

**Sound Transit
Everett Link Extension
Determination of Significance
And Request for Comments on Scope of EIS**



Description of Proposal

Sound Transit is proposing to extend Link light rail transit (LRT) service from the Lynnwood City Center Station to the Everett Station area. The project, known as the Everett Link Extension (EVLE), runs in a corridor approximately 16 miles long. It would also include construction of a light rail operations and maintenance facility (OMF) to support the regional Link light rail program, including EVLE. The project is part of the Sound Transit 3 Plan of regional transit system investments, funding for which was approved by voters in 2016.

The purpose of the EVLE project is to expand the Link light rail system from the Lynnwood City Center Station to the Everett Station area, to make appropriate community investments to improve mobility, and to increase capacity and connectivity for regional service. Additional detail on the project's draft Purpose and Need is in the Scoping Information Report. The draft Purpose and Need statement establishes the basis for developing and evaluating a range of reasonable alternatives for environmental review and assists with the identification of a Preferred Alternative.

Sound Transit will evaluate a range of LRT and OMF build alternatives as well as a no-build alternative.

No Build Alternative. The No Build Alternative reflects the existing transportation system and environment without the proposed project. It also serves as a baseline for comparing impacts of the build alternatives.

LRT Alternatives. The full-length project will extend the Link light rail 16 miles from the Lynnwood City Center Link station to the Everett Station area, adding six new stations in the West Alderwood, Ash Way, Mariner, SW Everett Industrial Center, State Route (SR) 526/Evergreen, and Everett Station areas, plus one provisional (unfunded) station at SR 99/Airport Road. Sound Transit may also examine several design options and a potential minimal operable segment for the proposed alternatives. The project also includes a new OMF that will support the system-wide Link light rail system (OMF North), to be located along the alignment in Snohomish County. Information about the proposed project, the alternatives development process, scoping, and the Environmental Impact Statement (EIS) process will be available at the scoping meetings, at the Sound Transit offices, on the project website: soundtransit.org/everettlink, or by contacting the project line at (206) 370-5533. For purposes of this notice, the project can generally be described as follows:

The southern end of the project begins north of the Lynnwood City Center Station and generally follows I-5, swings westward through the Alderwood Mall area, returning to I-5 south of I-405. The alignment then follows I-5 north to the Mariner area where it turns west along 128th Street SW and then along Airport Road. Between Lynnwood City Center Station and the Mariner area, stations are proposed at West Alderwood (three options under consideration), Ash Way (two options), and Mariner (three options). Two alignment options are being considered between Ash

Way and Mariner, one running west of I-5 and one running east of I-5.

North of the Mariner station area, the alignment turns northwest along Airport Road with stations proposed at SR 99/Airport Road (two options) and at the Southwest Everett Industrial Center near Paine Field and the Everett Boeing Production Facility (three options). The SR 99/Airport Road station is identified as a provisional station that is funded for planning and environmental consideration but is not currently funded for design and construction. Two alignment options are under consideration between the Mariner and SR 99/Airport station areas, running on either side of Airport Road.

The alignment turns east along SR 526 in the vicinity of the SW Everett Industrial Center station area with alignment options running on the north and south side of SR 526. Five station options are under consideration at the SR 526/Evergreen station area. East of this station area, the alignment continues east to I-5 and then turns north along I-5 to Everett. Two alignment options are being considered between SR 526 and Everett, one along the west side of I-5 and one along Broadway. The Everett station area represents the northern extent of the project and includes three options.

Four OMF North site options are being considered: south of the proposed SR 99/Airport Road station area and on the western side of SR 99; on the east side of Airport Road between the SR 99/Airport Road and Southwest Everett Industrial Center stations; and two sites on the north side of SR 526 and east of the Southwest Everett Industrial Center station area. The size of these sites ranges from approximately 63 to 87 acres.

The build alternatives would also include access enhancements such as transit-related roadway, bicycle, and pedestrian improvements around station areas. These improvements may be eligible for federal funding and could be part of the transit project or constructed as part of a joint effort with agency partners.

Proponent: Sound Transit (Central Puget Sound Regional Transit Authority)

Location of proposal: Lynnwood, Everett, Snohomish County, Washington

Lead agency: Sound Transit is the lead agency for the project under the State Environmental Policy Act (SEPA). Sound Transit intends to coordinate with the Federal Transit Administration (FTA) on potential federal funding for the project and review under the National Environmental Policy Act (NEPA). This SEPA scoping process and resulting decisions and analyses are part of local planning and may be adopted or incorporated by FTA under 23 USC 168 or other authority in a subsequent NEPA EIS. Decisions made in this local SEPA scoping process may be revisited in the subsequent federal NEPA process. The project EIS will be prepared in compliance with both SEPA and NEPA.

EIS Required. The lead agency has determined this proposal is likely to have a significant adverse impact on the environment. An EIS is required under RCW 43.21C.030(2)(c) and will be prepared.

The lead agency has identified the following areas for discussion in the EIS: transportation, land use and consistency with applicable plans, land acquisition and displacements, socioeconomic impacts, park and recreation resources, historic and cultural resources, environmental justice, visual and aesthetic qualities, air quality, noise and vibration, hazardous materials, energy use, electromagnetic fields, public services and utilities, safety and security, water resources, floodplains, and ecosystems, including threatened and endangered species, and potential marine mammals. The EIS will evaluate the impacts of construction, operations, and indirect and cumulative impacts. The EIS will also propose measures to avoid, minimize, or mitigate significant adverse impacts.

This EIS will address NEPA requirements including but not limited to: Section 4(f)/6(f) resources (public parks, recreation areas, wildlife and waterfowl refuges, and historic sites of national, state, or local significance), Section 106 resources (historic and cultural properties on or eligible for listing in the National Register of Historic Places), and environmental justice (effects on low-income and minority populations).

The scoping process may result in a narrower scope of elements to be analyzed in the EIS.

Scoping. Tribes, agencies, and members of the public are invited to comment on the scope of the EIS. You may comment on the proposed range of alternatives, potential significant impacts, measures to avoid, minimize, or mitigate impacts, the draft Purpose and Need, and licenses or other approvals that may be required. Three public scoping meetings and one Tribal and agency scoping meeting are scheduled. Potentially interested Tribes and agencies will also be offered individual meetings, either in-person or virtually, at their request. Invitations to the Tribal and agency scoping meeting are being sent to the appropriate Tribal, federal, state, and local governmental entities. The method and deadline for providing comments is as follows:

Comment Deadline: Comments must be submitted by 5:00 p.m., March 10, 2023

Comment Online: everettlink.participate.online

Mail: Everett Link Extension (c/o Kathy Fendt)
Sound Transit
401 S Jackson Street, Seattle, WA 98104-2826

Email: everettlinkcomments@soundtransit.org

Voicemail: (425) 492-7218

At a public meeting:

1. Virtual meeting #1
Tuesday, February 7, 2023
5:30-7:30 p.m.
Join at everettlink.participate.online

2. In-person meeting
Wednesday, February 15, 2023
5:30-7:30 p.m.
Cascade High School cafeteria
801 E Casino Road, Everett WA 98203

3. Virtual meeting #2
Wednesday, March 1, 2023
11:30 a.m. - 1:30 p.m.
Join at everettlink.participate.online

All public meeting locations are accessible to persons with disabilities who may also request materials be prepared and supplied in alternate formats by calling 800-201-4900/TTY Relay 711 or email accessibility@soundtransit.org at least 48 hours in advance of the meeting.

Responsible official: Perry Weinberg

Position/title: Deputy Executive Director,
Office of Environmental Affairs and Sustainability

Phone: (206) 689-4931

Address: Sound Transit
Office of Environmental Affairs and Sustainability
Union Station, 401 S Jackson Street, Seattle, WA 98104-2826

Additional Information: Additional information is contained in the Scoping Information Report, including alternatives under consideration, topics for discussion in the EIS, and the draft Purpose and Need Statement, and is available at soundtransit.org/everettlink or can be obtained by calling the project line at (206) 370-5533.

For information on the scoping process, contact Kathy Fendt, East & North Corridor Environmental Manager, at (206) 689-4856.

Signature _____ Date _____

Perry Weinberg
SEPA Responsible Official