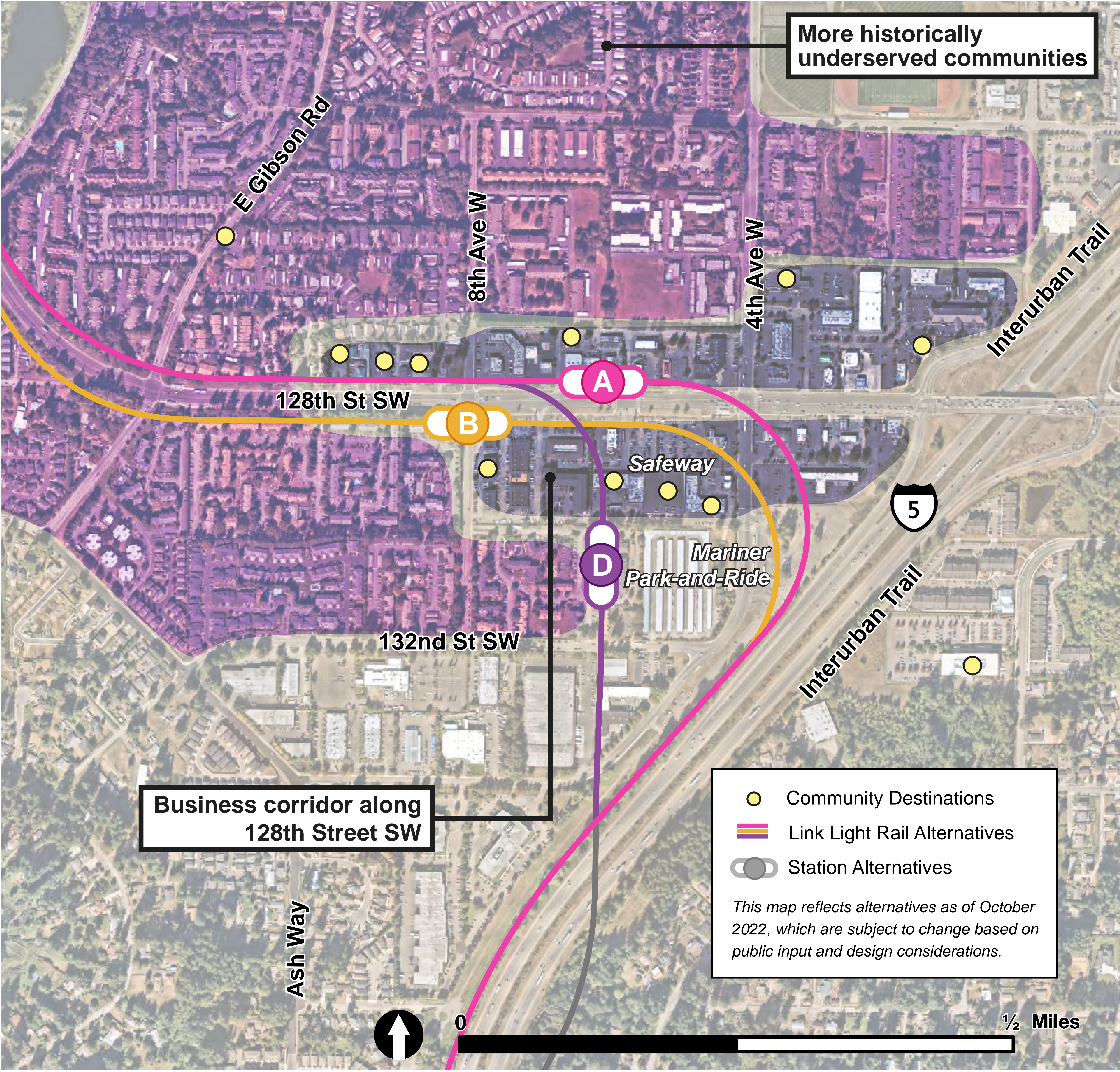
SOUNDTRANSIT

February 2023

MARINER (MAR)

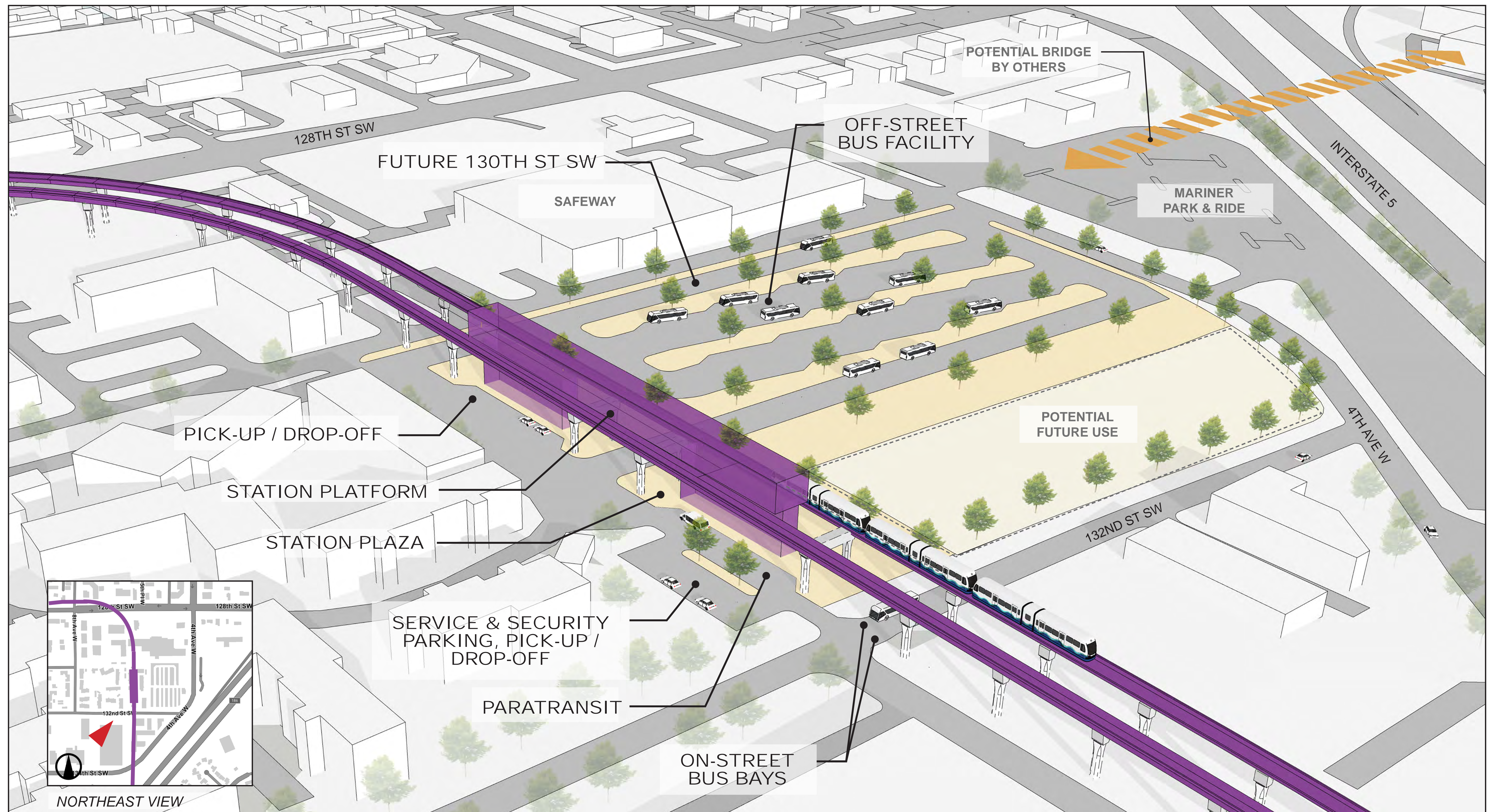
Key features

- All stations and routes would be elevated.
- Community Transit serves this area with local buses and the Swift Green Line.
- Snohomish County is actively seeking funding for a new multimodal crossing along 130th Street across I-5 to 8th Avenue W.
- This station area will be a major hub for local and regional buses and a light rail transfer point.
- The Mariner Park-and-Ride lot is west of I-5 and south of 128th Street SW.
- Approximately 550 new parking spaces are planned at this station by 2046.
- Bus stops may be located both on existing streets and in future off-street areas.



Alternative	Advantages	Disadvantages
MAR-A	<p>Higher planned population and job growth near the station than MAR-D, but lower than MAR-B.</p> <p>More historically underserved communities within walking distance than MAR-D, but fewer than MAR-B.</p>	<p>More potential residential displacements than MAR-B, including affordable housing.</p> <p>Business displacements on the north side of 128th Street SW.</p>
MAR-B	<p>Higher planned job and population growth near the station.</p> <p>Most historically underserved communities within walking distance.</p> <p>Fewest potential residential displacements.</p> <p>Easiest to walk to.</p>	<p>Business displacements on the south side of 128th Street SW.</p>
MAR-D	<p>Aligns with local planning by Snohomish County.</p> <p>Most potential for new development near the station.</p>	<p>Fewest historically underserved communities within walking distance.</p> <p>Most potential residential displacements, including affordable housing.</p> <p>Hardest for cars to pick up and drop off at the station.</p> <p>Business displacements on the north side of 128th Street SW.</p>

MARINER (MAR)



This visualization is based on limited conceptual design and intended to inform comparison among alternatives. The station concept is subject to change as the design process advances.

MARINER: Station Concept (MAR-D shown)

SOUNDTRANSIT
EVERETT LINK EXTENSION

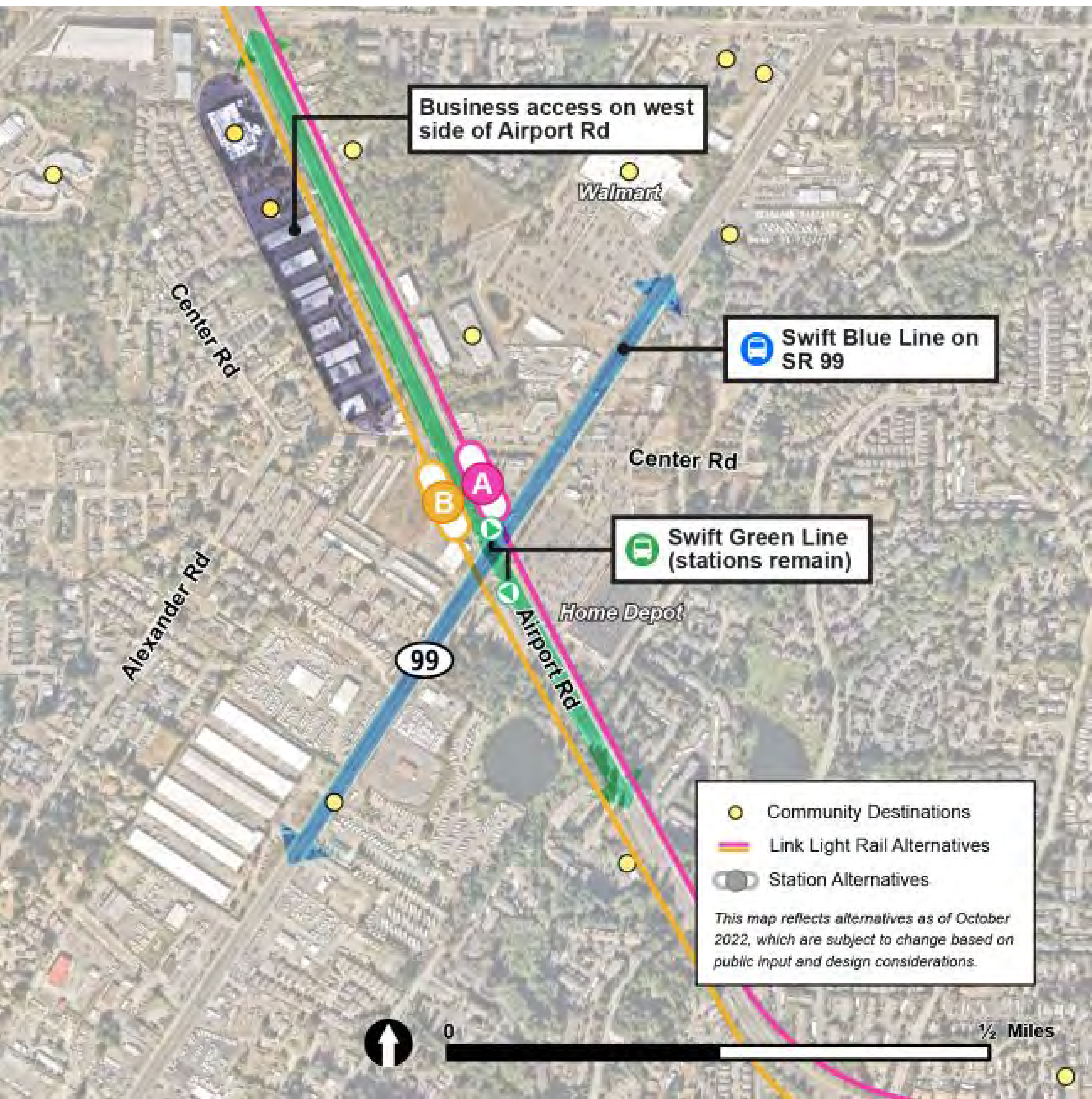


February 2023

SR 99 / AIRPORT ROAD (AIR)

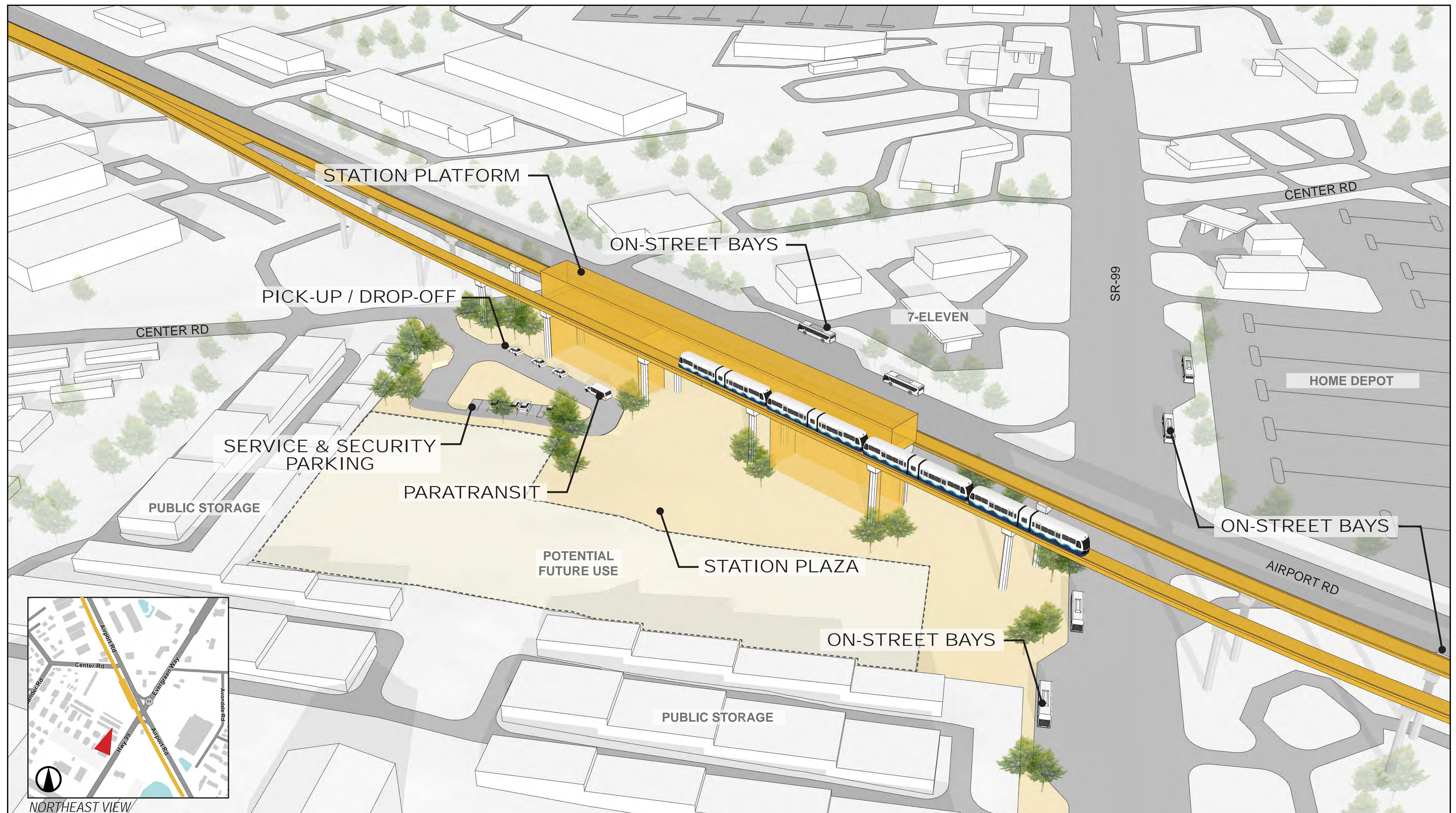
Key features

- This station is provisional (unfunded) , meaning it is part of the planning process but is not yet funded through construction.
- All stations and routes would be elevated.
- Community Transit currently serves this area with bus routes including Swift Blue and Green lines.
- Bus stops would be located on existing streets at all station options in this area.
- No parking is included at this station as part of this project.



Alternative	Advantages	Disadvantages
AIR-A	Better connection to Swift Green Line. Less disruptive to business access during construction.	Harder for cars to pick up and drop off at the station.
AIR-B	More potential for new development adjacent to the station. Easier for cars to pick up and drop off at the station.	Worse connection to Swift Green Line. More disruptive to business access during construction.

SR 99 / AIRPORT ROAD (AIR)



This visualization is based on limited conceptual design and intended to inform comparison among alternatives. The station concept is subject to change as the design process advances.

SR-99 / AIRPORT RD: Station Concept (AIR-B shown)

SOUNDTRANSIT
EVERETT LINK EXTENSION

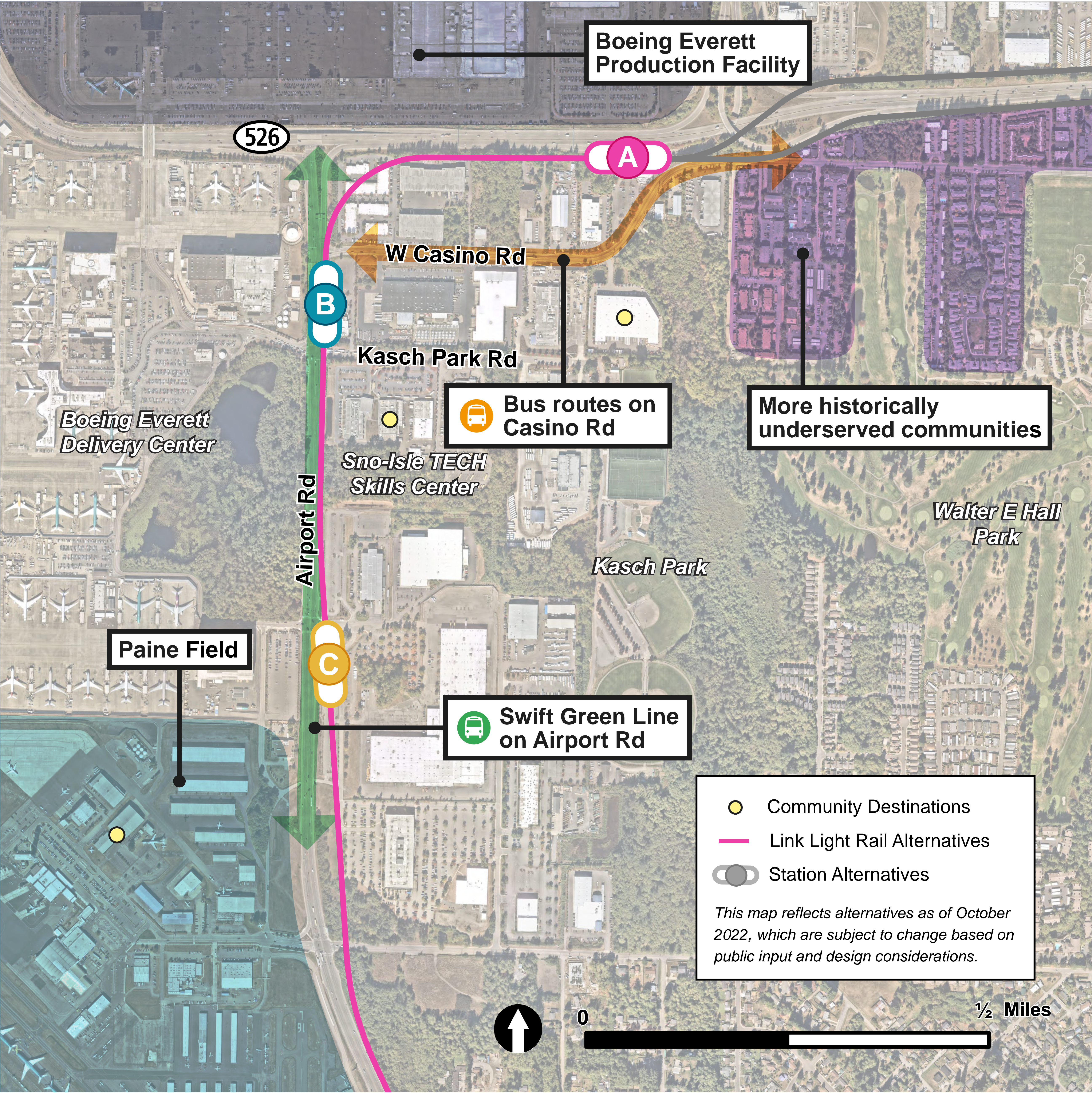


February 2023

SW EVERETT INDUSTRIAL CENTER (SWI)

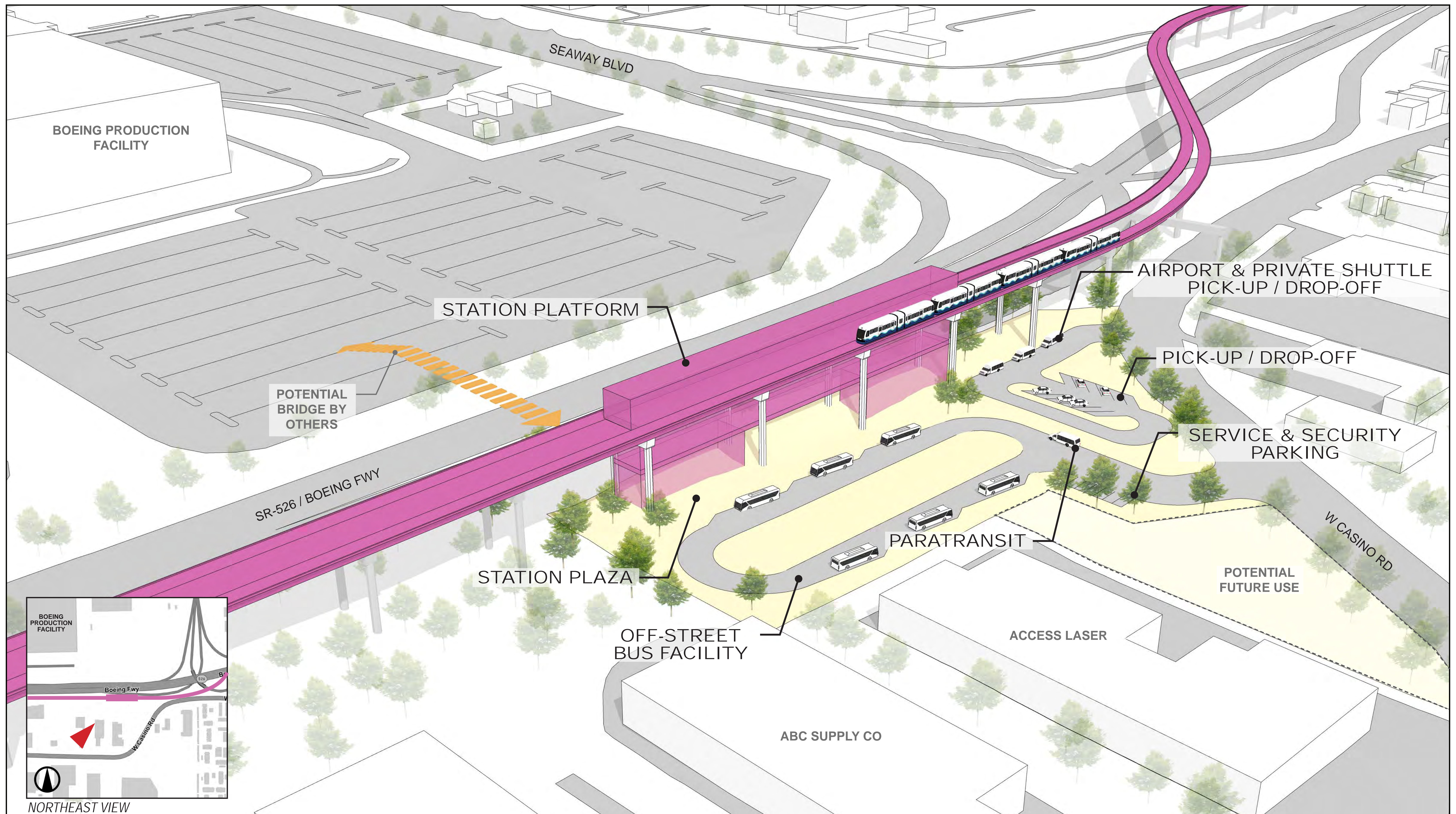
Key features

- › All stations and routes would be elevated.
- › Everett Transit and Community Transit currently serve this area with bus routes, including the Swift Green Line.
- › All alternatives are within the Paine Field/Boeing Everett Manufacturing Industrial Center.
- › Station areas include space for shuttle service to Paine Field Airport and to the Boeing Everett Production Facility.
- › No parking is included at this station as part of this project.
- › Bus stops may be located both on existing streets and in future off-street areas.



Alternative	Advantages	Disadvantages
SWI-A	<p>Serves some historically underserved communities and affordable housing within walking distance.</p> <p>Direct connection to Boeing Everett Production Facility and regional employment.</p> <p>Most potential for new development near the station.</p> <p>Easier to walk to.</p>	<p>Longer travel times for buses to reach the station.</p>
SWI-B	<p>Shorter travel times for buses to reach the station.</p> <p>Best connection to the Swift Green Line.</p>	<p>Does not serve residential areas, historically underserved communities or affordable housing.</p>
SWI-C	<p>Easier to bike to the station.</p>	<p>Does not serve residential areas, historically underserved communities or affordable housing.</p>

SW EVERETT INDUSTRIAL CENTER (SWI)



This visualization is based on limited conceptual design and intended to inform comparison among alternatives. The station concept is subject to change as the design process advances.

SW EVERETT INDUSTRIAL CENTER: Station Concept (SWI-A shown)

SOUNDTRANSIT
EVERETT LINK EXTENSION

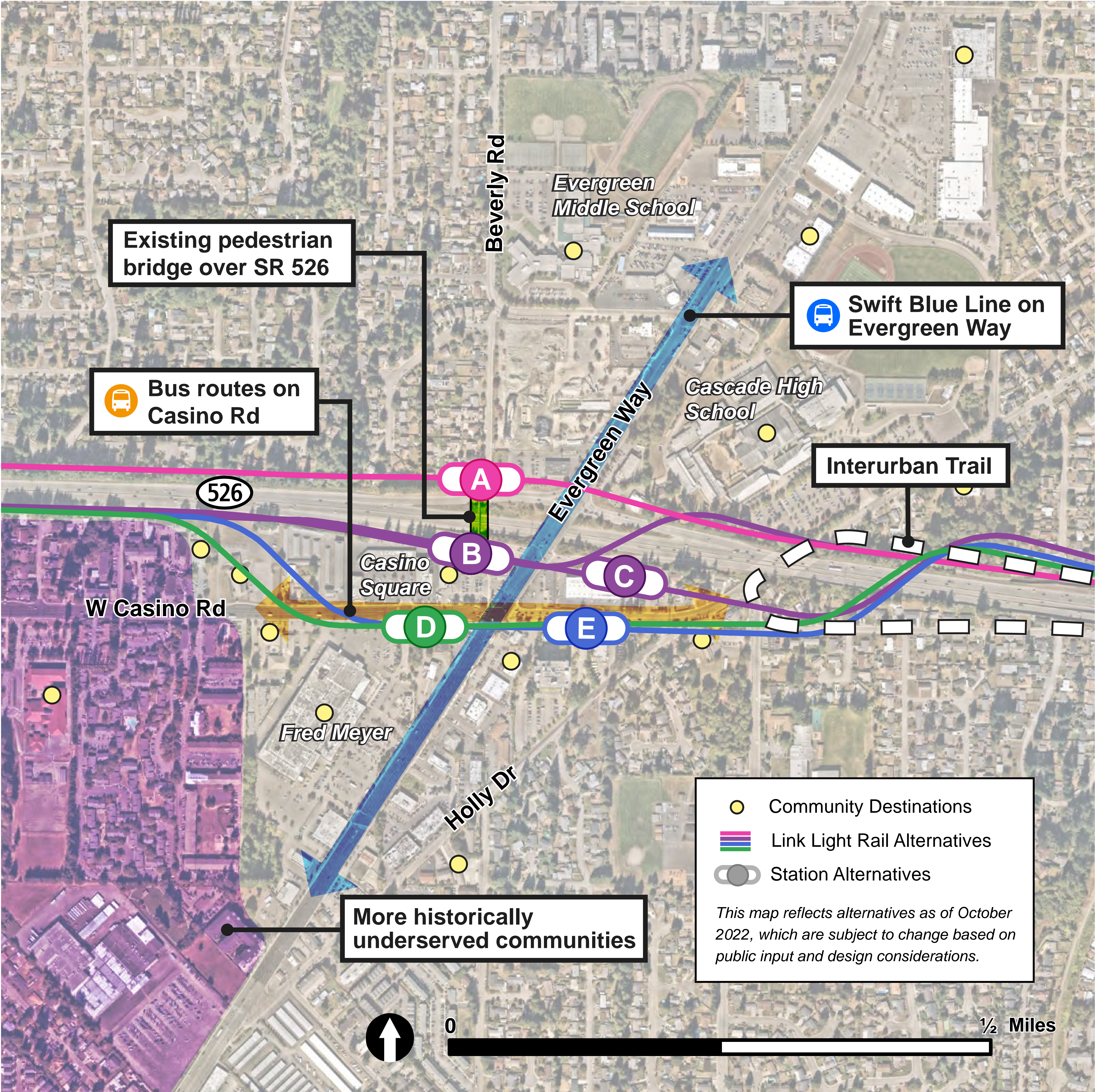


February 2023

SR 526 / EVERGREEN (EGN)

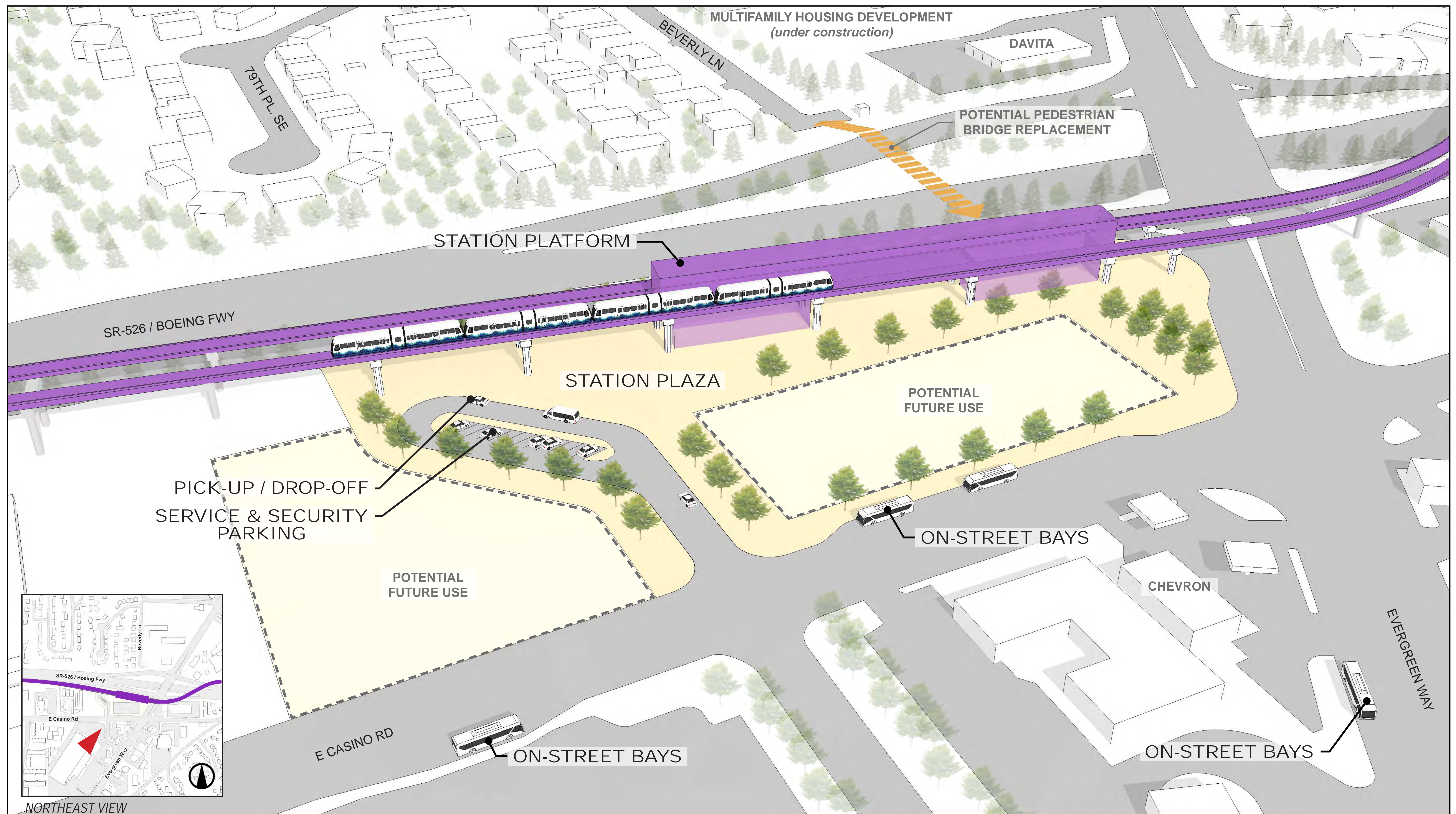
Key features

- › Bus stops would be located on existing streets at all station options in this area.
- › Everett Transit and Community Transit currently serve this area with bus routes, including the Swift Blue Line.
- › No parking is included at this station as part of this project.
- › EGN-B, EGN-C, EGN-D and EGN-F stations would be elevated, and EGN-A station would be just below street-level.



Alternative	Advantages	Disadvantages
EGN-A	<p>Fewest potential residential displacements and displacements of community destinations.</p> <p>Avoids business displacements along Casino Road.</p>	<p>Longest walk to Swift Blue Line and local bus service.</p> <p>Fewer historically underserved communities and less affordable housing within walking distance.</p> <p>Lowest planned population and job growth within walking distance.</p> <p>Hardest to reach the station by car, only accessible by dead-end street.</p> <p>Most streams near the route and station.</p>
EGN-B	<p>More historically underserved communities and affordable housing within walking distance than EGN-A and EGN-C.</p> <p>Easy for cars to pick up and drop off at the station.</p>	<p>Potential to displace community destinations near the station.</p> <p>More potential residential displacements than EGN-A but fewer than EGN-D.</p>

SR 526 / EVERGREEN (EGN)



This visualization is based on limited conceptual design and intended to inform comparison among alternatives. The station concept is subject to change as the design process advances.

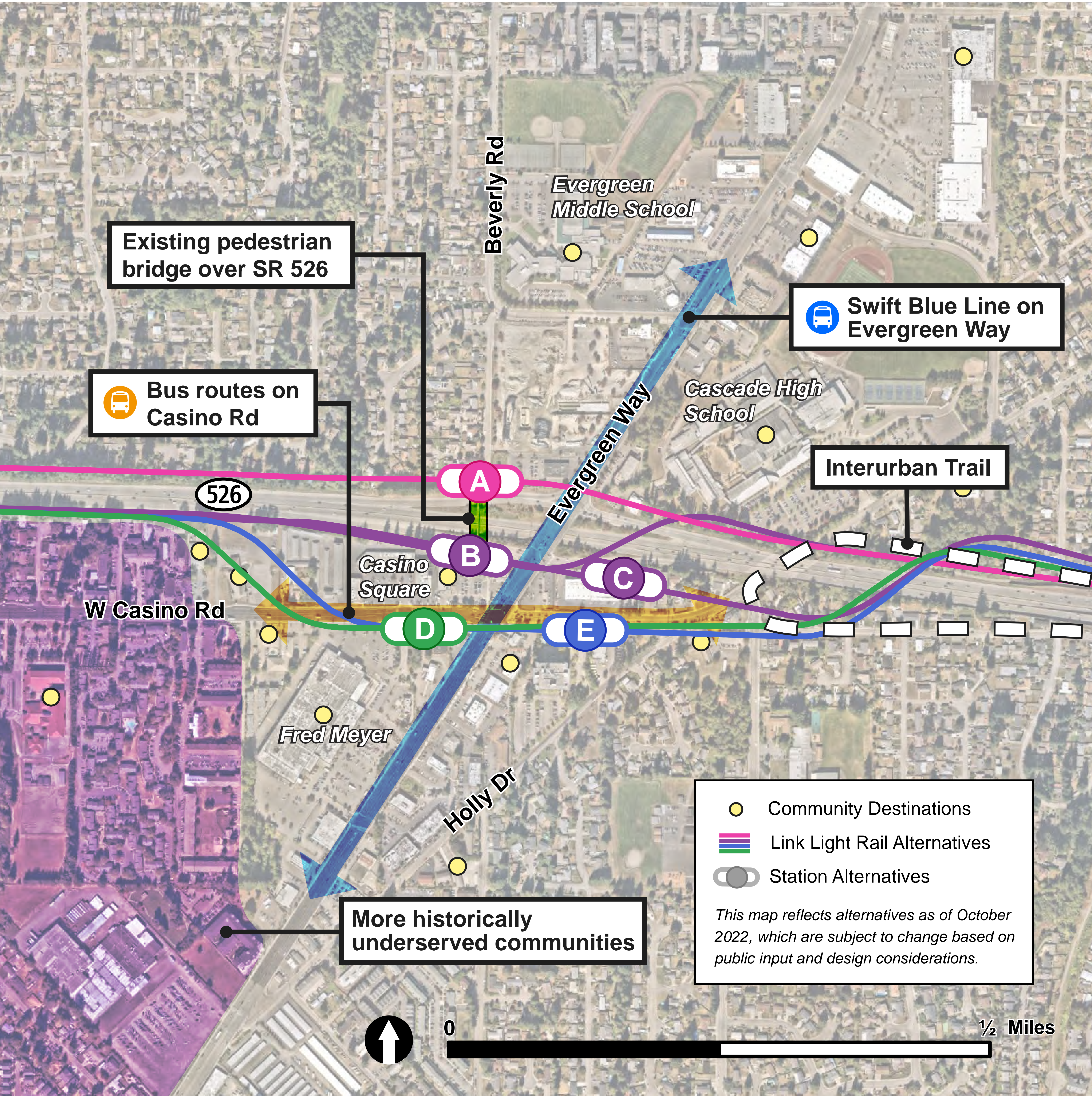
SR-526 / EVERGREEN: Station Concept (EGN-B shown)

SOUNDTRANSIT
EVERETT LINK EXTENSION



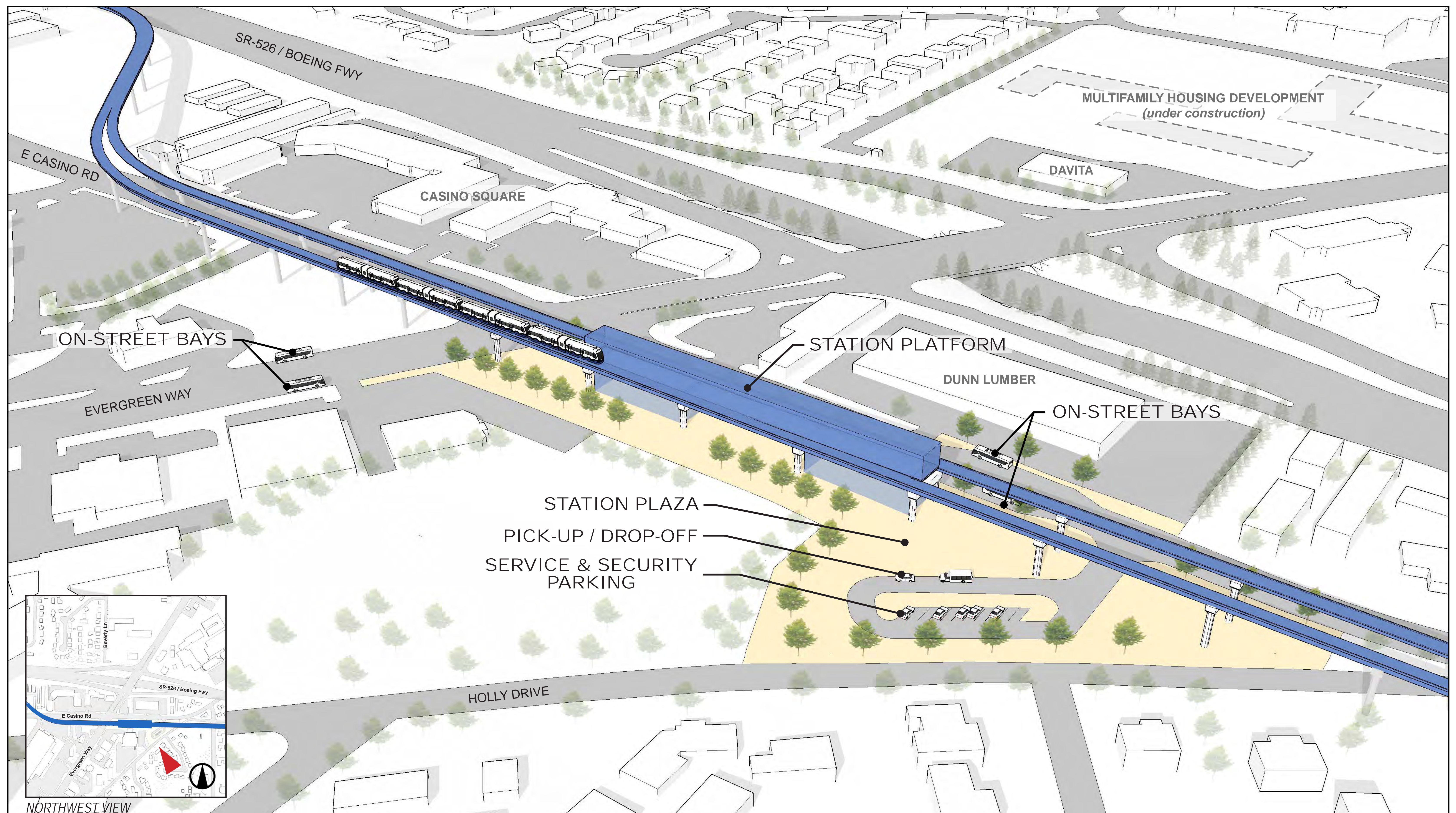
February 2023

SR 526 / EVERGREEN (EGN)



Alternative	Advantages	Disadvantages
EGN-C	<p>Better connection to the Interurban Trail.</p> <p>Easy for cars to pick up and drop off at the station.</p>	<p>More potential residential displacements than EGN-A but fewer than EGN-D.</p> <p>Potential displacements of community destinations near the station.</p> <p>Fewest historically underserved communities and less affordable housing within walking distance.</p>
EGN-D	<p>Better connection to Swift Blue Line and local buses, with shorter walking distance to transfers.</p> <p>Most historically underserved communities within walking distance.</p>	<p>Most potential residential displacements.</p> <p>Potential displacements of community destinations.</p> <p>Route has two crossings of Casino Road with potential for more challenging construction and disruption to businesses and residences.</p>
EGN-E	<p>Better connection to Swift Blue Line and local buses, with shorter walking distance to transfers.</p> <p>Most community destinations within walking distance (such as Emerson Elementary School, Los Guerros grocery store and Grace Lutheran Church).</p> <p>More potential for new development near the station.</p> <p>Better connection to the Interurban Trail.</p> <p>Easier for cars to pick up and drop off at the station.</p>	<p>More potential residential displacements than EGN-A but fewer than EGN-D.</p> <p>Potential displacements of community destinations.</p> <p>Route has two crossings of Casino Road with potential for more challenging construction and disruption to businesses and residences.</p>

SR 526 / EVERGREEN (EGN)



This visualization is based on limited conceptual design and intended to inform comparison among alternatives. The station concept is subject to change as the design process advances.

SR-526 / EVERGREEN: Station Concept (EGN-E shown)

SOUNDTRANSIT
EVERETT LINK EXTENSION

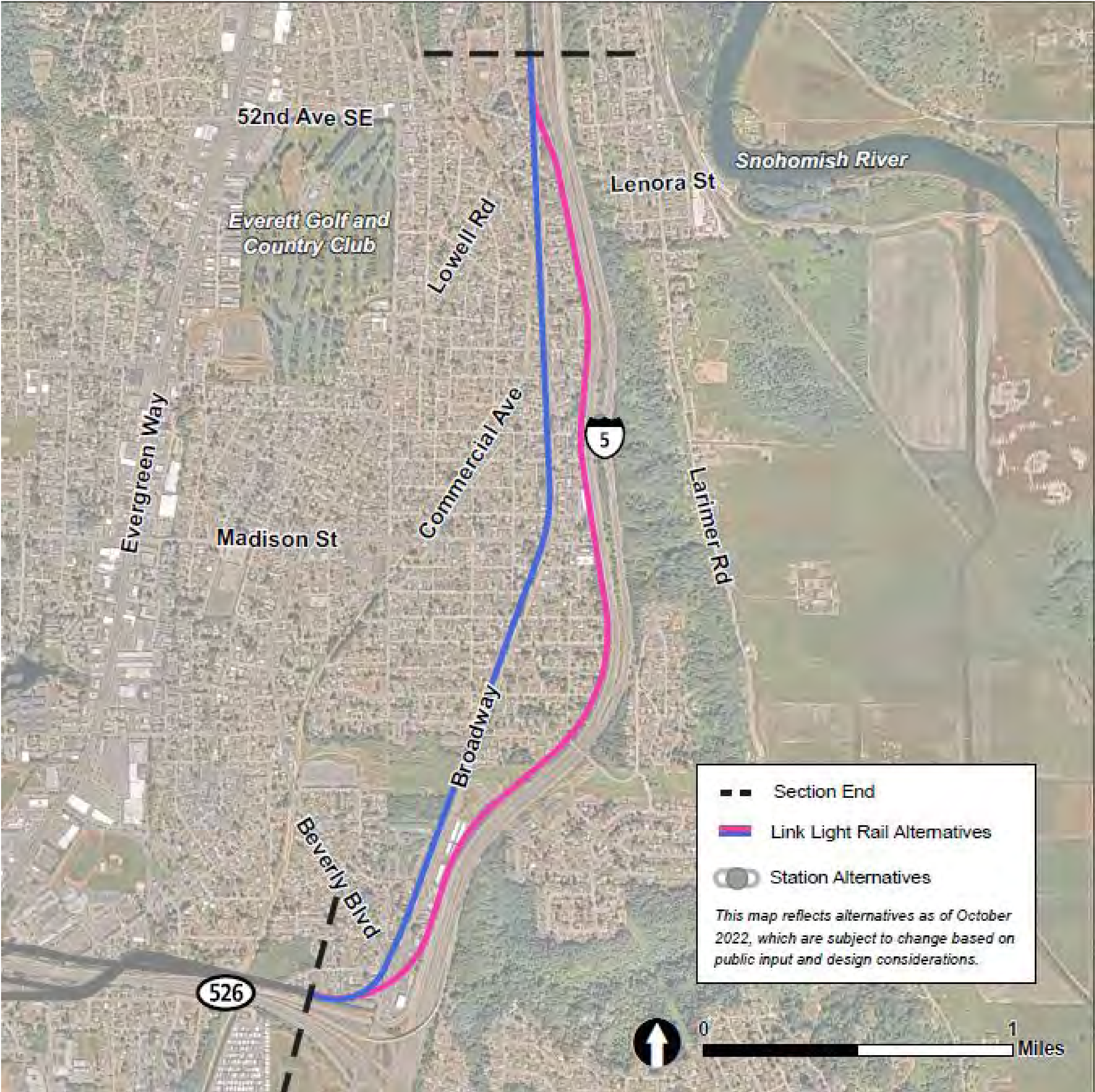


February 2023

I-5 / BROADWAY

Key features

- This section of the project includes two route alternatives from SR 526 and I-5 to Lowell Road and I-5. This section does not include a station.



Alternative	Advantages	Disadvantages
I-5	Fewer potential residential displacements. Would not require permanent intersection closures.	Limited space for light rail tracks creates a more challenging construction environment.
BROADWAY	Shorter route with fewer curves and slightly shorter travel time.	Much higher potential residential displacements. Would potentially require permanent closure of six intersections. More wetlands near the route.

EVERETT STATION (EVT)

Key features

- › All stations and routes would be elevated.
- › Everett Station would be the northern end of the Link system and would be a major connection hub.
- › Tracks extend beyond the station for trains to turn around.
- › Approximately 1,000 new parking spaces are planned at this station by 2046.
- › Everett Transit and Community Transit currently serve this area with bus routes, including the Swift Blue Line.
- › Bus stops may be located both on existing streets and in future off-street areas.



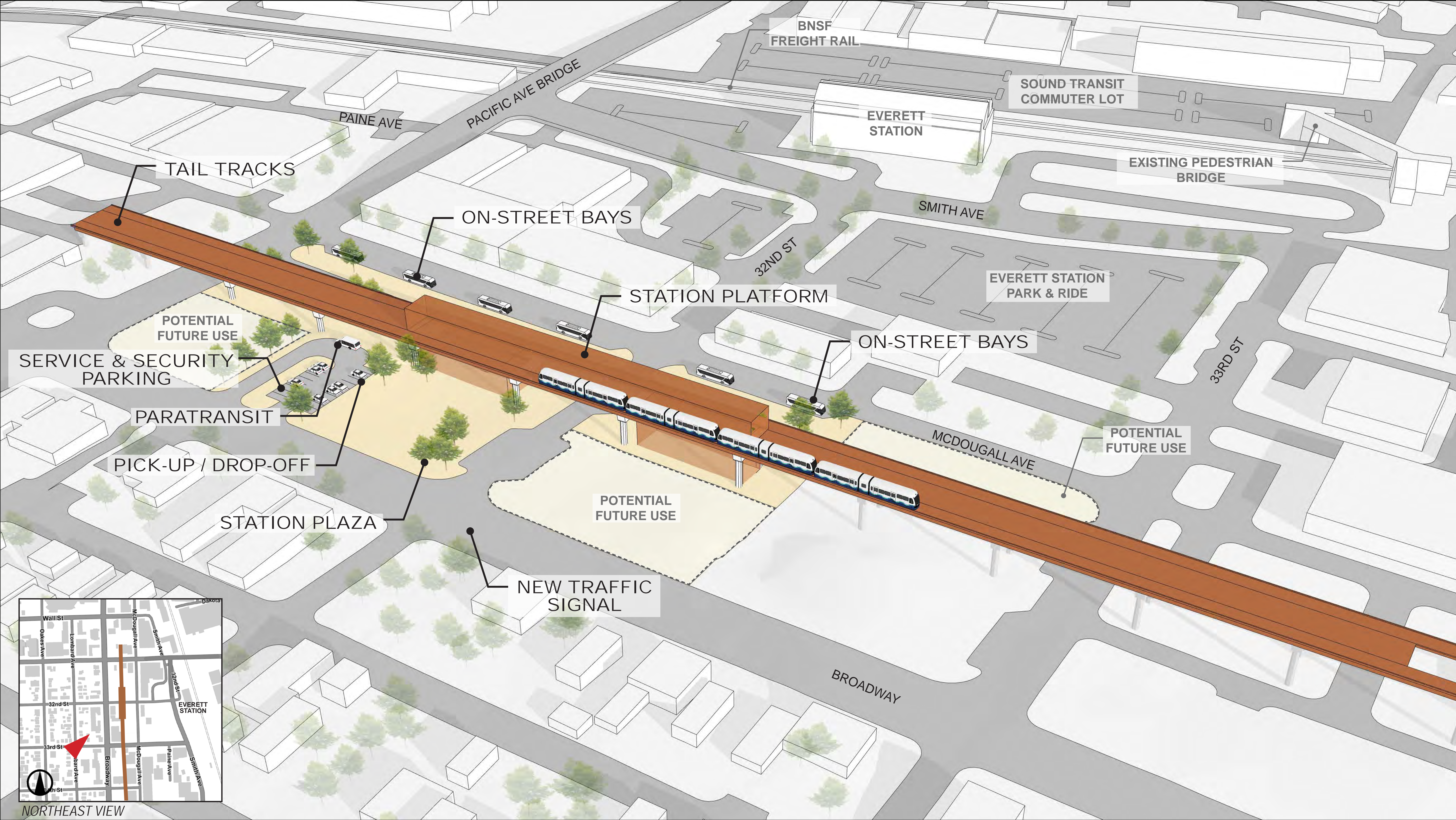
Alternative	Advantages	Disadvantages
<div>EVT-A</div>	<div>Best connection to the transit hub at Everett Station including Swift Blue Line, Skagit Transit, Greyhound, Amtrak, Sounder and local bus service.</div> <div>Fewest residential and business displacements.</div>	<div>Lowest planned population and job growth within walking distance.</div> <div>Farthest from downtown and fewest community destinations within walking distance.</div> <div>Less affordable housing within walking distance.</div> <div>Harder to walk and bike to the station.</div>

EVERETT STATION (EVT)



Alternative	Advantages	Disadvantages
EVT-C	<p>More community destinations within walking distance than EVT-A (including Snohomish County Campus).</p> <p>Higher planned population and job growth within walking distance than EVT-A.</p> <p>More affordable housing within walking distance.</p> <p>Most potential for new development near the station.</p> <p>Aligns with local planning by the City of Everett.</p>	<p>More potential residential displacements, including affordable housing, and potential displacement of community destinations.</p> <p>Business displacements on McDougall Avenue.</p> <p>Harder for cars to pick up and drop off at the station.</p>
EVT-D	<p>Closest to downtown and to the most community destinations within walking distance (such as North Middle School, Village Theatre, Sharing Wheels Community Bike Shop and multiple places of worship).</p> <p>Highest planned population and job growth within walking distance.</p> <p>Most historically underserved communities within walking distance.</p> <p>Aligns with local planning by the City of Everett.</p>	<p>More potential residential displacements, including affordable housing, and potential displacements of community destinations.</p> <p>Potential displacements would be more concentrated on Broadway.</p> <p>Longer travel times for buses to serve this station option and existing Everett Station.</p> <p>Harder for cars to pick up and drop off at the station.</p>

EVERETT STATION (EVT)



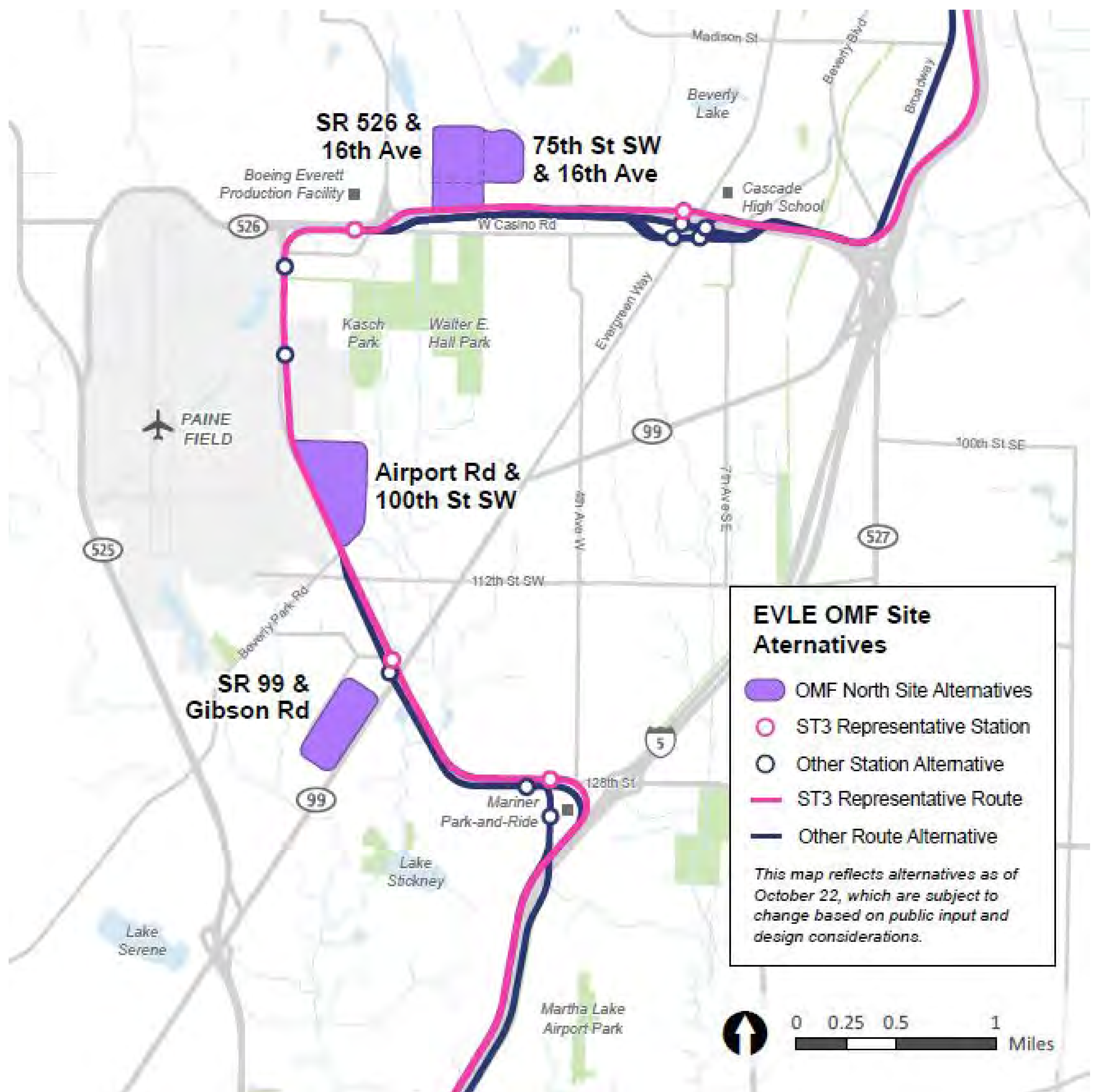
This visualization is based on limited conceptual design and intended to inform comparison among alternatives. The station concept is subject to change as the design process advances.

EVERETT STATION: Station Concept (EVT-C shown)

OPERATIONS AND MAINTENANCE FACILITY NORTH OVERVIEW

Key features

- › System-wide facility need.
- › Approximately 60-70+ acres are required to build an OMF facility.
- › OMF North could support more than 450 high-skilled, living-wage jobs in Snohomish County.
- › The average employee wage is more than \$40 per hour, or \$80,000/year, at our existing OMF facility.



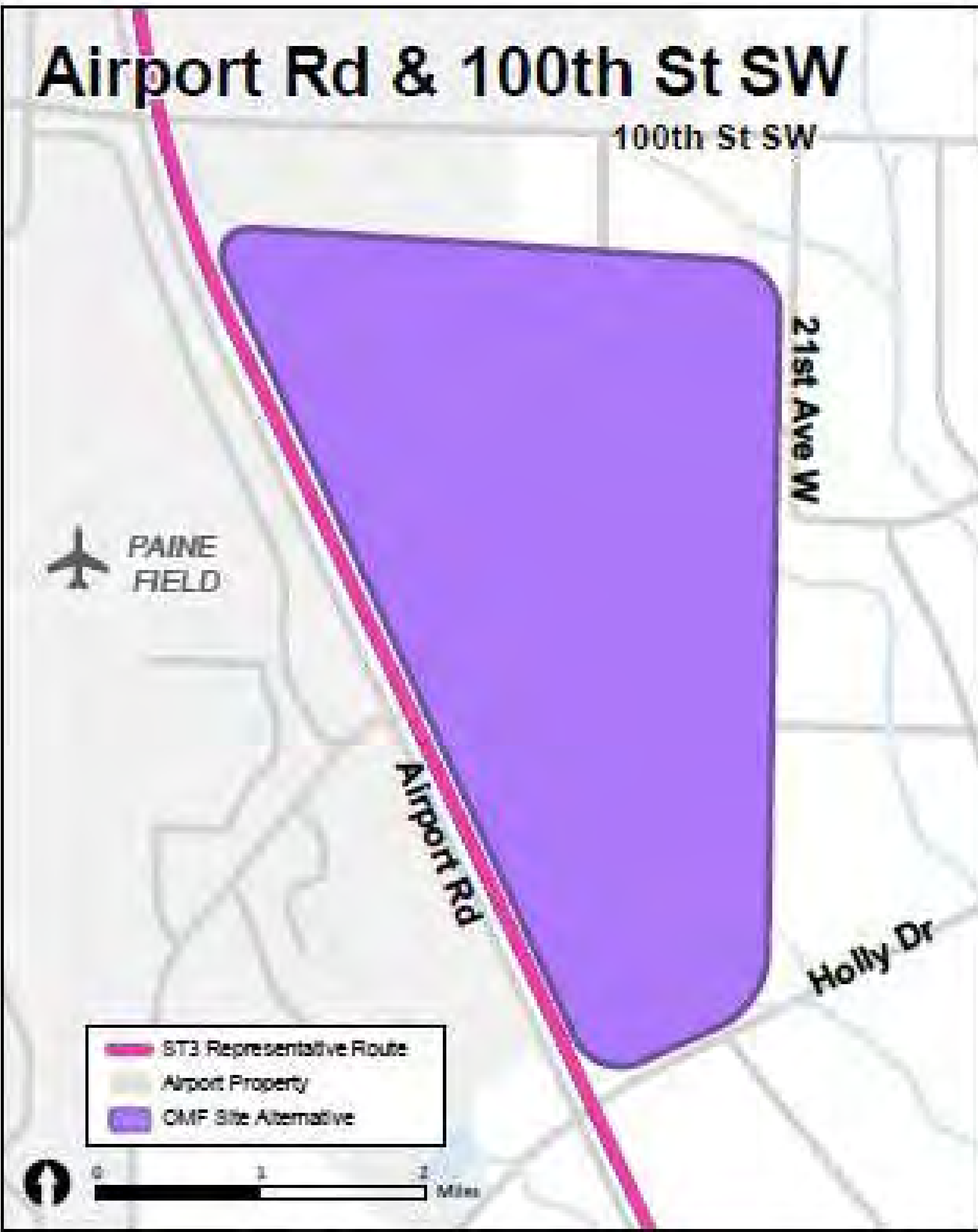
Sound Transit OMF East (Bellevue, WA)

OMF NORTH: SITE SR 526 & 16TH AVE AND SITE 75TH ST SW & 16TH AVE



Alternative	Advantages	Disadvantages
Site SR 526 & 16th Ave	<p>Existing light industrial land use is most consistent with an operations and maintenance facility. No residential displacements.</p> <p>Least potential to displace historically underserved populations.</p> <p>Site meets operational needs with easy connections to main line track route.</p> <p>Fewer site development challenges.</p>	<p>Displaces specialized manufacturing or industrial facilities and employers.</p> <p>Moderate number of job displacements.</p> <p>Likely some impacts to wetlands and streams.</p>
Site 75th St SW & 16th Ave	<p>Existing light industrial land use is most consistent with an operations and maintenance facility.</p> <p>No residential displacements.</p> <p>Least potential to displace or negatively affect historically underserved populations.</p> <p>Site meets operational needs with easy connections to main line track route.</p>	<p>Displaces specialized manufacturing or industrial facilities and employers.</p> <p>Likely some impacts to wetlands and streams.</p> <p>Some site development challenges due to topography.</p>

OMF NORTH: SITE AIRPORT RD & 100TH ST SW
AND SITE SR 99 & GIBSON RD



Alternative	Advantages	Disadvantages
Site Airport Rd & 100th St SW	<p>Existing land use is partially consistent with an OMF facility, but also contains some residential and commercial areas.</p> <p>Site meets operational needs with easy connections to main line.</p> <p>Lowest property costs.</p> <p>Lowest risk for contaminated soils.</p>	<p>Some job and residential displacements, but fewer displacements than Site SR 99 & Gibson Road.</p> <p>Potential to displace some historically underserved populations.</p> <p>Most potential impact to wetlands and streams; would require realigning two non-fish-bearing stream systems.</p>
Site SR 99 & Gibson Rd	<p>No identified wetlands or streams within the site.</p> <p>Site meets operational needs.</p> <p>Fewer specialized manufacturing businesses to relocate.</p>	<p>Existing land use (commercial, residential) is least consistent with an OMF facility.</p> <p>Highest number of job and residential displacements, in a higher-density area.</p> <p>Highest potential to displace or negatively affect historically underserved populations.</p> <p>Highest property costs.</p> <p>Connecting the site to the mainline track is difficult.</p> <p>Requires moving Gibson Road, resulting in major traffic pattern changes.</p> <p>Would reduce land available for future development near the provisional SR 99/Airport Road light rail station.</p>

WHAT CAN I EXPECT AS A PROJECT NEIGHBOR?



- If you are a resident, business or property owner near a potential Everett Link route, station or OMF North location, we encourage you to sign up for project email updates to ensure you have the most recent information.
- The EIS process will evaluate property impacts of potential alternatives following further design work. Based on early plans, if it appears your property may be affected under any of the alternatives being studied, we will notify you in advance of the Draft EIS's publication, expected in 2024/2025.
- The Everett Link Extension route and station locations will not be finalized until the Federal Transit Administration certifies the Sound Transit Board's project-to-be-built through a Record of Decision (part of the EIS process) which may be around 2026.
- Information on property impacts is preliminary until we get further into design of the project, which is currently estimated to last from around 2026 to 2029.

COMMENT HERE



Share your comments verbally and have them recorded by a court reporter.



Fill out a comment form and drop them in one of the boxes.



Online at everettlink.participate.online



Email everettlinkcomments@soundtransit.org



Leave a voice mail at [\(425\) 492-7218](tel:(425)492-7218)



Send a letter to:



Everett Link Extension
Kathy Fendt
Sound Transit
401 S. Jackson St.
Seattle, WA 98104



HOW CAN I STAY ENGAGED?

CONTACT US



CALL the project line at 206-370-5533 to speak with a community engagement specialist.



EMAIL us with questions, concerns or comments: everettlink@soundtransit.org.

GO ONLINE



Learn about the project
[SOUNDTRANSIT.ORG/EVERETTLINK](https://www.soundtransit.org/everettlink).



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GET INVOLVED



SCHEDULE A BRIEFING

Request a briefing or meeting with us! We are happy to meet with you or your community group online, with opportunities to hold in-person briefings.



ATTEND FUTURE OPEN HOUSES

Come to open houses later this year to learn about how the community's input has helped shape the project. Provide your feedback and comment on current plans.

Stay informed about upcoming events:
[soundtransit.org/subscribe](https://www.soundtransit.org/subscribe)

NEXT STEPS

Thank you for attending the Scoping public meeting!



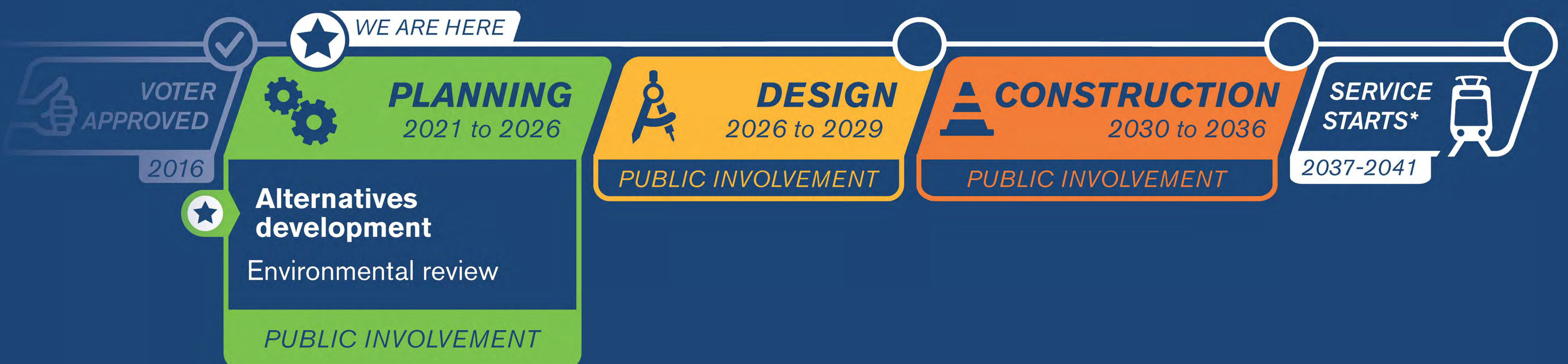
What we'll do with your feedback

- › We will compile a summary of comments received during scoping. The report will be posted online.
- › We will share your scoping comments with the Interagency Group, Community Advisory Group, Elected Leadership Group and Sound Transit Board.
- › The Sound Transit Board will identify alternatives — and possibly a preferred alternative for stations and alignments and the OMF North — to study in the Draft EIS.
- › These alternatives will undergo much more detailed analysis, with future opportunities for public comment.



Timeline

Project timeline



**The target schedule for opening OMF North is 2034.*

- › We currently expect to publish the Draft EIS in 2024/2025 for public review and comment.
- › Based on the findings of the Draft EIS and input during the public review and comment period, the Sound Transit Board will identify, reconfirm or modify the preferred alternative for the Final EIS.
- › The next step is preparation and publication of the Final EIS.
- › The Sound Transit Board will make their official decision about which route and stations and which OMF North location to build after the Final EIS is published, which we expect to happen in or around 2026.
- › Final design, construction and testing will follow.