APPENDIX K

P.O Site Analytics

English site analytics

Spanish site analytics

Korean site analytics

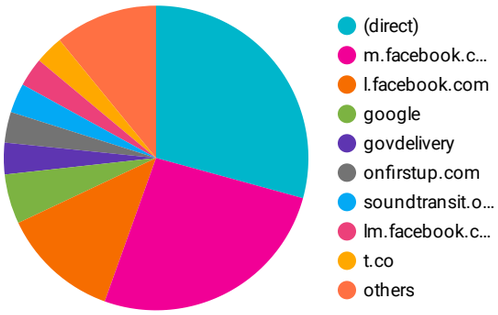
Russian site analytics

Everett Link Extension

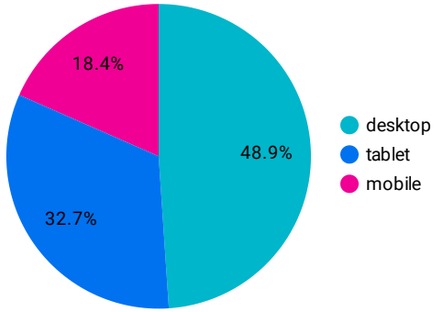
Jan 23, 2023 - Mar 10, 2023

Sessions	Users	Avg. Session Duration	Bounce Rate
11,155	8,744	02:19	31.03%

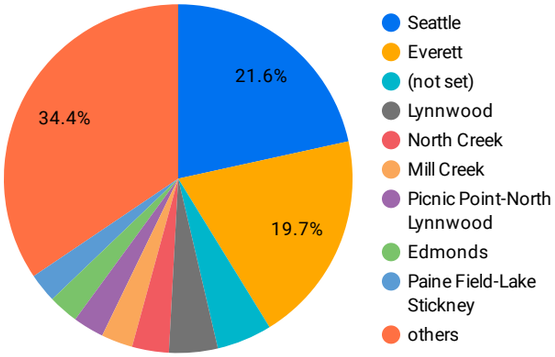
Traffic Source

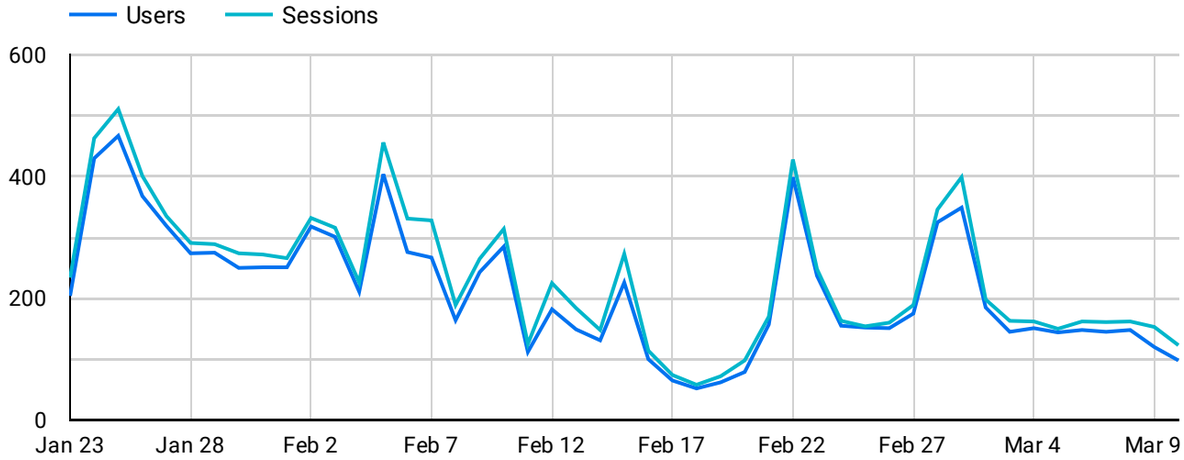


Device



Visitor location





	Sections Reached	Total
1.	banner	7,724
2.	Welcome	7,591
3.	Background	4,785
4.	Environmental review	3,721
5.	Alternatives	3,205
6.	Comment	1,943
7.	Next steps	1,077
8.	end of page	462
9.	Bienvenidos	6

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everettlink.participate.online

Everett Link Extension

Jan 23, 2023 - Mar 10, 2023

Sessions	Users
11,155	8,744

	Source	Sessions	Total Events
1.	(direct)	3,630	12,828
2.	m.facebook.com	2,467	7,587
3.	l.facebook.com	1,269	3,598
4.	google	697	3,248
5.	govdelivery	493	2,413
6.	soundtransit.org	464	2,365
7.	onfirstup.com	324	1,721
8.	lm.facebook.com	293	1,272
9.	t.co	289	1,258

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	Source / Medium	Sessions
1.	(direct) / (none)	3,630
2.	m.facebook.com / referral	2,467
3.	l.facebook.com / referral	1,269
4.	google / organic	697
5.	govdelivery / email	493
6.	soundtransit.org / referral	464
7.	onfirstup.com / referral	324
8.	lm.facebook.com / referral	293
9.	t.co / referral	289

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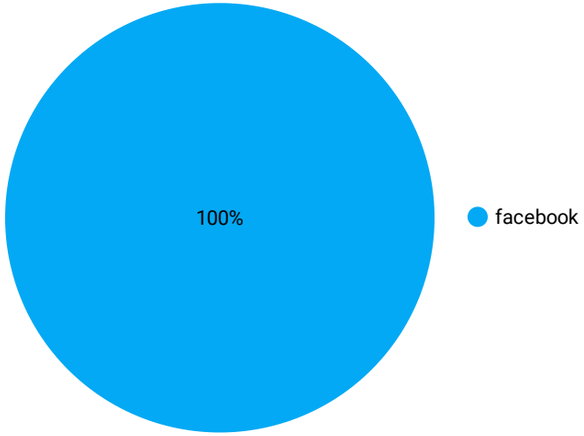
Everett Link Extension

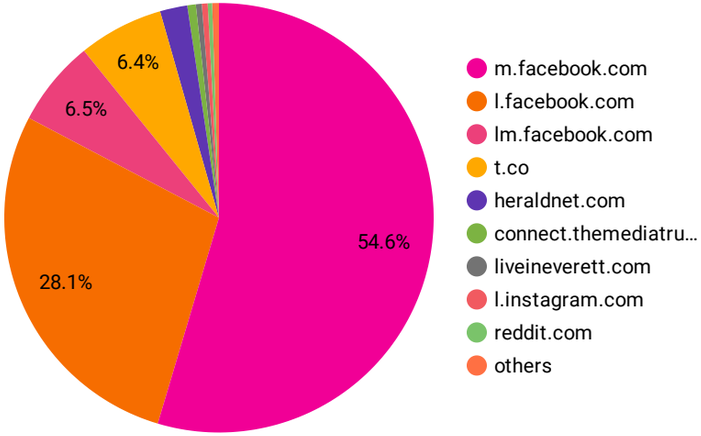
Jan 23, 2023 - Mar 10, 2023

Sessions	Users	Shares	Social Referrals
11,155	8,744	2	4,518

Top Share Platforms



Top Referral Platforms



Top Sharing Cities

No data

Everett Link Extension

Jan 23, 2023 - Mar 10, 2023

Sessions	Users
11,155	8,744

Term	Definition	Indicators
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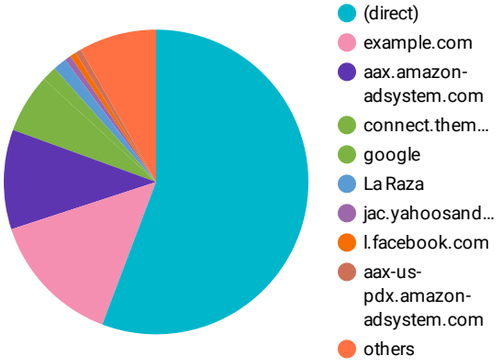
Traffic Sources - Direct, Referral, and Organic	There are three basic types of traffic acquisition: direct, referral, and organic. Direct traffic starts by someone typing in the website URL into their browser. Referral traffic starts on another website and someone follows a link to our website. (This is listed as the referring website URL in our report.) Organic traffic starts by someone using a search engine to find our website. This may be reported as the search engine name rather than "Organic".	
Bounce Rate / Bounces	The rate at which people visit one page of the website and then leave without looking at any other pages. A 'bounce' is one instance. Calculated as (Bounces ÷ Sessions = Bounce Rate).	▼ Fewer people are exploring the website and reading more than one page.

Everett Link Extension

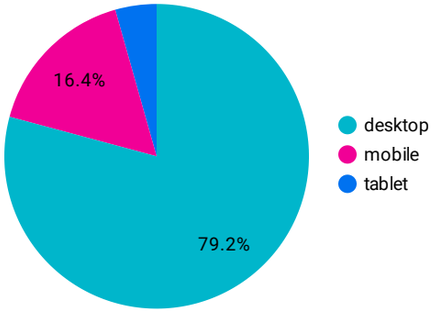
Jan 23, 2023 - Mar 10, 2023

Sessions	Users	Avg. Session Duration	Bounce Rate
795	765	55	90.82%

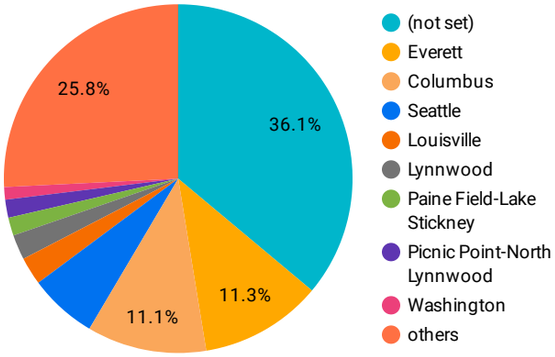
Traffic Source

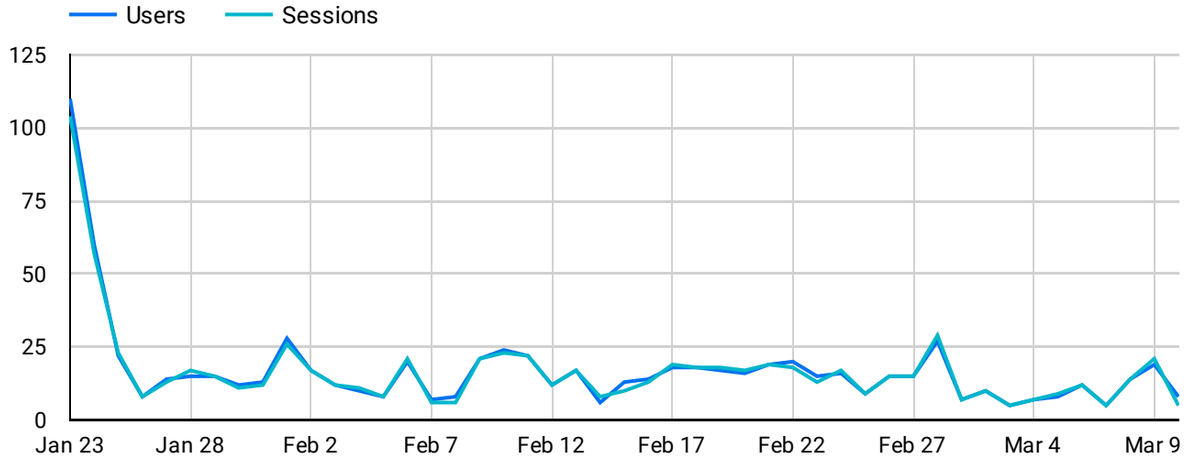


Device



Visitor location





	Sections Reached	Total
1.	banner	81
2.	Bienvenidos	76
3.	Contexto	45
4.	Alternativas	38
5.	Revisión ambiental	37
6.	Comentarios	26
7.	Próximos pasos	13
8.	end of page	11
9.	Welcome	3

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Everett Link Extension

Jan 23, 2023 - Mar 10, 2023

Sessions	Users
795	765

	Source	Sessions	Total Events
1.	(direct)	452	150
2.	example.com	109	0
3.	aax.amazon-adsystem.com	81	0
4.	connect.themediatrust.com	48	0
5.	google	12	41
6.	La Raza	11	0
7.	ooh-st-everett-link-2-russian-03-...	5	72
8.	aax-us-pdx.amazon-adsystem.c...	5	3
9.	iac.yahoosandbox.com	5	3

1 - 60 / 60

	Source / Medium	Sessions
1.	(direct) / (none)	452
2.	example.com / referral	109
3.	aax.amazon-adsystem.com / referral	81
4.	connect.themediatrust.com / referral	48
5.	google / organic	12
6.	La Raza / bitly	11
7.	aax-us-pdx.amazon-adsystem.com / re...	5
8.	Radio M / bitly	5
9.	ooh-st-everett-link-2-russian-03-2022 a	5

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Everett Link Extension

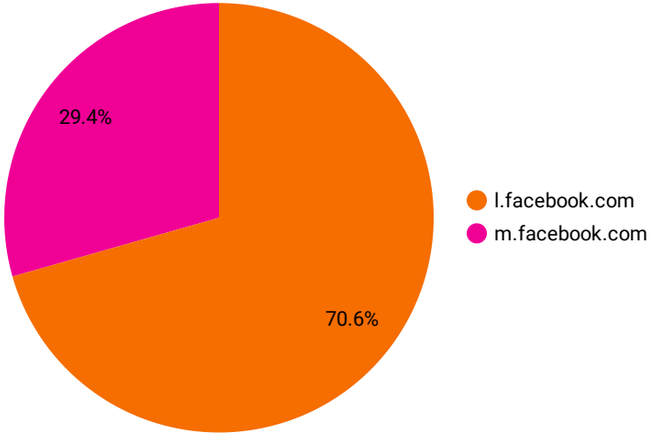
Jan 23, 2023 - Mar 10, 2023

Sessions	Users	Shares	Social Referrals
795	765	No data	17

Top Share Platforms

No data

Top Referral Platforms



Top Sharing Cities

No data

Everett Link Extension

Jan 23, 2023 - Mar 10, 2023

Sessions	Users
795	765

Term	Definition	Indicators
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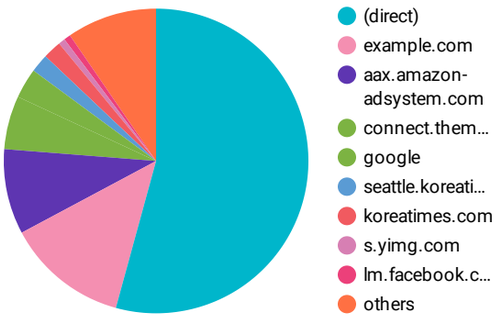
Everett Link Extension

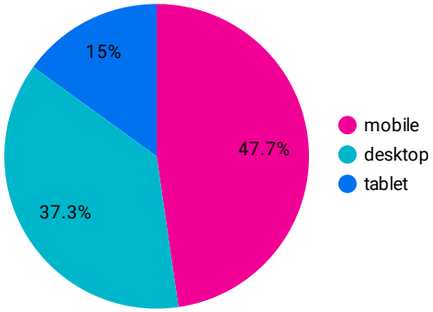
Jan 23, 2023 - Mar 10, 2023

Sessions	Users	Avg. Session Duration	Bounce Rate
592	562	01:03	86.49%

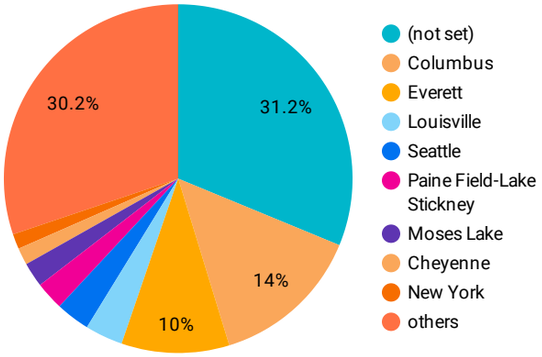
Traffic Source

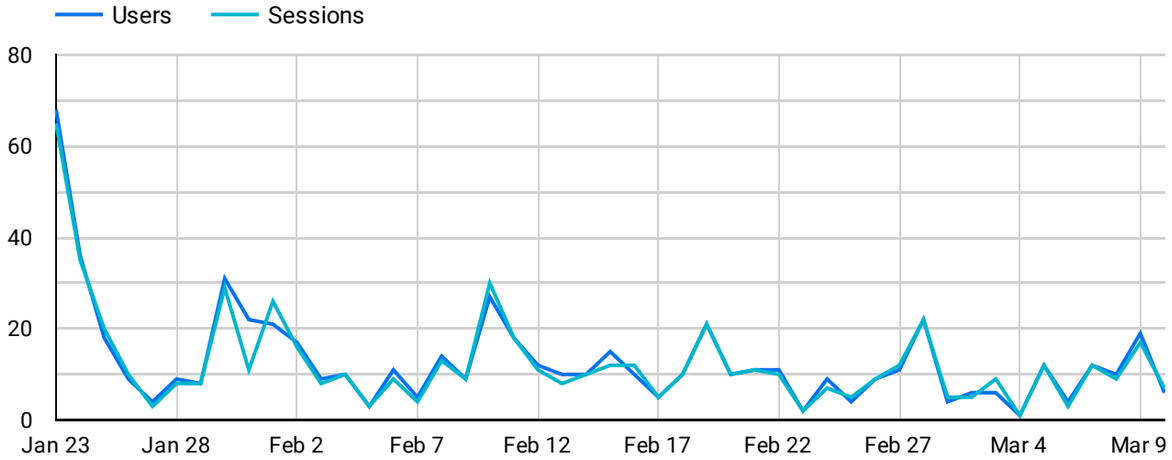


Device



Visitor location





	Sections Reached	Total
1.	banner	72
2.	환영합니다	68
3.	배경	51
4.	환경성 검토	40
5.	대안	34
6.	댓글	20
7.	다음 단계	11
8.	end of page	8

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everettlink-korean.participate.online

Everett Link Extension

Jan 23, 2023 - Mar 10, 2023

Sessions	Users
592	562

	Source	Sessions	Total Events
1.	(direct)	333	160
2.	example.com	73	0
3.	aax.amazon-adsystem.com	51	0
4.	connect.themediatrust.com	32	0
5.	google	16	26
6.	koreatimes.com	13	24
7.	seattle.koreatimes.com	11	12
8.	s.yimg.com	4	7
9.	lm.facebook.com	4	0

1 - 51 / 51

	Source / Medium	Sessions
1.	(direct) / (none)	333
2.	example.com / referral	73
3.	aax.amazon-adsystem.com / referral	51
4.	connect.themediatrust.com / referral	32
5.	google / organic	16
6.	koreatimes.com / referral	13
7.	seattle.koreatimes.com / referral	11
8.	lm.facebook.com / referral	4
9.	weather.com / referral	4

1 - 48 / 48

Everett Link Extension

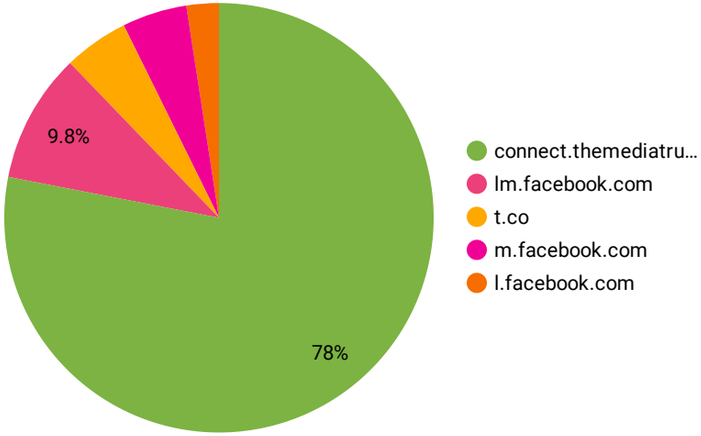
Jan 23, 2023 - Mar 10, 2023

Sessions	Users	Shares	Social Referrals
592	562	No data	41

Top Share Platforms

No data

Top Referral Platforms



Top Sharing Cities

No data

everettlink-korean.participate.online

Everett Link Extension

Jan 23, 2023 - Mar 10, 2023

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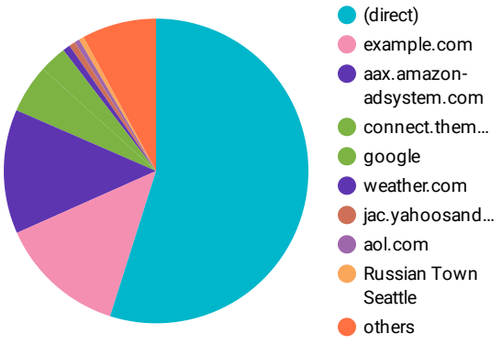
Everett Link Extension

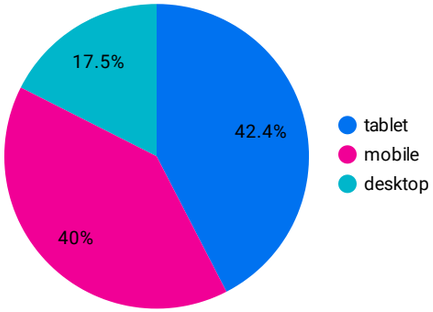
Jan 23, 2023 - Mar 10, 2023

Sessions	Users	Avg. Session Duration	Bounce Rate
768	756	16	89.71%

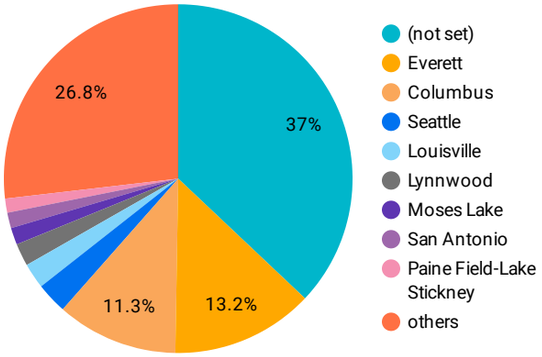
Traffic Source

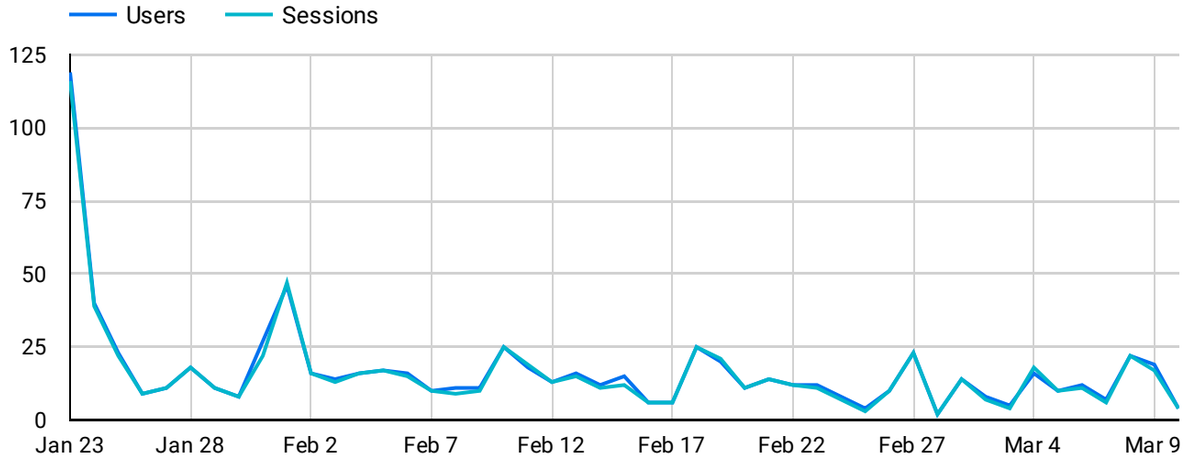


Device



Visitor location





	Sections Reached	Total
1.	banner	64
2.	Добро пожаловать	50
3.	Справочная информация	26
4.	Экологическая Экспертиза	20
5.	Альтернативы	15
6.	Прокомментировать	9
7.	Welcome	5
8.	end of page	5
9.	Следующие шаги	4

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everettlink-russian.participate.online

Everett Link Extension

Jan 23, 2023 - Mar 10, 2023

Sessions	Users
768	756

	Source	Sessions	Total Events
1.	(direct)	432	151
2.	example.com	102	0
3.	aax.amazon-adsystem.com	100	0
4.	connect.themediatrust.com	39	0
5.	google	21	10
6.	weather.com	6	0
7.	jac.yahoosandbox.com	5	1
8.	now.gg	4	0
9.	Russian Town Seattle	4	11

1 - 61 / 61

	Source / Medium	Sessions
1.	(direct) / (none)	432
2.	example.com / referral	102
3.	aax.amazon-adsystem.com / referral	100
4.	connect.themediatrust.com / referral	39
5.	google / organic	21
6.	weather.com / referral	6
7.	jac.yahoosandbox.com / referral	5
8.	aol.com / referral	4
9.	Russian Town Seattle / bitly	4

1 - 56 / 56

Everett Link Extension

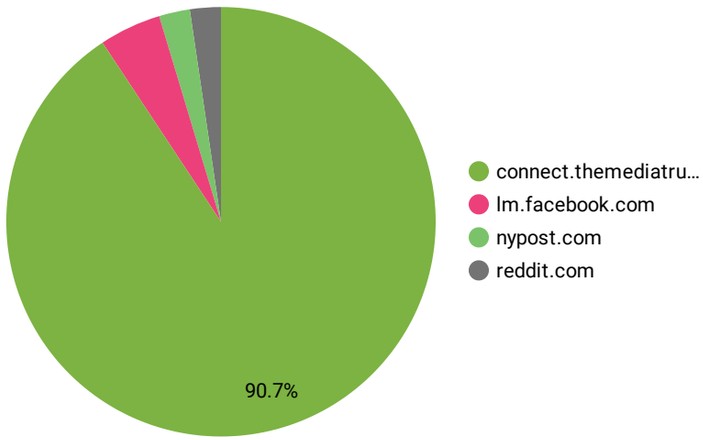
Jan 23, 2023 - Mar 10, 2023

Sessions	Users	Shares	Social Referrals
768	756	No data	43

Top Share Platforms

No data

Top Referral Platforms



Top Sharing Cities

No data

Everett Link Extension

Jan 23, 2023 - Mar 10, 2023

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APPENDIX L

Factsheet

English

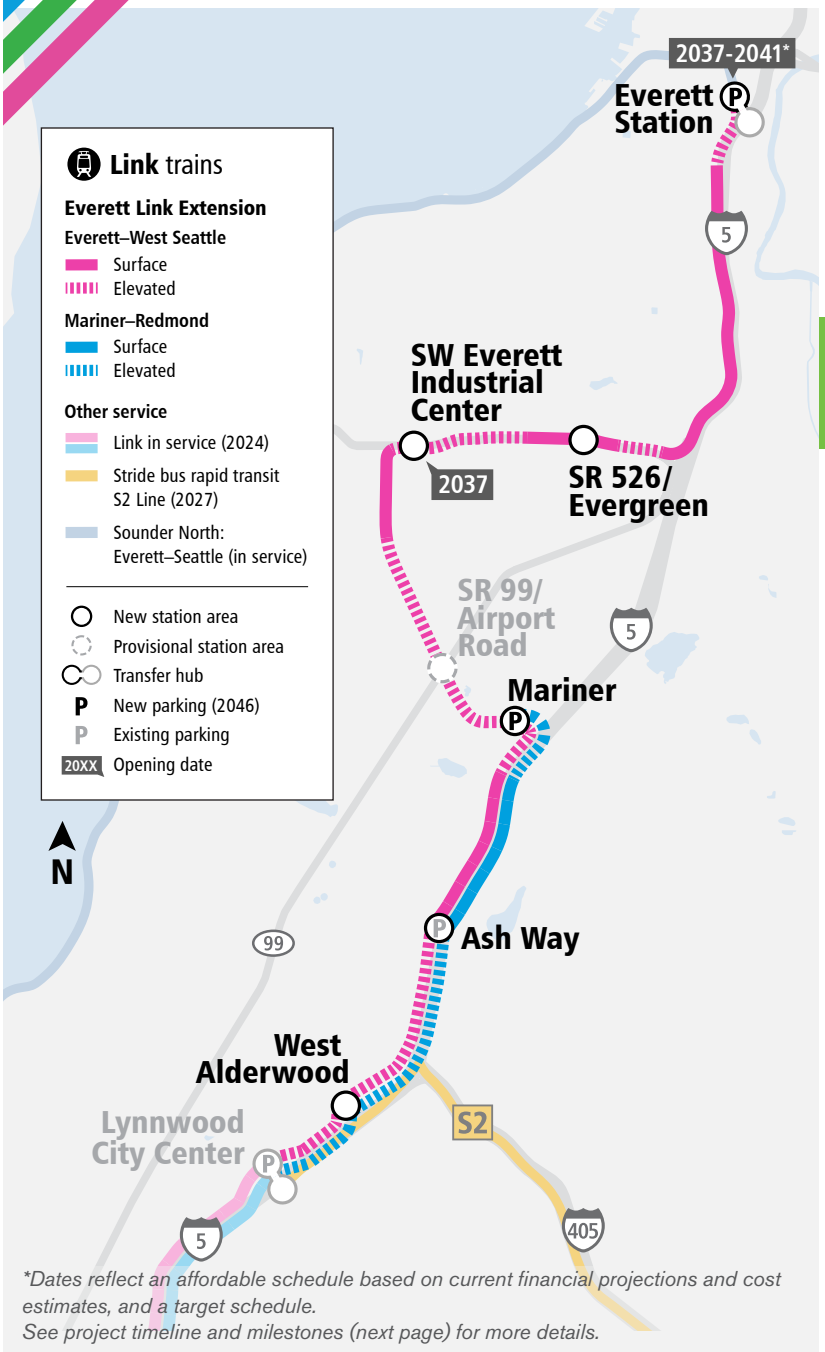
Spanish

Korean

Russian

Fall 2021

Everett Link Extension



*Dates reflect an affordable schedule based on current financial projections and cost estimates, and a target schedule.
See project timeline and milestones (next page) for more details.

About the project

Sound Transit's 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. The project also includes an Operations and Maintenance Facility, which is necessary to support our expanding fleet.

Current project status: Planning

Equity and inclusion

At Sound Transit, we are committed to becoming an anti-racist organization and ensuring that we are creating the conditions necessary to achieve racial equality within our agency and the broader community. We are challenging ourselves to plan, build and operate public transit that provides equitable access to housing, education, medical facilities and job opportunities, especially for those who have been most harmed by institutional and systemic racism.

Light rail for Snohomish County

- 16 miles of light rail service through the communities of Lynnwood, unincorporated Snohomish County and Everett.
- Six new stations, plus one provisional station (unfunded) at SR 99/Airport Road.

  Provisional stations are those where planning, preliminary engineering and environmental review are funded, but where design and construction are not. This initial work will be utilized if additional design and construction funding become available.

Operations and Maintenance Facility North

- Supports entire regional light rail network.
- Passengers can ride safely and comfortably; trains and tracks receive ongoing cleaning and maintenance.
- Supports high-skilled, well-paid jobs and economic growth opportunities for north Snohomish County.

Fast and frequent service to destinations:

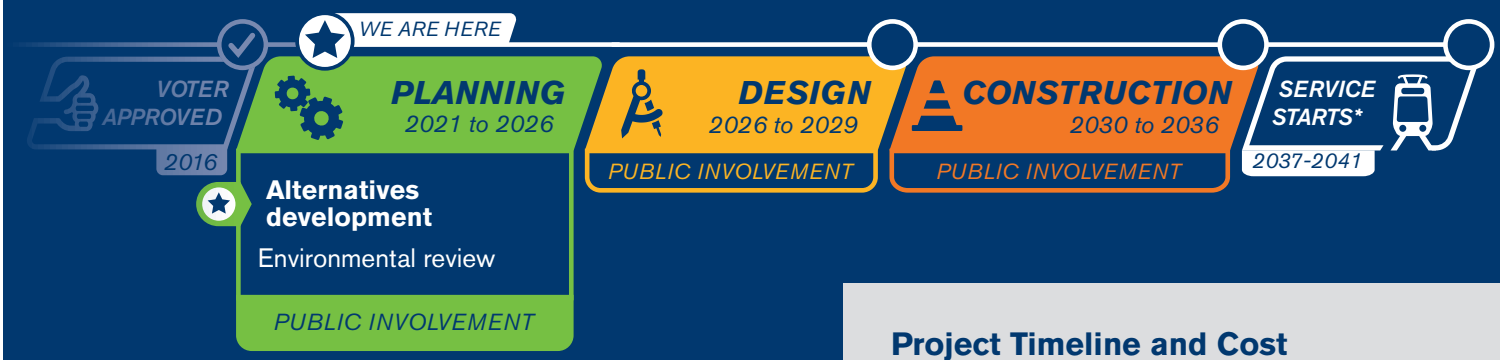
- Everett to Lynnwood City Center in 33 minutes.
- Everett to downtown Seattle in 60 minutes.
- Trains will arrive at stations every 4 to 6 minutes in peak hours; 10 to 15 minutes midday, weekends, and evenings.

soundtransit.org/everettlink

401 S. Jackson St. | Seattle, WA 98104
800-201-4900 / TTY: 711 | main@soundtransit.org | soundtransit.org

SOUNDTRANSIT / Powering progress

Project timeline



*The target schedule for opening OMF North is 2034.

Project Timeline and Cost

The steep rise in real estate and construction costs in the region have driven up cost estimates for future transit expansion projects. In response, the Sound Transit Board adopted a realignment plan that will serve as a framework for delivering agency system expansions as rapidly as possible.

Sound Transit's target schedule for extending light rail to Everett is 2037. Sound Transit is working to achieve this target, including working to close a forecasted affordability gap of approximately $600 million. To reduce or eliminate this gap, Sound Transit is seeking to increase funding and support at the local, state and national levels and, working with partners and communities, to reduce project costs. If it is not possible to close the gap, current financial assumptions reflect it will be affordable to open service to SW Everett by 2037 and to Everett Station in 2041.

Learn more about how the Sound Transit Board is responding at soundtransit.org/realignment.

Learn more about the project and subscribe to email updates:

soundtransit.org/everettlink

Interpreter 800-823-9230

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800-201-4900 / TTY: 711
Email: main@soundtransit.org
Website: soundtransit.org

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Questions?

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

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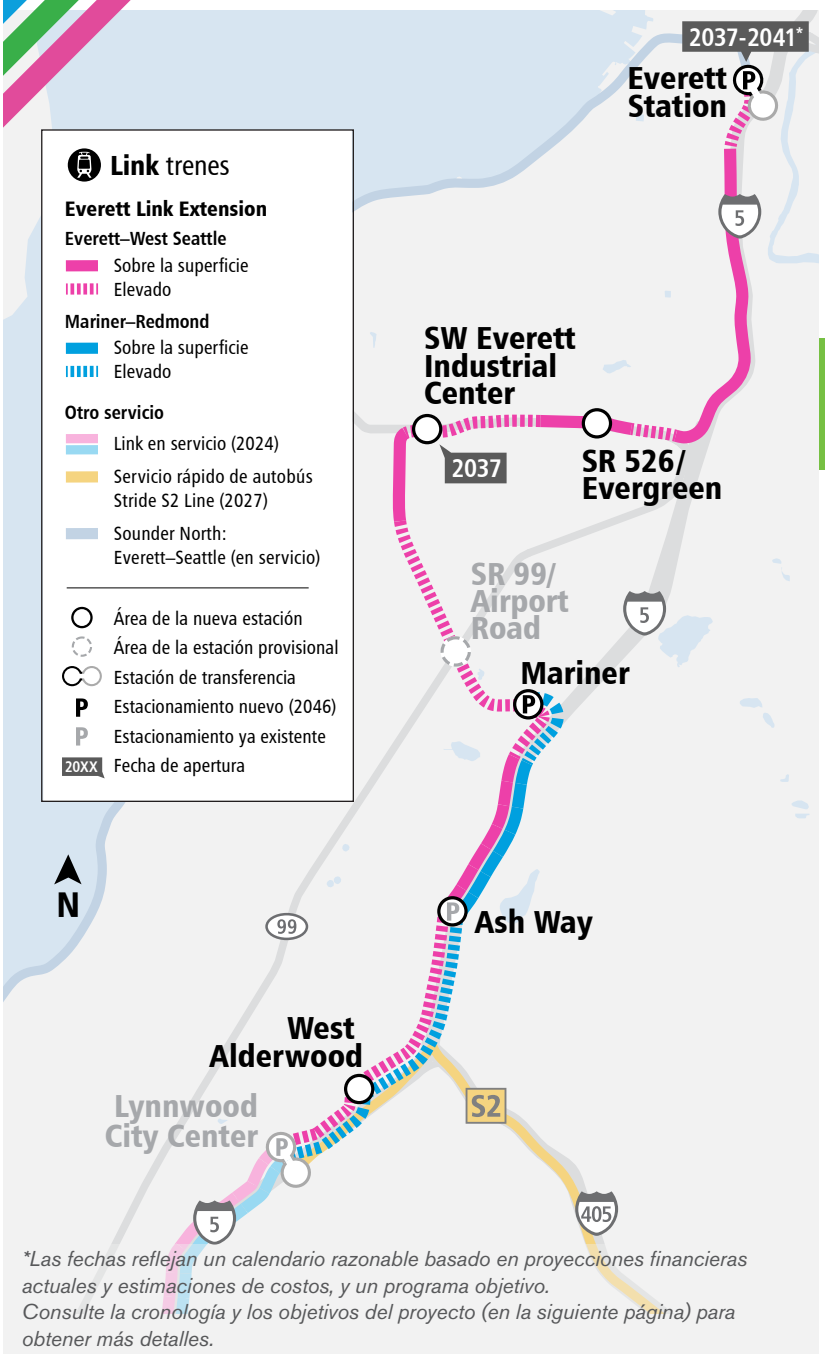
Otoño 2021

Everett Link Extension



**Las fechas reflejan un calendario razonable basado en proyecciones financieras actuales y estimaciones de costos, y un programa objetivo. Consulte la cronología y los objetivos del proyecto (en la siguiente página) para obtener más detalles.*

Servicio rápido y frecuente de:

- Everett a Lynnwood en 33 minutos.
- Everett al centro de Seattle en 60 minutos.
- Los trenes llegarán a las estaciones cada 4 a 6 minutos en las horas pico; y de 10 a 15 minutos al mediodía, los fines de semana y en las noches.

Información sobre el proyecto

Sound Transit's 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 Snohomish County con la red regional de tren ligero. El proyecto incluye también construir una Operations and Maintenance Facility (Instalación de operaciones y mantenimiento, OMF), que es necesaria para apoyar a la flotilla en expansión.

Situación actual del proyecto: Desarrollo de alternativas

Equidad e inclusión

En Sound Transit, nos hemos comprometido a convertirnos en una organización antirracista y asegurarnos de que estamos creando las condiciones necesarias para lograr la igualdad racial dentro de nuestro organismo y la comunidad en general. Nos exigimos a nosotros mismos planificar, construir y operar un transporte público que brinde acceso equitativo a la vivienda, la educación, las instalaciones médicas y las oportunidades laborales, especialmente para las personas más perjudicadas por el racismo institucional y sistémico.

Tren ligero para el Snohomish County

- Servicio de tren ligero por 16 millas que atraviesa las comunidades de Lynnwood, las secciones no incorporadas de Snohomish County y Everett.
- Seis estaciones nuevas, más una estación provisional (sin fondos) en SR 99/Airport Road.

  Las estaciones provisionales son aquellas en las que se tienen fondos para la planificación, la ingeniería preliminar y la revisión ambiental, pero no para el diseño ni la construcción. Si se obtienen fondos adicionales para el diseño y la construcción, podremos aprovechar el trabajo ya hecho.

Operations and Maintenance Facility North

- Estas instalaciones poyan toda la red regional de trenes ligeros.
- Los pasajeros pueden viajar de forma segura y cómoda porque los trenes y las vías reciben limpieza y mantenimiento constante.
- Genera trabajos altamente calificados y bien remunerados, así como oportunidades de crecimiento económico para el área norte del Snohomish County.

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Calendario del proyecto

*Tenemos previsto inaugurar el OMF North en el año 2034.

Cronograma y costo del proyecto

El aumento exorbitante de los costos inmobiliarios y de construcción en la región ha elevado las estimaciones de costos para futuros proyectos de expansión del transporte público. En respuesta, el 5 de agosto de 2021 la Sound Transit Board adoptó un plan de realineación que servirá como marco para realizar expansiones del sistema de este organismo lo más rápido posible.

El año que tiene Sound Transit previsto para extender el tren ligero a Everett es el 2037. Sound Transit está trabajando para lograr este objetivo, incluyendo el trabajar para cerrar una brecha de asequibilidad prevista de aproximadamente $600 millones. Sound Transit busca aumentar el financiamiento y el apoyo a nivel local, estatal y nacional para reducir o eliminar esta brecha y, trabajar con socios y comunidades, para reducir los costos del proyecto. Si no es posible cerrar la brecha, las conjeturas financieras actuales reflejan que será costeable inaugurar el servicio a SW Everett para el 2037 y a la Everett Station en el 2041.

Obtenga más información sobre cómo el Sound Transit Board está resolviendo la situación en soundtransit.org/realignment.

Obtenga más información sobre el proyecto y suscríbase para recibir noticias por correo electrónico en:

soundtransit.org/everettlink

¿Preguntas?

Póngase en contacto con nuestro equipo de Community Engagement (participación comunitaria) llamando al 206-370-5533 o escribiéndonos a everettlink@soundtransit.org

Intérprete 800-823-9230

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Sitio web: soundtransit.org

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Síganos:

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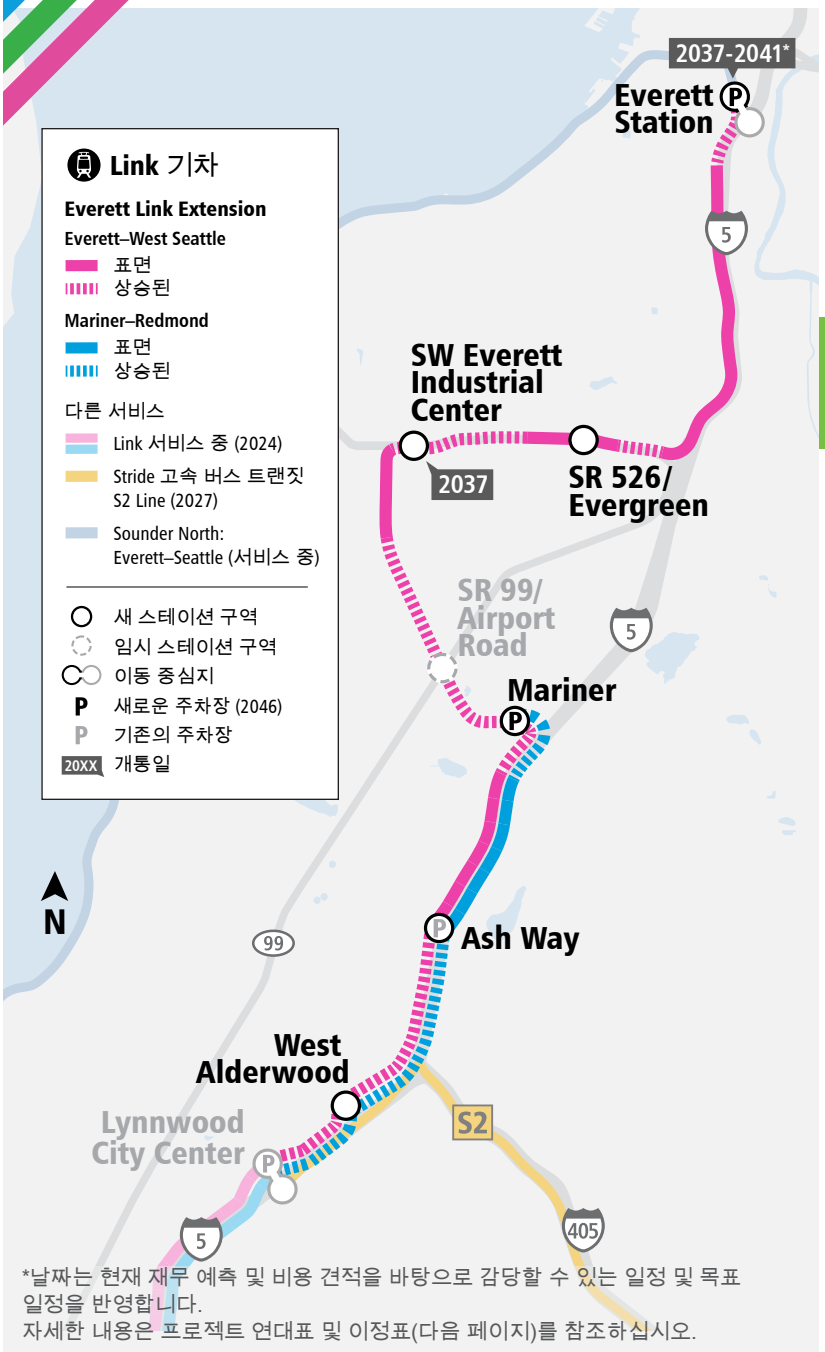
2021년 가을

Everett Link Extension



*날짜는 현재 재무 예측 및 비용 견적을 바탕으로 감당할 수 있는 일정 및 목표 일정을 반영합니다.
자세한 내용은 프로젝트 연대표 및 이정표(다음 페이지)를 참조하십시오.

목적지까지 빠르고 빈번한 서비스:

- 에버렛에서 린우드까지 33분.
- 에버렛에서 시애틀 다운타운까지 60분.
- 기차는 피크 시간에 4~6분 간격으로, 정오/주말/저녁에는 10~15분 간격으로 도착할 것입니다.

프로젝트에 관하여

Everett Link Extension은 지역을 통틀어 집과 일터로 빠르고 안정적인 연결을 제공합니다. 우리는 Snohomish County 주민들을 지역 경전철 네트워크에 연결하는 16마일의 경전철을 추가할 계획입니다. 이 프로젝트에는 확장하는 fleet을 지원하는 데 필요한 Operations and Maintenance Facility (관리 시설)도 포함됩니다.

현재 프로젝트 현황:
대안 개발

형평성과 포용성

Sound Transit은 인종 차별을 반대하는 기관이 되고자 노력하며, 더 광범위한 지역 사회 내에서 인종 평등을 달성하는 데 필요한 조건들을 만드는 데 전념하고 있습니다. 특히 제도적이고 체계적인 인종 차별에 가장 큰 피해를 입은 사람들에게 주택, 교육, 의료 시설 및 취업의 기회를 공평하게 제공하는 대중 교통을 계획, 건설 및 운영하기 위해 도전하고 있습니다.

스노호미쉬 카운티 경전철

- Lynnwood, 통합되지 않은 Snohomish County 및 Everett 커뮤니티를 통과하는 16마일의 경전철 서비스.
- SR 99/Airport Road에 6개의 새로운 역과 1개의 임시 역 (아직 지원받지 못한).

  임시 스테이션은 계획, 예비 엔지니어링 및 환경 검토에 자금을 지원하지만 설계 및 시공에는 자금이 지원되지 않는 곳입니다. 이 초기 작업은 추가 설계 및 건설 자금을 사용할 수 있는 경우 활용됩니다.

운영 및 관리 시설 북쪽

- 지역 경전철의 연결망 전체를 지원합니다
- 열차와 선로는 지속적인 청소 및 유지 보수를 받으므로 승객들은 안전하고 편안하게 탈 수 있습니다.
- 북부 Snohomish 카운티의 고숙련, 고임금 일자리 및 경제 성장 기회를 지원합니다.

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프로젝트 연대표

*OMF North의 개통 목표는 2034년이다.

프로젝트 일정 및 비용

부동산 및 건설 비용의 급격히 상승하여 미래의 트랜짓 확장 사업의 예상 비용 또한 증가하였습니다. 이에 대한 대응으로 2021년 8월 5일 Sound Transit Board는 기관 시스템 확장을 가능한 한 빨리 제공하기 위한 프레임워크 역할을 할 재편성 계획을 도입했습니다.

Everett까지 경전철을 연장하기 위한 Sound Transit의 목표 일정은 2037년입니다. Sound Transit은 이 목표를 달성하기 위해 노력하고 있으며 여기에는 약 6억 달러의 예상되는 경제성 격차를 줄이는 작업이 포함됩니다. 이 격차를 줄이거나 없애기 위해 Sound Transit은 지역, 주 및 국가 차원에서 자금과 지원을 늘리고 파트너 및 지역 사회와 협력하여 프로젝트 비용을 줄이기 위해 노력하고 있습니다. 격차를 좁힐 수 없다면 현재의 재정적 가정에 따르면 2037년까지 SW Everett에, 2041년에 Everett 역에 서비스를 개통하는 것이 저렴할 것입니다.

soundtransit.org/realignment 에서 사운드 트랜짓 이사회의 응답을 알아보십시오.

프로젝트에 대해 자세히 알아보시고 이메일 업데이트를 구독하십시오 :

soundtransit.org/everettlink

통역사 800-823-9230

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401 S. Jackson St., Seattle, WA 98104
800-201-4900 / TTY: 711
이메일: main@soundtransit.org
웹사이트: soundtransit.org

대체 형식의 정보:
800-201-4900 / TTY: 711
이메일: accessibility@soundtransit.org

팔로우 하세요:

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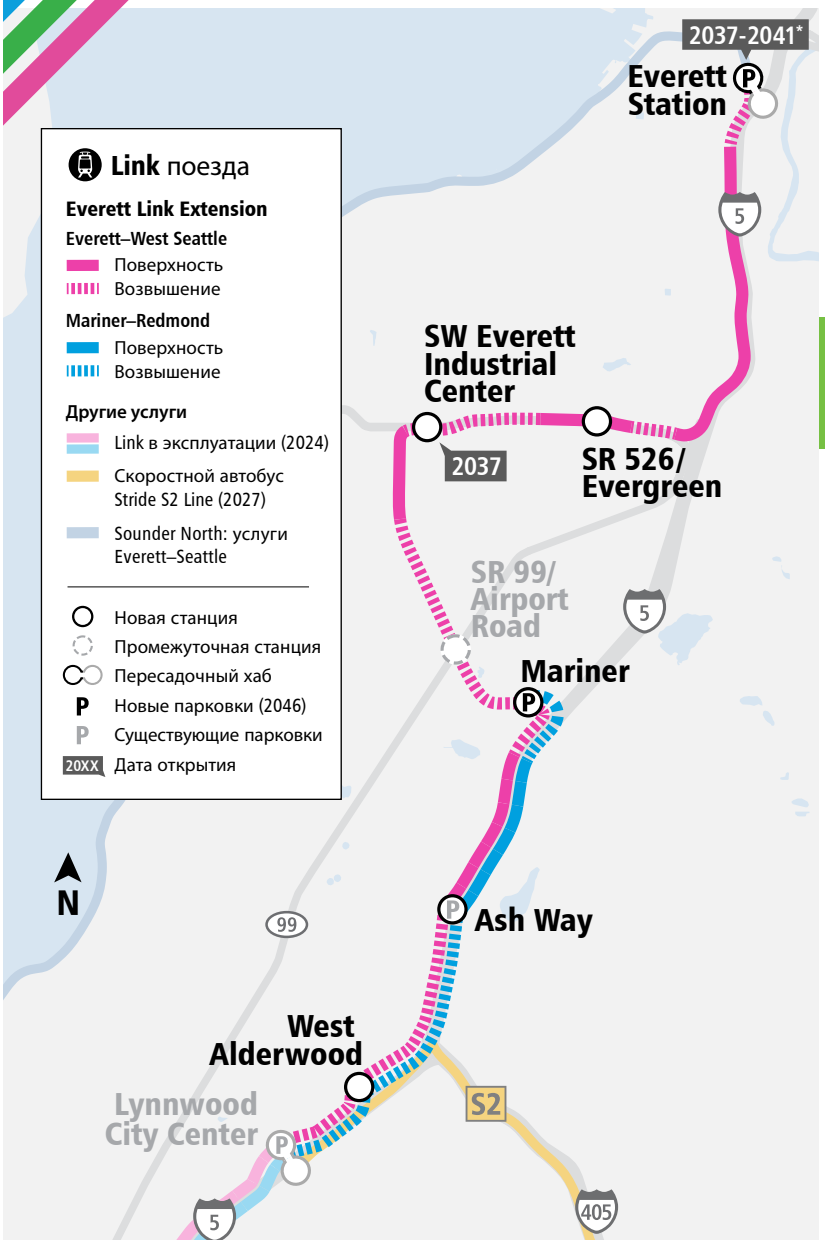
질문

커뮤니티 참여 팀에 문의 :
206-370-5533 또는 everettlink@soundtransit.org

Осень 2021

Everett Link Extension



*Даты отражают осуществимое расписание согласно данных финансовых прогнозов, оценочных стоимостей и целевого расписания. Обратите внимание на основные этапы развития и основные события (следующая страничка), чтобы узнать подробности.

Быстрые и частые рейсы:

- Everett - Lynnwood за 33 минуты.
- Everett – центр Seattle за 60 минут.
- Поезда будут прибывать на станцию каждые 4-6 минут в час пик; 10-15 минут в середине дня, по выходным и по вечерам.

О проекте

Everett Link Extension обеспечит быстрое и надежное региональное соединение с рабочими и жилищными центрами. Мы планируем добавить 16 миль наземного метрополитена, которые будут соединять жителей Snohomish County с региональной системой метрополитена. Проект также включает в себя Operations and Maintenance Facility, необходимый для поддержки расширяющегося парка поездов.

Текущий статус проекта:
Альтернативы развития

Справедливость и Инклюзивность

В Sound Transit, мы посвящаем себя, чтобы стать антирасистской организацией и удостовериться, что мы создаем условия необходимые для достижения расового равенства внутри нашего агентства и среди более широкой общины. Мы настраиваем себя на планирование, строительство и управление общественным транспортом, который предоставляет равный доступ к жилью, образованию, медицинским услугам и возможностям по трудоустройству, особенно для тех, кто сильно пострадал от институционального и системного расизма.

Наземный метрополитен для округа Snohomish

- 16 миль наземного метрополитена будут обслуживать общины Lynnwood, не инкорпорированного Snohomish County и Everett.
- Шесть новых станций, плюс одна временная станция (без финансирования) на SR 99/Airport Road.

  Промежуточные станции – это станции, где планирование, предварительное проектирование и экологическая экспертиза были профинансированы, но дизайн и строительство остаются без финансирования. Эта начальная работа будет проведена, если дополнительные фонды на дизайн и строительство буду доступны.

Северное Депо (Operations and Maintenance Facility North)

- Поддерживает сеть наземного метрополитена во всем регионе.
- Пассажиры могут ездить безопасно и комфортно, потому что рельсы постоянно чистятся и обслуживаются.
- Целевое расписание для открытия OMF North – 2034 год.

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Расписание проекта

ОБОБРЕНО ИЗБИРАТЕЛЯМИ 2016

ВЫ - ЗДЕСЬ

ПЛАНИРОВАНИЕ 2021 к 2026

- Альтернативы развития
- Экологическая экспертиза

ВОВЛЕЧЕНИЕ ПУБЛИКИ

ДИЗАЙН 2026 к 2029

ВОВЛЕЧЕНИЕ ПУБЛИКИ

СТРОИТЕЛЬСТВО 2030 к 2036

ВОВЛЕЧЕНИЕ ПУБЛИКИ

НАЧАЛО УСЛУГ* 2037-2041

Целевое расписание для открытия OMF North – 2034 год.

Вопросы?

Обращайтесь к нашей команде по Community Engagement:
206-370-5533 или everettlink@soundtransit.org

Сроки и стоимость проекта

Значительный рост цен на недвижимость и строительство увеличили предварительную оценочную стоимость будущих проектов по расширению транспортных возможностей. В ответ на это 5 августа 2021 года Sound Transit Board утвердил план реорганизации, который будет служить основой для быстрого формирования агентств системы расширений.

Целевое расписание Sound Transit по расширению наземного метрополитена до Everett - 2037. Sound Transit работает над достижением этой цели, включая сокращение предполагаемого бюджетного дефицита в размере около $600 миллионов. Чтобы сократить или убрать этот дефицит, Sound Transit хочет увеличить финансирование и поддержку на местном, штатном и государственном уровнях, и работая с партнерами и общественностями сократить стоимость проекта.

Если сократить этот дефицит будет невозможно, текущие финансовые предположения показывают, что с финансовой точки зрения открытие услуг будет осуществимо в 2037 до SW Everett, а до Everett Station в 2041.

Узнайте побольше о проектах в вашей местности и наблюдайте за ростом системы на soundtransit.org/realignment.

Узнайте подробности о проекте и подпишитесь на имел обновления:

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800-201-4900 / TTY: 711
Имейл: main@soundtransit.org
Вебсайт: soundtransit.org

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

Подпишитесь:

SoundTransit

APPENDIX M

Community Engagement Factsheet

English

Spanish

Korean

Russian

Everett Link Extension

Community Engagement

During the alternatives development phase of the Everett Link Extension project, your feedback will help us evaluate potential alignment, station and Operations and Maintenance Facility (OMF) North locations. Early community engagement ahead of key decisions helps Sound Transit plan and design a system that reflects the needs and desires of your community. There will be plenty of opportunities to engage.

Subscribe for project updates and learn more about community engagement*

soundtransit.org/everettlink

**Community Engagement Guide found in "Documents" section.*

We're committed to:

- Proactivity
- Social awareness
- Transparency
- Accountability
- Equity
- Accessibility

Partnerships

Implementing this project will take extraordinary collaboration with our federal, state and local partners. To meet the challenge, we are working with our collaborators in different ways.

Public
Communicate your ideas, concerns and questions by sending us emails, responding to surveys, participating in public events and inviting us to meet with your community.

Community Advisory Group
Members are residents, transit riders, business owners and members of organizations that reflect the diversity found throughout the corridor. This group provides recommendations at key decision points.

Tribes
We consult with Washington state tribes and acknowledge their needs and interests.

Interagency Group
Partner agencies work closely and coordinate with Sound Transit as the project moves forward.

Sound Transit Board
The Board oversees the implementation and delivery of the project, considers recommendations and has final decision-making power.

Elected Leadership Group
Sound Transit Board members and elected officials represent communities along the project corridor. This group informs project decisions.

Public transit drives equity

Our work influences whether people can fulfill their fundamental needs, from jobs and education to groceries and medical care to interpersonal connections that ensure mental and emotional wellbeing.

While we're proud to represent these values, it's a big responsibility to prioritize all of these factors. As a regional agency that serves diverse and growing communities, we have a duty to dismantle harmful and pervasive systems of inequity. We recognize that our most critical decisions — where we build our projects, how we plan our service and who makes up our workforce — are questions of racial and socioeconomic justice.

We will look at the ways in which different alternatives could potentially affect and benefit historically excluded communities, including people living with a disability, people in lower income brackets and communities of color. The project team will assess and address these effects and ensure we incorporate these findings in decision-making. We will also conduct an environmental justice analysis.

We strive to proactively remove barriers and advance equity by:

- Reaching out to organizations that work with historically excluded communities in the project area to better understand and engage those communities.
- Providing translators and/or interpreters at public meetings and events.
- Creating materials in languages spoken along the project route.
- Designing digital materials that are accessible for people living with disabilities.
- Holding smaller meetings focused on the needs of individual communities and cultures.
- Providing stipends or other direct means of supporting public participation.
- Meeting communities where they gather, such as community and faith centers.

How to connect with us:

- **Attend a virtual or in-person public meeting**
- **Visit our online open house and project website**
- **Schedule a community briefing**
- **Catch us at local fairs and festivals**
- **Subscribe for email updates**
- **Follow us on social media**

Why is it important to engage now?

Projects like this take a lot of time and planning to complete. Your feedback has influence over long-term decisions such as determining a preferred route to study during environmental review or identifying station and OMF North locations to study during the alternatives development process.

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Interpreter 800-823-9230

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Everett Link Extension

Participación comunitaria

Durante la fase de desarrollo de alternativas del proyecto Everett Link Extension, sus comentarios nos ayudarán a evaluar las posibles ubicaciones para la alineación, estaciones y la Operations and Maintenance Facility (OMF) North. Obtener la participación de la comunidad antes de que se tomen las decisiones clave ayuda a que Sound Transit planifique y diseñe un sistema que refleje las necesidades y los deseos de su comunidad. Y habrá muchas oportunidades para participar.

Suscríbase para recibir noticias del proyecto y obtener más información sobre la participación comunitaria*

soundtransit.org/everettlink

**Encuentre la Guía de participación comunitaria en la sección "Documentos".*

Nos comprometemos a:

- Ser proactivos
- La conciencia social
- La transparencia
- Se responsables
- La equidad
- La accesibilidad

Colaboraciones o asociaciones

Para poder llevar a cabo este proyecto necesitamos una colaboración extraordinaria con colegas a nivel federal, estatal y local. Para afrontar el reto, estamos trabajando con nuestros colegas de diferentes maneras.

El público

Comunique sus ideas, inquietudes y preguntas mediante mensajes de correo electrónico, respondiendo a encuestas, participando en eventos públicos e invitándonos a reunirnos con su comunidad.

Community Advisory Group

Members are residents, transit riders, business owners and members of organizations that reflect the diversity found throughout the corridor. This group provides recommendations at key decision points.

Tribus

Consultamos con las tribus del Washington State y reconocemos sus necesidades e intereses.

Interagency Group

Las agencias asociadas al proyecto trabajan en estrecha colaboración y se coordinan con Sound Transit a medida que avanza el proyecto.

Sound Transit Board

La Board (Junta directiva) supervisa la implementación y entrega del proyecto, considera las recomendaciones y tiene el poder de tomar la decisión final.

Elected Leadership Group

Los miembros de la Sound Transit Board y los funcionarios electos representan a las comunidades que habitan áreas de la ruta del proyecto. Este grupo informa sobre las decisiones del proyecto

El transporte público impulsa la equidad

Nuestro trabajo influencia en si las personas pueden satisfacer sus necesidades fundamentales, desde acceder a trabajos y a la educación hasta obtener comestibles y atención médica hasta conexiones interpersonales que aseguran el bienestar mental y emocional.

Aunque estamos orgullosos de representar estos valores, es una gran responsabilidad priorizar todos estos factores. Como agencia gubernamental regional que presta servicios a comunidades diversas y en crecimiento, tenemos el deber de deshacer los sistemas de inequidad dañinos y generalizados. Reconocemos que nuestras decisiones más importantes, como decidir dónde construimos los proyectos, cómo planificamos nuestro servicio y quiénes componen nuestra fuerza laboral, son cuestiones de justicia racial y socioeconómica.

Analizaremos las formas en que las diferentes alternativas podrían afectar y beneficiar potencialmente a las comunidades que han sido históricamente excluidas, incluidas las personas que viven con una discapacidad, las personas con ingresos más bajos y las comunidades de color. El equipo del proyecto evaluará y abordará estos efectos y se asegurará de que incorporemos estos hallazgos cuando se tomen las decisiones. Y también realizaremos un análisis de justicia ambiental.

Estas son las formas en que nos esforzamos por eliminar los obstáculos y promover la equidad de manera proactiva:

- Comunicándonos con organizaciones que trabajan con comunidades históricamente excluidas en el área del proyecto para comprenderlas mejor e involucrarlas.
- Proporcionando traducciones y/o intérpretes en reuniones y eventos públicos.
- Creando materiales en los idiomas que se hablan a lo largo de la ruta del proyecto.
- Diseñando materiales digitales que sean accesibles para las personas que viven con discapacidades.
- Realizando reuniones con poca gente centradas en las necesidades de ciertas comunidades y culturas en particular.
- Proporcionando honorarios u otros medios directos de apoyo a la participación pública.
- Presentándonos en los lugares donde se reúnen las comunidades, como centros comunitarios y religiosos.

Cómo comunicarse con nosotros:

- **Asista a una reunión pública virtual o presencial**
- **Visite nuestra exhibición pública virtual y el sitio web del proyecto**
- **Programe una sesión informativa para la comunidad**
- **Visítenos en ferias y festivales locales**
- **Suscríbase para recibir noticias por correo electrónico**
- **Síganos en las redes sociales**

¿Por qué es importante que participe en estos momentos?

Porque se requiere de mucho tiempo y planificación para completar proyectos de este tipo. Recuerde que sus comentarios influencian las decisiones que se toman para los elementos a largo plazo, como determinar cuál es la ruta preferida que se quiere estudiar durante la revisión ambiental o identificar que ubicaciones de las estaciones y de la OMF Norte se quieren estudiar durante el proceso de desarrollo de alternativas.

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Intérprete 800-823-9230

Español Tagalog русский язык
繁體 한국어 日本語 Tiếng Việt

401 S. Jackson St., Seattle, WA 98104
800-201-4900 / TTY: 711
Correo electrónico: main@soundtransit.org
Sitio web: soundtransit.org

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

Síganos:

SOUNDTRANSIT

커뮤니티 참여

Everett Link Extension 프로젝트의 대안 개발 단계에서 귀하의 피드백은 잠재적인 정렬, 스테이션 및 OMF(Operations and Maintenance Facility) North 위치를 평가하는 데 도움이 됩니다. 주요 결정에 커뮤니티가 참여하면 Sound Transit은 커뮤니티의 필요 및 원하는 바를 반영하여 시스템을 계획하고 설계할 수 있습니다. 참여의 기회는 앞으로도 자주 있을 것입니다.

프로젝트 소식을 구독하시어 커뮤니티 참여에 대해 자세히 알아보세요*

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*커뮤니티 참여 가이드는 "문서" 섹션에 있습니다.

다음을 약속드립니다:

- 사전 예방적
- 사회 의식
- 투명성
- 책임
- 형평성
- 접근성

파트너십

이 프로젝트를 실행하려면 연방, 주 및 지역 파트너와의 특별한 협력이 필요합니다. 어려운 과제를 해결하기 위해 저희는 다양한 방식으로 협력자들과 손을 잡고 있습니다.

대중

이메일로 아이디어, 우려사항 및 질문들을 전달하고, 설문 조사에 응답하고, 공개 이벤트에 참여하며, 귀하의 커뮤니티와 만날 수 있도록 저희를 초대해 주십시오.

Community Advisory Group (커뮤니티 자문 그룹)

거주자, 대중교통 이용자, 사업주 및 회랑 전체에서 발견된 다양한 조직의 구성원으로 이루어져 있습니다. 이 그룹은 주요한 결정을 내릴 때 권고하는 역할을 합니다.

부족

저희는 Washington State 부족과 상의하여 그들의 필요와 관심사를 파악합니다.

Interagency Group (기관 간 그룹)

파트너 기관들은 프로젝트가 진행됨에 따라 Sound Transit과 긴밀히 협력하고 조정합니다.

Sound Transit Board (사운트 트랜짓 이사회)

이사회는 프로젝트의 실현과 전달을 감독하며 권장 사항을 고려하여 최종적으로 결정할 권한을 갖습니다.

Elected Leadership Group (선출된 리더십 그룹)

Sound Transit Board 위원과 선출직 공무원은 프로젝트 회랑에서 커뮤니티를 대표합니다. 이 그룹은 프로젝트의 결정을 알립니다.

대중 교통은 형평성을 주도합니다

저희가 하는 일들은 사람의 기본적인 필요를 충족하는 데 영향을 미칩니다. 이는 직업, 교육, 식료품, 의료뿐 아니라 대인 관계처럼 정신적이고 정서적인 데까지 아우르고 보장하는 웰빙이 포함됩니다.

이러한 가치를 표현하는 것은 자랑스러운 일이나, 또한 이 모든 요소의 우선 순위를 정하는 것은 실로 큰 책임이 아닐 수 없습니다. 다양성을 가지고 성장하는 커뮤니티에 서비스를 제공하는 지역 기관으로서 저희는 유해하고 만연한 불평등 시스템을 해체할 의무가 있습니다. 저희는 프로젝트 구축 위치, 서비스 계획 및 인력 구성과 같은 가장 중요한 결정이 인종 및 사회경제적 정의의 문제임을 인식하고 있습니다.

저희는 장애인, 저소득층 및 유색인종 커뮤니티를 포함하여 역사적으로 소외되어 온 커뮤니티에 다양한 대안으로 잠재적 영향을 미치고 혜택을 줄 수 있도록 살필 것입니다. 프로젝트 팀은 이러한 영향을 평가 및 처리하여 그 결과를 의사 결정에 통합할 것입니다. 저희는 또한 환경 정의 분석을 수행할 것입니다.

저희는 다음을 통해 장벽을 사전에 제거하고 형평성을 향상시키기 위해 노력합니다.

- 프로젝트 영역에서 역사적으로 소외되어 온 커뮤니티와 협력하여 해당 커뮤니티를 더 잘 이해하고 참여시키는 조직에 연락.
- 공개 회의 및 행사에서 번역사 및 통역사 제공.
- 프로젝트가 시행되는 곳에서 사용되는 언어로 자료 만들기.
- 장애가 있는 사람들이 접근할 수 있는 디지털 자료 디자인하기.
- 개별 커뮤니티와 문화의 필요에 초점을 맞춘 소규모 회의 개최
- 대중 참여를 지원하는 급여 또는 기타 직접적인 수단 제공.
- 커뮤니티 및 신앙 센터와 같이 그들이 모이는 커뮤니티와 만나기.

저희와 연락하기:

- 가상 또는 직접 대면 공개 회의에 참석하기
- 온라인 오픈 하우스 및 프로젝트 웹사이트에 방문하기
- 커뮤니티 브리핑 약속 잡기
- 로컬 페어나 페스티벌에서 저희를 찾으세요
- 이메일 소식지를 구독하세요
- 소셜 미디아에서 저희를 팔로우하세요

지금 참여하는 것이 왜 중요합니까?

이와 같은 프로젝트를 완료하려면 막대한 시간과 계획이 필요합니다. 귀하의 피드백은 환경 검토 중에 선호하는 연구 경로를 결정하거나 대안 개발 프로세스 중에 연구할 스테이션 및 OMF North 위치를 식별하는 것과 같은 장기적인 결정에 영향을 미칩니다.

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통역사 800-823-9230

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401 S. Jackson St., Seattle, WA 98104
800-201-4900 / TTY: 711
이메일: main@soundtransit.org
웹사이트: soundtransit.org

대체 형식의 정보:
800-201-4900 / TTY: 711
이메일: accessibility@soundtransit.org

팔로우 하세요:

SOUNDTRANSIT

Everett Link Extension

Участие общественности

Во время фазы разработки альтернатив проекта Everett Link Extension ваши отзывы помогут нам оценить потенциальное налаживание, расположение станций и Operations and Maintenance Facility (OMF) North. Раннее, опережающее принятие ключевых решений, участие общественности помогает Sound Transit планировать и проектировать систему, которая отражает нужды и желания вашей общины. Мы предоставим вам множество возможностей для участия.

Подпишитесь на получение новостей о проекте и узнайте подробности об участии общественности*

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**Руководство по Участию Общественности может быть найдено в секции "Документы"*

Мы посвящаем себя:

- Социальной просвещенности
- Заблаговременной прозрачности
- Подотчетности
- Равенству
- Доступности

Партнерства

Чтобы воплотить в жизнь этот проект нам нужно будет серьезно сотрудничать с нашими государственными, штатными и местными партнерами. Чтобы быть готовыми ко встрече с трудностями мы по-разному работаем с нашими партнерами.

Общественность

Поделитесь с нами вашими идеями, переживаниями и вопросами при помощи имейлов, участия в опросах, принятия участия в общественных мероприятиях и пригласив нас познакомится с вашей общиной.

Community Advisory Group

Членами данной группы являются постоянные жители, пользователи транспорта, владельцы бизнесов, и члены организаций, отражающие разнообразие, которое можно увидеть вдоль коридора проекта. Эта группа предоставляет рекомендации на этапах принятия ключевых решений.

Племена

Мы будем консультироваться с племенами Washington State и отдавать должное их интересам и нуждам.

Interagency Group

Агентства партнеры тесно сотрудничают между собой и координируют действия с Sound Transit тем самым продвигая работу над проектом вперед.

Sound Transit Board

Board несет ответственность за внедрение и осуществление проекта, принимает во внимание рекомендации и имеет силу принимать окончательное решение.

Elected Leadership Group

Члены Sound Transit Board и выбранные чиновники являются представителями общин вдоль коридора проекта. Эта группа оказывает влияние на решения проекта.

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800-201-4900 / TTY: 711 | main@soundtransit.org | soundtransit.org

SOUNDTRANSIT / Powering progress

Общественный транспорт продвигает равенство

Наша работа оказывает влияние на то могут ли люди осуществлять свои фундаментальные нужды, начиная с работы и образования, продуктов питания и медицинской помощи до межличностных отношений, которые гарантируют душевное и эмоциональное здоровье.

Хотя мы гордимся, тем что представляем эти качества, это является большой ответственностью располагать по степени важности все данные факторы. Как региональное агентство, обслуживающее разнообразные и растущие общины, мы обязаны разрушить вредные и широко распространенные системы неравенства. Мы признаем, что наши самые важные решения, такие как: где мы будем строить наши проекты, как будем планировать наши услуги и кто будет являться нашей рабочей силой – являются вопросами расовой и социо-экономической справедливости.

Мы будем рассматривать разные способы того, как различные альтернативы могут иметь потенциально положительные или отрицательные последствия для исторически исключенных общин, включая людей с инвалидностями, малоимущих и цветные общины. Команда проекта оценит и отреагирует на эти последствия и убедиться, что сведенья будут приняты во внимание при принятии решений. Мы также проведем экспертизу экологической справедливости.

Мы активно стремимся убрать препятствия и продвигать равенство следующим:

- Поддерживая связь с организациями, которые сотрудничают с исторически исключенными общинами на территории проекта, чтобы лучше понимать и работать с этими общинами.
- Предоставляя переводчиков на общественных встречах и мероприятиях.
- Создавая материалы на языках, используемых вдоль коридора проекта.
- Разрабатывая цифровые материалы доступные людям с инвалидностями.
- Проводя небольшие встречи, сфокусированные на нуждах индивидуальных общин и культур.
- Предоставляя стипендии и другие прямые способы поддержки участия общественности.
- Встречаясь с общинами в местах, где они собираются, таких как общественные и религиозные центры.

Как поддерживать с нами связь:

- Посетите виртуальную или физическую общественную встречу
- Посетите наш виртуальный день открытых дверей и вебсайт проекта
- Запланируйте брифинг общины
- Пообщайтесь с нами на местных ярмарках и фестивалях
- Подпишитесь на имейл рассылку
- Подпишитесь на наши социальные сети

Почему важно принимать участие прямо сейчас?

Планирование и окончание подобных проектов занимает огромное количество времени. Ваше мнение влияет на долгосрочные решение такие как определение предпочитаемого маршрута для изучения во время экологической экспертизы или определение расположения станций и OMF North для изучения во время процесса разработки альтернатив.

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Переводчик 800-823-9230
Español Tagalog русский язык
繁體 한국어 日本語 Tiếng Việt

401 S. Jackson St., Seattle, WA 98104
800-201-4900 / TTY: 711
Имейл: main@soundtransit.org
Вебсайт: soundtransit.org

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

Подпишитесь:

SOUNDTRANSIT

APPENDIX N

Community Engagement Guide

Everett Link Extension

Community Engagement Guide

November 2021

SOUNDTRANSIT

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We will provide translated project materials on the project website and by request.

If we are missing your language, please call our project line at: 206-370-5533 or email everettlink@soundtransit.org, and we will do our best to meet your needs as quickly as possible. We also provide translation services over the phone and at public meetings if requested in advance.

Para obtener información sobre el proyecto, llame al 800-823-9230.

欲知關於此項目的資訊，請致電 800-823-9230.

За информацией об этом проекте обращайтесь по телефону 800-823-9230.

Para sa impormasyon tungkol sa proyektong ito, tumawag sa 800-823-9230.

Wixii macluumaad ah ee mashruuca ku saabsan, lahadal 800-823-9230.

الاتصال على الرقم التالي: 800-823-9230
لحصول على معلومات بشأن المشروع، يُرجى

Acknowledgement of Tribal Partners

At Sound Transit we would like to acknowledge our Coast Salish Peoples, particularly the Snohomish, Suquamish, Stillaguamish and Tulalip tribes. At Sound Transit we deeply respect our Tribal Nations' right to sovereignty, and are committed to listening, learning and lifting indigenous voices. We want to acknowledge and offer our deep gratitude to the Tribal people who have been here since time immemorial. With our deepest appreciation we would like to recognize their continued stewardship and advocacy for the land and our environment.

Message from the team

Dear community member,

I hope you and your loved ones are staying healthy and safe. I'm Erik, and I am your contact for Sound Transit's **Everett Link Extension** project.

After voter approval in 1996, 2008 and 2016, Sound Transit is expanding light rail from Seattle to Everett. The continuing COVID-19 pandemic is changing many aspects of our daily lives, but my team is committed to doing the work now that is needed to open a light rail system in Everett. Traffic and transportation are already coming back as one of the region's top concerns and your input is needed now. Over the next year, your feedback will help us evaluate potential alignment, stations and operations and maintenance facility locations during the alternatives development process. Early **community engagement** ahead of key decisions helps us plan and design a system that reflects the needs and desires of your neighborhood. There will be plenty of opportunities to engage as the project progresses, and my team and I are committed to hearing from you and adjusting our engagement methods to try to accommodate what works best for you and the community.

We put together this guide to describe the different ways you can get involved today and into the future. In this guide, you will learn how our project timeline has been affected by Sound Transit's recently adopted realignment plan, how we are adapting our communication tools to comply with social distancing guidelines for public health, and how you can expect to engage with us in the coming months. You will also read about our commitment to becoming an anti-racist transit agency and ensuring our engagement is equitable.

Your input and perspectives are important to us, and we welcome your feedback on how Sound Transit can best serve you. If you have any questions, please reach out to me anytime by phone at 206-370-5533 or email at everettlink@soundtransit.org.

Thank you and take care,

Erik Ashlie-Vinke
Government & Community Relations Manager – North Corridor

Due to the COVID-19 pandemic, we are unable to engage with you in person. This does not change our commitment to involving you as the **Everett Link Extension** project progresses. We are adapting our communication tools to comply with social distancing guidelines for public health.

Who we are

Who is Sound Transit?

- We're connecting more people to more places to make life better and create equitable opportunities for all.
- 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.
- We are governed by an 18-member Board of Directors made up of your local elected officials and the secretary of the Washington State Department of Transportation. The Board establishes policies, provides direction and oversight, and is the key decision-maker in selecting routes and station locations.
- Transit services include Link light rail, Sounder trains and ST Express bus.
- With voter approval in 2016, we are in the process of planning and building the most ambitious transit expansion in the country. Learn more at soundtransit.org/system-expansion.
- You have many opportunities to shape Sound Transit service and the development of transit projects, and we hope to hear from you.

GET UPDATES

soundtransit.org/subscribe – Check the Everett Link Extension box to receive project updates.

What is this document?

This is your guide to engaging in the **Everett Link Extension** project. It explains:

- Sound Transit's goals for the project.
- Our guiding principles for how we are engaging with your neighborhood.
- How you can get involved in the project today and into the future.
- Our proposed approach to engaging with you throughout this process.
- Our decision-making process and plan for accountability (this includes you).

See a word in **bold**?

Find it in our glossary (page 29) for more information about that term.

CHECK OUT THE GLOSSARY PAGE 29 ›

How will realignment affect transit expansion?

Realignment of project schedules and plans is required to address financial constraints

The steep rise in real estate and construction costs in the region have driven up cost estimates for future transit expansion projects. In response, the Sound Transit Board on Aug. 5, 2021, adopted a realignment plan that will serve as a framework for delivering agency system expansions as rapidly as possible. Sound Transit's target schedule for extending light rail to Everett Station is 2037. The Operations and Maintenance Facility (OMF) North is scheduled to come online in 2034. Sound Transit is working to achieve this target, including working to close a forecasted affordability gap of approximately $600 million. To reduce or eliminate this gap, Sound Transit is seeking to increase funding and support at the local, state and national levels and, working with partners and communities, to reduce project costs. If it is not possible to close the gap, current financial assumptions reflect it will be affordable to open service to SW Everett by 2037 and to Everett Station in 2041.

Overview

What is a representative project?

The system expansion plan approved by voters in 2016 established **Everett Link Extension's** transit mode, corridor, number of stations, general station locations and related features.

How was it developed?

The **representative project** itself is the result of extensive and yearslong planning and public involvement work.

Thanks to regional voters we are undertaking an ambitious mass transit system expansion. The **Everett Link Extension** will provide fast, reliable light rail connections to residential and job centers throughout the region, adding adding 16 miles of rail Snohomish and King counties to the regional light rail network. This project will also build an **Operations and Maintenance Facility (OMF) North** to support the regional network. The project extends Link service north from Lynnwood City Center to Everett Station.

Planning for this project is underway and your participation is vital to our success. Throughout the **alternatives development** phase, we will invite you to participate in a variety of public involvement opportunities that will help the Sound Transit Board with identifying a **preferred alternative**, as well as other alternatives, to evaluate in an **Environmental Impact Statement (EIS)**. Understanding that our friends and neighbors throughout the region may not have the time to commit to all the public involvement activities, we are making it easier than ever to share your feedback with us.

During the **alternatives development** phase, we would like to hear from you about route preferences, station and **OMF North** locations, and integration with other public transportation choices you use to get to your destination, such as bicycle/pedestrian routes, bus or rideshare services.

We strive to create outreach opportunities that are inclusive and meaningful. We will let you know about these opportunities on the project web page, through our social media channels, community newsletters, local media, our project email list and other outlets. We hope you will join us in planning Link light rail service that is valuable to all. To receive project updates, visit soundtransit.org/subscribe and check the **Everett Link Extension** box. If there is a way of communication not listed above that we should be using, please share that with us as well.

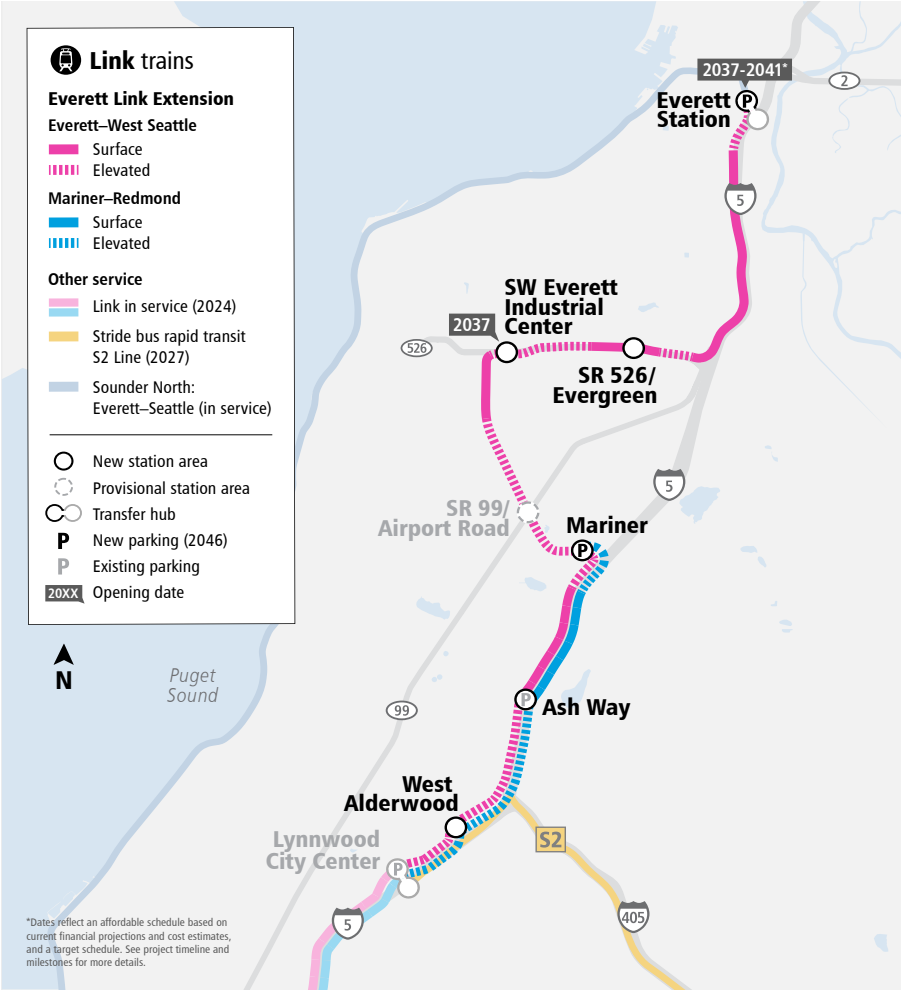
Project Map

The project at a glance:

- Sixteen miles of Link light rail.
- Six stations at West Alderwood, Ash Way, Mariner, SW Everett Industrial Center, SR 526/Evergreen and Everett Station, plus one provisional station at SR 99/Airport Road.
- **OMF North** to support the north corridor and the entire Link system expansion.

Operations and Maintenance Facility (OMF) North

Sound Transit needs space to receive, store, and service a larger train fleet to support future light rail extensions to Everett and throughout the region. The OMF North will support more than 450 high-skilled, well-paid jobs at the facility to repair, clean and operate the cars and tracks so that the trains can run efficiently and smoothly. The facility will require a large tract of land near the light rail line and will be designed with heavy influence from the surrounding neighborhood.



What is a provisional station?

Under the 2016 system expansion plan, provisional stations such as the one at SR 99/Airport Rd are those where planning, preliminary engineering and **environmental review** are funded, but where design and construction are not. This initial work will be utilized if additional design and construction funding become available.

What are the benefits of the OMF North?

- Creates high-skilled, living-wage jobs for people in Snohomish County. At our existing OMF, the average employee wage is more than $40 per hour, or $80,000 per year.
- Ensures thousands of passengers can rely on clean, well-maintained trains.

Locally favored options

You may have already been talking with your local jurisdiction about station locations and planning. With input from the community, Snohomish County Light Rail Communities identified locally favored options for the Ash Way and Mariner stations and provided initial analysis on the locations. Metro Everett has also identified a locally favored option for the Everett station. We will review their analyses and consider the input you have already provided on these stations as we begin our planning and engagement efforts.

Learn more about Snohomish County's Light Rail Communities:
snohomishcountywa.gov/4068/Light-Rail-Communities

Learn more about Metro Everett Subarea Plan:
everettwa.gov/1424/Metro-Everett

Anticipated schedule

VOTER APPROVAL — 2016

WE ARE HERE

PLANNING
2021 to 2026

Phase I: Alternatives development

- Early scoping
- Identify and screen station, route and operations & maintenance facility alternatives
- Environmental Impact Statement (EIS) scoping
- Sound Transit Board identifies preferred alternative and other alternatives to study in Draft EIS

Phase II: Draft EIS

- Prepare Draft EIS
- Conceptual engineering
- Sound Transit Board confirms/modifies preferred alternative for Final EIS

Phase III: Final EIS

- Prepare Final EIS
- Preliminary engineering
- Sound Transit Board selects project to be built
- Federal Record of Decision

PUBLIC INVOLVEMENT

DESIGN
2026 to 2029

- Final station & route designs
- Procure and commission station and public art
- Obtain land use and construction permits
- Begin property acquisition/relocation

PUBLIC INVOLVEMENT

CONSTRUCTION
2030 to 2036

- Groundbreaking
- Construction updates and mitigation
- Safety education
- Testing and pre-operations

PUBLIC INVOLVEMENT

SERVICE STARTS* — 2037-2041

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

Sound Transit's target schedule for extending light rail to Everett is 2037. Sound Transit is working to achieve this target, including working to close a forecasted affordability gap of approximately $600 million. To reduce or eliminate this gap, Sound Transit is seeking to increase funding and support at the local, state and national levels and, working with partners and communities, to reduce project costs. If it is not possible to close the gap, current financial assumptions reflect it will be affordable to open service to SW Everett by 2037 and to Everett Station in 2041.

Learn more about how the Sound Transit Board is responding at:
https://www.soundtransit.org/system-expansion/realignment.

Audiences

We need many different voices to help create a system that serves everyone. We actively seek to engage a wide variety of audiences, from neighborhood and community stakeholders, to elected officials, tribal governments, partner agencies, the general public and media outlets. While we will engage with many different groups with this project, it will be imperative to engage with neighbors who live closest to the project corridor and those that the project will potentially affect. Don't see yourself on this list? Let us know! Email everettlink@soundtransit.org.

Neighborhood and community stakeholders

- Advocacy groups
- Communities of color
- Communities that may speak a variety of languages and/or may not speak English
- Community-based organizations
- Cultural groups
- Current and future transit riders
- Historically and institutionally underrepresented communities
- Immigrant and refugee populations
- Low-income households
- People with varying abilities
- Residential and business property owners
- Small businesses and businesses owned by people of color
- Social service organizations
- Systemically disadvantaged communities
- Tenants
- Youth and older adult populations

Strategies for engagement

- Community Advisory Group
- Community workshops
- Email updates
- Existing engagement efforts and opportunities
- Interviews and briefings
- Media
- Online
- Social media
- Pop-up outreach
- Print and digital materials (English and multiple languages)
- Property/business owner and resident meetings
- Public events and webinars

Public

People who live, work and commute in, through and around the project area.

Strategies for engagement

- Email updates
- Media
- Public events
- Online
- Social media
- Webinars

Elected officials, tribes and partner agencies

Elected officials and appointees, tribes, permitting agencies and other governmental agencies.

Strategies for engagement

- Elected Leadership Group
- Tribal engagement
- Interagency Group

Media

Print, digital and broadcast media, including community, local and ethnic media sources.

Strategies for engagement

- Media briefings
- Press releases
- Proactive engagement with journalists

Our commitment to you

You will have various opportunities to shape the development of the project. Your participation is important to ensure that your community's priorities are heard, and we hope that you will weigh in to inform our work. You can read our guiding **community engagement** principles and values on our website at soundtransit.org/everettlink.

Be proactive (Collaboration, Passenger Focus):

Engage and build long-term relationships with our project audiences early on and throughout the decision-making process.

Our commitment to you: Through a wide range of opportunities, we will invite you to learn and engage with us as the project progresses. We will focus on early and frequent engagement with stakeholders and will provide project-wide engagement opportunities to distribute information, solicit feedback on elements that affect all stakeholders in the project area, and meet communities where they are.

Be transparent (Integrity):

Foster trust through transparent communication, meaningful and equitable **community engagement** and provide timely responses to project questions and feedback.

Our commitment to you: We will set clear expectations regarding the project timeline and which project and design elements the community and stakeholders can weigh in on. We will listen and respond to stakeholder questions and demonstrate how the project team considered feedback.

Encourage awareness

Encourage local and regional awareness of the anticipated benefits, potential negative effects and progress of the project.

Our commitment to you: We will use a variety of communication tools to share information about the project and opportunities to get involved, raising awareness throughout the region about this project.

The **Everett Link Extension** project will aim to uphold Sound Transit's values of:

- Collaboration
- Passenger Focus
- Inclusion and Respect
- Safety
- Integrity
- Quality

Be accountable (Quality, Passenger Focus, Integrity):

Clearly communicate when, where and how public feedback was used to make project decisions.

Our commitment to you: We will ask communities, especially those most affected by the project, to provide input throughout the decision-making process and at key milestones. We will review and analyze this feedback and report back on how it was considered and incorporated into the decision-making process. We will also consider the planning efforts that local jurisdictions have conducted for improving transit connections in Snohomish County.

Ensure accessibility (Inclusion & Respect):

Ensure accessibility by providing information in a variety of formats so that all communities can participate and engage with us.

Our commitment to you: We will provide materials in both digital and print formats, present information in an easy-to-read, understandable and accessible format and provide translated materials in common languages spoken along the project corridor (see pg. 19 for more details).

Advance equity (Inclusion & Respect, Collaboration, Passenger Focus):

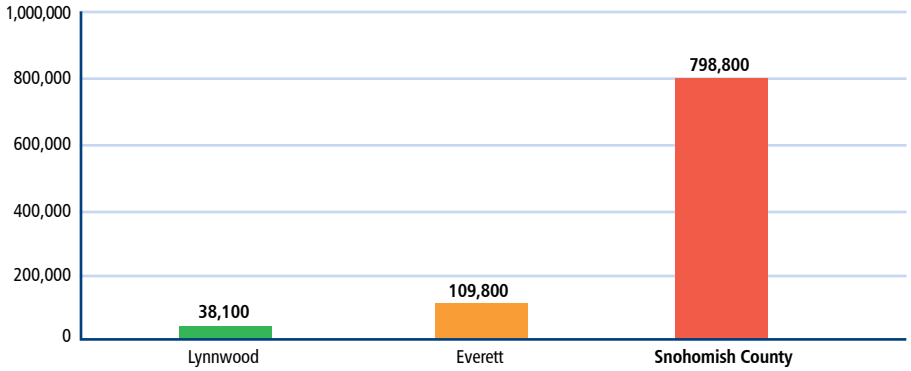
Strive for equity and inclusion by tailoring our engagement efforts to reach historically underrepresented communities.

Our commitment to you: We will engage with historically underrepresented populations and we will reflect your voices in the project. We will provide multiple opportunities and methods for engaging with the project in a manner that is most comfortable for the communities we seek to reach. We will continue to check in with stakeholders about their needs and how we can improve our outreach methods as the project progresses.

Community snapshot

Approximately 149,000 people live in 57,022 households within a 1-mile radius of the project corridor from Lynnwood to Everett. Check out the following graphics for a snapshot of demographics across the corridor. Note the "n" represents sample size.

Population estimates



Age

Older adults (>65 years): 11% (n = 17,000)

Children and young adults (<18 years): 22% (n = 32,100)

Housing (rent vs. own)

Renter occupied: 51% (n = 29,300)

Owner occupied: 49% (n = 27,800)

Translated materials

Spanish, Russian and Korean are the most common non-English languages spoken along the project corridor. We will proactively provide translated information into these languages, while remaining flexible in our approach to providing and translating information into other languages.

If you would like to receive information in another language, please contact us at (800) 201-4900, TTY Relay 711 or email main@soundtransit.org.

Linguistically isolated households

4% of households (n = 12,100) where no one age 14 or older speaks English "very well" or speaks English only.

Of these households:

27% speak Spanish

17% speak Russian, Polish or other Slavic languages

16% speak Korean

10% speak Chinese

7% speak Tagalog

Note: Language data is only available at the county level and is therefore not exclusive to the project corridor.

Race/ethnicity

White:
56% (n = 83,400)

Black or African American:
6% (n = 9,000)

American Indian or Alaska Native:
0.5% (n = 760)

Asian:
15% (n = 22,200)

Native Hawaiian or other Pacific Islander:
1% (n = 1,600)

Some other race:
0.2% (n = 320)

Two or more races:
5% (n = 7,800)

Hispanic or Latino:
16% (n = 23,600)

Note: Data on race and ethnicity is provided by and organized by the U.S. Census into six racial categories: White, Black or African American, American Indian or Alaska Native, Asian, Native Hawaiian or Other Pacific Islander, Some other race, or Two or more races. Census respondents can also self-identify as Hispanic or Latino, which in this analysis is considered as a racial/ethnic group regardless of additional racial identities.

How people get around

Households without access to a car:
8% (n = 4,800)

People who drive alone to work:
71% (n = 54,800)

People who bus to work:
8% (n = 4,800)

People who walk to work:
<1% (n = 300)

People who bike to work:
2% (n = 1,800)

People who work from home:
4% (n=3,100)

Note: The percentage of people who work from home has likely risen since the COVID-19 pandemic.

Equity and inclusion

How will Sound Transit consider effects on historically underserved communities?

We are committed to integrating equity and inclusion into planning and building the project to support a more equitable transportation system. The **Everett Link Extension** project, like many **System Expansion** projects, is large and complex and will affect communities throughout the project area. We will look at potential impacts and benefits of different route, station and **OMF North** location options for institutionally and historically underserved populations, including people of color, limited English-speaking communities, people with a lower household income, people who are immigrants or refugees, older adults and people with disabilities.

As a key part of this effort, we will engage the community throughout the project. We will listen and seek to understand what about your community and its history is important to you. We will also work with you to identify ways to contribute to your community through the development of this project, such as providing jobs, green space or skill-based training and mentorship programs.

In addition, we will conduct an environmental justice analysis in compliance with federal regulations. The analysis will describe the demographics of the project corridor, evaluate whether the project would disproportionately impact historically underrepresented communities, and document our efforts to involve communities of color and low-income populations in the planning process.

Our commitment to anti-racism

At Sound Transit, we are challenging ourselves to plan, build and operate public transit that provides equitable access to housing, education, medical facilities and job opportunities, especially for those who have been most harmed by institutional and systemic racism.

We are committed to becoming an anti-racist organization and ensuring that we are creating the conditions necessary to achieve racial equality within our agency and the broader community. This means taking steps to uproot systemic racism within our organization and implementing equitable policies across our projects and services. We understand that these steps are just the beginning of our anti-racism journey and that we have a long way to go. We must and will evaluate our policies, systems and processes, and work toward an equitable future.

How will Sound Transit engage historically underserved communities throughout the project?

We are committed to reaching out to and centering the needs of institutionally and historically underserved communities in the project area as we share information, ask for feedback and answer your questions.

We will work to proactively remove barriers to an equitable **community engagement** process by:

- Reaching out to organizations that work with historically underrepresented communities in the project area to better understand and engage those communities.
- Providing translators or interpreters at public meetings and community gatherings and in online engagement settings.
- Translating materials into languages spoken along the project route.
- Designing digital materials that can be utilized by assistive technology (such as screen-readers) are accessible for those living with a disability.
- Holding smaller meetings focused on the needs of individual communities and cultures.
- Providing stipends, incentives and/or other direct means of support to reduce barriers to engagement.
- Meeting communities where they gather, such as community centers and events, houses of worship and people's homes once it is safe to do so.

Due to current Washington State Governor's orders to limit crowds during the pandemic, in-person engagement is not yet possible. Once it is safe to hold in-person gatherings, we will resume our in-person activities to meet with the community face-to-face.

Can I get project information for my community?

If you are interested in learning more about this project and how it may specifically benefit and/or affect your community, please contact us at 206-370-5533 or everettlink@soundtransit.org.

How will Sound Transit hold itself accountable for equitable engagement?

We are committed to enhancing mobility and improving quality of life for people in the corridor and region, including transit-dependent, low-income and minority populations. Sound Transit is developing a **Racial Equity Toolkit (RET)** and an **Equitable Engagement Toolkit (EET)** to assess and address impacts on racial equity. The implementation of the **RET** on this project focuses on engagement with communities and organizations most impacted by institutional and structural racism to solicit feedback and ensure their opinions are incorporated in decision-making.

How will the RET inform the outreach and engagement methods for this project?

We will focus on **community engagement** that will help us to better understand the priorities, desires and concerns of communities of color along the project corridor, and to incorporate that information into project planning and evaluation measures. Direct community input is a vital component of the **RET** process because information such as places, businesses and resources of cultural significance to communities of color cannot be inferred or understood from census data alone.

How will Sound Transit keep the community informed on the use of the toolkits?

The toolkits will help our team establish ways to measure progress toward greater racial equity outcomes in the communities we serve. We will evaluate and report out on our efforts at key project planning milestones. In addition, we conduct annual surveys in our service and project areas to monitor satisfaction with Sound Transit as an organization and with the **community engagement** process. Our team is committed to leveraging these opportunities for evaluation to also assess how Sound Transit is advancing racial equity in our communities.

We want to hear from you!

We will continue to assess and adapt our engagement tools and strategies based on what we learn from the community.

If you have ideas for how we can best engage you, share your ideas with us at 206-370-5533 or everettlink@soundtransit.org.

Community engagement and communication tools

The COVID-19 pandemic has changed many aspects of our daily lives. One thing that hasn't changed is our commitment to engaging you as the **Everett Link Extension** project progresses. We are adapting our communication tools to comply with social distancing guidelines for public health. Here is how you can expect to engage with us in the coming months:

Online

Virtual public meetings

Join us at virtual public meetings, such as webinars or town halls, to watch a presentation, speak with subject matter experts and share your input with the project team. We will provide advanced notice ahead of any virtual meeting and request interested attendees RSVP for the event. Sign up for project email updates to stay in the loop about these opportunities: soundtransit.org/subscribe.

Online open houses

Can't make the virtual public meeting or maybe you prefer to engage online at your own convenience? We will host online open houses that will mirror the virtual public meeting and in-person open house experience, in terms of the information shared and the opportunity to comment. Online open houses are accessible 24/7, so you can engage with the content on your own schedule. We will also translate online open houses into key languages spoken along the project corridor and ensure the material is accessible with screen readers for those who are visually impaired.

Community conversations

We held a series of informal virtual conversations with service providers, community-based organizations and members of the community to introduce ourselves and begin building long-term relationships with neighbors along the corridor. These conversations help us gain a better understanding of peoples' experiences, priorities, and concerns related to regional transit and the **Everett Link Extension**. We prioritized meeting with traditionally underrepresented groups. Community conversations help to identify opportunities and limitations of how the community would like to be engaged and important neighborhood assets that should be protected or enhanced as part of this project.

Webpage

Your first stop for **Everett Link Extension** information is the project webpage (soundtransit.org/everettlink) — a hub for up-to-date project information, including opportunities to get involved, upcoming events and meetings, project materials and more.

Briefings (currently online; opportunity to hold in-person once safe to do so)

Be on the lookout for the opportunity to meet with the project team through a virtual briefing. We will proactively reach out to key community stakeholders, property owners, service providers, businesses and interest groups to offer project briefings, build relationships with organizations along the corridor and help answer questions. We will also meet with partner agencies and local jurisdictions as needed or by request. If you are interested in receiving a briefing from the project team, you can reach out at any time: everettlink@soundtransit.org or call 206-370-5533.

Email updates

Subscribe to our monthly project email list: soundtransit.org/subscribe. We will share regular updates on the project and upcoming opportunities to engage. We will send email updates to people who opt in or request information via sign-in sheets at open houses and pop-up events. Stakeholders who contact us directly will automatically be subscribed to the list but may opt out at any time.

Property owner, tenant and business outreach (currently online; opportunity to hold in-person once safe to do so)

Do you own a property along the project corridor? We recognize the need for extensive outreach to property owners, tenants and businesses that may be directly affected to prevent surprises. We won't know property impacts until we are further into the environmental review process. In the coming years, we will seek to identify and learn more about the properties in the project area and begin evaluating potential impacts. You may see us reaching out in a variety of ways, including neighborhood group briefings, one-on-one meetings, workshops, round-table discussions and door-to-door visits to inform you of relevant information about specific property impacts. We will work with you to provide a direct means to get in touch with the project team and collaborate to minimize impacts when possible.

Social media

Follow along and engage with the **Everett Link Extension** project on Facebook, Twitter, Instagram, YouTube and LinkedIn. We will share project news and upcoming events on a regular basis. You can find us @SoundTransit.

In-person

Due to the ongoing COVID-19 pandemic, we have shifted much of our public outreach to digital platforms. However, once it is safe to hold in-person gatherings again, you can expect to find us at a variety of in-person events.

Community and neighborhood outreach

Are you a local resident or a member of this community? We understand that local neighborhoods along the project corridor have specific needs, concerns and preferences they would like us to consider in the project development process, including how best we can share information. We will reach out to community organizations, neighborhood associations and service providers to inform the **community engagement** process and ensure responsiveness to all questions and inquiries.

Open houses

Join us at open houses to learn information, speak with project staff and share your input. We look forward to hosting a series of open houses along the project corridor to help inform critical decisions during the **alternatives development** process. We will continue to offer a virtual engagement option, such as online open houses, for those who prefer to engage online.

Pop-up outreach

You can often find us at fairs, festivals and farmers markets in your local community. We want to come to the areas we work in to speak with you about the project, learn more about your interests and concerns, and help answer your questions.

Door-to-door outreach

You may see us going door-to-door to share important information with businesses, property owners and tenants, and will seek to engage with you using methods that support social distancing requirements to protect the health and safety of your family and our staff.

Other ways to engage

Existing community engagement efforts

Are you currently involved in ongoing conversations about ways to improve your community? We will work closely with our agency partners and jurisdictions to understand and assist with preexisting collaboration and planning efforts.

Informational materials

You can expect to receive mailed notifications like postcards or see posters placed at local gathering places along the corridor. We will also develop fact sheets, FAQs, infographics and other printed materials. As part of our commitment to be equitable and accessible, we will translate key materials into multiple languages (see page 15) and develop them to be screen reader-friendly for those who are vision impaired.

Media

You will see the project advertised through media outlets and digital ads during key project milestones and public comment opportunities. Media coverage can help reach audiences that might not otherwise know about the project or have an opportunity to connect. We will engage community, local, regional and ethnic media sources to ensure that we are sharing and distributing accurate project information.

Other ideas?

If you have other suggestions for how we can best reach you or your organization, please contact us at everettlink@soundtransit.org or 206-370-5533.

Engagement FAQs

Why is it important for me to engage now?

Your feedback is critical to help us determine which route, station and **Operations and Maintenance Facility North (OMF North)** locations to assess and study during the early project phases, including **alternatives development** and environmental review process, which will likely include preparation of an Environmental Impact Statement (EIS) (expected in **2026**). Once the Sound Transit Board selects the project to be built after completion of the EIS, the project footprint is unlikely to change significantly. To deliver system expansion projects within budget, it is difficult to revisit decisions as the project moves past final design. We will stay open to new ideas and input as we work to bring **Everett Link Extension** service online, while respecting and continuing to share the process and decisions that inform the current phase of the project.

How do I share my opinion?

There are many ways to share your opinion, including:

- Visit our website and follow @SoundTransit on social media.
- Join us at one of our public events to provide your feedback, and comment on current plans and voice your opinions at major decision points.
- Email with questions, concerns or comments: everettlink@soundtransit.org.
- Call the project line at 206-370-5533 to speak with a community engagement specialist.

We provide involvement opportunities around key project milestones and prior to making big decisions. We strive to create engagement opportunities that are inclusive, equitable and meaningful, and will announce these opportunities through a variety of communication channels.

What is the alternatives development process and what type of feedback are you looking for during this phase?

The alternatives development process is a project phase during which Sound Transit will assess the representative project included in the 2016 system expansion and, based on additional public engagement and technical analysis of alternatives, further refine the specific route, station locations and other project elements. During this phase of the project, we will be looking for your insights into your local community and feedback on:

- Routes.
- Station locations.
- **OMF North** location.
- Potential benefits and impacts.

What is scoping?

Scoping is one of the first steps in the alternatives development phase, a process during which Sound Transit seeks public input that will help us refine the project. Input received now and later during the alternatives development phase will help inform the Sound Transit Board as they identify a preferred alternative and other alternatives to study in more detail during the environmental review process. This early scoping period is an opportunity to:

- Learn about the project background and timeline.
- Provide input on potential alternatives for station, route and OMF North locations to help inform the decision-making process.
- Comment on the draft purpose and need of the project.
- Help identify and provide feedback on potential project benefits and impacts on your community, the environment and transportation.

What is environmental review?

The **environmental review** is an evaluation of potential environmental effects, both impacts and benefits, of building and operating the light rail system. The environmental review documents are made public to inform residents, agencies and decision-makers about the environmental consequences of building and operating the project.

How are you integrating previous engagement and input from local jurisdictional processes?

You may have already been talking with your local jurisdiction about station locations and planning. With input from the community, Snohomish County Light Rail Communities identified locally favored options for the Ash Way and Mariner stations and provided initial analysis on the locations. Metro Everett has also identified a locally favored option for the Everett station. We will review their analyses and consider the input you have already provided on these stations as we begin our planning and engagement efforts.

How has public input shaped the representative project?

The **representative project** reflects years of public engagement, starting with the Lynnwood to Everett High-Capacity Transit Corridor Study in July 2014; the Long-Range Plan update in December 2014; and the system expansion plan development during 2015 and 2016. Public involvement during those efforts developed the **Everett Link Extension** project, including the **OMF North**, that will serve as a starting point for developing more refined alternatives.

How will Sound Transit use your input for this project?

Your feedback has influence over long-term decisions such as determining a preferred route to study in the EIS phase, as well as station locations and a north-end **Operations and Maintenance Facility** location to assess and study during the **alternatives development process**. Early **community engagement** helps us plan and design a system that reflects the needs and desires of your neighborhood. Community input was influential in the development of the **representative project** we are sharing with you today. Community engagement will continue through all phases of the project and your input is key to the project's success.

How can I stay up to date on this project?

Visit soundtransit.org/everettlink to sign up for our project email list! This is the best way to stay up to date on any future events and/or feedback opportunities.

Can you provide information about this project in other languages?

We will provide translated project materials on the project website and by request. If we are missing your language, please call our project line at 206-398-5070 or email everettlink@soundtransit.org, and we will do our best to meet your needs as quickly as possible. We also provide translation services over the phone and at public meetings if requested in advance.

Para obtener información sobre el proyecto, llame al 800-823-9230.

欲知關於此項目的資訊，請致電 800-823-9230.

За информацией об этом проекте обращайтесь по телефону 800-823-9230.

Para sa impormasyon tungkol sa proyektong ito, tumawag sa 800-823-9230.

Wixii macluumaad ah ee mashruuca ku saabsan, lahadal 800-823-9230.

الاتصال على الرقم التالي: 800-823-9230 لحصول على معلومات بشأن المشروع، يُرجى

Partnerships

Implementing this and other projects with the scope, budget and schedule approved by the voters will take extraordinary effort by Sound Transit and its federal, state and local partners. To meet the challenge of delivering projects as quickly as possible, Sound Transit developed a **System Expansion Implementation Plan** that embraces new ways of working together. Those adjustments include internal changes at Sound Transit, as well as new approaches to working with project partners, local jurisdictions, elected officials, community members and the public.

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 (CAG) will provide a forum for community members to inform the development of alternatives for the project. The group will include residents, transit riders, business owners and representatives of organizations that reflect the diversity found throughout the corridor, including groups with currently and historically reduced access to opportunities. The CAG is made up of people who know the community and can provide valuable insight as we develop the project. CAG members will:

- Learn about the project and ask questions.
- Be of diverse representation.
- 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.
- City of Lynnwood.
- Snohomish County.
- Puget Sound Regional Council.
- Federal Transit Administration.
- Washington State Department of Transportation.
- Community Transit.

The group will convene throughout the planning process until the Sound Transit Board identifies a **preferred alternative** and other alternatives to carry forward in environmental review.

Elected Leadership Group

The Elected Leadership Group (ELG) is comprised 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 project issues as needed. 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 the project to be built and brought to the 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 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.

Tribes

In partnership with Sound Transit's Tribal Relations director, the project team will consult with Washington state tribes throughout the project development process.

How to get involved

Looking for the best way to contact us?

Email your questions, concerns or comments to ***everettlink@soundtransit.org***

CONTACT US

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

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

GO ONLINE

Learn about the project soundtransit.org/realignment

Respond to online SURVEYS

Subscribe to EMAIL UPDATES

Follow us on SOCIAL MEDIA @SoundTransit

GET INVOLVED

PUBLIC EVENTS

Join us at one of our public events to provide your feedback, and comment on current plans and voice your opinions at major decision points.

PROPERTY OWNER AND TENANT OUTREACH

Sound Transit will proactively reach out to affected property owners and tenants to consult about the project's impacts. Property owners and tenants can provide their feedback and comment on current plans.

BRIEFINGS

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 once safe to do so.

Glossary of terms

Alternatives development

Project phase during which staff will assess the original project included in the 2016 system expansion and, based on additional public engagement and technical analysis, further refine the specific route, station locations and other project elements. The goal of the **alternatives development** phase is analyzing a wide range of options to help inform the Sound Transit Board in identifying **preferred route and station locations** and other alternatives that warrant further study.

Community engagement

A process that engages community members in a public dialogue about an issue that affects them.

Conceptual engineering

Process evaluating concepts of engineering that occurs during alternatives development and **environmental review phases** of a project. Engineering concepts will illustrate general design ideas and can be used to identify broad impacts or benefits, identify engineering constraints, and allow development of preliminary cost estimates.

Environmental Impact Statement (EIS)

A document used for decision-making that analyzes impacts of project alternatives under state and federal law. Sound Transit will likely prepare one **EIS** for **EVLE** to satisfy both state and federal environmental review requirements.

Environmental review phase

The environmental review process informs the public, agencies and decision-makers about the potential environmental consequences of building and operating the project prior to Sound Transit Board's decision on the project to build.

Equitable Engagement Toolkit (EET)

The **Equitable Engagement Toolkit** creates a process and a set of questions to embed consistent, equitable and inclusive **community engagement** practices into our organizational culture.

Everett Link Extension (EVLE)

Everett Link Extension is the project name. The project will add 16 miles and at least six new stations of light rail service connecting Snohomish County residents to the regional light rail network.

Locally favored alternatives

Independent of Sound Transit's planning process, local jurisdictions identified **locally favored alternatives** for some of the stations with input from the community. We will review their analyses and consider the input you have already provided on these stations as we begin our planning and engagement efforts.

National Environmental Policy Act (NEPA)

NEPA requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions. The range of actions subject to **NEPA** is broad and includes constructing highways and other publicly owned facilities. The lead federal agency for the **EVLE** is the Federal Transit Administration (FTA). Using the **NEPA** process, FTA will evaluate the environmental and related social and economic effects of the **EVLE** project and obtain public and agency input prior to issuing a **Record of Decision**.

Operations and Maintenance Facility North (OMF North)

A facility where Link trains go for cleaning, storage and care, which is open 24 hours a day, 365 days a year. A new **OMF** in the North Sound is necessary to receive, store and service a larger train fleet to support the future light rail extensions to Everett and throughout the region. To build this new facility, we need approximately 60-70 acres near the light rail line in Snohomish County.

Preferred alternative

Under **NEPA**, a **preferred alternative** is the alternative that the lead agency believes would fulfill its statutory mission and responsibilities giving consideration to economic, environmental, technical and other factors. At the end of the **alternatives development** phase, the Sound Transit Board is expected to identify a **preferred alternative** to carry forward into environmental review for more detailed study. The **preferred alternative** would identify the preferred route, station, and **OMF North** locations. After public and agency comments are received on the Draft **EIS**, the Board will confirm or modify the **preferred alternative**. The Board's final decision on the alternative to be built will not take place until after the Final **EIS** is issued.

Racial Equity Toolkit (RET)

The **Racial Equity Toolkit** lays out a process and a set of questions to guide the development, implementation and evaluation of policies, initiatives, programs, and procedures to address effects on racial equity. The **RET** process also supports Sound Transit's Environmental Justice analysis to be included in the **Environmental Impact Statement.**

Realignment

The steep rise in real estate and construction costs in the region have driven up cost estimates for future transit expansion projects. In response, the Sound Transit Board on Aug. 5, 2021, adopted a realignment plan that will serve as a framework for delivering agency system expansions as rapidly as possible.

Record of Decision (ROD)

This action completes the environmental process and authorizes final design, then construction of the project. The **Record of Decision** defines mitigation commitments and other requirements for the project following the recent completion of the Final EIS.

Representative project

The voter-approved Sound Transit 3 (ST3) ballot measure included representative projects that were publically vetted after years of community engagement. They formed the basis for project elements and budgets contained in the ballot measure, and also established the transit mode, approximate route, number of stations, general station locations, and which corridors would have light rail operations and maintenance facilities. The representative project for the Everett Link Extension is now the starting point for alternatives development. Moving ahead, Sound Transit will also be incorporating recent planning work done by local partners as well as input from the community and others to identify other reasonable alternatives that are consistent with the voter-approved ballot measure.

State Environmental Policy Act (SEPA)

SEPA requires that all local and state governments in Washington consider environmental information before committing to a particular course of action, including construction of public facilities. Sound Transit is the lead agency under **SEPA** for the **EVLE**. Using the **SEPA** process, Sound Transit will evaluate the environmental effects of the **EVLE** and obtain public input prior to the Sound Transit Board's selection of a project to build.

Scoping

Scoping is a public process that engages the public, agencies and Tribes to provide feedback and comments to help evaluate and compare project alternatives.

System Expansion Implementation Plan

A plan that describes Sound Transit's approach to delivering the expanded system of projects as well as needed reforms based on lessons learned from delivering major capital infrastructure to date. The most resent system expansion plan was approved in November 2016, which included the Everett Link Extension.

CONTACT US

Visit our webpage and sign up for project news
soundtransit.org/everettlink

Email everettlink@soundtransit.org

Call 206-370-5533

SOUNDTRANSIT

APPENDIX O

Frequently Asked Questions

English

Spanish

Korean

Russian

Everett Link Extension

Frequently Asked Questions

Process and schedule

When will Everett Link Extension be open for service?

We hope to open service to Everett Station in 2037. This target schedule requires an estimated $500 million in 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, and performing construction and safety testing.

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

Why is Sound Transit evaluating alternatives based on existing features, like bike connections, bus stops, and sidewalks? Won't things change between now and opening of service?

We base our evaluation on current conditions and forecasted growth around each station area. We conduct our analysis based on existing and available data to ensure consistency when evaluating tradeoffs of different locations. These conditions will likely change over time and we will use the most up-to-date data available throughout the project. We also work closely with transit and local government partners to identify how stations will connect to surrounding communities, including transit, pedestrian and bicycle connections.

Engagement

Why is it important for me to engage now?

Although the target opening date for the Everett Link Extension is 2037, design and construction can take around 10 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. Your engagement now helps us take your feedback into account in that decision-making process. Locations are unlikely to change substantially once the Sound Transit Board selects the project to be built (estimated in 2026), so it's important to get involved now!

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.
- Joining us at one of our public events or our interactive website at everettlink.participate.online to provide your feedback, to comment on current plans and voice your opinions at major decision points.
- Email with questions, concerns or comments: everettlink@soundtransit.org.
- 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 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 is complete, the Sound Transit Board will identify alternatives — and possibly 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 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 connections to major destinations as possible.

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 away 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).

Will there also be environmental review under the National Environmental Policy Act (NEPA) for this project?

Yes. As the lead agency for the project under The Washington 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 of the project under NEPA. The current (2023) SEPA scoping process is part of local planning and the FTA could rely on it for future NEPA evaluations. 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.

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 during the environmental review phase. If it appears your property may be affected, we will notify you before the Draft EIS is published, currently slated for 2024/2025. We only have preliminary information on how this might affect property until we start the design phase of the project, which is currently estimated to span from 2026 to 2029. We will give affected property owners reasonable opportunity to respond to offers during the design phase. 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, 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, like those with lower wealth, more than others. We are committed to equitable engagement that includes these voices and hears their needs.

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?

To evaluate the range of alternatives, we included criteria related to both built and natural environmental resources so we can hopefully avoid any major detriments to those resources. Following the alternatives development phase, as part of the environmental review process, Sound Transit will further evaluate the effects and benefits of a preferred alternative and other alternatives on the built and natural environment, through an EIS. To reduce negative environmental effects, Sound Transit will implement design measures, best management practices and other mitigation strategies as more specifics come up.

Will Everett Link include opportunities for pedestrian and bicycle improvements?

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

When 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 specific changes 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

Interpreter 800-823-9230

Español Tagalog русский язык
繁體 한국어 日本語 Tiếng Việt

401 S. Jackson St., Seattle, WA 98104
800-201-4900 / TTY: 711
Email: main@soundtransit.org
Website: soundtransit.org

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

Follow us:

Everett Link Extension

Preguntas Frecuentes

Proceso y horario

¿Cuándo comenzará a dar servicio Everett Link Extension?

Esperamos iniciar el servicio a Everett Station en el 2037. Este programa requiere un estimado de $500 millones en fondos y/o ahorros adicionales, y buscaremos todas las opciones para iniciar el servicio de acuerdo con las fechas programadas En caso de no obtener fondos adicionales y/o reducir los costos del proyecto, es probable que se inicie el servicio a Everett Station en el 2041. De ser así, continuaremos con el cronograma de iniciar el servicio hacia Southwest Everett Industrial Center en el 2037.

¿Por qué Sound Transit se tardará tanto en terminar el proyecto?

Para planificar, diseñar y construir los proyectos del tren ligero como Everett Link Extension se requiere de mucho tiempo (de 12 a 17 años). Hay mucho que completar a partir de ahora hasta el día de la inauguración incluyendo la participación pública, la coordinación con los colaboradores de la comunidad, la revisión ambiental, el trabajo con las jurisdicciones locales, la exploración de la geografía y la geología, finalizar los permisos, la adquisición de propiedades y realizar pruebas de seguridad y construcción.

Puede encontrar más información sobre el programa del proyecto en soundtransit.org/everettlink

¿Por qué es que Sound Transit está evaluando otras alternativas en función de características existentes, como las conexiones para bicicletas, las paradas de autobús y aceras? ¿Están pensando en que las cosas no van a cambiar entre ahora y cuando se inicie el servicio?

Basamos nuestra evaluación en las condiciones actuales y el crecimiento previsto en el área de cada estación. Realizamos nuestro análisis en función a los datos existentes y disponibles para garantizar la consistencia al evaluar los pros y los contras de las diferentes ubicaciones. Estas condiciones pueden cambiar con el tiempo y utilizaremos los datos más recientes disponibles a lo largo del proyecto. También trabajamos en estrecha colaboración con nuestros colegas del gobierno local y de transporte público para identificar cómo se conectarán las estaciones con las comunidades circundantes, incluyendo las conexiones del transporte público, de los peatones y ciclistas.

Participación

¿Por qué es importante mi participación en estos momentos?

Aunque la fecha programada para la inauguración de Everett Link Extension es 2037, el diseño y la construcción pueden tomar alrededor de 10 años en completarse. Esto significa que tomaremos decisiones en los próximos años sobre dónde se ubicarán las estaciones, las rutas y la Unidad de Operaciones y Mantenimiento (OMF por sus siglas en inglés) North. Su participación en estos momentos nos permitirá tomar en cuenta sus opiniones durante la toma de decisiones. Una vez que la Junta de Sound Transit seleccione el proyecto que se construirá (se estima que sea en 2026), es poco probable que las ubicaciones cambien sustancialmente, ¡y por eso es importante involucrarse ahora!

¿Cómo puedo compartir mi opinión u obtener más información sobre el proyecto Everett Link Extension?

Hay muchas maneras de compartir su opinión, incluyendo:

- Visitando nuestro sitio web en www.soundtransit.org/everettlink para involucrarse y mantenerse al tanto del proyecto.
- Acompañándonos en alguno de nuestros eventos públicos o entrando a nuestro sitio web interactivo para brindar sus comentarios sobre los planes actuales y expresar sus opiniones en los momentos decisivos importantes en everettlink.participate.online.
- Enviando sus preguntas, inquietudes o comentarios por correo electrónico a everettlink@soundtransit.org.
- Llamando a la línea telefónica del proyecto al 206-370-5533 para hablar con un especialista en participación comunitaria.

Brindamos formas adicionales para que pueda participar en objetivos clave del proyecto y antes de que se tomen decisiones importantes. Nos esforzamos por crear oportunidades de participación que sean inclusivas, equitativas y significativas, y le informaremos de estas oportunidades a través de varios medios de comunicación.

¿Estudiaron otras ubicaciones para las estaciones, rutas y la Unidad de operaciones y mantenimiento North que no se muestran en los mapas actuales?

Cuando los votantes aprobaron el plan de expansión del sistema en 2016, este incluía el modo de transporte, la ruta aproximada, la cantidad de estaciones y las ubicaciones generales de las estaciones para este proyecto. Fue también un punto de partida para identificar las ubicaciones adicionales, de estaciones, de la OMF North, y configuraciones de diseño que podrían cumplir con el propósito y la necesidad del proyecto.

Durante todo el proceso de planificación del proyecto, revisamos varias opciones y, con la ayuda de la participación pública y de nuestros grupos asesores, las redujimos al rango de opciones compartidas durante la evaluación ambiental. Una vez que se finalice la determinación del alcance, la Junta de Sound Transit identificará las alternativas, y posiblemente una alternativa preferida, para que sea estudiada en el Borrador de la Declaración de Impacto Ambiental (EIS por sus siglas en inglés). Estas alternativas se someterán a un análisis mucho más minucioso con oportunidades futuras para la participación del público.

¿Por qué la alineación de la ruta no sigue completamente a la autopista I-5 desde Lynnwood hasta Everett?

Estamos evaluando las ubicaciones de rutas y estaciones alternativas que sean consistentes con el plan de expansión del sistema aprobado por los votantes. Establecer estaciones en Southwest Everett Industrial Center y SR 99 y Airport Road nos ayuda a interconectar a los centros de empleo y crecimiento regionales, como el centro regional Paine Field/ Boeing Everett Manufacturing Industrial Center.

Durante la determinación inicial del alcance, algunas partes interesadas y miembros de la comunidad solicitaron que pensáramos en más rutas alternativas para la Extensión de Everett Link. En respuesta a la petición, inicialmente incluimos dos alineaciones nuevas en nuestra evaluación de Nivel 2, una que fuera junto a la autopista I-5 y otra junto a la SR 99/ Evergreen Way, y presentamos nuestros hallazgos iniciales al Elected Leadership Group en septiembre de 2022. El ELG proporcionó las instrucciones de eliminar estas opciones de un estudio adicional, expresando la importancia de prestar servicio al área del Paine Field/Boeing Everett Manufacturing Industrial Center y las comunidades adyacentes, así como las preocupaciones sobre la inconsistencia con el plan de expansión del sistema.

¿Por qué Everett Link no se conecta con la terminal de pasajeros del aeropuerto Paine Field?

Queremos brindar conexiones directas a la terminal de pasajeros del Aeropuerto Paine Field, pero la logística es complicada. Hay muchas restricciones físicas y técnicas asociadas con la construcción de una estación y una vía cerca de un aeropuerto, pero hemos incluido la ubicación de una estación en el área del Southwest Everett Industrial Center que se acerca lo más posible al aeropuerto. Una conexión directa a la terminal de pasajeros del aeropuerto Paine Field es complicada por su ubicación entre varias pistas. La estación en Southwest Everett Industrial Center incluiría espacio para transporte a la terminal del aeropuerto y continuaremos trabajando con colegas para brindar las mejores conexiones a los principales destinos posibles.

¿Por qué es necesario tener una Unidad de operaciones y mantenimiento en esta área?

A medida que el servicio Link se expande con rutas y estaciones nuevas, Sound Transit necesita tener Unidades de Operaciones y Mantenimiento (OMF) para asegurarse de que haya capacidad para almacenar y dar servicio (por ejemplo, limpieza, almacenamiento y mantenimiento de vagones de tren, etc.) a la flotilla ampliada de trenes ligeros. La Unidad de Operaciones y Mantenimiento nueva debe ubicarse en un lugar estratégico para poder sostener el servicio Link ampliado y no puede ubicarse demasiado lejos de la línea. La OMF North servirá como una de las cuatro unidades de operaciones y mantenimiento ubicadas estratégicamente en la región (las otras tres OMF están ubicadas o planificadas en las regiones central, este y sur del área de servicio de Sound Transit).

¿Se llevará a cabo una revisión ambiental para este proyecto bajo la Ley Nacional de Política Ambiental (NEPA por sus siglas en inglés)?

Sí. Como agencia líder del proyecto bajo Ley de Política Ambiental del Estado de Washington (SEPA por sus siglas en inglés), Sound Transit tiene la intención de coordinar con la Administración de Tránsito Federal (FTA por sus siglas en inglés) sobre posibles fondos federales para el proyecto y la revisión del proyecto bajo NEPA. El proceso actual de determinación del alcance de la SEPA (2023) es parte de la planificación local, y la FTA podría basarse en él para futuras evaluaciones de la NEPA. Las decisiones tomadas en este proceso local de la determinación del alcance de la SEPA pueden revisarse en el proceso NEPA federal subsiguiente. La EIS del proyecto se preparará de conformidad con SEPA y NEPA.

Impactos en la comunidad

De acuerdo con sus mapas, mi propiedad está ubicada en el área de una ruta, estación y/o sitio potencial para la OMF Norte. ¿Cuándo se me informará si Sound Transit quiere comprar o usar mi propiedad?

Aún es pronto para saber exactamente cuáles propiedades podríamos tratar de comprar o usar. Sabremos más sobre si el proyecto requerirá la compra o el uso de una propiedad privada durante la fase de revisión ambiental. Si parece que su propiedad puede verse afectada, le notificaremos antes de publicar el Borrador de la EIS, actualmente programado para 2024/2025. Solo contamos con información preliminar sobre cómo esto podría afectar a las propiedades hasta que comencemos la fase de diseño del proyecto, que actualmente se estima tomará del 2026 al 2029. Daremos a los propietarios afectados una oportunidad razonable para responder a las ofertas durante la fase de diseño. Si usted vive, es propietario de una empresa o de una propiedad cerca de una posible ruta o estación, asegúrese de registrarse en nuestra lista para recibir correos electrónicos con noticias del proyecto y así estar al tanto de las actualizaciones.

¿El proyecto Everett Link Extension resultará en desplazamiento y gentrificación o elitización?

Los proyectos del tren ligero podrían causar el desplazamiento de habitantes o negocios de manera directa, a través de adquisiciones de propiedades (vea la pregunta anterior) o indirectamente, a través de la gentrificación.

Así que sí, el proyecto de Everett Link Extension podría resultar en una elitización porque llevar el tren ligero a cualquier área genera otros cambios, como una mejor infraestructura para bicicletas y peatones, desarrollo orientado al transporte público, y negocios y servicios nuevos. En conjunto, esto puede resultar en aumentos en los costos de vida y cambios en la cultura de la comunidad. Estos cambios pueden afectar a ciertas comunidades, como aquellas con menos riqueza, más que a otras, y estamos comprometidos a tener una participación equitativa que incluya las voces de estos miembros de la comunidad, así como escuchar sus necesidades.

Nuestro objetivo es brindar transporte de alta capacidad y los beneficios asociados a los habitantes y negocios actuales, y apoyar la cultura y la historia de la comunidad existente, mientras se equilibra el crecimiento anticipado y las necesidades de los futuros miembros de la comunidad. Es un tema complejo y desafiante que buscaremos abordar a medida que entendamos mejor los efectos potenciales del proyecto.

¿El proyecto afectará al medio ambiente?

Para evaluar la gama de alternativas, incluimos criterios relacionados con los recursos ambientales construidos y naturales para que podamos evitar daños importantes a esos recursos. Después de la fase de desarrollo de alternativas, como parte del proceso de revisión ambiental, Sound Transit evaluará más a fondo los impactos y beneficios de una alternativa preferida y otras alternativas en el entorno natural y construido, a través de una EIS. Para reducir los efectos ambientales negativos, Sound Transit implementará medidas de diseño, mejores prácticas de gestión y otras estrategias de mitigación a medida que surjan más detalles.

¿El proyecto Everett Link incluirá oportunidades para mejorar el acceso para peatones y ciclistas?

Este proyecto prevé tener adaptaciones para pasajeros que lleguen en diferentes modos de transporte, incluidos ciclistas y peatones. Nuestro objetivo es planificar, diseñar y construir nuestras estaciones con conexiones seguras y fáciles para las personas que caminan, andan sobre ruedas o en bicicleta, y trabajaremos con colegas para ampliar el acceso al sistema.

¿Cuándo habrá estacionamiento adicional en las estaciones de Everett Link?

La fecha prevista para la inauguración de Everett Link Extension es 2037 y anticipamos que se abrirán instalaciones de estacionamiento en Mariner Station y Everett Station en 2046. Cuando comience el servicio, los pasajeros del transporte público podrán acceder a Link a través de las conexiones de autobuses locales nuevas y existentes, y a través del estacionamiento para vehículos de pasajeros (park- and-ride) en las estaciones Everett, Ash Way y Mariner. Sound Transit también explorará formas de ampliar el cupo de espacios para estacionarse y brindar otras opciones de acceso a la estación antes de 2046, donde y cuando el presupuesto lo permita.

¿Cómo se verá afectado mi servicio de autobús local por este proyecto?

Algunas rutas podrían ver aumentos en el nivel del servicio y cobertura, mientras que otras podrían tener disminuciones. A pesar de algunos cambios probables, nuestro objetivo es ofrecer a los pasajeros más opciones y conexiones fluidas con otros proveedores de transporte público (como Community Transit, Everett Transit) y estamos trabajando con estos colegas del transporte para lograrlo. Además, el plan de expansión del sistema incluye:

- Autobuses de tránsito rápido Stride en I-405/SR 518 y SR 522/NE 145th
- Servicio de autobús Sound Transit Express

¿Tiene preguntas?

Contacte al Equipo de Relaciones con la Comunidad:
206-370-5533 o everettlink@soundtransit.org

Intérprete 800-823-9230

Español Tagalog русский язык
繁體 한국어 日本語 Tiếng Việt

401 S. Jackson St., Seattle, WA 98104
800-201-4900 / TTY: 711
Correo electrónico: main@soundtransit.org
Sitio web: soundtransit.org

Síganos:

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

Everett Link Extension

자주 묻는 질문

프로세스 및 일정

Everett Link Extension은 언제 서비스를 시작합니까?

저희는 2037년에 Everett 역에 운행 서비스를 개시할 수 있으리라 예상합니다. 이 목표에는 약 5억 달러의 추가 자금 및/또는 절감이 필요하며, 일정대로 서비스를 개통하기 위한 모든 방편들을 모색할 것입니다. 추가 자금을 확보하거나 프로젝트 비용을 줄일 수 없을 경우, Everett 역으로의 서비스는 2041년에 개통될 가능성이 높습니다. 이 경우 Southwest Everett Industrial Center 로의 서비스는 2037년까지 유지됩니다.

Sound Transit이 프로젝트를 완료하는 데 왜 그렇게 오래 걸립니까?

Everett Link Extension과 같은 경전철 프로젝트는 계획, 설계 및 건설에 시간(12~17년)이 걸립니다. 대중의 의견을 듣고, 지역 사회 파트너와 조정하고, 환경 검토를 수행하고, 지역 관할권과 일하고, 지리 및 지질을 탐색하고, 인허가를 마무리짓고, 재산을 취득하고, 건설 및 안전 테스트를 수행하는 등, 서비스가 개시되기 전까지 완료해야 할 작업이 많습니다.

soundtransit.org/everettlink에서 프로젝트 일정에 대한 자세한 정보를 확인하세요.

Sound Transit이 자전거 연결, 버스 정류장 및 인도와 같은 기존 기능을 기반으로 대안을 평가하는 이유는 무엇입니까? 지금부터 서비스 개시까지 상황이 달라지지 않을까요?

저희는 기존의 조건들과 각 역세권의 예상 성장을 바탕으로 평가합니다. 각 위치의 장단점을 일관성 있게 평가하기 위해 기존 데이터 및 사용 가능한 데이터를 기반으로 분석합니다. 이러한 조건은 시간이 지남에 따라 변경될 수 있으며 프로젝트 전반에 걸쳐 사용 가능한 최신 데이터를 사용합니다. 저희는 또한 대중 교통 및 지방 정부 파트너와 긴밀히 협력하여 인근 지역, 대중 교통, 보행자, 자전거 등이 역과 연결되는 방법을 파악합니다.

참여

지금 참여하는 것이 왜 중요합니까?

Everett Link Extension의 목표 개통일은 2037년이지만 설계 및 건설을 완료하는 데 약 10년이 걸릴 수도 있습니다. 이것은 저희가 역, 경로 및 Operations and Maintenance Facility (OMF) North의 위치에 대해 향후 몇 년 안에 결정을 내린다는 것을 의미합니다. 의사 결정 프로세스에서 귀하의 피드백은 도움이 됩니다. Sound Transit 이사회가 건설할 프로젝트를 일단 선택하게 되면 (2026년 예상), 이후로는 위치를 크게 변경할 수 없기 때문에 지금 참여하는 것이 중요합니다!

내 의견을 공유하거나 Everett Link Extension 프로젝트에 대해 자세히 알아보려면 어떻게 해야 합니까?

다음과 같은 다양한 방법으로 의견을 공유하실 수 있습니다.

- www.soundtransit.org/everettlink를 방문하여 최신 정보를 얻고 프로젝트에 참여하십시오.
- 공개 이벤트 중 하나 또는 인터랙티브(상호작용) 웹 사이트(everettlink.participate.online)에 참여하시어 피드백 및 현재 계획에 대한 의견을 나누어 주시고, 주요 결정 사항에 의견을 표명하십시오.
- 질문, 우려 사항 및 의견이 있으시면 everettlink@soundtransit.org로 이메일 하십시오.
- 프로젝트 라인 206-370-5533으로 전화하여 커뮤니티 참여 담당자와 대화하십시오.

저희는 중요한 결정을 내리기 전에 여러분이 주요 프로젝트 이정표에 참여할 수 있도록 수차례의 기회를 제공합니다. 저희는 포용적이고 공정하며 의미 있는 참여 기회를 만들고자 노력하며, 다양한 소통 경로를 통해 이러한 기회를 발표할 것입니다.

경로, 역 및 OMF North

현재 지도에 표시되지 않은 다른 역, 경로 및 Operations and Maintenance Facility North 위치를 조사했습니까?

유권자들이 2016년에 시스템 확장 계획을 승인했을 때, 이 계획에는 이 프로젝트를 위한 대중 교통 모드, 대략적인 경로, 역 수 및 일반 역 위치가 포함되었습니다. 또한 프로젝트의 목적과 요구를 충족할 수 있는 추가 정렬, 역 및 OMF North 위치 및 설계 구성을 식별하기 위한 출발점이었습니다.

프로젝트의 계획 단계에서 우리는 몇 가지 대안을 평가했으며 대중의 의견과 자문 그룹의 도움을 받아 환경 범위 지정 중에 공유되는 대안의 범위로 범위를 좁혔습니다. 범위 지정이 완료되면 Sound Transit Board는 초안 Environmental Impact Statement (EIS)에서 연구할 대안(및 가능한 선호 대안)을 식별합니다. 이러한 대안은 향후 대중 의견 수렴 기회와 함께 훨씬 더 자세한 분석을 거칠 것입니다.

경로 정렬이 Lynnwood에서 Everett까지 I-5를 완전히 따르지 않는 이유는 무엇입니까?

저희는 유권자가 승인한 시스템 확장 계획과 일치하는 경로 및 역 위치 대안을 평가하고 있습니다. Southwest Everett 산업 센터와 SR 99 및 Airport Road에 역을 배치하면 지역적으로 지정된 Paine Field/Boeing Everett 제조 산업 센터와 같은 지역 일자리 및 성장 센터를 연결하는 데 도움이 됩니다.

초기 범위 지정 기간 도중, 일부 이해 관계자와 커뮤니티 구성원들은 Everett Link 확장에 있어 더 많은 대체 경로를 고려해달라고 요청했습니다. 이에 대한 대응으로 초기에 저희는 레벨 2 평가에서 I-5 경로 및 SR 99/Evergreen Way 경로, 이렇게 두 개를 새롭게 조정했고, 2022년 9월 선출된 리더십 그룹에 초기 조사 결과를 제시했습니다. ELG는 Paine Field/Boeing Everett 제조 산업 센터 지역 및 인근에 서비스를 제공하는 것이 얼마나 중요한지 언급하며 더 이상의 연구에서 그것을 제외시키도록 지침을 내렸고, 또한 시스템 확장 계획의 불일치에 대한 우려를 표명했습니다.

Everett Link가 Paine Field 공항의 승객 터미널에 연결되지 않는 이유는 무엇입니까?

저희는 Paine Field 공항의 여객 터미널에 직접적인 연결을 제공하고 싶지만 물류는 복잡한 문제입니다. 공항 근처에 역과 안내로를 건설하려면 수많은 물리적 및 기술적 제약이 있지만, 저희는 역을 공항과 최대한 가깝게 연결하기 위해 Southwest Everett Industrial Center 지역을 포함시켰습니다. Paine Field Airport 여객 터미널로의 직접 연결은 여러 활주로 사이에 위치하기에 복잡할 것입니다. Southwest Everett Industrial Center의 역에는 공항 터미널로 가는 셔틀을 위한 공간이 포함될 것이며 가능한 한 주요 목적지로의 최상의 연결을 제공하기 위해 파트너와 계속 협력할 것입니다.

이 지역에 운영 및 관리 시설이 필요한 이유는 무엇입니까?

Link 서비스가 새로운 경로와 역으로 확장됨에 따라 Sound Transit은 확장된 경전철 차량을 저장하고 서비스(예: 열차 차량의 청소, 보관 및 관리 등)가 가능한 용량이 있는지 확인하기 위한 운영 및 관리 시설이 필요합니다. 확장된 Link 서비스를 지원하기 위해 새로운 운영 및 관리 시설은 경로에서 너무 멀리 떨어져 있으면 안 되며 전략적으로 위치해야 합니다. OMF North는 이 지역에서 전략적으로 위치한 4개의 운영 및 관리 시설 중 하나의 역할을 할 것입니다(다른 3 군데의 OMF는 Sound Transit 서비스 지역의 중앙, 동쪽 및 남쪽 지역에 위치하거나 계획되어 있음).

이 프로젝트에 대한 국가 환경 정책법(NEPA)에 따른 환경 검토도 있을 예정입니까?

예. Washington State Environmental Policy Act (SEPA)를 따르는 프로젝트의 주요 기관으로서 Sound Transit은 NEPA에 따른 프로젝트 검토 및 프로젝트에 대한 잠재적인 연방 자금 지원에 대해 Federal Transit Administration (FTA)와 조율할 계획입니다. 현재(2023) SEPA 범위 지정 프로세스는 지역 계획의 일부이며 FTA는 미래의 NEPA 평가를 위해 이 프로세스에 의존할 수 있습니다. 이 지역 SEPA 범위 지정 프로세스에서 내린 결정은 바로 이어지는 연방 NEPA 프로세스에서 재검토될 수 있습니다. 프로젝트 EIS는 SEPA와 NEPA를 모두 준수하여 준비됩니다.

지역 사회에 끼치는 영향

지도에 따르면 제 부동산은 OMF North의 잠재적인 경로, 역 및/또는 부지 지역에 있습니다. Sound Transit이 제 부동산을 구매하거나 사용하기를 원하는지 언제 알 수 있습니까?

저희가 정확히 어떤 부동산을 구매하거나 사용할지 아직은 알 수 없습니다. 저희는 환경 검토 단계에서 프로젝트가 사유 재산의 구매 또는 사용을 요구하는지 자세히 알아볼 것입니다. 귀하의 재산이 영향을 받을 수 있다고 판단되면 현재 2024/2025로 예정된 EIS가 게시되기 전에 알려드립니다. 저희는 현재 2026년에서 2029년까지로 예상되는 프로젝트의 설계 단계를 시작할 때까지 이것이 부동산에 어떤 영향을 미칠 수 있는지에 대한 예비 정보만 가지고 있습니다. 영향을 받는 부동산 소유자가 설계 단계에서 제안에 응답할 수 있도록 합리적인 기회를 제공할 것입니다. 잠재적인 경로 또는 대체 역 근처의 거주자, 사업체 또는 부동산 소유자라면 저희 이메일 목록에 가입하여 프로젝트 현황을 받아보십시오.

Everett Link Extension 프로젝트로 인해 이동 및 젠트리피케이션이 발생합니까?

경전철 프로젝트는 부동산 취득(이전 질문 참조)을 통해 직접적으로, 또는 젠트리피케이션을 통해 간접적으로, 주거지나 비즈니스를 이동시킬 가능성이 있습니다.

예, Everett Link Extension으로 모든 지역에 경전철이 도입되면 자전거 및 보행자 기반 시설 개선, 교통 중심 개발, 새로운 비즈니스 및 서비스와 같은 다른 변화들이 촉발되므로 젠트리피케이션을 초래할 수 있습니다. 이것이 누적되면 생활비가 늘어나고 지역 사회의 문화에 변화가 생길 수 있습니다. 이러한 변화는 다른 커뮤니티보다 자산이 적은 특정 커뮤니티에 더 많은 영향을 미칠 수 있습니다. 저희는 이러한 목소리와 요구에 귀를 기울이며 공평한 참여를 위해 최선을 다하고 있습니다.

저희의 목표는 현재 주민과 사업체들에게 고용량 대중 교통 및 혜택을 제공하고 기존 커뮤니티의 문화와 역사를 지원하는 동시에, 예상되는 성장과 미래 커뮤니티 구성원의 요구 사이에서 균형을 맞추는 것입니다. 저희는 프로젝트의 잠재적 영향을 더 잘 이해하는 한편, 이 복잡하고 어려운 문제를 해결하기 위해 노력할 것입니다.

프로젝트가 환경에 영향을 미칩니까?

대안의 범위를 평가하고 건축 자원 및 천연 환경 자원들이 막대한 피해를 입는 것을 방지하기 위하여 이와 관련된 범위를 포함시켰습니다. 대안 개발 단계에 이어 환경 검토 프로세스의 일부로 Sound Transit은 EIS를 통해 선호 대안 및 기타 대안이 건축 및 자연 환경에 미치는 영향과 혜택을 추가로 평가할 것입니다. 부정적인 환경 영향을 줄이기 위해, Sound Transit은 더 구체적인 사항이 논의되면 척도를 고안하고 최상의 관리를 수행하며 기타 완화 전략을 구현할 예정입니다.

Everett Link 역에 언제 추가 주차가 가능합니까?

Everett Link Extension의 목표 개통일은 2037년이며, 2046년에 Mariner Station과 Everett Station에 새로운 주차 시설이 완성될 것으로 예상합니다. 운행이 개시되면 대중교통 이용자는 기존 및 신규 지역 버스 연결과 Everett, Ash Way 및 Mariner 역의 기존 주차 및 승차 시설을 통해 Link에 액세스할 수 있습니다. Sound Transit은 또한 2046년 이전에 예산이 허용하는 장소와 시기에 주차 가용성을 확장하고 다른 역으로의 접근 옵션을 제공하는 방법을 모색할 것입니다.

Everett Link로 인해 보행자 및 자전거 타는 사람들의 이동 또한 개선됩니까?

이 프로젝트는 자전거, 보행자 및 다양한 방법으로 도착하는 사람들을 위한 편의 시설을 구상합니다. 자전거나 스쿠터, 휠체어 등에 타거나 걸어 다니는 사람들이 안전하고 쉽게 다닐 수 있도록 역을 계획, 설계 및 건설하는 것을 목표로 하며 파트너와 협력하여 시스템 접근성을 확장할 것입니다.

이 프로젝트는 내 지역 버스 서비스에 어떤 영향을 미칩니까?

이 프로젝트는 버스 운행 서비스에 영향을 미치지만, 계획 초기 단계에서는 아직 구체적인 변경 사항을 알 수 없습니다. 일부 노선에서 서비스 수준과 적용 범위가 늘어나는 반면, 다른 노선은 줄어들 수 있습니다. 이러한 일부 변경 가능성에도 불구하고 탑승자가 더 많은 옵션을 가지고 다른 대중교통 제공업체(예: Community Transit 및 Everett Transit)와 원활하게 연결되도록 돕는 것이 저희의 목표이며 이를 실현하기 위해 대중교통 파트너와 협력하고 있습니다. 또한 시스템 확장 계획에는 다음이 포함됩니다.

- I-405/SR 518 및 SR 522/NE 145번가의 Stride 버스 래피드 트랜짓
- Sound Transit Express 버스 서비스

질문이 있으신가요?

저희 지역 사회 참여 팀에게 연락주십시오:
206-370-5533 로 전화 주시거
everettlink@soundtransit.org 이메일 하십시오.

통역사 800-823-9230

Español Tagalog русский язык
繁體 한국어 日本語 Tiếng Việt

401 S. Jackson St., Seattle, WA 98104
800-201-4900 / TTY: 711
이메일: main@soundtransit.org
웹 사이트: soundtransit.org

대체 형식의 정보:
800-201-4900 / TTY: 711
이메일: accessibility@soundtransit.org

팔로우 하세요:

Everett Link Extension

Часто Задаваемые Вопросы

Процесс и расписание

Когда мы сможем пользоваться услугами Everett Link Extension?

Мы надеемся, что сможем открыть станцию Everett в 2037 году. Это целевое расписание требует около $500 миллионов в дополнительном финансировании и/или экономии, и мы сделаем все возможное, чтобы начать услуги согласно данному расписанию. Если мы не сможем получить дополнительное финансирование или сократить стоимость проекта, станция Everett скорее всего начнет работу в 2041 году. Однако услуги до Southwest Everett Industrial Center все-равно начнутся в 2037 году.

Почему Sound Transit необходимо столько времени, чтобы завершить проект?

Обычно планирование, проектирование и строительство таких проектов наземного метрополитена как Everett Link Extension занимает продолжительное временя (12–17 лет). Нам предстоит решить большое количество задач между настоящим временем и моментом открытия услуг, включая сбор общественного мнения, координирование наших действий с общественными партнерами, проведение экологической экспертизы, сотрудничество с местной юриспруденцией, обхождение подводных камней географии и геологии, финализацию разрешений на строительство, приобретение земельной собственности и проведение проверок стройки и безопасности. Вы можете найти больше информации о расписании проекта на soundtransit.org/everettlink.

Почему Sound Transit проводит анализ альтернатив основываясь на существующих характеристиках, таких как возможность пользования велосипедами, автобусных остановках, а также пешеходных тротуарах? Неужели они не поменяются между данным моментом и моментом открытия?

Наш анализ основывается на существующих обстоятельствах и прогнозируемом росте на территории каждой станции. Анализ проводится исходя из существующих и доступных данных, чтобы гарантировать последовательность при оценивании компромиссов различных расположений. Со временем данные обстоятельства скорее всего изменятся, поэтому мы будем использовать самую свежую и доступную информацию во время всей нашей работы над проектом. Мы также тесно сотрудничаем с партнерами в транспортном и местном руководстве над определением того, как станции впишутся в общины, включая транспортные, пешеходные и велосипедные сообщения.

Задействование Общественности

Почему мое текущее задействование в проекте считается важным?

Несмотря на то, что целевой датой открытия Everett Link Extension является 2037 год, завершение дизайна и строительства может занять около 10 лет. Это означает, что мы будем принимать решения в течение последующих нескольких лет о том, где будут располагаться станции, маршруты и Operations and Maintenance Facility (OMF) North. На данный момент ваше участие поможет нам принять во внимание ваше мнение во время процесса принятия решения. Скорее всего расположения не смогут быть значительно изменены после того, как Совет Sound Transit выберет строительный проект (приблизительно в 2026 году), поэтому ваше текущее участия является очень важным!

Как я могу поделиться своим мнением или больше узнать о проекте Everett Link Extension?

Существует множество способов поделиться с нами вашим мнением, включая:

- Посетив наш вебсайт www.soundtransit.org/everettlink, чтобы оставаться в курсе событий и принимать участие в проекте.
- Присоединившись к одному из наших общественных мероприятий или к нашему интерактивному вебсайту по адресу everettlink.participate.online для возможности поделиться мнением, комментарием о текущих планах, а также чтобы озвучить ваше мнение во время принятия ключевых решений.
- Поделившись вопросами, проблемами и/или комментариями на everettlink@soundtransit.org.
- Позвонив на линию проекта по телефону 206-370-553, чтобы поговорить со специалистом по работе с общественностью.

Во время ключевых моментов проекта и до принятия ключевых решений мы обычно предоставляем дополнительные способы для участия. Мы стараемся создать как можно больше инклюзивных, равноправных и значимых возможностей для вовлечения в проект общественности, и мы объявляем о них на разнообразных каналах коммуникации.

Маршруты, станции и OMF North

Рассматривали ли вы другие маршруты, расположения станций и Operations and Maintenance Facility (OMF) North, которые не показаны на текущих картах?

В 2016 году избиратели одобрили план расширения системы, состоящий из переходного режима, приблизительного маршрута, количества и общего расположения станций проекта. Таже он был начальной точкой для определения дополнительных корректировок, расположения и правильной комплектации станций и OMF North, которые могли бы соответствовать задачам и нуждам проекта.

На этапе планирования проекта мы анализировали несколько альтернатив, затем при помощи общественности и консультативных групп, мы сузили их до набора альтернатив, о котором мы огласили во время определения объема работ по охране окружающей среды. Как только оценка работы будет завершена, Совет Sound Transit определит альтернативы – и возможно даже предпочитаемую альтернативу - для изучения в Черновике Environmental Impact Statement (EIS). Эти альтернативы подвергнуться более тщательному анализу с возможностями для будущих комментариев публики.

Почему маршрут не проходит полностью вдоль I-5 от Lynnwood до Everett?

Мы анализируем альтернативные расположения маршрутов и станций, которые соответствуют, одобренному избирателями, плану расширения системы. Расположение станций в Southwest Everett Industrial Center и SR 99 и Airport Road, поможет нам соединить региональные работы с растущими центрами, такими как регионально значимый Paine Field/Boeing Everett Manufacturing Industrial Center.

Во время первичного определения объема работ некоторые заинтересованные лица и члены общественности попросили нас рассмотреть дополнительные альтернативные маршруты Everett Link Extension. Согласно данному запросу, мы изначально включили в анализ Уровня 2 две новые комбинации, одна - вдоль I-5, а другая - вдоль SR 99/ Evergreen Way, затем в сентябре 2022 мы поделились нашими первичными находками с Elected Leadership Group. ELG посоветовала удалить их из дальнейшего рассмотрения, выражая важность необходимости обслуживания территории Paine Field/Boeing Everett Manufacturing Industrial Center, а также примыкающих к нему общин, и указывая на проблемы несостыковки с планом расширения системы.

Почему Everett Link не доходит до пассажирского терминала в Paine Field Airport?

Мы хотим предоставить прямое сообщение с пассажирским терминалом в Paine Field Airport, но воплотить наше желание в жизнь является достаточно сложным процессом. Существует очень много физических и технических ограничений, которые идут в руку со строительством станции и путей возле аэропорта, поэтому мы расположили станцию на территории Southwest Everett Industrial Center, которая находится очень близко к аэропорту. Из-за месторасположения между несколькими взлетными полосами прямое сообщение с пассажирским терминалом в Paine Field Airport будет очень сложным заданием. Станция в Southwest Everett Industrial Center будет включать в себя место для такси до терминала, также мы будем продолжать сотрудничать с партнерами для предоставления самых удобных сообщений с важными пунктами назначения.

Почему необходимо строительство объекта по эксплуатации и обслуживания на данной территории?

С ростом услуг Link и добавлением новых маршрутов и станций, Sound Transit считает объекты по эксплуатации и обслуживанию метрополитена необходимостью для гарантии достаточной вместимости, хранения и обслуживания (например: чистка, хранение и обслуживание вагонов и т.д.) растущего парка наземного метрополитена. Для поддержки растущих услуги Link расположение нового объекта по эксплуатации и обслуживания должно быть стратегическим, и не может находиться слишком далеко от путей. OMF North будет одним из четырех стратегически располагающихся объектов по эксплуатации и обслуживанию метрополитена в регионе (оставшиеся три OMF располагаются или планируются в центральном, восточном и южном регионах зоны обслуживания Sound Transit).

Будет ли проводиться экологическая экспертиза для этого проекта согласно National Environmental Policy Act (NEPA)?

Да. Как ведущее агентство данного проекта согласно Washington State Environmental Policy Act (SEPA), Sound Transit намеревается работать с Federal Transit Administration (FTA) над потенциальным получением федерального финансирования для этого проекта и экспертизы проекта согласно NEPA. Текущий (2023) процесс определения объема работ SEPA является частью местного планирования, и FTA может полагаться на него в будущих анализах NEPA. Решения принятые в местном процессе определения объема работ SEPA могут быть пересмотрены в последующих федеральных процессах NEPA. EIS проекта будет подготовлено в согласии с SEPA и NEPA.

Влияние на Общины

Согласно вашим картам, моя собственность находится на территории потенциального маршрута, станции или расположения OMF North. Когда я узнаю, если Sound Transit захочет купить или воспользоваться моей собственностью?

Еще очень рано с уверенностью сказать какую именно земельную собственность нам придётся приобретать или использовать. Мы узнаем подробности о том, нужно ли будет проекту приобретать или использовать частную земельную собственность на этапе экологической экспертизы. Если окажется, что ваша собственность может оказаться под влиянием проекта, мы оповестим вас до публикации Черновик EIS, которая ожидается в 2024/2025 году. На данный момент мы обладаем предварительной информацией о том, как данный проект может повлиять на земельную собственность, и это будет оставаться неизменным до начала этапа дизайна проекта, который на данный момент ожидается между 2026 и 2029 годом. Во время этапа дизайна мы предоставим владельцам подобной собственности приемлемую возможность отреагировать на предложения. Если вы являетесь резидентом, владельцам малого бизнеса или земельной собственности возле потенциального альтернативного маршрута или станции, убедитесь, что вы находитесь в курсе событий и новостей проекта зарегистрировавшись для получение наших новостных рассылок.

Будет ли данный проект иметь негативное влияние на экологию?

Мы включили критерии для анализа набора альтернатив, относящиеся к ресурсам как построенной, так и природной окружающей среды, чтобы мы, по возможности, могли избежать любого серьезного урона данным ресурсам. После этапа разработки альтернатив, в рамках процесса экологической экспертизы, Sound Transit будет продолжать анализировать положительные и отрицательные последствия предпочитаемой альтернативы и других альтернатив на построенную и природную окружающую среду при помощи EIS. Для уменьшения негативных экологических последствий Sound Transit внедрит меры дизайна, лучшие процессы управления и другие смягчающие стратегии, как только мы будем знать больше конкретных подробностей.

Будет ли переселение и джентрификация результатами проекта Everett Link Extension?

Проекты наземного метрополитена имеют потенциал переселения резидентов или перемещения бизнеса на прямую при приобретении земельной собственности (смотрите предыдущий вопрос) или косвенно при джентрификации.

Так что, да, Everett Link Extension может закончиться джентрификацией, так как появление наземного метрополитена на любой территории вносит определенные изменения, такие как улучшенная инфраструктура для пешеходов и велосипедистов, строительство, сосредоточенное вокруг развития общественного транспорта, а также новый бизнес и услуги. В совокупности это может закончиться увеличением стоимости проживания и изменением культуры общины. Эти изменения могут повлиять на определенные общины, например общины с низким уровнем зажиточности пострадают больше, чем другие. Однако мы стараемся предоставить равноправные возможности задействования в проекте, которое включает и эти голоса, также мы хотим услышать их нужды.

Нашей целью является создание общественного транспорта с высокой вместимостью и положительными сторонами для текущих резидентов и бизнеса, одновременно поддерживая существующие культуру и историю общины, а также балансируя ожидаемый рост и нужды будущих членов общины. Эта сложная и комплексная проблема, над решением которой мы будем работать, как только начнем лучше понимать потенциальные последствия проекта.

Влияние на Общины

Когда станции Everett Link будут предлагать дополнительные парковочные места?

Целевая дата начала услуг Everett Link Extension – 2037 год, и мы ожидаем, что новые парковочные объекты будут открыты на станциях Mariner и Everett в 2046 году. С началом услуг пассажиры смогут добираться до Link при помощи существующих и новых местных автобусных сообщений, а также – существующих объектах парк-энд-райд на станциях Everett, Ash Way и Mariner. При наличии бюджета Sound Transit будет также рассматривать способы расширения парковочных возможностей и предоставления других способов доступа к станциям до 2046 года.

Будет ли Everett Link предлагать возможности для улучшения инфраструктуры для пешеходов и велосипедистов?

Этот проект предполагает удобства для пассажиров, прибывающих на станцию любым способом, включая велосипедистов и пешеходов. Мы стараемся спланировать, спроектировать и построить наши станции с безопасным и удобным доступом для людей на роликах, велосипедах или просто для пешеходов, также мы будем работать с нашими партнерами над улучшение доступа к системе.

Как этот проект повлияет на услуги местных автобусов?

Этот проект точно повлияет на услуги местных автобусов, однако мы еще не знаем как именно, так как мы находимся на раннем этапе планирования. Некоторые маршруты увидят увеличение объема услуг и территории покрытия, одновременно с этим другие маршруты – уменьшение. Несмотря на изменения, мы ставим перед собой цель предлагать пассажирам разнообразные и удобные сообщения с другими поставщиками услуг общественного транспорта (такими как, Community Transit и Everett Transit) и мы работаем с этими партнерами над воплощением нашей цели в жизнь. Также план расширения системы включает:

- Услуги быстрого пассажирского автобуса Stride на I-405/SR 518 и SR 522/NE 145th
- Услуга экспресс автобуса Sound Transit

Вопросы?

Обратитесь к нашей Команде по Работе с Общественностью:
206-370-5533 or everettlink@soundtransit.org

Переводчик 800-823-9230

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Имейл: main@soundtransit.org
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Информация в других форматах:
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Имейл: accessibility@soundtransit.org

Подпишитесь:

APPENDIX P

Property Owner Folio

Construction: 2030 to 2036

How could my property be affected during the construction phase?

Major construction can be disruptive, which is why Sound Transit is committed to being a good neighbor. Throughout the construction phase, there are dedicated Community Engagement staff available to answer questions and address needs, as well as a 24/7 construction hotline service.

Project contractors follow standard requirements when working in your neighborhood and community, including:

- ✓ Maintaining a safe, clean and secure worksite.
- ✓ Maintaining access to homes and businesses.
- ✓ Minimizing noise and lighting disruptions.
- ✓ Minimizing parking disruptions from construction equipment and vehicles.

Sound Transit will continue the acquisition process based on the properties and access required by the construction timeline. Properties needed for the project may be acquired in stages to accommodate the project schedule. Sound Transit will work with property owners and tenants throughout construction to minimize potential property access issues.

Learn more and subscribe to project emails:

soundtransit.org/everettlink.participate.online

Contact us
everettlink@soundtransit.org or 206-370-5533

Helpful resources
soundtransit.org/residential-property | soundtransit.org/business-property

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January 2023

Everett Link Extension

Property owners and light rail expansion

Sound Transit executes Link light rail projects in three main phases — planning, design and construction. Find out how we work with owners of potentially affected properties during each phase of the project and what to expect in terms of your property.

What to expect

SOUNDTRANSIT / Powering progress

Planning: 2021–2026

How could my property be affected during the planning phase?

As Sound Transit begins planning a project, crews conduct fieldwork, land surveys and limited testing in the project corridor. Most of this work will be within existing public rights-of-way, but in some cases, we may ask to complete this work on private properties. Fieldwork during the planning phase could include visually inspecting property, photographing property and/or building(s), measuring building(s), reviewing property records and files, and developing building sketches. In limited cases, work might involve initial property surveys, including groundwater sampling, wetland delineations and, in rare cases, geotechnical borings.

If we find that access to your property would help the project planning work, Sound Transit will send the property owner a letter along with a Right-of-Entry request. An ROE is a voluntary agreement to be signed by both the property owner and Sound Transit, giving agency representatives access to the property for specific purposes. We'll work with each landowner ahead of time to minimize disruptions to owners, tenants and occupants, and we'll restore any affected properties to prior conditions.

When will I know if my property is needed for the project?

As preliminary design progresses, through the environmental review process, Sound Transit will identify properties potentially needed for the project in the Draft Environmental Impact Statement (EIS). But we'll contact owners whose property may be acquired under any of the alternatives considered before we publish the Draft EIS, and again before the Final EIS.

As part of the environmental review, Sound Transit will perform early engineering, conduct feasibility studies and prepare an EIS and we'll learn more about potential effects on properties. But we won't typically know exactly how your property will be affected until the final design phase, after we publish the Final EIS and the Sound Transit Board selects the project to be built, which is expected to happen in or around 2026.

What happens if Sound Transit identifies my property as a potential acquisition?

Notification of potential impact does not mean we've decided to purchase your property. But it does mean there's a possibility Sound Transit would need to acquire your property at a later project phase.

As we refine project design, we'll continue updating our list of potentially affected properties. We won't make final determinations on which properties to purchase until after the Final EIS is complete and the Sound Transit Board makes their decision on the project to be built.

Sound Transit has specific policies and procedures that describe how the agency will work with property and landowners throughout the acquisition process.These are summarized below. We follow state law and federal guidelines in our property acquisition process; including the Uniform Relocation Assistance and Real Property Acquisition Policies Act.

The Sound Transit comprehensive acquisition program is designed to treat affected property owners and tenants fairly, minimize hardships, and maintain communications with all parties involved. minimize hardships and maintain communications with all parties involved.

*We hope to open service to Everett Station in 2037. This target schedule requires an estimated $500 million in 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 and service to Southwest Everett Industrial Center will still open in 2037. The Operations and Maintenance Facility North is planned to open in 2034. All dates subject to change.

Design: 2026–2029

How could my property be affected during the design phase?

Sound Transit will complete additional soil condition and groundwater level testing, conduct more in-depth field surveys, and locate utilities. Once again, much of this work will take place in public rights-of-way, but if we require access to your property, Sound Transit will send you a letter along with a voluntary Right-of-Entry request. We'll work to minimize disruptions to property owners, tenants and occupants during this work and restore any affected properties to prior conditions.

Sound Transit identified my parcel or property for acquisition. Now what?

Several steps must take place even before Sound Transit can begin the acquisition process, including:

- Identifying the type of acquisition (i.e. full or partial acquisition, temporary or permanent easement or access).
- Officially notifying property owners that their property is being considered by the Sound Transit Board and providing the date of Board meeting.
- Preparing property information for Sound Transit Board review and approval.

Once approved for acquisition, Sound Transit will begin the property acquisition process, which follows these steps:

- Appraisal conducted by an independent appraiser.
- Appraisal review by Sound Transit for completeness and accuracy and to determine compensation for property.
- Sound Transit submittal of written offer with copy of the reviewed appraisal to the property owner.
- Property owners given reasonable opportunity to consider and respond to the offer.
- Conclusion of property purchase.

Sound Transit will make reasonable efforts to acquire real property expeditiously through voluntary agreements based on appraised fair market value.

I own an affected property. What services can I expect?

Residential owners: Sound Transit provides relocation advisory and monetary assistance by reimbursing for moving and replacement housing expenses. A qualified relocation advisor will determine need, explain benefits, provide current housing inventories and offer assistance and advice with filing claims.

Business owners: Sound Transit provides moving reimbursement, relocation services and referrals for replacement properties, move planning, claims assistance and additional resources. Eligible moving and related expenses include transportation, packing/unpacking, disconnecting/reinstalling equipment, storage if necessary, insurance during the move, and reimbursement for search costs and reestablishment expenses.

I'm a tenant on an affected property. What support and compensation can I expect?

Residential tenants: Sound Transit provides relocation advisory and monetary assistance by reimbursing for moving and replacement housing expenses. Relocation advisory services are provided by a qualified agent who will determine need, explain benefits, provide current housing inventories, and offer assistance and advice with filing claims.

Business tenants: Sound Transit provides relocation advisory and monetary assistance for moving-related, site search and reestablishment expenses. The level of benefits and advisory services may be different for each displaced person depending on the complexity of the business operation.

APPENDIX Q

Community Guide to Alternatives Development

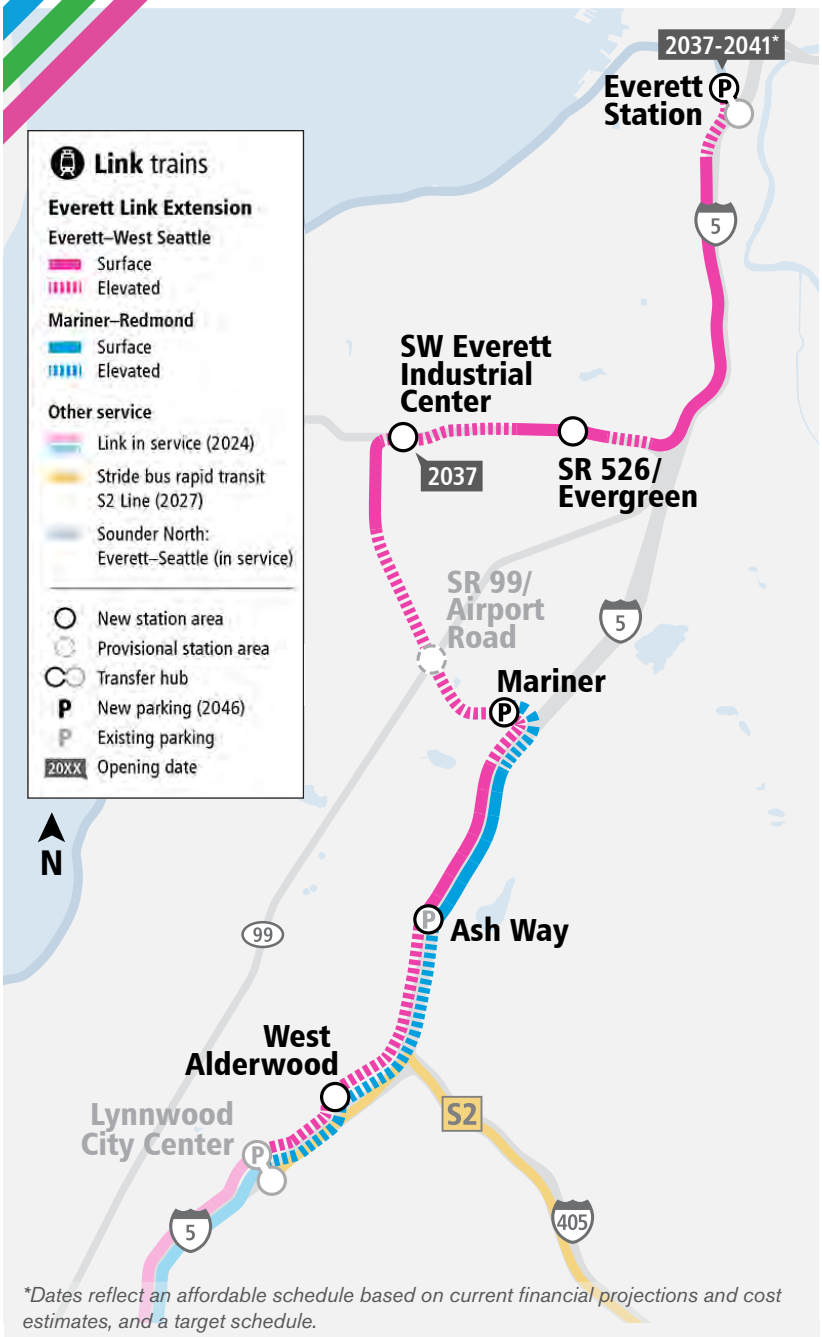
English

Spanish

Korean

Russian

Everett Link Extension



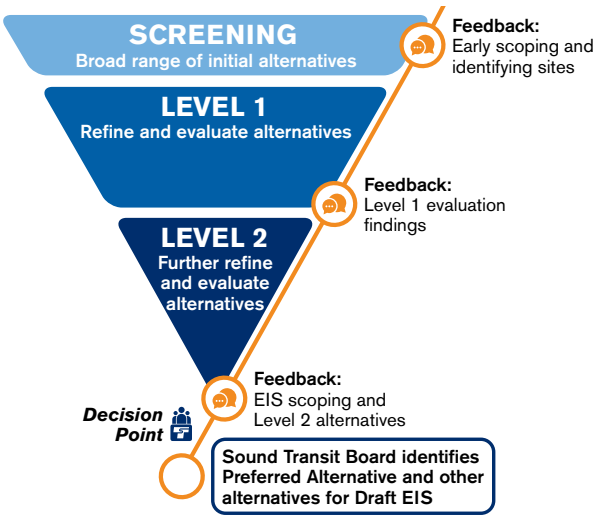
*Dates reflect an affordable schedule based on current financial projections and cost estimates, and a target schedule.
See project timeline and milestones (next page) for more details.

Learn more about the project and subscribe to email updates:

soundtransit.org/everettlink

Guide to Alternatives Development

The first step of this project is the alternatives development phase, where we identify and evaluate a range of alternatives and invite comments from the public, agencies and Tribes before we proceed with environmental review, likely through an Environmental Impact Statement. As part of the alternatives development phase, Sound Transit will explore alternative alignment, station, and Operations and Maintenance Facility North locations and design configurations that could meet the project's purpose and need.



How is a preferred alternative identified?

A broad range of alternatives are evaluated during screening. Alternatives that meet the project's purpose and need advance to Level 1. In Level 1, alternatives are refined and evaluated in greater detail to identify comparative tradeoffs. The public provides feedback that helps determine which alternatives advance to Level 2.

In Level 2, we will consider and evaluate end-to-end alternatives in greater detail and develop conceptual design to provide further comparisons and illustrate tradeoffs between alternatives. Based on the technical information from Level 1 and Level 2 evaluations, and input from the community and stakeholder groups, the Sound Transit Board is expected to identify a preferred alternative and other alternatives for further design and environmental review.

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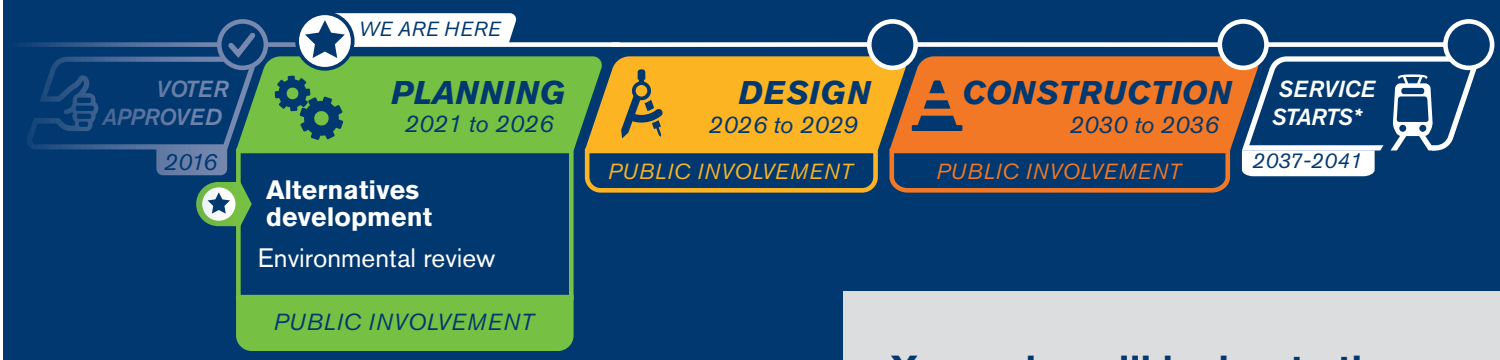
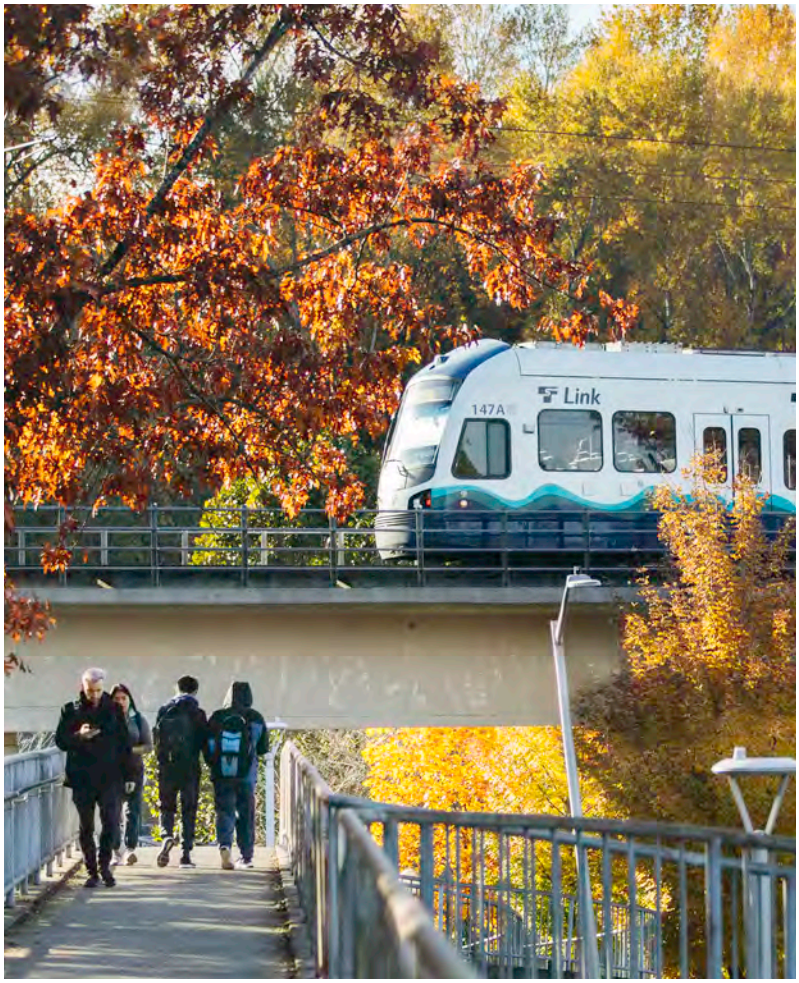
Project timeline



*The target schedule for opening OMF North is 2034.



Questions?

Contact our Community Outreach team:

Call us at 206-370-5533

Email us at everettlink@soundtransit.org

Mail us at Everett Link Extension Project
c/o Community Outreach team, Sound Transit
401 S. Jackson St., Seattle, WA 98104

Your voice will be key to the success of Everett Link

Your input is key to the project's success and is very influential during this planning phase. The Sound Transit Board will make decisions in the next few years that will influence stations, routes and other features that will affect communities for decades. Your feedback now will help the Board make the decisions that will impact your community.

About the project

The Everett Link Extension project will provide fast, reliable light rail connections from Lynnwood City Center to Everett Station, helping to connect communities to housing and jobs throughout the region. The project includes an operations and maintenance facility to support the future Link extension to Everett and the regional network. The Everett Link project is large, complex and will connect communities throughout Snohomish County.

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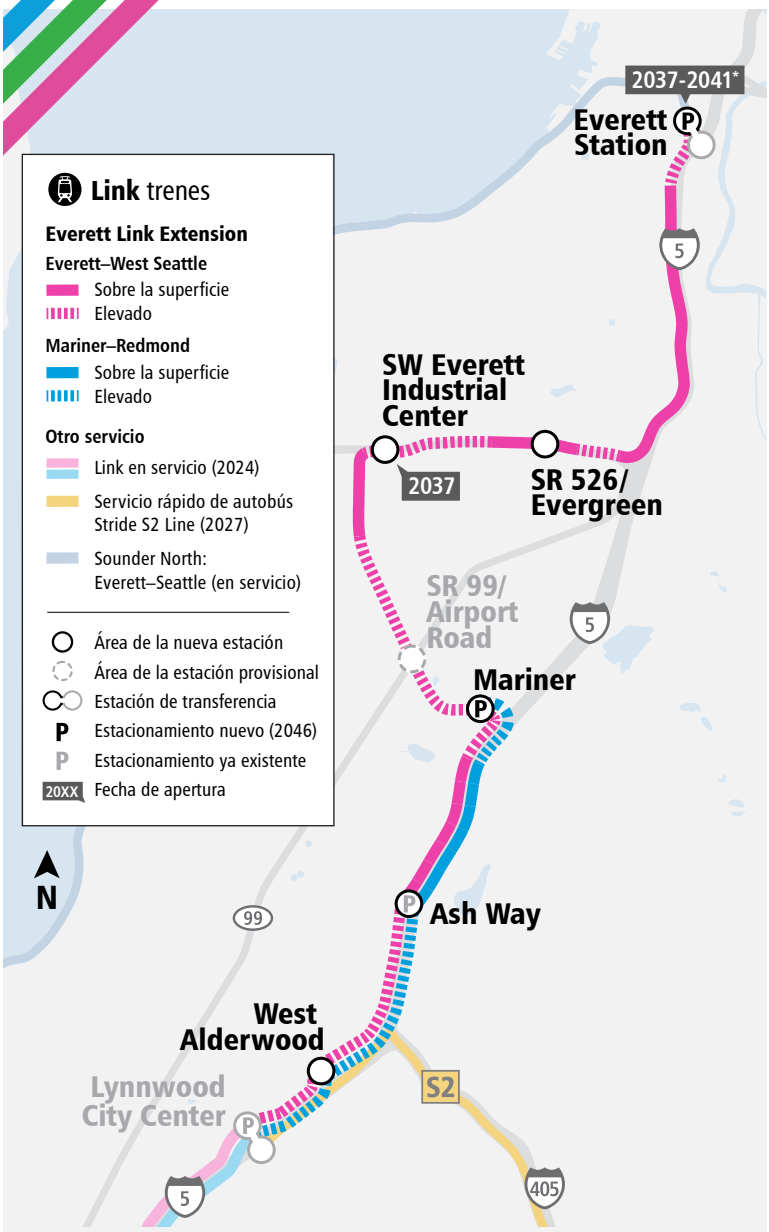


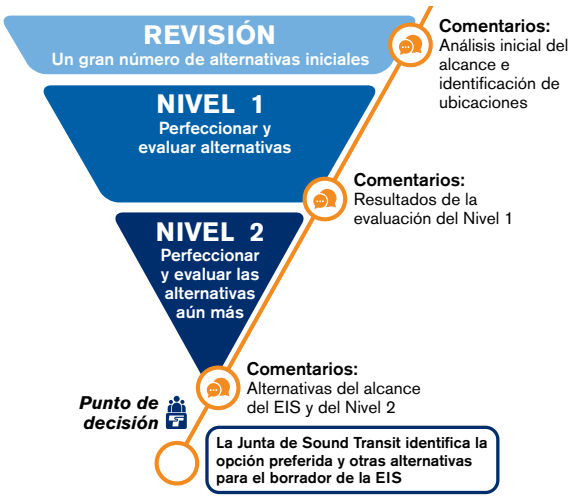
**Las fechas reflejan un calendario razonable basado en proyecciones financieras actuales y estimaciones de costos, y un programa objetivo. Consulte la cronología y los objetivos del proyecto (en la siguiente página) para obtener más detalles.*

Obtenga más información sobre el proyecto y suscríbase para recibir noticias por correo electrónico en:

soundtransit.org/everettlink

Guía para el desarrollo de alternativas

El primer paso de este proyecto es la fase para desarrollar alternativas, donde identificamos y evaluamos diferentes opciones e invitamos al público, agencias y tribus a que compartan sus comentarios antes de proceder con la revisión ambiental, probablemente a través de una Environmental Impact Statement (Declaración de impacto ambiental, EIS). Como parte de la fase de desarrollo de alternativas, Sound Transit analizará alineaciones posibles, estaciones y ubicaciones para la OMF North (Unidad de Operaciones y Mantenimiento) y configuraciones de diseño que podrían cumplir con el propósito y la necesidad del proyecto.



¿Cómo identificamos a una alternativa preferida?

Se evalúa una gran variedad de alternativas durante la revisión. Las alternativas que cumplan con el propósito y necesidades del proyecto avanzan al Nivel 1. En el Nivel 1, las alternativas se refinan y se evalúan con mayor detalle para identificar las compensaciones relativas. El público proporciona comentarios que ayudarán a determinar cuáles son las alternativas que avanzan al Nivel 2.

En el Nivel 2, tomaremos en cuenta y evaluaremos las alternativas de principio a fin con con mayor detalle. Luego, desarrollaremo diseños conceptuales para proporcionar más comparaciones e ilustrar las compensaciones entre las alternativas. De acuerdo con la información técnica de las evaluaciones del Nivel 1 y del Nivel 2, así como de los aportes de la comunidad y de los grupos de partes interesadas, la Junta de Sound Transit identificará una alternativa preferida y otras alternativas para un diseño y revisión ambiental adicionales.

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Calendario del proyecto

*Tenemos previsto inaugurar el OMF North en el año 2034.

Su voz es fundamental para el éxito de Everett Link

Su opinión es clave para el éxito del proyecto y será de mucha influencia aún durante esta fase de planificación. La Junta de Sound Transit tomará decisiones en los próximos años que influirán en las estaciones, rutas y otras características que afectarán a las comunidades por décadas. Una vez que la Junta de Sound Transit seleccione el proyecto que se va a construir, es poco probable que la alineación del proyecto, las estaciones y la ubicación de la OMF North cambien mucho. Que proporcione su opinión en estos momentos ayudará a la Junta de Sound Transit a tomar las decisiones que afectarán a su comunidad.

Información del proyecto

El proyecto Everett Link Extension proporcionará conexiones de tren ligero rápidas y confiables desde el centro de la ciudad de Lynnwood hasta Everett Station, lo que ayudará a que las comunidades se conecten con viviendas y empleos en toda la región. El proyecto incluye una unidad de operaciones y mantenimiento para respaldar la futura extensión de Link a Everett y a la red regional. El proyecto Everett Link es grande, complejo y conectará a las comunidades en todo el condado de Snohomish.

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¿Preguntas?

Póngase en contacto con nuestro equipo de Community Engagement (participación comunitaria):

Llámenos al 206-370-5533

Envíenos un correo electrónico a everettlink@soundtransit.org

Escríbanos a nuestra dirección postal:
Everett Link Extension Project c/o Community Outreach team, Sound Transit, 401 S. Jackson St., Seattle, WA 98104

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Correo electrónico: main@soundtransit.org
Sitio web: soundtransit.org

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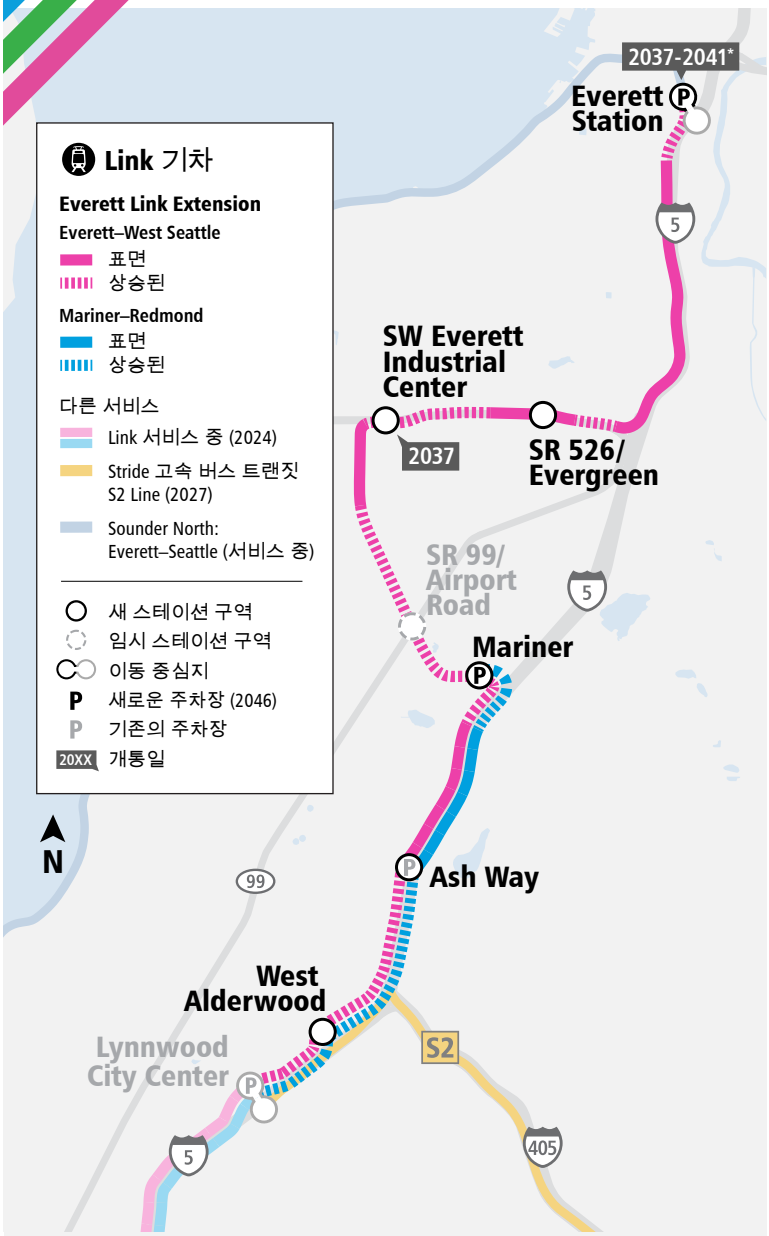
Everett Link Extension



*날짜는 현재 재무 예측 및 비용 견적을 바탕으로 감당할 수 있는 일정 및 목표 일정을 반영합니다.
자세한 내용은 프로젝트 연대표 및 이정표(다음 페이지)를 참조하십시오.

프로젝트에 대해 자세히 알아보시고 이메일 업데이트를 구독하십시오 :

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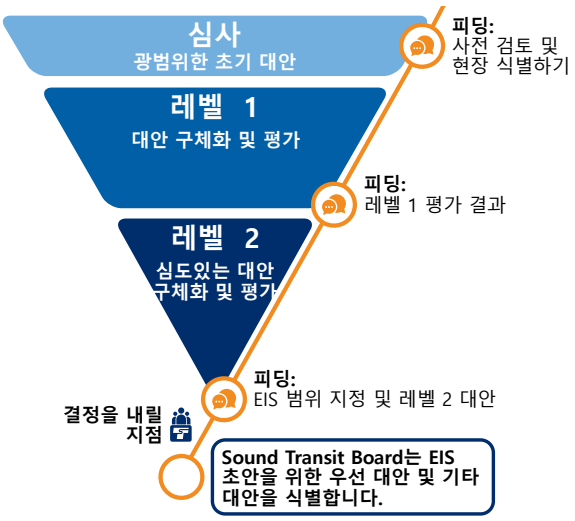
대안 개발 가이드

이 프로젝트의 첫 번째 단계는 대안 개발 단계로, 다양한 대안을 식별 및 평가하고 Environmental Impact Statement를 통해 환경 검토를 진행하기 전에 대중, 기관 및 부족의 의견을 수렴합니다. 대안 개발 단계의 일환으로 Sound Transit은 프로젝트의 목적과 필요를 충족할 수 있는 대안적인 선형, 역, OMF North 위치 및 설계 구성을 탐색할 것입니다.



선호되는 대안을 어떻게 식별합니까?

선별 과정에서 광범위한 대안이 평가됩니다. 프로젝트의 목적을 충족하고 필요로 하는 대안은 레벨 1로 진행합니다. 레벨 1에서 대안은 비교를 통한 균형을 알아내기 위해 더 세부적으로 개선되고 평가됩니다. 대중은 어떤 대안이 레벨 2로 나아갈지 결정하는 데 도움이 되는 피드백을 제공합니다.

레벨 2에서는 시작부터 끝까지 대안을 더 자세히 고려 및 평가하고 개념 설계를 개발하여 추가 비교를 제공하고 대안 간의 균형을 설명합니다. 레벨 1 및 레벨 2 평가의 기술 정보 및 커뮤니티 및 이해 관계자 그룹의 의견을 바탕으로, Sound Transit Board는 추가 설계 및 환경 검토를 위해 선호하는 대안 및 기타 대안을 골라냅니다.

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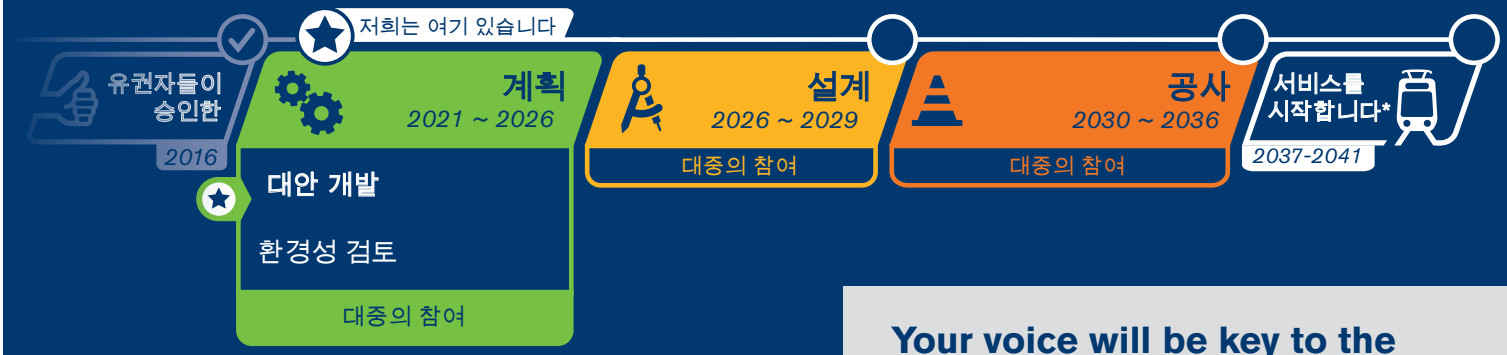
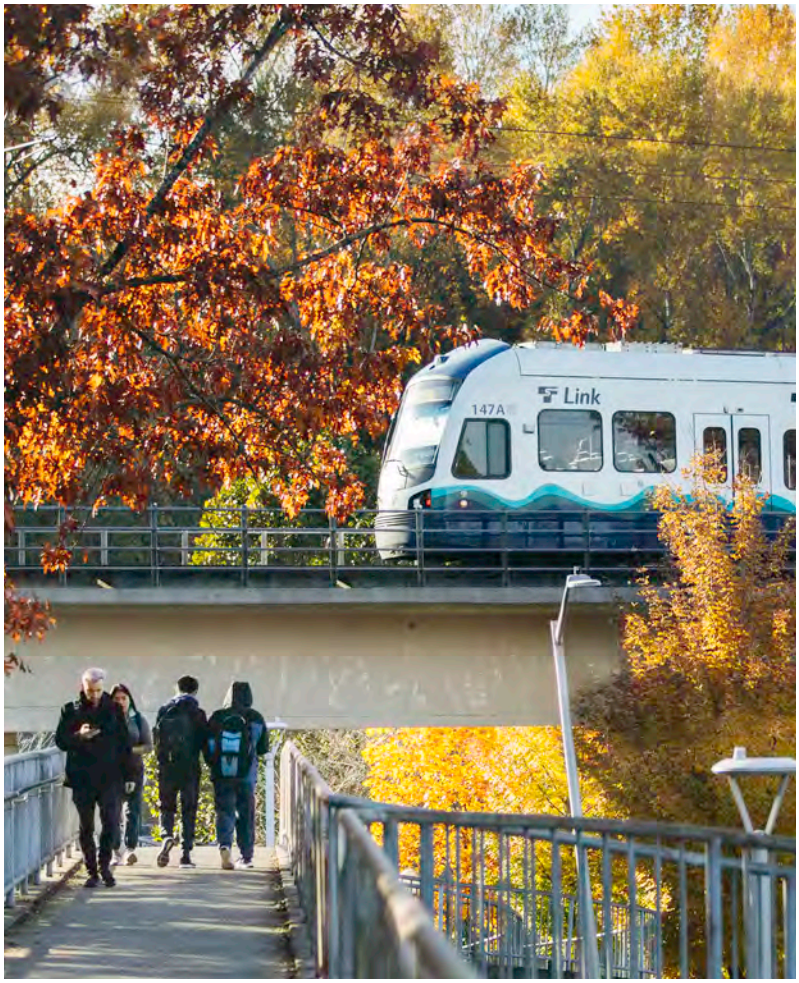


*OMF North의 개통 목표는 2034년이다.



Your voice will be key to the success of Everett Link

귀하의 의견은 프로젝트 성공의 열쇠이며 이 계획 단계에서도 매우 영향력이 있습니다. Sound Transit Board는 수십 년 동안 지역 사회에 영향을 미칠 역, 경로 및 기타 기능에 영향을 미칠 향후 몇 년 동안 결정을 내릴 것입니다. Sound Transit Board가 건설할 프로젝트를 선택하면 프로젝트 정렬, 역 및 OMF North 위치가 크게 변경되지 않을 것입니다. 이제 귀하의 피드백은 Sound Transit Board가 커뮤니티에 영향을 미칠 결정을 내리는 데 도움이 됩니다.

프로젝트에 관하여

Everett Link Extension 프로젝트는 Lynnwood City Center에서 Everett Station까지 빠르고 안정적인 경전철 연결을 제공하여 지역 사회를 지역 전역의 주택 및 일자리에 연결하는 데 도움이 됩니다. 이 프로젝트에는 Everett 및 지역 네트워크에 대한 향후 Link 확장을 지원하기 위한 운영 및 유지 관리 시설이 포함됩니다. Everett Link 프로젝트는 크고 복잡하며 Snohomish County 전역의 커뮤니티를 연결합니다.

soundtransit.org/everettlink

통역사 800-823-9230

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繁體 한국어 日本語 Tiếng Việt

질문

커뮤니티 참여 팀에 문의 :

206-370-5533 으로 전화 주십시오

Everettlink@soundtransit.org 로 이메일 주십시오

Everett Link Extension Project
c/o Community Outreach team
Sound Transit 401 S. Jackson St.
Seattle, WA 98104 로 우편을 보내십시오

401 S. Jackson St., Seattle, WA 98104
800-201-4900 / TTY: 711
이메일: main@soundtransit.org
웹사이트: soundtransit.org

대체 형식의 정보:
800-201-4900 / TTY: 711
이메일: accessibility@soundtransit.org

팔로우 하세요:

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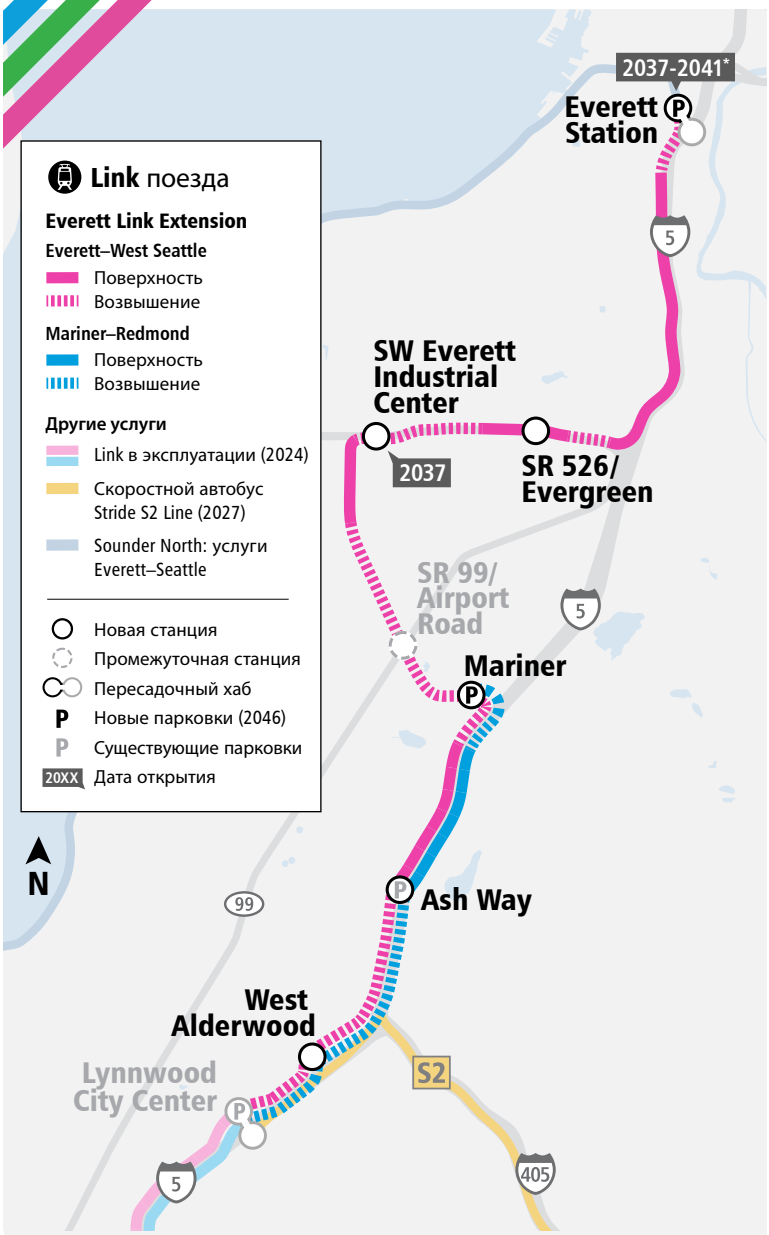
Everett Link Extension



*Даты отражают осуществимое расписание согласно данных финансовых прогнозов, оценочных стоимостей и целевого расписания.
Обратите внимание на основные этапы развития и основные события (следующая страничка), чтобы узнать подробности.

Узнайте подробности о проекте и подпишитесь на имел обновления:

soundtransit.org/everettlink

Руководство по разработке альтернатив

Первым шагом данного проекта – является фаза разработки альтернатив, во время которой мы определяем и оцениваем спектр альтернатив и желаем услышать комментарии публики, агентств и племен, до того, как мы начнем экологическую экспертизу, скорее всего в течении Environmental Impact Statement. Также Sound Transit будет изучать альтернативное упорядочение, расположения станций и OMF North, а также конфигурацию дизайна, которые будут соответствовать задаче и нужде проекта.

Как мы определяем предпочитаемую альтернативу?

Во время скрининга мы оцениваем широкий спектр альтернатив. Альтернативы, которые отвечают задаче и цели проекта продвигаются на 1 уровень. На 1 уровне альтернативы отрабатываются и подробнее оцениваются, чтобы определить сравнительные плюсы и минусы Публика предоставляет отзывы, которые помогают определить какие альтернативы будут продвинуты на 2 уровень.

На 2 уровне мы будем принимать во внимание и подробно оценивать альтернативы «от и до», а также разрабатывать дизайн-проект, чтобы предоставить дальнейшее сравнение и проиллюстрировать плюсы и минусы между альтернативами. Основываясь на технической информации полученной во время оценивания на 1 и 2 уровнях, а также вкладу от общественных групп и групп заинтересованных лиц, Sound Transit Board определит предпочитаемую альтернативу и другие альтернативы для дальнейшего дизайна и экологической экспертизы.

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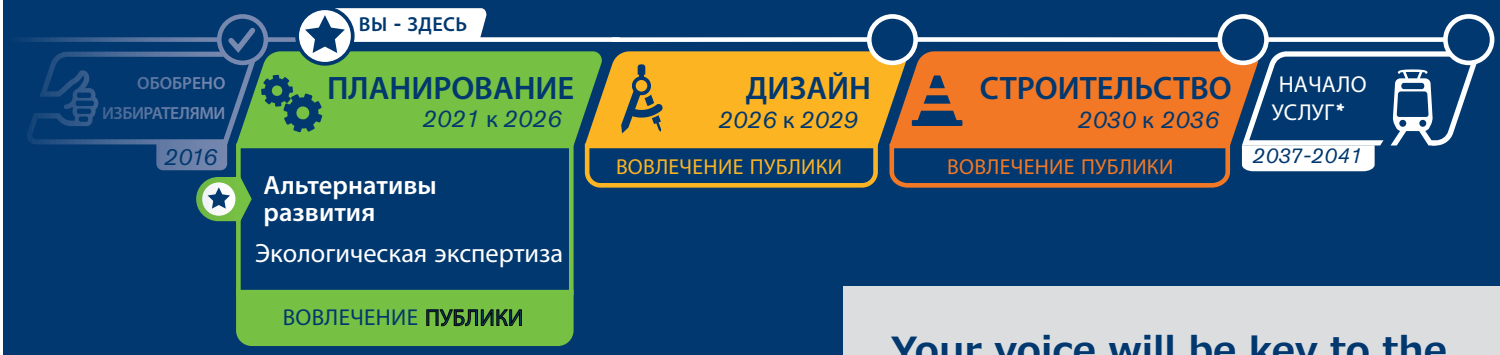
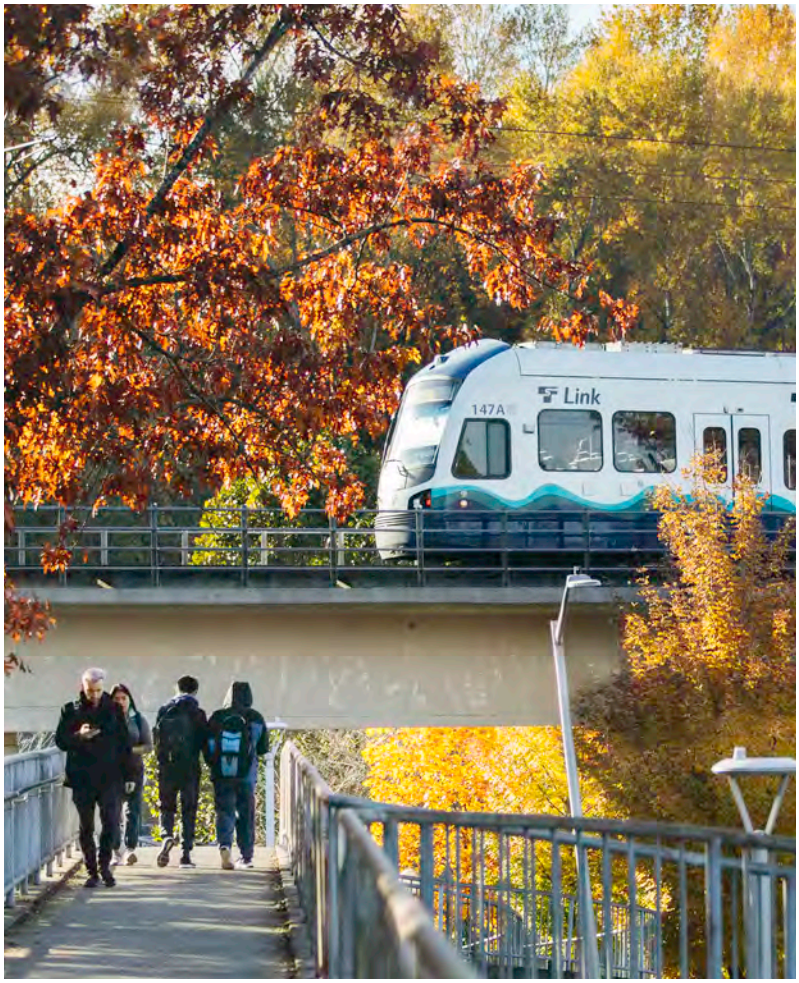
Расписание проекта



Целевое расписание для открытия OMF North – 2034 год.



Your voice will be key to the success of Everett Link

Ваш отзыв- является ключевым и очень влиятельным для успеха проекта даже во время этого этапа планирования. Sound Transit Board будет принимать решения в течении следующих нескольких лет, которые повлияют на станции, маршруты и другие показатели, которые будут влиять на общины десятилетиями. Как только Sound Transit Board выберет проект для строительства - совмещения, станции и расположения OMF North скорее всего не смогут быть значительно изменены. Сейчас ваше мнение поможет Sound Transit Board принять решения, которые будут влиять на вашу общину.

О проекте

Проект Everett Link Extension предоставит быстрое, надежное сообщение наземного метрополитена от Lynnwood City Center до Everett Station, помогая соединить общины с жильем и работой по всему региону. Проект включает в себя объект по обслуживанию и эксплуатации для поддержки будущего расширения Link до Everett и региональной сети. Everett Link – это большой и сложный проект, который будет соединять общины по всему Snohomish County.

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Переводчик 800-823-9230

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Вопросы?

Обращайтесь к нашей команде по Community Engagement:

Позвоните нам: 206-370-5533

Напишите нам имейл на: everettlink@soundtransit.org

Свяжитесь с нами по почте: Команда проекта Everett Link Extension по работе с населением, Sound Transit 401 S. Jackson St. Seattle, WA 98104

401 S. Jackson St., Seattle, WA 98104
800-201-4900 / TTY: 711
Имейл: main@soundtransit.org
Вебсайт: soundtransit.org

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

Подпишитесь:

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APPENDIX R

Community Guide to Scoping

English

Spanish

Korean

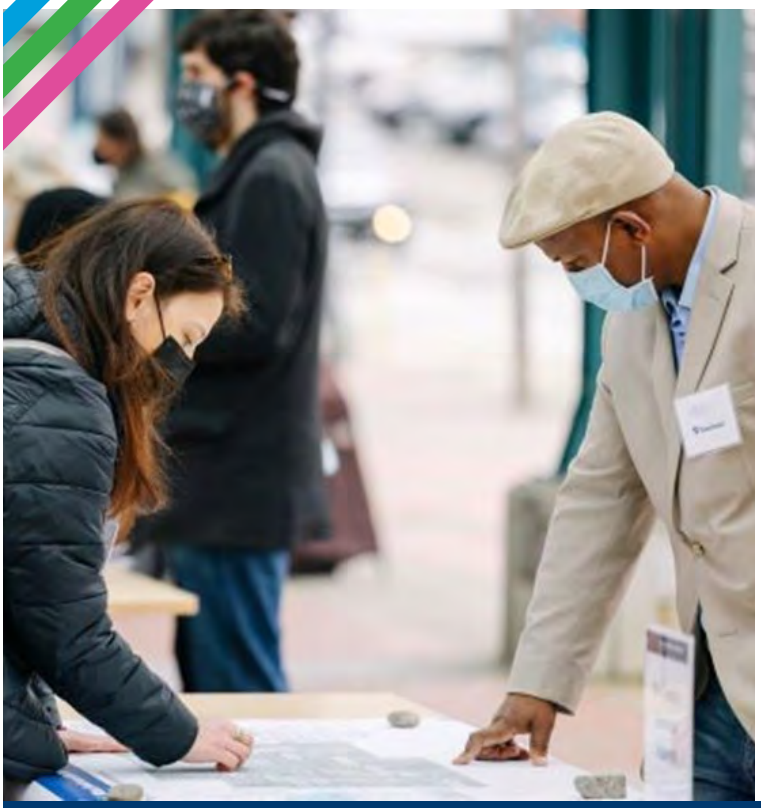
Russian

Khmer

Lao

Vietnamese

Everett Link Extension



Community Guide to Scoping

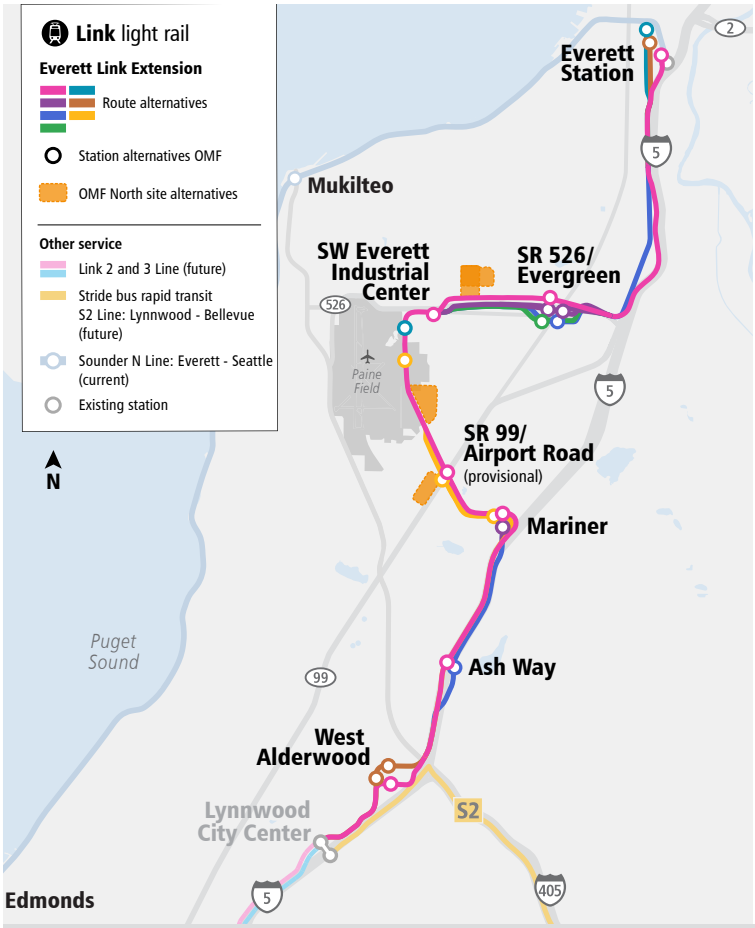
Scoping provides an opportunity to learn about and comment on the Everett Link Extension project in anticipation of the environmental impact statement (EIS) process. During this time, Sound Transit is seeking input from the public, Tribes and agencies. Scoping is occurring in compliance with the State Environmental Policy Act (SEPA). Sound Transit is the lead agency under SEPA. Input on alternatives to study in the EIS and the content of the analysis is welcome.

Based on feedback gathered through the alternatives development process and the scoping comment period, the Sound Transit Board will identify alternatives to study in the EIS including a preferred alternative for the route and stations. The alternatives that Sound Transit will study in the Draft EIS will undergo detailed analysis, with future opportunities for public comment. The EIS process will likely take about five years to complete.

Draft purpose and need statement

The purpose of the Everett Link Extension is to expand the Link light rail system from the Lynnwood City Center Link Station to the Everett Station area and provide an operations and maintenance facility in order to:

- Provide high quality, rapid, reliable, accessible and efficient light rail transit service to communities in the project corridor as defined through the local planning process and reflected in the ST3 Plan.
- Improve regional mobility by increasing connectivity and capacity in the Everett Link Extension corridor from the Lynnwood Transit Center to the Everett Station area to meet projected transit demand.
- Connect regional centers as described in adopted regional and local land use, transportation and economic development plans and Sound Transit's Regional Transit Long-Range Plan.
- Implement a system that is technically and financially feasible to build, operate and maintain.
- Expand mobility for the corridor and region's residents, including explicit consideration for transit-dependent, low-income and minority populations.
- Encourage equitable and sustainable growth in station areas through support of transit-oriented development and multimodal integration in a manner that is consistent with local land use plans and policies, including Sound Transit's Equitable Transit Oriented Development Policy and Sustainability Plan.
- Encourage convenient, safe and equitable non-motorized access to stations, such as bicycle and pedestrian connections, consistent with Sound Transit's System Access Policy and Equity and Inclusion Policy.
- Preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built and social environments through sustainable and equitable practices.
- Provide an operations and maintenance facility with the capacity to receive, test, commission, store, maintain and deploy vehicles to support the intended level of service for system-wide light rail system expansion.
- Develop an operations and maintenance facility that supports efficient and reliable light rail service and minimizes system operating costs.



Scoping comments will be accepted through March 10

- Provide input on route, station, and operations and maintenance facility site alternatives we should keep studying.
- Provide input on areas of the natural and built environment to evaluate in the Draft EIS.
- Provide input on the Purpose and Need Statement.
- Please note that scoping comments are public record. If you provide personal information, it may be publicly available or published in future project documents.

The project is needed because

- Chronic roadway congestion on Interstate 5 and State Route 99 — two primary highways connecting communities along the corridor — delays today's travelers, including those using transit, and degrades the reliability of bus service traversing the corridor, particularly during commute periods.
- These chronic, degraded conditions are expected to continue to worsen as the region's population and employment grow.
- Puget Sound Regional Council (the regional metropolitan planning organization) and local plans call for high-capacity transit in the corridor consistent with Puget Sound Regional Council's VISION 2050 and Sound Transit's Regional Transit Long-Range Plan.
- Snohomish County residents and communities, including transit-dependent residents and low-income or minority populations, need long-term regional mobility and multimodal connectivity, as called for in the Washington State Growth Management Act.
- Regional and local plans call for increased residential and/or employment density at and around high-capacity stations and increased options for multi-modal access.
- Environmental and sustainability goals of the state and region, as established in Washington state law and embodied in Puget Sound Regional Council's VISION 2050 and Regional Transportation Plan, include reducing greenhouse gas emissions by prioritizing transportation investments that decrease the vehicle miles traveled.
- The current regional system lacks an operations and maintenance facility with sufficient capacity and suitable location to support the efficient and reliable long-term operations for system wide light rail expansion, including the next phase of light rail expansion in Snohomish and King Counties.
- New light rail maintenance and storage capacity needs to be available with sufficient time to accept delivery of and commission new vehicles to meet fleet expansion needs and to store existing vehicles while the new vehicles are tested and prepared.

How to submit your feedback

- Online at **everettlink.participate.online**
- At a virtual public meeting
  Tuesday, Feb. 7, 5:30–7:30 p.m.
  Wednesday, March 1, 11:30 a.m.–1:30 p.m.

Information at: **everettlink.participate.online**

- In person, at a public meeting:
  Wednesday, Feb. 15, 5:30 - 7:30 p.m.
  Cascade High School cafeteria
  801 E. Casino Rd. Everett, WA 98203
- By email **everettlinkcomments@soundtransit.org**
- Leave a voicemail at **425-492-7218**
- Send a letter to **Everett Link Extension**
  Kathy Fendt
  Sound Transit
  401 S. Jackson St.
  Seattle, WA 98104

Interpreter 800-823-9230

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Enero 2023

Everett Link Extension

Guía de la comunidad para la determinación del alcance

La consulta sobre el alcance del proyecto ofrece la oportunidad de conocer y comentar sobre el proyecto de Everett Link Extension en anticipación al proceso de manifestación de impacto ambiental (EIS). Durante este tiempo, Sound Transit está buscando recabar la opinión del público, de las tribus y de las agencias. Esta consulta se realiza en cumplimiento con la ley estatal conocida en inglés como “State Environmental Policy Act (SEPA)”. Se agradecen las opiniones sobre las alternativas a estudiar en el proceso EIS y el contenido del análisis.

Sobre la base de los comentarios recogidos a través del proceso de desarrollo de alternativas, y el período de comentarios, la Junta Directiva de Sound Transit identificará las alternativas a estudiar en el EIS, incluyendo una alternativa preferida para la ruta y las estaciones. Las alternativas que Sound Transit estudiará en el borrador del EIS se someterán a un análisis detallado, con futuras oportunidades de comentarios públicos. El proceso de la EIS durará probablemente cinco años

Borrador del propósito y la necesidad del Proyecto

El propósito del proyecto Everett Link Extension es expandir el sistema del tren ligero Link desde Lynnwood City Center Link Station hasta el área de Everett Station y proporcionar una Unidad de Operaciones y Mantenimiento (OMF) con el fin de:

- Brindar un servicio de transporte de tren ligero de alta calidad, rápido, confiable, accesible y eficiente a las comunidades ubicadas en la ruta del proyecto, según se define a través del proceso de planificación local y se refleja en el plan ST3 Plan.
- Mejorar la movilidad regional aumentando la conectividad y la capacidad en la ruta de EVLE desde Lynnwood Transit Center hasta el área de Everett Station para satisfacer la demanda de transporte proyectada.
- Conectar los centros regionales como se describe en los planes de desarrollo económico, de transporte y de uso de la tierra a nivel regional y local adoptados, y como se describe en el Sound Transit’s Regional Transit Long-Range Plan.
- Implementar un sistema que sea técnica y financieramente realista de construir, operar y mantener.
- Ampliar la movilidad para los habitantes de la región y que se encuentran a lo largo de la ruta, incluida la consideración explícita de las poblaciones minoritarias, de bajos ingresos y dependientes del transporte público.
- Fomentar el crecimiento urbano equitativo y sostenible en las áreas de las estaciones, a través del apoyo al desarrollo orientado al transporte y la integración multimodal de una manera consistente con los planes y políticas locales del uso de la tierra, incluida el plan Sound Transit’s Equitable Transit Oriented Development Policy and Sustainability Plan.
- Fomentar el acceso no motorizado cómodo, seguro y equitativo a las estaciones, como conexiones para peatones y ciclistas, de conformidad con la política Sound Transit’s System Access Policy and Equity and Inclusion Policy.
- Preservar y promover un ambiente y una economía saludables, minimizando los efectos adversos en los ambientes natural, social y artificial, a través de prácticas sostenibles y equitativas.
- Proporcionar una Unidad de Operaciones y Mantenimiento (OMF) con la capacidad de recibir, probar, poner en servicio, almacenar, mantener y desplegar vehículos para apoyar el nivel de servicio previsto para la expansión del sistema del tren ligero.
- Desarrollar un OMF que apoye un servicio de tren ligero eficiente y confiable, que minimice los costos operativos del sistema.

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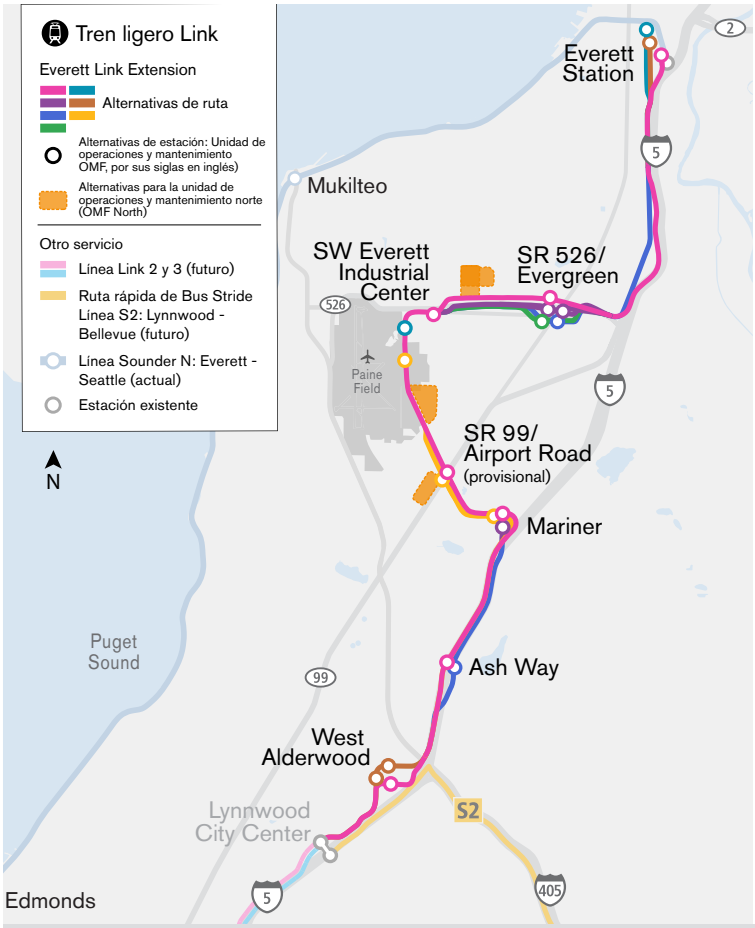

Se aceptarán comentarios hasta el 10 de marzo

- Ofrezca su opinión sobre las alternativas para las rutas, estaciones y ubicación de la instalación de operaciones y mantenimiento, para que sean estudiadas más a fondo.
- Ofrezca su opinión sobre las áreas del entorno natural y artificial para que sean evaluadas en Draft EIS.
- Ofrezca su opinión sobre el Purpose and Need Statement
- Tenga en cuenta que los comentarios para la determinación del alcance del proyecto son de registro público. Si proporciona información personal, puede estar disponible públicamente o publicarse en futuros documentos del proyecto.

El proyecto es necesario porque:

- La congestión crónica en las carreteras Interstate 5 y State Route 99, dos carreteras principales que conectan a las comunidades a lo largo de la ruta, retrasa a los viajeros actualmente, incluidos los que usan el transporte público. Además, deteriora la confiabilidad del servicio de autobús que atraviesa la ruta, particularmente durante los períodos de viajes al trabajo.
- Se espera que estas condiciones crónicas y de deterioro sigan empeorando a medida que la población y el empleo de la región crecen.
- Puget Sound Regional Council (la organización regional de planificación metropolitana) y los planes locales exigen un transporte de alta capacidad en la ruta, de acuerdo con las normas PSRC y el plan Sound Transit's regional Transit Long-Range Plan.
- Los residentes y las comunidades de Snohomish County, incluidos los residentes que dependen del transporte y las poblaciones minoritarias y de bajos ingresos necesitan movilidad regional a largo plazo y conectividad multimodal, como exige la ley Washington State Growth Management Act.
- Los planes regionales y locales exigen una mayor densidad residencial y/o de empleo en, y alrededor,, de las estaciones de alta capacidad y mayores opciones para el acceso multimodal.
- Los objetivos ambientales y de sustentabilidad del Estado y la región, según lo establecido en la ley del Estado de Washington y plasmado en la PSRC's VISION 2050 y Regional Transportation Plan, incluyen la reducción de las emisiones de gases de efecto invernadero al priorizar las inversiones en transporte que disminuyen las millas recorridas por vehículos.
- El sistema regional actual carece de una Unidad de Operaciones y Mantenimiento (OMF) con capacidad suficiente y ubicación adecuada para apoyar de manera eficiente y confiable las operaciones a largo plazo para la expansión del tren ligero en todo el sistema, incluida la siguiente fase de expansión del tren ligero en los condados de Snohomish y King.
- La nueva capacidad de almacenamiento y mantenimiento del tren ligero debe estar disponible con tiempo suficiente para aceptar la entrega y puesta en marcha de nuevos vehículos para satisfacer las necesidades de expansión de la flotilla y almacenar los vehículos existentes mientras se prueban y preparan los nuevos vehículos.

¿Cómo enviar sus comentarios?

- En línea en **everettlink.participate.online**
- Asista a la reunión pública virtual
  Martes 7 de febrero, 5:00 p.m. a 7:30 p.m.
  Miércoles 1 de marzo, 11:30 a.m. - 1:30 p.m.

Information at: **everettlink.participate.online**

- Asista a una reunión pública:
  Miércoles 15 de febrero, de 5:00 p.m. a 7:30 p.m.
  En el área de cafeteria de Cascade High School
  801 E. Casino Rd. Everett, WA 98203
- Por correo electrónico
  everettlinkcomments@soundtransit.org
- Deje un mensaje de voz en **425-492-7218**
- Envíe una carta a **Everett Link Extension**
  Kathy Fendt
  Sound Transit
  401 S. Jackson St.
  Seattle, WA 98104

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Correo electrónico: accessibility@soundtransit.org

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Everett Link Extension

범위 지정에 대한 커뮤니티 안내서

범위 지정은 환경 영향 평가서(EIS) 과정을 내다보며 Everett Link Extension (에버렛 링크 노선 확장)에 대해 알아보고 의견을 남길 수 있는 기회를 제공합니다. 이 기간 동안 Sound Transit 및 Federal Transit Administration (FTA, 연방 교통 행정부)는 대중, 부족 및 기관들의 의견을 구합니다. 범위 지정은 National Environmental Policy Act (NEPA, 국가 환경 정책법) 및 State Environmental Policy Act (SEPA, 주 환경 정책법)에 기초하여 진행됩니다. Sound Transit 은 SEPA 내 주도 기관입니다. EIS에서 연구할 대안과 분석 내용에 대한 의견을 환영합니다.

대안 개발 과정 및 범위 지정 의견 제공 기간을 통해 수집된 피드백을 기반으로, Sound Transit Board(사운드 트랜짓 이사회)는 경로 및 역에 대한 선호 대안을 포함하여 EIS에서 연구할 대안을 식별할 것입니다. Sound Transit이 Draft EIS(EIS 초안)에서 연구할 대안은 향후 대중의 의견 제공을 위한 기회와 함께 상세한 분석을 거칠 것입니다. EIS 과정은 완료하는 데 5년이 소요됩니다.

초안 목적 및 필요성 진술서

Everett Link Extension 프로젝트의 목적은 Link 경전철 시스템을 Lynnwood City Center Link Station에서 Everett Station 지역으로 확장하고 운영 및 관리 시설(OMF)을 제공하는 것입니다

- 지역 계획 과정을 통해 정의되고 Sound Transit 3 계획에 반영된 프로젝트 회랑에 위치한 커뮤니티에 고품질의 신속하고 안정적이며 접근 가능하고 효율적인 경전철 서비스를 제공합니다.
- 예상되는 대중교통 수요를 충족하기 위해 Lynnwood Transit Center에서 Everett Station 지역까지의 EVLE 회랑 연결성과 역량을 증가시켜 지역 이동성을 개선합니다.
- 채택된 지방 및 지역 토지 이용, 교통 및 경제 개발 계획과 Sound Transit의 Regional Transit Long-Range Plan에 설명된 대로 지역의 중심지들을 연결합니다.
- 개발, 운영 및 유지 관리하기 위해 기술적으로나 재정적으로 실현 가능한 시스템을 구현합니다.
- 대중교통 의존도, 저소득 및 소수 집단 인구를 명확히 고려한 포함하여 회랑 및 지역 거주자를 위한 이동성을 확대합니다.
- Sound Transit의 Equitable Transit Oriented Development Policy 및 Sustainability Plan을 포함하여, 지역 토지 이용 계획 및 정책과 일치하는 방식으로 대중교통 지향적인 개발 및 다양한 모드를 통합하는 방식을 지원하여 역 부근의 평등하고 지속 가능한 성장을 장려합니다.
- Sound Transit의 System Access Policy 및 Equity and Inclusion Policy에 따라 자전거 및 보행자 연결과 같은 역에 접근할 수 있는 편리하고 안전하며 공평한 비동력 방식을 장려합니다.
- 지속 가능하고 공평한 관행을 통해 자연, 건축 및 사회적 환경에 대한 부정적인 영향을 최소화하여 건강한 환경과 경제를 보존하고 촉진합니다.
- 시스템 전체적인 경전철 시스템 확장에 대해 의도한 수준의 서비스를 지원하기 위해 열차를 수용, 검사, 준비, 보관, 유지 관리 및 투입할 수 있는 역량을 갖춘 OMF를 제공합니다.
- 효율적이고 안정적인 경전철 서비스를 지원하고 시스템 운영 비용을 최소화하는 OMF를 개발합니다.

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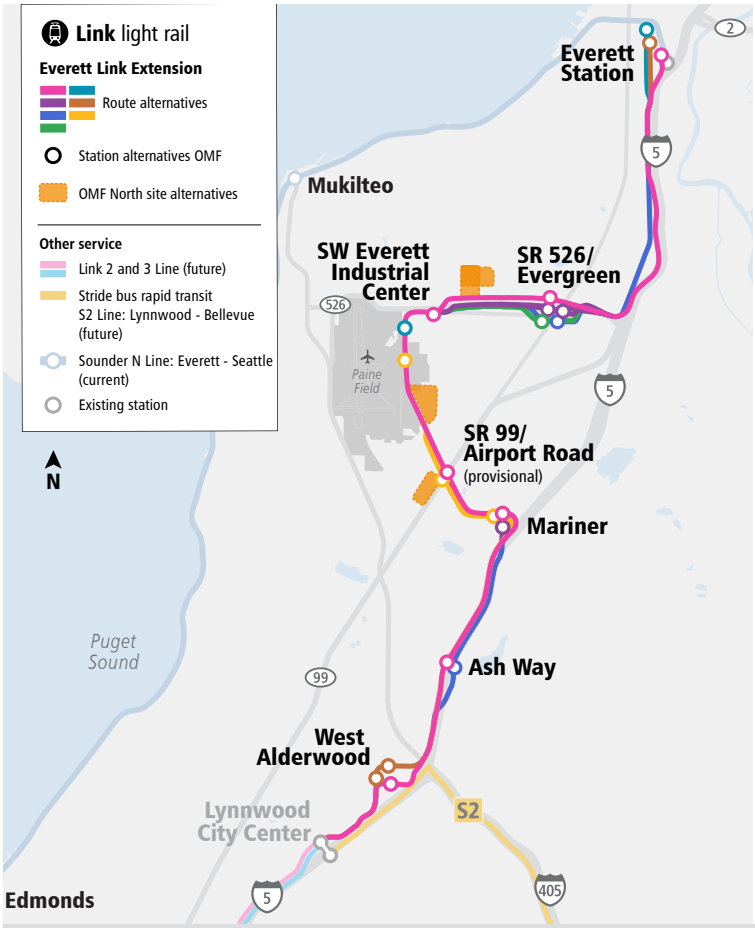

범위 지정에 대한 의견 제공 기간은 3월 10일까지입니다.

- 저희가 계속하여 연구해야 할 경로, 역 그리고 운영 및 관리 시설 부지 대안들에 대한 의견을 제공해 주십시오.
- Draft EIS(EIS 초안)에서 평가할 자연 및 건축 환경 영역에 대한 의견을 제공해 주십시오.
- Purpose and Need Statement(목적 및 필요성 진술서)에 대한 의견을 제공해 주십시오.
- 범위 지정 의견은 대중에게 공개되는 기록입니다. 개인 정보를 제공하시면 공개적으로 사용이 가능하거나 향후 프로젝트 문서에 게시될 수 있습니다.

프로젝트가 필요한 이유:

- 회랑을 따라 커뮤니티를 연결하는 2개의 주요 고속도로인 Interstate 5와 State Route 99의 만성적인 도로 정체는, 대중교통을 이용하는 사람들을 포함한 이동객들의 이동, 특히 출퇴근을 지연시키고 회랑을 따라 이동하는 버스 서비스의 신뢰도를 저하시킵니다.
- 이러한 만성적이고 열악한 상태는 지역의 인구와 고용이 증가함에 따라 계속 악화될 것으로 예상됩니다.
- Puget Sound Regional Council (지역 대도시 계획 조직) 및 지역 계획은 PSRC dml VISION 2050 및 Sound Transit의 Regional Transit Long-Range Plan과 일치하는 높은 역량의 대중교통을 해당 회랑에 요구합니다.
- 대중교통에 의존하는 거주자, 저소득 또는 소수 집단을 포함한 Snohomish County 거주자와 지역 사회는 Washington State Growth Management Act에서 요구하는 대로 장기적인 지역 이동성과 다양한 모드의 연결 방식이 필요합니다.
- 지방 및 지역 계획은 높은 역량의 역과 그 주변의 주거 및/또는 고용 밀도 증가와 다양한 모드의 접근 방식 증가를 요구합니다.
- Washington 주법에 수립되고 PSRC의 VISION 2050 및 Regional Transportation Plan에 구체화된 주 및 지역의 환경 및 지속 가능성 목표에는 차량 이동 거리를 줄이는 교통 투자에 우선순위를 둠으로써 온실 가스 배출을 감소하는 것이 포함됩니다.
- 현재 지역 시스템에는 Snohomish 및 King 카운티의 경전철 확장의 다음 단계를 포함한 시스템 전체의 경전철 확장을 위해 효율적이고 안정적인 장기 운영을 지원하는데 충분한 역량과 적절한 위치를 갖춘 OMF가 부족합니다.
- 새로운 경전철의 유지 관리 및 보관 역량은, 열차 수 증량을 위해 새로운 열차를 인도 받고 준비시킬 수 있으며, 새로운 열차를 검사하고 준비하는 동안 기존의 열차를 보관할 수 있어야 하며, 충분한 시간을 가지고 사용할 수 있어야 합니다.

의견을 제출하는 방법

- **온라인 everettlink.participate.online**
- **온라인 공개 회의에 참석하기**
- **2월 7일, 화요일, 오후 5:30-7:30**
  3월 1일, 수요일, 오전 11:30-오후 1:30

정보 안내 everettlink.participate.online

- **대면 공개 회의에 참석하기:**
  3월 15일, 수요일, 오후 5:30-7:30
  Cascade High School cafeteria
  801 E. Casino Rd. Everett, WA 98203
- **이메일 everettlinkcomments@soundtransit.org**
- **음성 메세지 남기기 425-492-7218**
- **우편으로 편지 보내기 Everett Link Extension**
  Kathy Fendt
  Sound Transit
  401 S. Jackson St.
  Seattle, WA 98104

통역사 800-823-9230

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이메일: main@soundtransit.org
웹 사이트: soundtransit.org

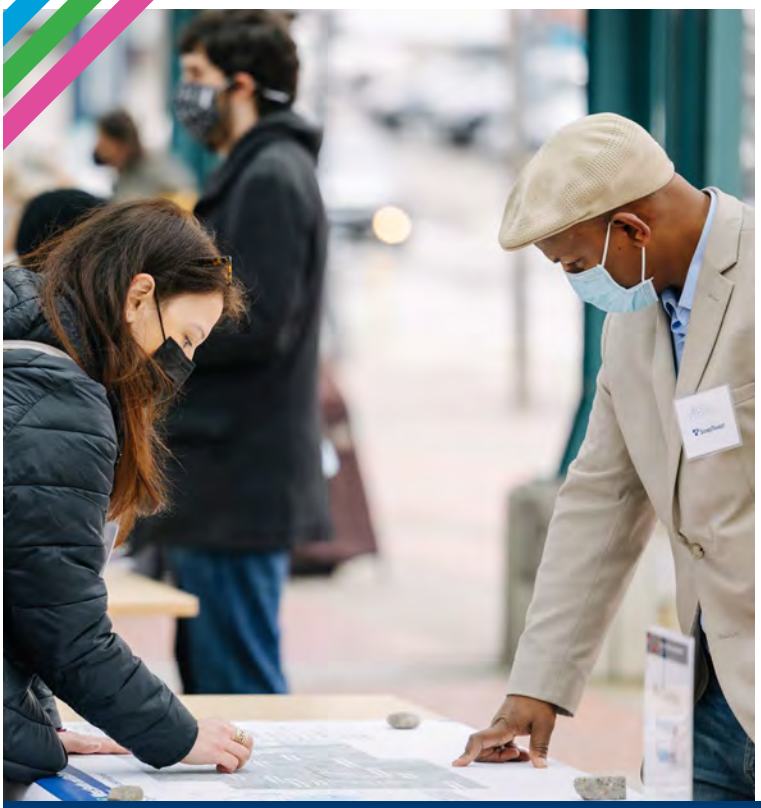
대체 형식의 정보:
800-201-4900 / TTY: 711
이메일: accessibility@soundtransit.org

팔로우 하세요:

SOUNDTRANSIT

Январь 2023

Everett Link Extension



Общественное Руководство по Определению Объема Работ

Определение объема работ предоставляет возможность узнать о и высказаться по поводу проекта the Everett Link Extension в начале процесса заявления о воздействии на окружающую среду (EIS). На данный момент Sound Transit надеется услышать мнение общественности, Племен и агентств. Определение объема работ проходит в соответствии с State Environmental Policy Act (SEPA). Sound Transit – ведущее агентство под началом SEPA. Мы приветствуем отзывы об альтернативах для изучения в EIS и информации, содержащейся в исследовании.

Основываясь на отзывах, полученных во время процесса развития альтернатив и периода комментариев определения объема работ, Sound Transit Board установит альтернативы для изучения в EIS, включая предпочитаемую альтернативу для маршрута и станций. Альтернативы, которые Sound Transit будет изучать в Draft EIS, подвергнутся детальному анализу с будущими возможностями для общественных комментариев. Процесс EIS скорее всего займет от трех до четырех лет.

Задача и нужда чернового проекта

Задача проекта Everett Link Extension – расширить наземный метрополитен Link от станции Lynnwood City Center Link до района Everett Station и предоставить объект по эксплуатации и техническому обслуживанию (OMF) чтобы:

- Предоставить высококачественную, быструю, надежную, доступную и эффективную услугу наземного метрополитена общинам в коридоре проекта, как это было определено при помощи процесс местного планирования и показано в плане ST3.
- Улучшить региональное передвижение увеличив соединение и вместимость в коридоре EVLE от Lynnwood Transit Center до района Everett Station, чтобы помочь ожидаемым потребностям перевозок.
- Соединить региональные центры, как описано в общепринятых региональных и местных правилах пользования землей, в планах развития экономики и перевозок, а также в Sound Transit's Regional Transit Long-Range Plan.
- Создать систему, которую возможно построить, эксплуатировать и поддерживать с технической и финансовой стороны.
- Расширить возможности передвижения для жителей коридора и региона, включая предупредительность для зависящих от общественного транспорта, низкодоходных слоев населения, а также меньшинств.
- Поощрять равноправный и рациональный рост городского населения в районах станций при помощи поддержки ориентированного на перевозки строительства и мультимодальной интеграции таким способом, который соответствует региональным и местным правилам и планам пользования землей, включая Sound Transit's Equitable Transit Oriented Development Policy and Sustainability Plan.
- Поощрять удобный, безопасный и равноправный не моторизированный доступ к станциям, такой как велосипед, удобства для пешеходов, которые соответствуют Sound Transit's System Access Policy and Equity and Inclusion Policy.
- Хранить и продвигать здоровую окружающую среду и экономику минимизировав негативные последствия для природной, построенной и социальной среды при помощи рациональных и равноправных действий.
- Построить OMF с возможностями получать, тестировать, приобретать, держать, обслуживать и запускать машины для поддержки ожидаемого уровня услуг для общесистемного расширения наземного метрополитена.
- Построить OMF, который может поддерживать эффективные и надежные услуги наземного метрополитена и минимизировать стоимость эксплуатации системы

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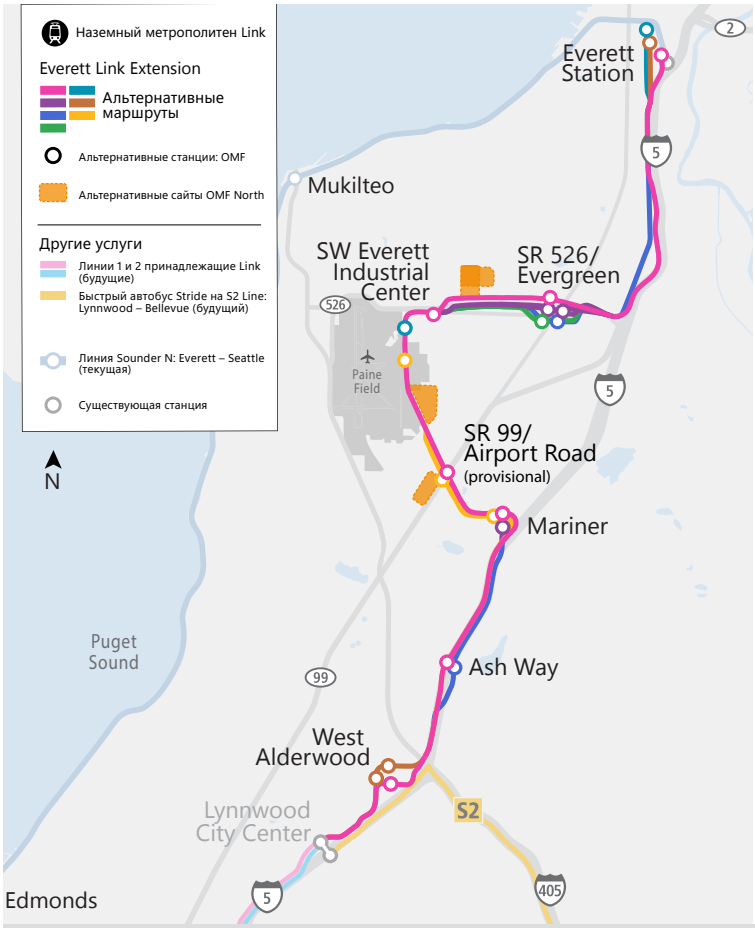

Это проект необходим потому что

- Хронические пробки на Interstate 5 и State Route 99 - двух основных магистралях, которые соединяют общины вдоль коридора - задерживают сегодняшних пассажиров, включая тех, кто пользуется общественным транспортом, и ухудшают надежность автобусных услуг в коридоре, особенно во время часа пик.
- Ожидается, что эти хронические, плохие условия будут становится только хуже из-за роста населения и возможностей трудовой занятости в регионе.
- Puget Sound Regional Council (региональная организация по планированию метрополитена) и местные планы заявляют о высоковместимом транспорте в коридоре, который находится в гармонии с PSRC и Sound Transit Regional Transit Long-Range Plan.
- Жители и общины Snohomish County включая слои населения с низким доходом и зависящие от общественного транспорта или меньшинства нуждаются в далеко видной и региональной мобильности и мультимодальной связи, как это было указано в Washington State Growth Management Act.
- Региональные и местные планы заявляли об увеличении проживательной и/или работодательной плотности на и вокруг станций с большой вместимостью и увеличении возможностей для мультимодального доступа.
- Экологические и рациональные задачи штата и региона, как указано в законе штата Washington и показано в PSRC's VISION 2050 and Regional Transportation Plan, включают в себя сокращение выхлопов парниковых газов приоритезированием транспортных инвестиций, которые сокращают количество миль, которое проезжает машина.
- Данной региональной системе не хватает OMF с достаточной вместимостью и подходящим местом расположения для поддержки эффективной и надежной долгосрочной эксплуатации для общесистемного расширения наземного метрополитена в округах Snohomish и King.
- Новая вместимость для обслуживания и содержания наземного метрополитена должна быть доступна с достаточным временем для получения доставки и эксплуатации новых машин, чтобы соответствовать нуждам растущего парка и для хранения существующих машин пока новые машины будут проходить тестирование и подготовку.

Комментарии относительно определения объема работ будут приниматься до 23 февраля.

- Поделитесь мнением о маршруте, станции и альтернативных расположениях депо по эксплуатации и техническому обслуживанию.
- Поделитесь мнением о природной и урбанизированной окружающей среде для рассмотрения в Draft EIS.
- Поделитесь мнением о Purpose and Need Statement.
- Пожалуйста обратите внимание: комментарии по поводу определения объема работ являются публичной информацией. Если вы поделились личной информацией, она может стать общественно доступной или опубликованной в будущей документации проекта.

Как оставить ваш отзыв

- На онлайн страничке **everettlink.participate.online**
- Посетив виртуальную общественную встречу
  Во вторник, 7 февраля с 17:30 до 19:30
  В среду, 1 марта с 11:30 до 1:30.

На онлайн страничке: **everettlink.participate.online**

- Посетив общественную встречу:
  В среду, 15 февраля с 17:00 до 19:30.
  Кафетерий Cascade High School, 801 E. Casino Rd.
  Everett, WA 98203
- По имейлу **everettlinkcomments@soundtransit.org**
- Оставив голосовое сообщение по телефону at **425-492-7218**
- Отправив письмо по адресу **Everett Link Extension**
  Kathy Fendt
  Sound Transit
  401 S. Jackson St.
  Seattle, WA 98104

Переводчик 800-823-9230

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Вебсайт: soundtransit.org

Информация в других форматах:
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Имейл: accessibility@soundtransit.org

Подпишитесь:

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Everett Link Extension

ខែមករា ឆ្នាំ២០២៣

ការណែនាំសហគមន៍ទៅកាន់មតិជាសាធារណៈ

មតិជាសាធារណៈ ផ្តល់ឱកាសដើម្បីរៀនស្វែងយល់ និងផ្តល់យោបល់លើគម្រោង អេរ៉ូរ៉ែទឡីង អេជស្ទេនសីន Everett Link Extensionក្នុងការរំពឹងទុកនៃដំណើរការរបាយការណ៍ផលប៉ះពាល់បរិស្ថាន អ៊ីអាយអេស(EIS)។ ក្នុងអំឡុងពេលនេះ:សោនត្រេនស៊ីទ Sound Transit កំពុងស្វែងរកការបញ្ចូលមតិពីសាធារណៈ:ជន កុលសម្ព័ន្ធ និងភ្នាក់ងារនានាជាច្រើន។មតិជាសាធារណៈកំពុងកើតឡើងនៅក្នុងការអនុលោមតាមច្បាប់គោលនយោបាយបរិស្ថានរបស់រដ្ឋ State Environmental Policy Act (SEPA)។ Sound Transit សោនត្រេនស៊ីទ គឺជាភ្នាក់ងារនាំមុខក្រោមការគ្រប់គ្រងរបស់ អេសអ៊ីភីអេ SEPA ។ ការបញ្ចូលលើជម្រើសដើម្បីសិក្សានៅក្នុង អ៊ីអាយអេស EIS និងខ្លឹមសារនៃការវិភាគត្រូវបានគេស្វាគមន៍។

ដោយផ្អែកលើមតិកែលម្អដែលប្រមូលបានតាមរយៈដំណើរការអភិវឌ្ឍជម្រើស និងរយៈពេលនៃការបញ្ចេញមតិ ក្រុមប្រឹក្សាភិបាលសោនត្រេនស៊ីទ Sound Transit នឹងកំណត់ជម្រើសដើម្បីសិក្សានៅក្នុង អ៊ីអាយអេស EIS រួមទាំងជម្រើសដែលពេញចិត្តសម្រាប់ផ្លូវ និងស្ថានីយ៍។ ជម្រើសជំនួសដែល Sound Transit សោនត្រេនស៊ីទ នឹងសិក្សានៅក្នុងឯកសារព្រាង អ៊ីអាយអេស EISនឹងឆ្លងកាត់ការវិភាគលម្អិត ជាមួយនឹងឱកាសនាពេលអនាគតសម្រាប់មតិសាធារណៈ។ ដំណើរការ អ៊ីអាយអេស EIS ទំនងជានឹងចំណាយពេលប្រហែលប្រាំឆ្នាំដើម្បីបញ្ចប់។

គោលបំណងនៃសេចក្តីព្រាង និង សេចក្តីថ្លែងការណ៍ដែលត្រូវការ

គោលបំណងនៃអេរ៉ូរ៉ែទឡីង អេជស្ទេនសីន Everett Link Extension គឺដើម្បីពង្រីកប្រព័ន្ធផ្លូវរថភ្លើងក្នុងក្រុងឡីង Link ពីស្ថានីយ៍ ឡីនវ៉ូ ស៊ីធីសិនថើ ឡីងLynnwood City Center Link ទៅកាន់តំបន់ស្ថានីយ៍ អេរ៉ូរ៉ែត Everett Station និងផ្តល់កន្លែងប្រតិបត្តិការ និងការថែទាំក្នុងគោលបំណង៖

ផ្តល់សេវាកម្មដឹកជញ្ជូនផ្លូវរថភ្លើងដែលមានគុណភាពខ្ពស់ រហ័ស គួរឱ្យទុកចិត្ត អាចចូលដំណើរការបាននិងមានប្រសិទ្ធភាពដល់សហគមន៍នៅក្នុងតំបន់ច្រកគម្រោង ដូចដែលបានកំណត់តាមរយៈដំណើរការរៀបចំផែនការក្នុងស្រុក និងឆ្លុះបញ្ចាំងនៅក្នុងផែនការ ST3 Plan ។

កែលម្អការចល័តក្នុងតំបន់ដោយការបង្កើនការតភ្ជាប់និងសមត្ថភាពនៅក្នុងតំបន់ច្រក អេរ៉ូរ៉ែទឡីង អេជស្ទេនសីន Everett Link Extension ពីឡីនវ៉ូ ស៊ីធីសិនថើ ឡីងLynnwood City Center Link ទៅកាន់តំបន់ស្ថានីយ៍ អេរ៉ូរ៉ែត Everett Station ដើម្បីបំពេញតម្រូវការដឹកជញ្ជូនដែលបានគ្រោងទុក។

ភ្ជាប់មជ្ឈមណ្ឌលក្នុងតំបន់ ដូចដែលបានពិពណ៌នានៅក្នុងការប្រើប្រាស់ដីក្នុងតំបន់ និងក្នុងតំបន់ដែលបានអនុម័ត ផែនការដឹកជញ្ជូន និងការអភិវឌ្ឍន៍សេដ្ឋកិច្ច និងផែនការដឹកជញ្ជូនតាមតំបន់របស់ សោនត្រេនស៊ីទ រីជីនលត្រេនស៊ីទ ឡងរេងភ្លេន Sound Transit's Regional Transit Long-Range Plan ។

អនុវត្តប្រព័ន្ធដែលអាចធ្វើទៅបានតាមលក្ខណៈបច្ចេកទេស និងហិរញ្ញវត្ថុ ដើម្បីសាងសង់ ធ្វើប្រតិបត្តិការ និងថែទាំ។

ពង្រីកការចល័តសម្រាប់អ្នករស់នៅតាមច្រកក្នុងតំបន់ និងអ្នកស្រុក រួមទាំងការពិចារណាច្បាស់លាស់សម្រាប់ប្រជាជនដែលពឹងផ្អែកលើការឆ្លងកាត់នេះ ដែលមាន ចំណូលទាប និងចំនួនប្រជាជនដែលមានអត្រាពិត។

លើកទឹកចិត្តឱ្យមានកំណើនប្រកបដោយសមធម៌និងនិរន្តរភាពនៅក្នុងតំបន់ស្ថានីយ៍ តាមរយៈការគាំទ្រ អភិវឌ្ឍន៍ដែលតម្រង់ទិសឆ្លងកាត់ការចុចសម្រាប់និយមន័យ និងការរួមបញ្ចូលពហុទម្រង់ក្នុងលក្ខណៈដែលស្របតាមផែនការ និងគោលនយោបាយប្រើប្រាស់ដីក្នុងតំបន់ រួមទាំងគោលនយោបាយ សោនត្រេនស៊ីទ អ៊ីជ្វីទធើបល ត្រេនស៊ីទ អរវ៉ែន ឌេវេឡបមិនផ្ទួឡស៊ី អេន សស់ស្ទេនអេបីឡីតធី ផ្លេន Sound Transit's Equitable Transit Oriented Development Policy and Sustainability Plan ។

លើកទឹកចិត្តឱ្យមានភាពងាយស្រួល សុវត្ថិភាព និងសមភាពការចូលទៅកាន់ស្ថានីយ៍ មិនឲ្យមានម៉ូតូ ជិះចូល ដូចជាភ្ជាប់អ្នកជិះកង់ និងថ្មើរជើង ស្របតាមគោលការណ៍ សោនត្រេនស៊ីទ ស៊ីសស្ទេម អាសេស ផ្ទួឡស៊ី អេន អ៊ីខ្វីធី អេន អ៊ីនខ្លូសីន ផ្ទួឡស៊ី Sound Transit's System Access Policy and Equity and Inclusion Policy.។

ថែរក្សា និងលើកកម្ពស់បរិស្ថានដែលមានសុខភាពល្អ និងសេដ្ឋកិច្ច ដោយកាត់បន្ថយផលប៉ះពាល់អវិជ្ជមានលើបរិស្ថានធម្មជាតិ សណ្ឋាន់ និងសង្គម តាមរយៈការអនុវត្តប្រកបដោយនិរន្តរភាព និងសមធម៌។

ផ្តល់កន្លែងប្រតិបត្តិការ និងថែទាំដែលមានសមត្ថភាពទទួល សាកល្បង ក្សាម្រែជើងសារ រក្សាទុក ថែទាំ និងដាក់ពង្រាយយានជំនិះ ដើម្បីគាំទ្រដល់កម្រិតសេវាកម្មដែលមានបំណងសម្រាប់ការពង្រីកប្រព័ន្ធផ្លូវរថភ្លើងធុនស្រាល។

បង្កើតកន្លែងប្រតិបត្តិការនិងថែទាំដែលគាំទ្រសេវាកម្មផ្លូវដែករថភ្លើងក្នុងក្រុងប្រកបដោយប្រសិទ្ធភាព និងអាចទុកចិត្តបាន និងកាត់បន្ថយថ្លៃដើមប្រតិបត្តិការរបស់ប្រព័ន្ធ។

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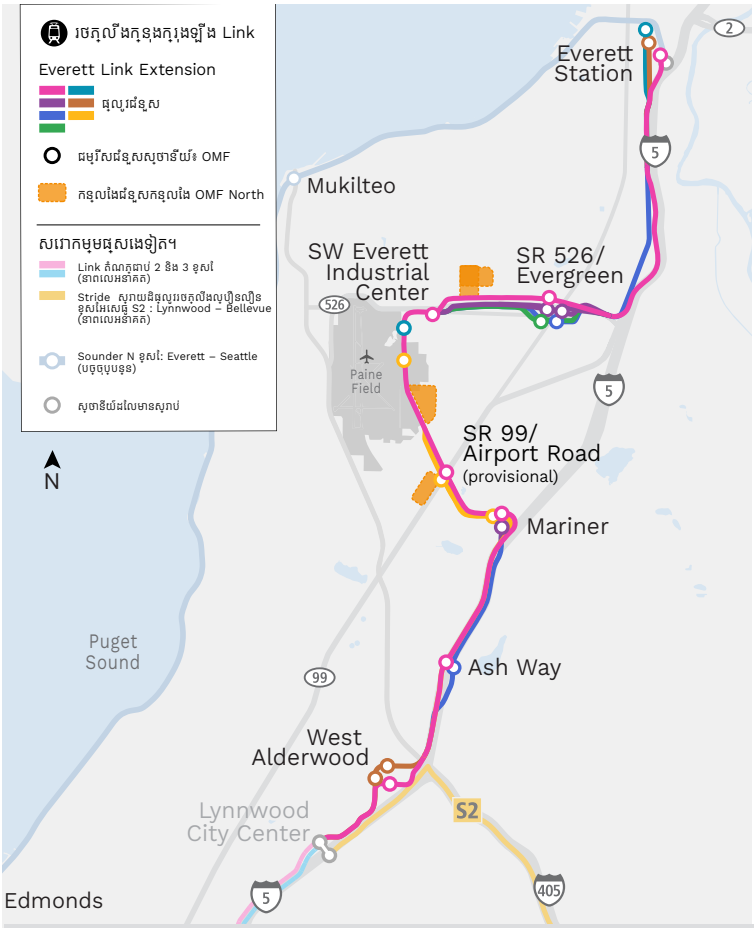
SOUNDTRANSIT / Powering progress



គម្រោងនេះត្រូវការអ្វីខ្លះ

ការកកស្ទះផ្លូវធ្ងន់ធ្ងរនៅលើផ្លូវជាតិលេខ 5 Interstate 5 និង State Route 99 - ផ្លូវហាយវេមួយចំនួនពីរដែលតភ្ជាប់សហគមន៍តាមច្រកក្នុងតំបន់ - ពន្យារពេលអ្នកធ្វើដំណើរនាពេលបច្ចុប្បន្ននេះ រួមទាំងអ្នកដែលប្រើប្រាស់មធ្យោបាយធ្វើដំណើរ និងធ្វើឱ្យថយចុះភាពជឿជាក់នៃសេវារថយន្តក្រុងឆ្លងកាត់ច្រកក្នុងតំបន់ជាពិសេសក្នុងអំឡុងពេលធ្វើដំណើរ។

ស្ថានភាពធ្ងន់ធ្ងរ និងអន់ថយទាំងនេះ ត្រូវបានគេរំពឹងថានឹងបន្តកាន់តែអាក្រក់ទៅ។ នៅពេលដែលចំនួនប្រជាជន និងការងារក្នុងតំបន់កើនឡើង។

ក្រុមប្រឹក្សាតំបន់ Puget Sound Regional Council (អង្គការរៀបចំផែនការទីក្រុងក្នុងតំបន់)និងផែនការក្នុងតំបន់អំពាវនាវឱ្យមានការឆ្លងកាត់ដែលមានសមត្ថភាពខ្ពស់នៅក្នុងច្រកក្នុងតំបន់ ស្របតាម Puget Sound Regional Council's VISION 2050 និងផែនការ Sound Transit's Regional Transit Long-Range Plan.។

អ្នកស្រុក និងសហគមន៍នៃខោនធី Snohomish
រួមទាំងអ្នកស្រុកដែលពឹងផ្អែកលើការធ្វើដំណើរឆ្លងកាត់និងប្រជាជនដែលមានចំណូលទាប ឬប្រជាជនដែលមានអត្រាតិច ត្រូវការការចលំតក្នុងតំបន់រយៈពេលវែង និងការតភ្ជាប់ពហុមុខងារដូចដែលបានអំពាវនាវនៅក្នុងច្បាប់គ្រប់គ្រងកំណើនរដ្ឋវ៉ាស៊ីនតោន Washington State Growth Management Act.។

ផែនការថ្នាក់តំបន់ និងក្នុងតំបន់អំពាវនាវឱ្យមានការបង្កើនដង់ស៊ីតេលំនៅដ្ឋាន និង/ឬការងារនៅ និងជុំវិញស្ថានីយដែលមានសមត្ថភាពខ្ពស់ និងជម្រើសកើនឡើងសម្រាប់ការចូលប្រើពហុម៉ូឌុល។

គោលដៅបរិស្ថាន និងនិរន្តរភាពនៃរដ្ឋ និងតំបន់
ដូចដែលបានបង្កើតឡើងនៅក្នុងច្បាប់របស់រដ្ឋវ៉ាស៊ីនតោន Washington
និងបញ្ចូលក្នុង Puget Sound Regional Council's VISION 2050
និងផែនការដឹកជញ្ជូនក្នុងតំបន់ Regional Transportation Plan
រួមមានការកាត់បន្ថយការបំភាយឧស្ម័នផ្ទះកញ្ចក់ដោយផ្តល់អាទិភាពដល់ការវិនិយោគលើការដឹកជញ្ជូនដែលកាត់បន្ថយចំនួនម៉ាយល៍ដែលបានធ្វើដំណើរ។

ប្រព័ន្ធក្នុងតំបន់បច្ចុប្បន្នខ្វះកន្លែងប្រតិបត្តិការ និងថែទាំដែលមានសមត្ថភាពគ្រប់គ្រាន់ និងទីតាំងសមរម្យ ដើម្បីគាំទ្រដល់ប្រតិបត្តិការរយៈពេលវែងប្រកបដោយប្រសិទ្ធភាព និងអាចទុកចិត្តបានសម្រាប់ការពង្រីកផ្លូវរថភ្លើងក្នុងក្រុងពេញប្រព័ន្ធ
រួមទាំងដំណាក់កាលបន្ទាប់នៃការពង្រីកផ្លូវរថភ្លើងក្នុងក្រុងនៅក្នុង Snohomish និង King Counties ។

ការថែទាំផ្លូវរថភ្លើងក្នុងក្រុងថ្មីនិងសមត្ថភាពផ្ទុកត្រូវមានជាមួយនឹងពេលវេលាគ្រប់គ្រាន់ដើម្បីទទួលយកការដឹកជញ្ជូន និងបញ្ជូនយានជំនិះថ្មី
ដើម្បីបំពេញតម្រូវការពង្រីកចំនួនរថយន្តឲ្យបានច្រើននិងរក្សាទុកយានជំនិះដែលមានស្រាប់ ខណៈដែលយានជំនិះថ្មីត្រូវបានសាកល្អង និងរៀបចំ។

មតិជាសាធារណៈនឹងត្រូវបានទទួលយករហូតដល់ថ្ងៃទី 10 ខែមីនា

ផ្តល់មតិទៅលើផ្លូវ ស្ថានីយ៍ និងប្រតិបត្តិការ និងកន្លែងថែទាំកន្លែងជំនួស ដើម្បីសិក្សាបន្ថែម។
ផ្តល់មតិលើតំបន់នៃបរិស្ថានធម្មជាតិ និងសំណង់ ដើម្បីវាយតម្លៃនៅក្នុងសេចក្តីព្រាង Draft EIS ។
ផ្តល់មតិក្នុងសេចក្តីថ្លែងការណ៍ Purpose and Need Statement។
សូមចំណាំថា មតិជាសាធារណៈនៃការបញ្ចេញមតិ
គឺជាកំណត់ត្រាសាធារណៈ។ ប្រសិនបើអ្នកផ្តល់ព័ត៌មានផ្ទាល់ខ្លួន
វាអាចមានបង្ហាញជាសាធារណៈ
ឬបោះពុម្ពនៅក្នុងឯកសារគម្រោងនាពេលអនាគត។

រៀបចំបញ្ជូនមតិកែលម្អរបស់អ្នក។

អនឡាញនៅ everettlink.participate.online ចូលរួមការរបជុំ សាធារណៈតាមអេក្រង់ៈ
ថ្ងៃអង្គារ ទី7 ខែកុម្ភៈ វេលាម៉ោង 5:30-7:30យប់
ថ្ងៃពុធ ទី០១ ខែមីនា វេលាម៉ោង ១១:៣០-១:៣០ រសៀល

អ៊ីមែល everettlinkcomments@soundtransit.org

ចូលរួមកិច្ចប្រជុំសាធារណៈ៖
ថ្ងៃពុធ ទី 15 ខែកុម្ភៈ វេលាមោង 5:00 - 7:30 យប់
អាហារដ្ឋាន Cascade High School, 801 E. Casino Rd. Everett, WA 98203

អ៊ីមែល everettlinkcomments@soundtransit.org
ទូរស័ព្ទជាសំឡេងនៅ 425-492-7218
ផ្ញើលិខិតទៅ Everett Link Extension Kathy Fendt
Sound Transit
401 S. Jackson St.
Seattle, WA **98104**

អ្នកបកប្រែ 800-823-9230

Español Tagalog русский язык
繁體 한국어 日本語 Tiếng Việt

401 S. Jackson St., Seattle, WA 98104
800-201-4900 / TTY: 711
អ៊ីមែល៖ main@soundtransit.org
គេហទំព័រ៖ soundtransit.org
ព័ត៌មានក្នុងជម្រើសទម្រង់ជំនួស៖
800-201-4900 / TTY: 711
អ៊ីមែល៖ accessibility@soundtransit.org

តាមយើង:

SOUNDTRANSIT

Everett Link Extension

ຄູ່ມືສຳລັບຊຸມຊົນໃນການກຳນົດຂອບເຂດ

ການກຳນົດຂອບເຂດເປັນການສະໜອງໂອກາດໃນການຮຽນຮູ້ແລະສະແດງຄຳຄິດເຫັນກ່ຽວກັບໂຄງການ Everett Link Extension ເພື່ອລໍຖ້າກະບວນການຖະແຫຼງການຜົນກະທົບຕໍ່ສິ່ງແວດລ້ອມ (EIS). ໃນລະຫວ່າງນີ້ທາງ Sound Transit ກຳລັງຊອກຫາຄຳຄິດເຫັນຈາກສາທາລະນະ, ຊົນເຜົ່າ ແລະໜ່ວຍງານຕ່າງໆ. ການກຳນົດຂອບເຂດເກີດຂຶ້ນເພື່ອໃຫ້ເປັນໄປຕາມກົດໝາຍ State Environmental Policy Act (SEPA). ຍິນດີຕ້ອນຮັບຄຳຄິດເຫັນກ່ຽວກັບທາງເລືອກໃນການສຶກສາດ້ານ EIS ແລະເນື້ອໃນຂອງການວິເຄາະ.

ອີງຕາມຂໍ້ສະເໜີແນະທີ່ລວບລວມຜ່ານກະບວນການພັດທະນາແບບທາງເລືອກ ແລະ ໄລຍະເວລາສະແດງຄຳຄິດເຫັນໃນການກຳນົດຂອບເຂດ ທາງຄະນະກຳມະການ Sound Transit ຈະກຳນົດທາງເລືອກໃນການສຶກສາໃນ EIS ລວມທັງທາງເລືອກທີ່ຕ້ອງການສຳລັບເສັ້ນທາງແລະສະຖານີຕ່າງໆ. ທາງເລືອກທີ່ Sound Transit ຈະສຶກສາໃນຮ່າງ EIS ຈະໄດ້ຮັບການວິເຄາະໂດຍລະອຽດ ພ້ອມກັບໂອກາດໃນການໄດ້ຮັບຄຳຄິດເຫັນຈາກສາທາລະນະໃນອະນາຄົດ. ກະບວນການຂອງ EIS ອາດຈະໃຊ້ເວລາປະມານຫ້າປີຈຶ່ງຈະສຳເລັດ.

ຮ່າງຄຳຖະແຫຼງຈຸດປະສົງແລະຄວາມຈຳເປັນ

ຈຸດປະສົງຂອງ Everett Link Extension ແມ່ນເພື່ອຂະຫຍາຍລະບົບລົດໄຟລາງເບົາ Link ຈາກສະຖານີ Lynnwood City Center Link ໄປຫາບໍລິເວນ Everett Station ແລະ ສະໜອງສະຖານທີ່ດຳເນີນການແລະສະຖານທີ່ສ້ອມບຳລຸງເພື່ອ:

- ສະໜອງການບໍລິການລົດໄຟລາງເບົາຂົນສົ່ງທີ່ມີຄຸນນະພາບສູງ, ວ່ອງໄວ, ເຊື່ອຖືໄດ້, ເຂົ້າເຖິງໄດ້ ແລະມີປະສິດທິພາບແກ່ຊຸມຊົນໃນແນວພື້ນທີ່ຂອງໂຄງການຕາມທີ່ກຳນົດຜ່ານກະບວນການການວາງແຜນ ແລະສະທ້ອນໃຫ້ເຫັນໃນ ST3 Plan.
- ປັບປຸງການເດີນທາງສັນຈອນໃນພາກພື້ນໂດຍເພີ່ມການເຊື່ອມຕໍ່ ແລະ ຂີດຄວາມ ສາມາດໃນແນວພື້ນທີ່ Everett Link Extension ຈາກ Lynnwood Transit Center ໄປຫາບໍລິເວນ Everett Station ເພື່ອຕອບສະໜອງຄວາມຕ້ອງການດ້ານການຂົນສົ່ງທີ່ຄາດການໄວ້.
- ເຊື່ອມຕໍ່ສູນກາງພາກພື້ນດັ່ງທີ່ໄດ້ອະທິບາຍໃນແຜນການນຳໃຊ້ທີ່ດິນໃນພາກພື້ນແລະໃນທ້ອງຖິ່ນ, ແຜນພັດທະນາການຄະນະມາຄົມຂົນສົ່ງແລະເສດຖະກິດ ແລະ Sound Transit's Regional Transit Long-Range Plan.
- ໃຊ້ລະບົບທີ່ເປັນໄປໄດ້ທາງເຕັກນິກແລະທາງດ້ານການເງິນໃນການສ້າງ, ດຳເນີນການ ແລະ ສ້ອມບຳລຸງ.
- ຂະຫຍາຍການເດີນທາງສັນຈອນສຳລັບບໍລິເວນແນວພື້ນທີ່ແລະຜູ້ອາໄສຢູ່ໃນພາກພື້ນ ລວມທັງການພິຈາລະນາຢ່າງຈະແจ້ງສຳລັບປະຊາກອນທີ່ເພິ່ງພາການຂົນສົ່ງສາທາລະນະ, ຜູ້ມີລາຍໄດ້ຕ່ຳ ແລະຊົນກຸ່ມນ້ອຍ.
- ຊຸກຍູ້ການຈະເລີນເຕີບໂຕທີ່ເທົ່າທຽມກັນແລະຍືນຍົງໃນບໍລິເວນສະຖານີ ໂດຍຜ່ານການສະໜັບສະໜູນການພັດທະນາທີ່ເນັ້ນການຂົນສົ່ງສາທາລະນະ ກົດເບີ່ງຄຳນິຍາມ ແລະການປະສົມປະສານຫຼາຍຮູບແບບ ໃນລັກສະນະທີ່ສອດຄ່ອງກັບແຜນແລະນະໂຍບາຍການນຳໃຊ້ທີ່ດິນໃນທ້ອງຖິ່ນ ລວມທັງ Sound Transit's Equitable Transit Oriented Development Policy and Sustainability Plan.
- ຊຸກຍູ້ການເຂົ້າເຖິງສະຖານີໂດຍບໍ່ໃຊ້ເຄື່ອງຍົນຢ່າງສະດວກ, ປອດໄພ ແລະ ເທົ່າທຽມກັນ ເຊັ່ນ ທາງເຊື່ອມລົດຖີບແລະທາງຄົນຍ່າງ ເຊິ່ງສອດຄ່ອງກັບ Sound Transit's System Access Policy and Equity and Inclusion Policy.
- ອະນຸລັກແລະສົ່ງເສີມສະພາບແວດລ້ອມທີ່ດີຕໍ່ສຸຂະພາບແລະເສດຖະກິດທີ່ດີ ໂດຍການຫຼຸດຜ່ອນຜົນກະທົບທາງລົບຕໍ່ສະພາບແວດລ້ອມຕາມທະມະຊາດ, ສະພາບແວດລ້ອມ ທີ່ສ້າງຂຶ້ນ ແລະສະພາບແວດລ້ອມທາງສັງຄົມໃຫ້ໜ້ອຍທີ່ສຸດ ຜ່ານການປະຕິບັດທີ່ຍືນຍົງແລະເທົ່າທຽມກັນ.
- ສະໜອງສະຖານທີ່ດຳເນີນການແລະສະຖານທີ່ສ້ອມບຳລຸງທີ່ມີຂີດຄວາມສາມາດໃນການຮັບມອບ, ທົດສອບ, ການດຳເນີນການໃຊ້ງານ, ການຈັດເກັບ, ການສ້ອມບຳລຸງ ແລະການນຳໃຊ້ຍານພາຫະນະເພື່ອຮອງຮັບລະດັບການບໍລິການຕາມທີ່ໄດ້ເຈດຕະນາສຳລັບການຂະຫຍາຍລະບົບລົດໄຟລາງເບົາທົ່ວທັງລະບົບ.
- ພັດທະນາສະຖານທີ່ດຳເນີນການແລະສະຖານທີ່ສ້ອມບຳລຸງທີ່ຮອງຮັບບໍລິການລົດໄຟລາງເບົາທີ່ມີປະສິດທິພາບແລະເຊື່ອຖືໄດ້ ແລະຫຼຸດຜ່ອນຕົ້ນທຶນໃນການດຳເນີນການຂອງລະບົບ.

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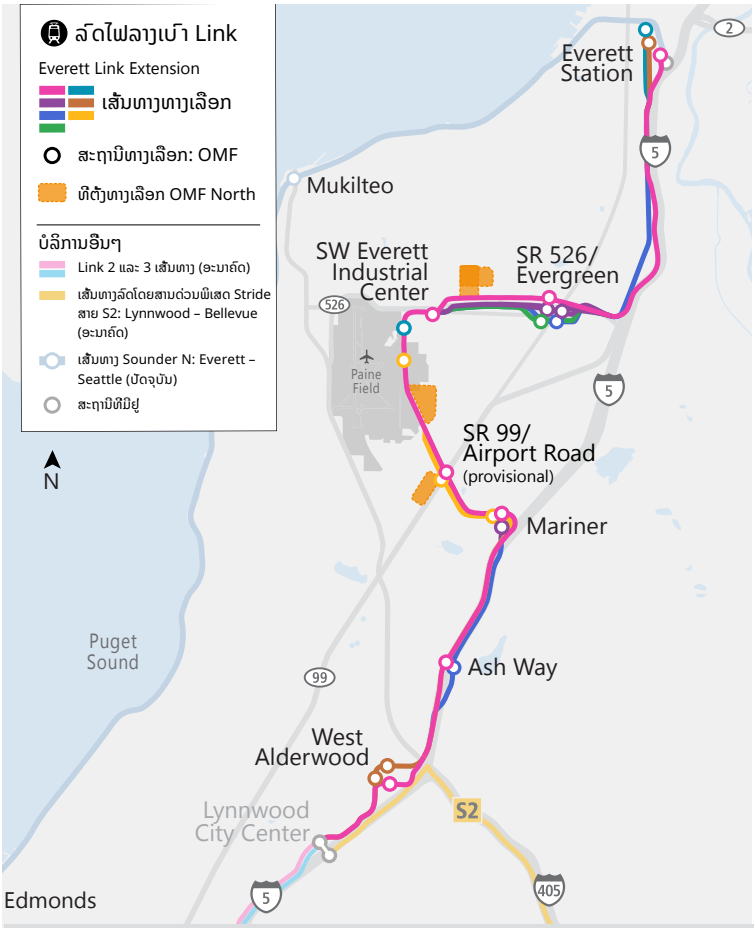


ຈະເປີດຮັບຄຳຄິດເຫັນກ່ຽວກັບການກຳນົດຂອບເຂດໄປຈົນຮອດວັນທີ 10 ເດືອນມີນາ

- ສະໜອງຄຳຄິດເຫັນກ່ຽວກັບທາງເລືອກສຳລັບເສັ້ນທາງ, ສະຖານີ ແລະ ສະຖານທີ່ດຳເນີນການແລະສະຖານທີ່ສ້ອມບຳລຸງເພື່ອສຶກສາເພີ່ມເຕີມ.
- ສະໜອງຄຳຄິດເຫັນກ່ຽວກັບພື້ນທີ່ທີ່ເປັນສະພາບແວດລ້ອມຕາມທຳມະຊາດ, ສະພາບແວດລ້ອມທີ່ສ້າງຂຶ້ນເພື່ອປະເມີນໃນ Draft EIS.
- ສະແດງຄຳຄິດເຫັນກ່ຽວກັບ Purpose and Need Statement.
- ໂປດຊາບว่าຄຳຄິດເຫັນໃນການກຳນົດຂອບເຂດແມ່ນເປັນບັນທຶກສາທະລະນະ. ຖ້າທ່ານໃຫ້ຂໍ້ມູນສ່ວນບຸກຄົນ ຂໍ້ມູນນັ້ນອາດຈະຖືກເປີດເຜີຍຕໍ່ສາທະລະນະ ຫຼື ເຜີຍແຜ່ໃນເອກະສານຂອງໂຄງການໃນອະນາຄົດ.

ໂຄງການນີ້ແມ່ນຈຳເປັນເພາະว่า

- ຖະໜົນຫົນທາງທີ່ແອອັດຊຳເຮື້ອຢູ່ເທິງເສັ້ນ Interstate 5 ແລະເສັ້ນ State Route 99 ທີ່ເປັນທາງຫຼວງສາຍຫຼັກສອງເສັ້ນໃນການເຊື່ອມຕໍ່ຊຸມຊົນລຽບຕາມແນວພື້ນທີ່ເຮັດໃຫ້ຜູ້ຄົນເດີນທາງຊັກຊ້າ ລວມທັງຜູ້ທີ່ໃຊ້ລົດໂดยสาน ແລະຫຼຸດຄວາມໜ້າເຊື່ອຖືໃນບໍລິການລົດເມທີ່ຜ່ານແນວພື້ນທີ່ ໂດຍສະເພາະການເດີນທາງໃນຊ່ວງເວລາເລັ່ງດ່ວນ.
- ສະພາບການຈະລາຈອນທີ່ແອອັດຊຳເຮື້ອ, ຄວາມໜ້າເຊື່ອຖືຫຼຸດລົງເຫຼົ່ານີ້ຄາດว่าจะสืบต่อร้ายแรงขึ้นเมื่อประชากอนและการจ้างงานในพากพื้นเพิ่มขึ้น.
- Puget Sound Regional Council (ອົງກອນວາງແຜນເມືອງລະດັບພາກພື້ນ) ແລະแผนงานท้องถิ่นกำนัดให้การขนส่งในแนวพื้นที่มีขีดความสามาดสูงที่สอดคล้องกับ Puget Sound Regional Council's VISION 2050 และ Sound Transit's Regional Transit Long-Range Plan.
- ຜູ້ຢູ່ອາໄສແລະຊຸມຊົນໃນ Snohomish ຄາວຕີ ລວມທັງປະຊາກອນທີ່ເພິ່ງພາການຂົນສົ່ງສາທາລະນະ, ຜູ້ມີລາຍໄດ້ຕ່ຳ ຫຼືຊົນກຸ່ມນ້ອຍຈຳເປັນຕ້ອງເດີນທາງສັນຈອນໃນພາກພື້ນໃນໄລຍະຍາວ ແລະການເຊື່ອມຕໍ່ຫຼາຍຮູບແບບ ຕາມທີ່ກຳນົດໄວ້ໃນກົດໝາຍ Washington State Growth Management Act.
- ແຜນລະດັບພາກພື້ນແລະລະດັບທ້ອງຖິ່ນກຳນົດໃຫ້ຄວາມໜາແໜ້ນຂອງທີ່ຢູ່ອາໄສ ແລະ/ຫຼື ການຈ້າງງານຢູ່ບໍລິເວນແລະພື້ນທີ່ໃກ້ຄຽງສະຖານີທີ່ມີຂີດຄວາມສາມາດສູງ ເພີ່ມຂຶ້ນ ແລະທາງເລືອກໃນການເຂົ້າເຖິງຫຼາຍຮູບແບບ ເພີ່ມຂຶ້ນ.
- ເປົ້າໝາຍດ້ານສິ່ງແວດລ້ອມແລະຄວາມຍືນຍົງຂອງລັດແລະພາກພື້ນ ດັ່ງທີ່ກຳນົດໄວ້ໃນກົດໝາຍຂອງລັດ Washington ແລະປະກອບຢູ່ໃນ Puget Sound Regional Council's VISION 2050 ແລະ Regional Transportation Plan ລວມທັງການຫຼຸດຜ່ອນການປ່ອຍອາຍພິດເຮືອນແກ້ວ ໂດຍການຈັດລຳດັບຄວາມສຳຄັນໃນການລົງທຶນດ້ານການຂົນສົ່ງທີ່ຫຼຸດໄລຍະທາງໃນການເດີນທາງຂອງຍານພາຫະນະ.
- ລະບົບຂົນສົ່ງໃນພາກພື້ນໃນປັດຈຸບັນຂາດສະຖານທີ່ດຳເນີນການແລະສະຖານທີ່ສ້ອມບຳລຸງທີ່ມີຂີດຄວາມສາມາດທີ່ພຽງພໍ ແລະທີ່ຕັ້ງທີ່ເໝາະສົມໃນການຮອງຮັບການດຳເນີນການທີ່ມີປະສິດທິພາບແລະເຊື່ອຖືໄດ້ໃນໄລຍະຍາວສຳລັບການຂະຫຍາຍລະບົບລົດໄຟລາງເບົາທົ່ວທັງລະບົບ ລວມເຖິງໄລຍະຕໍ່ໄປຂອງການຂະຫຍາຍລະບົບລົດໄຟລາງເບົາໃນ Snohomish ຄາວຕີ ແລະ King ຄາວຕີ.
- ຈຳເປັນຕ້ອງມີຂີດຄວາມສາມາດໃນການສ້ອມບຳລຸງແລະການຈັດເກັບ ໂດຍມີເວລາພຽງພໍໃນການຮັບມອບແລະການນຳຍານພາຫະນະຄັນໃໝ່ໄປໃຊ້ງານເພື່ອຕອບສະໜອງການຂະຫຍາຍຈຳນວນລົດໄຟແລະການເກັບຮັກສາຍານພາຫະນະທີ່ມີຢູ່ໃນຂະນະທີ່ເຮັດການທົດສອບແລະກະກຽມຍານພາຫະນະຄັນໃໝ່.

ວິທີສົ່ງຄຳຄິດເຫັນຂອງທ່ານ

- ທາງອອນລາຍທີ່ everettlink.participate.online
- ເຂົ້າຮ່ວມກອງປະຊຸມສາທະລະນະທາງອອນລາຍ:
  ວັນອັງຄານທີ 7 ເດືອນກຸມພາ, ເວລາ 5:30 – 7:30 ໂມງແລງ
  ວັນພຸດທີ 1 ເດືອນມີນາ, ເວລາ 11:30 ໂມງເຊົ້າ – 1:30 ໂມງບ່າຍ

ເບິ່ງຂໍ້ມູນໄດ້ທີ່: everettlink.participate.online

- ເຂົ້າຮ່ວມກອງປະຊຸມສາທະລະນະ:
  ວັນພຸດທີ 15 ເດືອນກຸມພາ, ເວລາ 5:00 – 7:30 ໂມງແລງ
  ໂຮງອາຫານໂຮງຮຽນ Cascade High School
  ທີ່ຢູ່ 801 E. Casino Rd. Everett, WA 98203
- ອີເມວ everettlinkcomments@soundtransit.org
- ฝากข้อความสรุปที่ **425-492-7218**
- ສົ່ງຈົດໝາຍໄປທີ່ **Everett Link Extension**
  Kathy Fendt
  Sound Transit
  401 S. Jackson St.
  Seattle, WA 98104

ນາຍພາສາ 800-823-9230

Español Tagalog русский язык
繁體 한국어 日本語 Tiếng Việt

401 S. Jackson St., Seattle, WA 98104
800-201-4900 / TTY: 711
ອີເມວ: main@soundtransit.org
ເວັບໄຊ: soundtransit.org

ຂໍ້ມູນໃນຮູບແບບທາງເລືອກ:
800-201-4900 / TTY: 711
ອີເມວ: accessibility@soundtransit.org

ຕິດຕາມພວກເຮົາ:

SOUNDTRANSIT

Everett Link Extension

Hướng dẫn cộng đồng về Xác định phạm vi

Xác định phạm vi cung cấp cơ hội để tìm hiểu và nhận xét về dự án Everett Link Extension để sẵn sàng cho quy trình báo cáo tác động môi trường (EIS). Trong thời gian này, Sound Transit đang tìm ý kiến từ công chúng, các Bộ lạc, và cơ quan. Xác định phạm vi xảy ra để tuân thủ theo State Environmental Policy Act (SEPA). Sound Transit là cơ quan dẫn đầu trực thuộc SEPA. Ý kiến về các lựa chọn thay thế để nghiên cứu trong EIS và nội dung của phân tích được hoan nghênh.

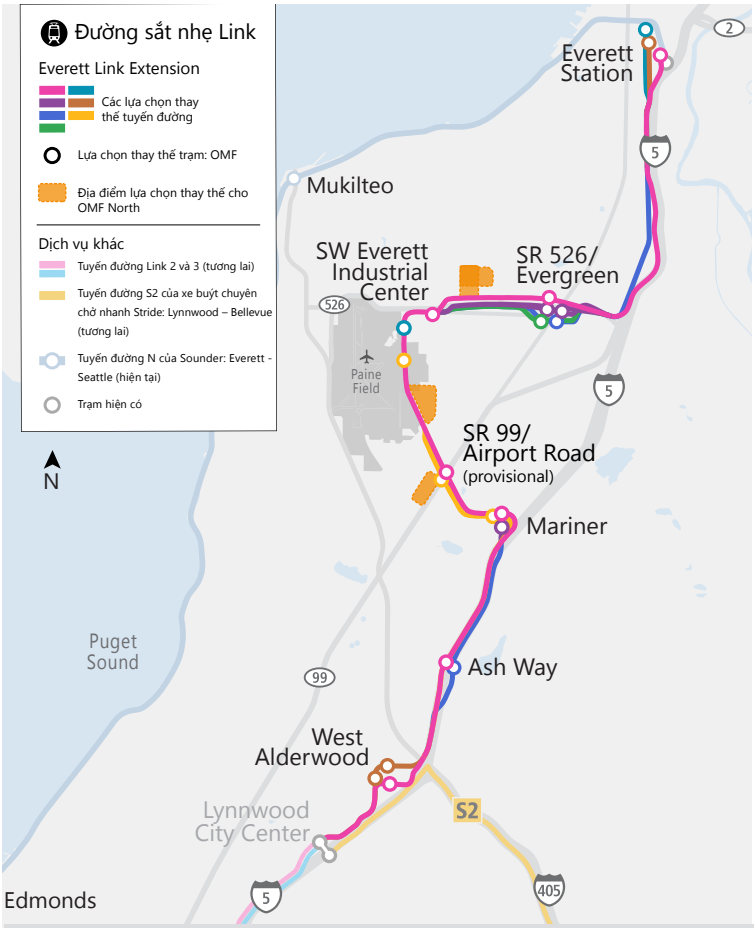
Dựa trên phản hồi thu thập được thông qua quá trình phát triển các lựa chọn thay thế và giai đoạn bình luận xác định phạm vi, Hội đồng quản trị Sound Transit sẽ xác định các lựa chọn thay thế để nghiên cứu trong EIS gồm cả một giải pháp thay thế ưu tiên cho tuyến đường và các trạm. Các lựa chọn thay thế mà Sound Transit sẽ nghiên cứu trong Dự thảo EIS sẽ trải qua phân tích chi tiết, với các cơ hội bình luận công cộng trong tương lai. Quá trình EIS có thể sẽ mất khoảng năm năm để hoàn thành.

Dự thảo báo cáo mục đích và nhu cầu

Mục đích của Everett Link Extension là mở rộng hệ thống đường sắt nhẹ Link từ Trạm Lynnwood City Center Link đến khu vực Everett Station và cung cấp một cơ sở vận hành và bảo trì để:

- Cung cấp dịch vụ vận chuyển đường sắt nhẹ chất lượng cao, nhanh chóng, đáng tin cậy, dễ tiếp cận và hiệu quả cho các cộng đồng trong hành lang dự án như được xác định thông qua quá trình hoạch định địa phương và được phản ánh trong ST3 Plan.
- Cải thiện khả năng di chuyển trong khu vực bằng cách tăng khả năng kết nối và công suất trong hành lang Everett Link Extension từ Lynnwood Transit Center đến khu vực Everett Station để đáp ứng nhu cầu vận chuyển dự kiến.
- Kết nối các trung tâm khu vực như được mô tả trong các kế hoạch sử dụng đất, giao thông và phát triển kinh tế trong khu vực và địa phương đã được thông qua và trong Sound Transit's Regional Transit Long-Range Plan.
- Thực hiện một hệ thống khả thi về mặt kỹ thuật và tài chính để xây dựng, vận hành và bảo trì.
- Mở rộng khả năng di chuyển cho cư dân trong hành lang và khu vực, gồm cả xem xét rõ ràng đối với các nhóm dân cư phụ thuộc vào phương tiện công cộng, thu nhập thấp và dân tộc thiểu số.
- Khuyến khích tăng trưởng công bằng và bền vững trong các khu vực trạm thông qua hỗ trợ phát triển theo định hướng vận chuyển và tích hợp đa phương thức theo cách phù hợp với các kế hoạch và chính sách sử dụng đất của địa phương, gồm cả Sound Transit's Equitable Transit Oriented Development Policy and Sustainability Plan.
- Khuyến khích việc tiếp cận không động cơ đến các trạm thuận tiện, an toàn và bình đẳng, chẳng hạn như các kết nối xe đạp và người đi bộ, phù hợp với Sound Transit's System Access Policy and Equity and Inclusion Policy.
- Giữ gìn và thúc đẩy một môi trường và nền kinh tế lành mạnh bằng cách giảm thiểu các tác động bất lợi đến môi trường tự nhiên, xây dựng và xã hội thông qua các hoạt động bền vững và bình đẳng.
- Cung cấp một cơ sở vận hành và bảo trì với khả năng tiếp nhận, thử nghiệm, đưa vào hoạt động, lưu trữ, bảo trì và bố trí các xe cộ để hỗ trợ mức độ dịch vụ dự kiến cho việc mở rộng hệ thống đường sắt nhẹ trên toàn hệ thống.
- Phát triển một cơ sở vận hành và bảo trì hỗ trợ dịch vụ đường sắt nhẹ hiệu quả và đáng tin cậy và giảm thiểu chi phí vận hành hệ thống.

401 S. Jackson St. | Seattle, WA 98104
800-201-4900 / TTY: 711 | main@soundtransit.org | soundtransit.org



Nhận xét về xác định phạm vi sẽ được chấp nhận đến hết ngày 10 tháng 3

- Cung cấp ý kiến về tuyến đường, trạm, và các địa điểm thay thế cho cơ sở vận hành và bảo trì để nghiên cứu thêm.
- Cung cấp ý kiến về các lĩnh vực của môi trường tự nhiên và xây dựng để đánh giá trong Draft EIS.
- Cung cấp ý kiến về Purpose and Need Statement.
- Xin lưu ý rằng nhận xét về xác định phạm vi là hồ sơ công cộng. Nếu bạn cung cấp thông tin cá nhân, thông tin đó có thể được công bố hoặc được đăng trong các tài liệu dự án trong tương lai.

Dự án cần thiết bởi vì

- Tình trạng tắc nghẽn đường kinh niên trên Interstate 5 và State Route 99 – hai đường cao tốc chính kết nối các cộng đồng dọc theo hành lang – làm trì hoãn người đi lại ngày nay, gồm cả những người sử dụng phương tiện công cộng và làm giảm độ tin cậy của dịch vụ xe buýt đi qua hành lang, đặc biệt là trong thời gian đi làm.
- Những tình trạng kinh niên, xuống cấp này dự kiến sẽ tiếp tục tồi tệ hơn khi dân số và việc làm của khu vực tăng lên.
- Puget Sound Regional Council (tổ chức quy hoạch đô thị khu vực) và các kế hoạch địa phương yêu cầu vận chuyển công suất cao trong hành lang phù hợp với Puget Sound Regional Council's VISION 2050 và Sound Transit's Regional Transit Long-Range Plan.
- Cư dân và cộng đồng Quận Snohomish, bao gồm cư dân phụ thuộc vào phương tiện công cộng và dân thiểu số hoặc thu nhập thấp, cần di chuyển trong khu vực lâu dài và kết nối đa phương thức, như được đòi hỏi trong Washington State Growth Management Act.
- Các kế hoạch khu vực và địa phương kêu gọi tăng mật độ dân cư và / hoặc việc làm tại và xung quanh các trạm công suất cao và tăng các lựa chọn để tiếp cận đa phương thức.
- Các mục tiêu môi trường và bền vững của tiểu bang và khu vực, như được thiết lập trong luật tiểu bang Washington và được thể hiện trong Puget Sound Regional Council's VISION 2050 và Regional Transportation Plan, bao gồm giảm khí thải nhà kính bằng cách ưu tiên đầu tư giao thông làm giảm số dặm xe đã đi.
- Hệ thống khu vực hiện tại thiếu một cơ sở vận hành và bảo trì với đủ công suất và địa điểm phù hợp để hỗ trợ các hoạt động lâu dài hiệu quả và đáng tin cậy để mở rộng đường sắt nhẹ trên toàn hệ thống, gồm cả giai đoạn tiếp theo của việc mở rộng đường sắt nhẹ ở các Quận Snohomish và King.
- Khả năng bảo trì và lưu trữ đường sắt nhẹ mới cần có sẵn với đủ thời gian để nhận hàng và đưa vào hoạt động các xe cộ mới để đáp ứng nhu cầu mở rộng đội xe và lưu trữ các xe cộ hiện có trong khi các xe cộ mới được thử nghiệm và chuẩn bị.

Cách gửi phản hồi của bạn

- Trực tuyến tại everettlink.participate.online
- Tham dự một cuộc họp công cộng ảo:
  Thứ Ba, ngày 7 tháng 2, 5:30 – 7:30 tối
  Thứ Tư, ngày 1 tháng 3, 11:30 – 1:30 chiều

Thông tin tại: everettlink.participate.online

- Tham dự một cuộc họp công cộng:
  Thứ Tư, ngày 15 tháng 2, 5:00 – 7:30 tối tại
  Phòng ăn của Cascade High School,
  801 E. Casino Rd. Everett, WA 98203
- Bằng email everettlinkcomments@soundtransit.org
- Để lại lời nhắn tại số **425-492-7218**
- Gửi thư đến **Everett Link Extension**
  Kathy Fendt
  Sound Transit
  401 S. Jackson St.
  Seattle, WA 98104

Người thông dịch 800-823-9230

Español Tagalog русский язык
繁體 한국어 日本語 Tiếng Việt

401 S. Jackson St., Seattle, WA 98104
800-201-4900 / TTY: 711
Bằng Email: main@soundtransit.org
Trang mạng: soundtransit.org

Thông tin ở các định dạng thay thế:
800-201-4900 / TTY: 711
Bằng Email: accessibility@soundtransit.org

Theo dõi chúng tôi:

SOUNDTRANSIT

APPENDIX S

Quickscreens

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.

February 2023

SOUNDTRANSIT

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.

February 2023

SOUNDTRANSIT

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.

For more details, including information about project schedules, go to:
soundtransit.org/system

*August 2022: Work is ongoing to identify new opening timelines for these four light rail projects currently in construction.

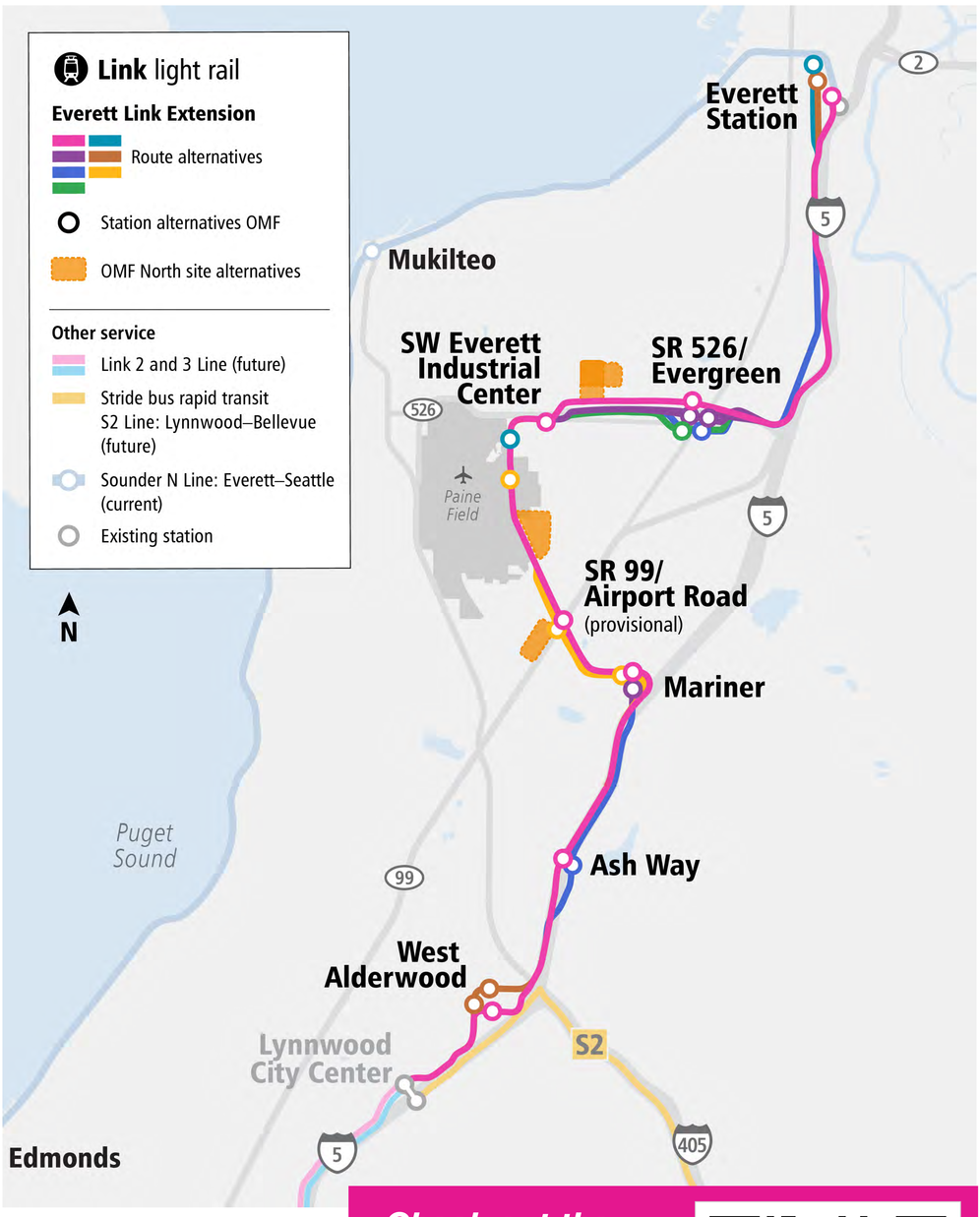
February 2023

SOUNDTRANSIT

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.

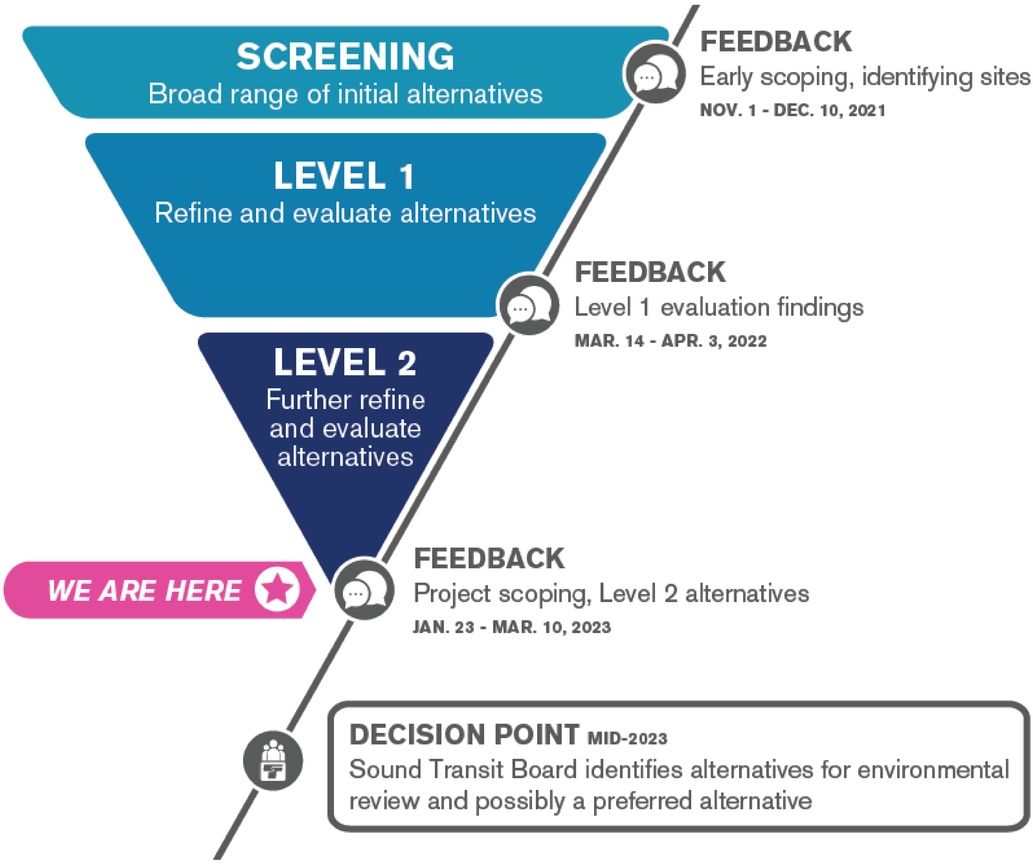


Check out the project website

February 2023

SOUNDTRANSIT

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?

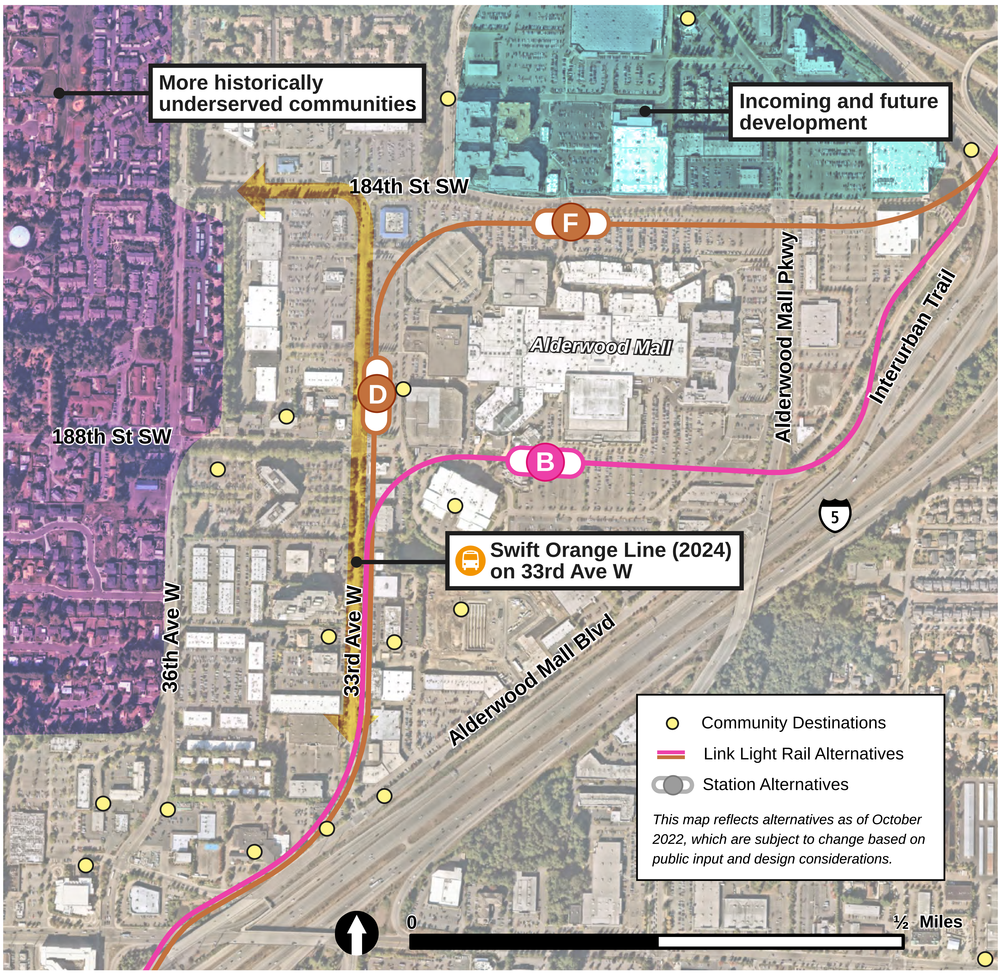
Sound Transit proposes to address the following topics within the EIS:

- 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

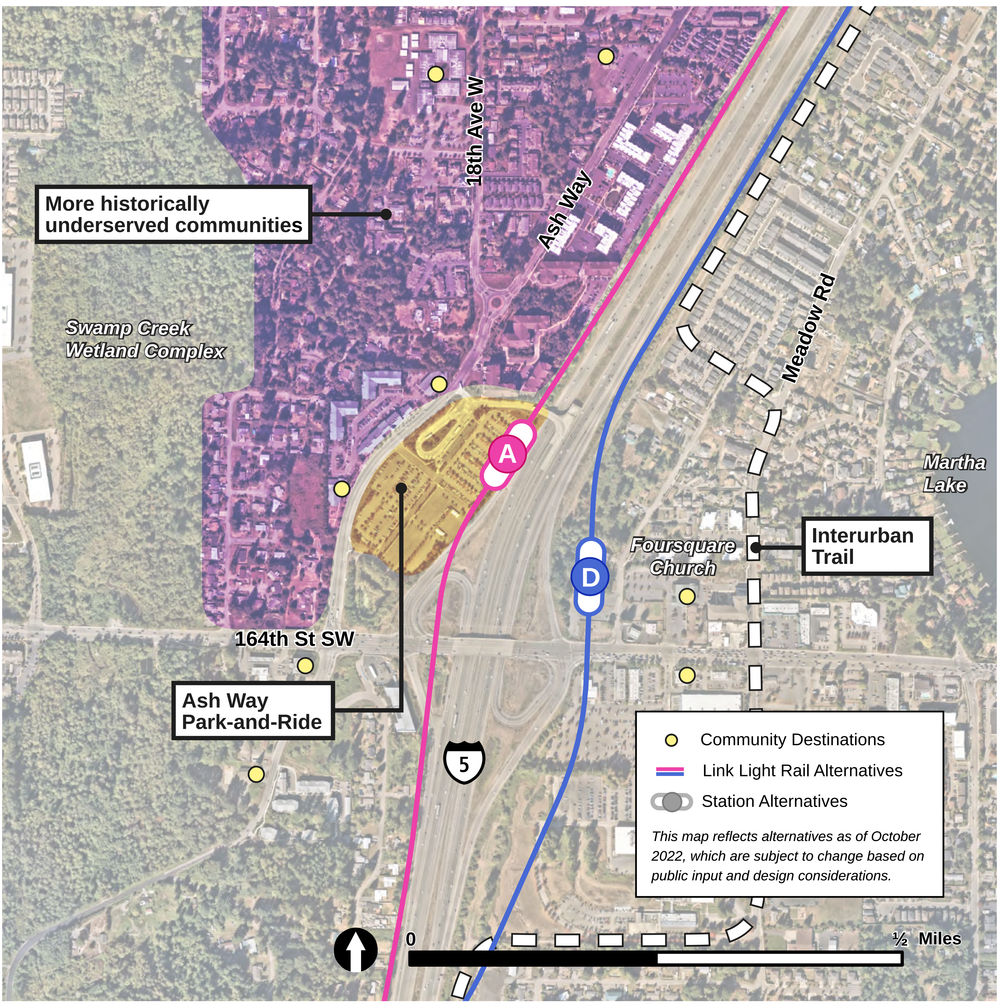
SOUNDTRANSIT

February 2023

ASH WAY (ASH)

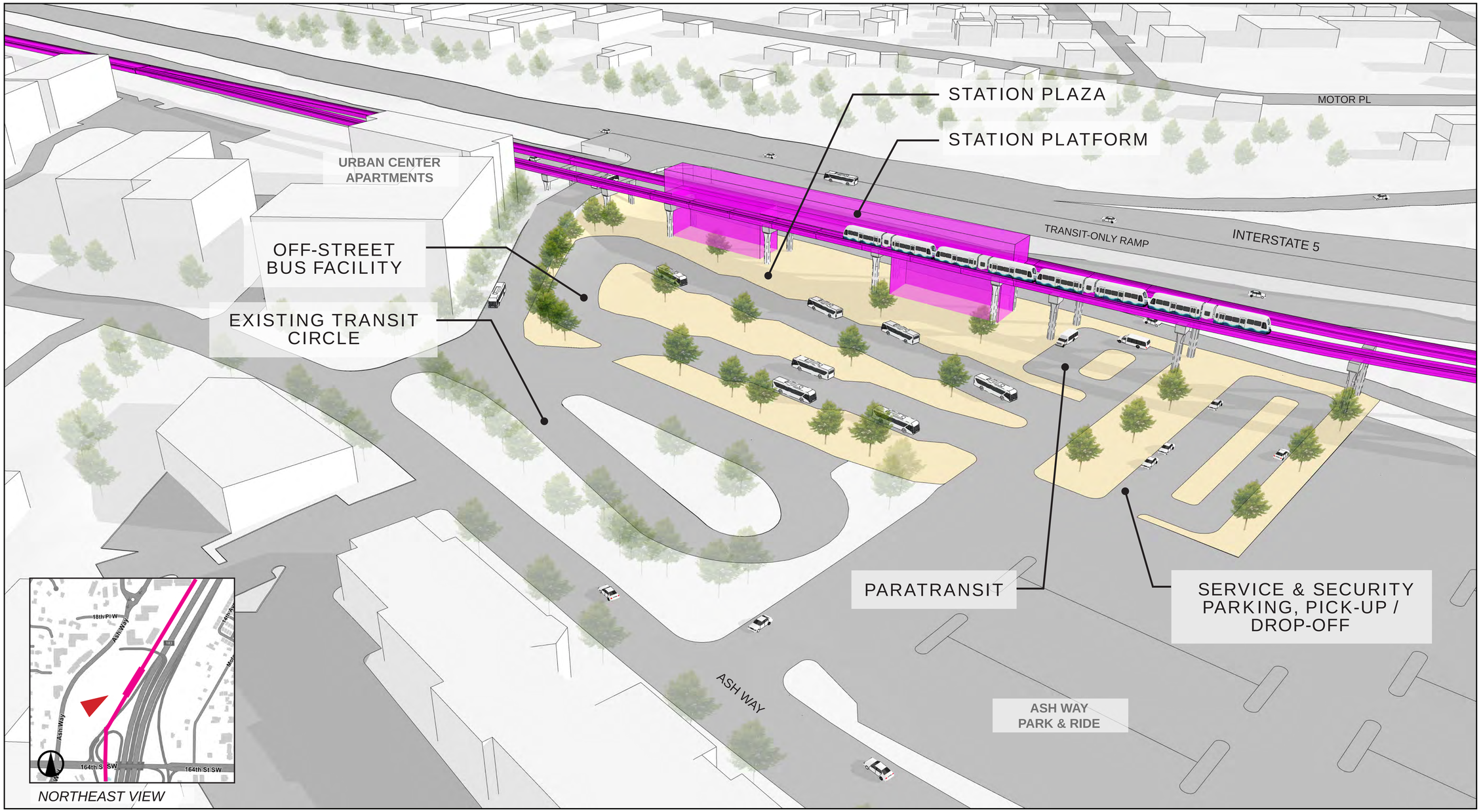
Key features

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

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

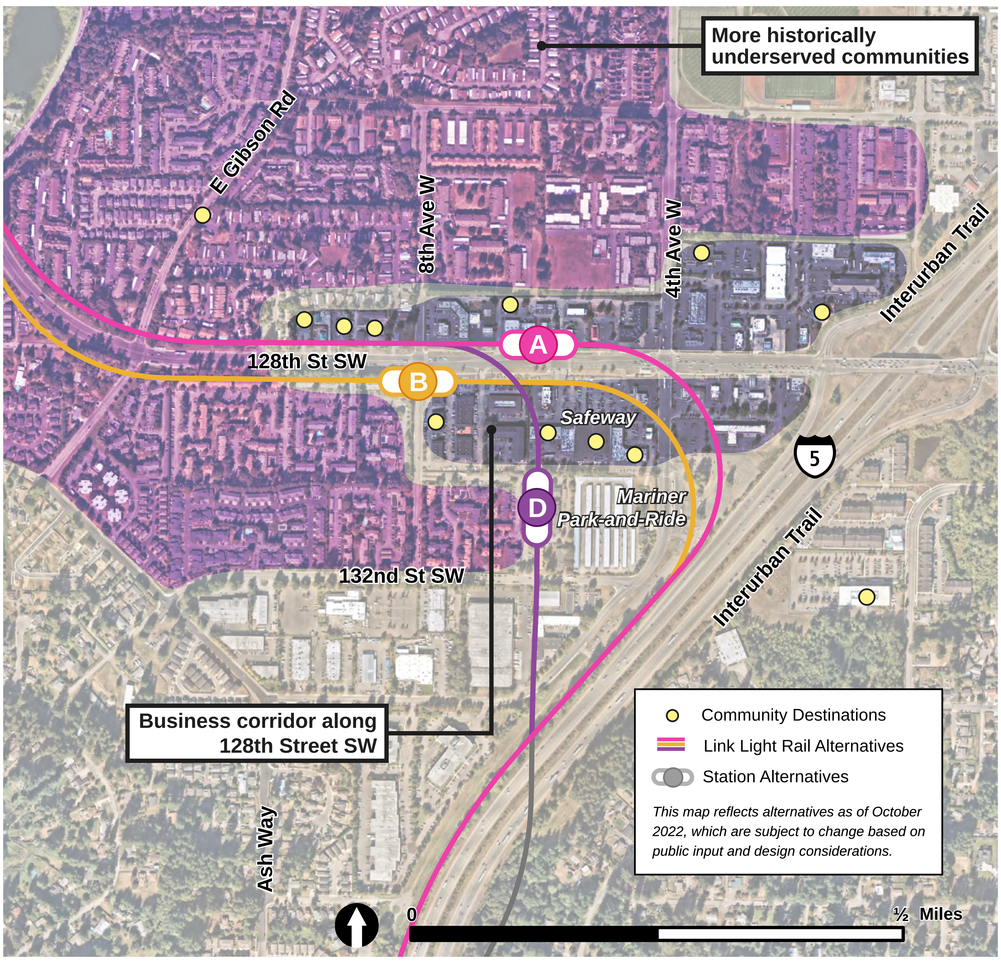
SOUNDTRANSIT

February 2023

MARINER (MAR)

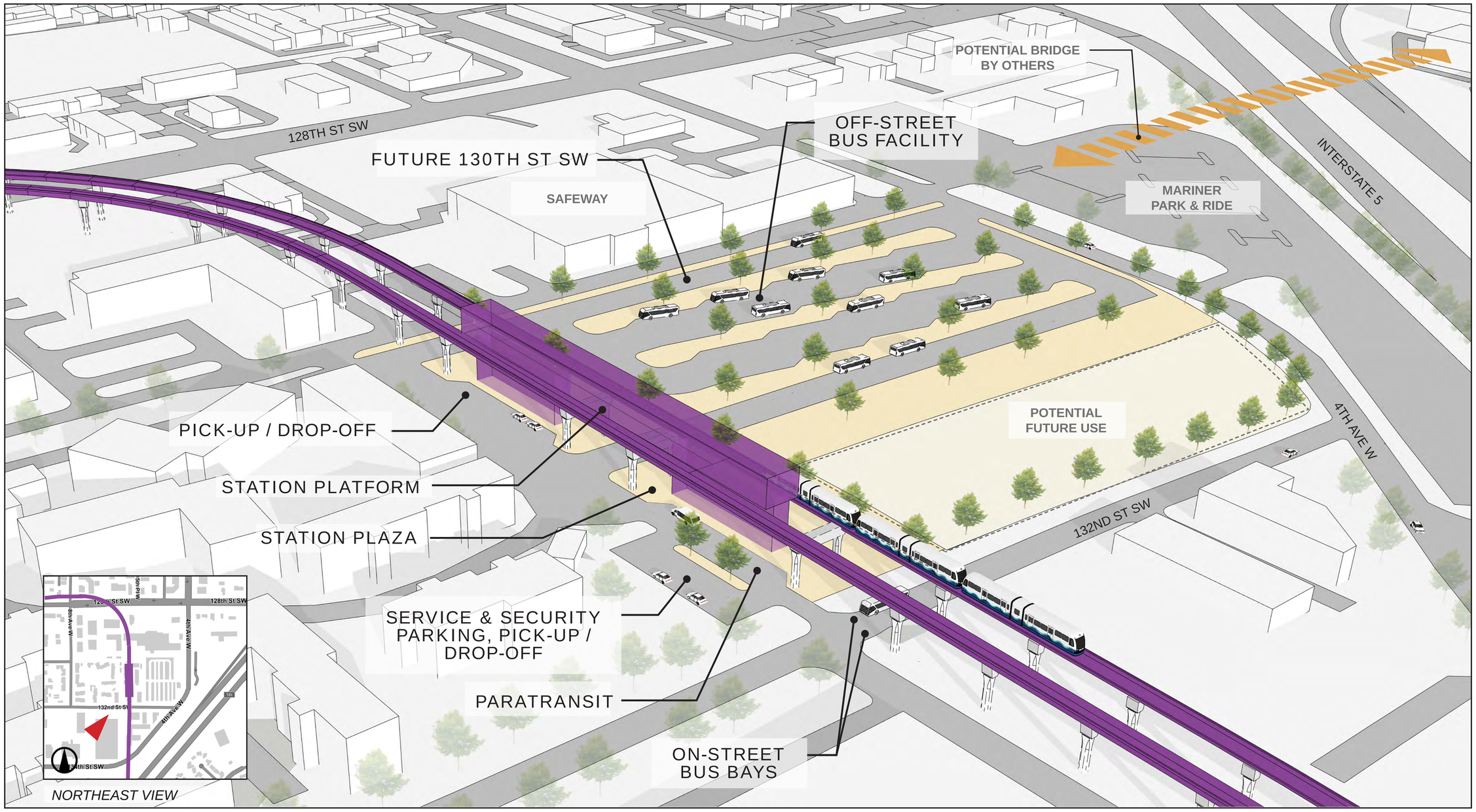
Key features

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

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

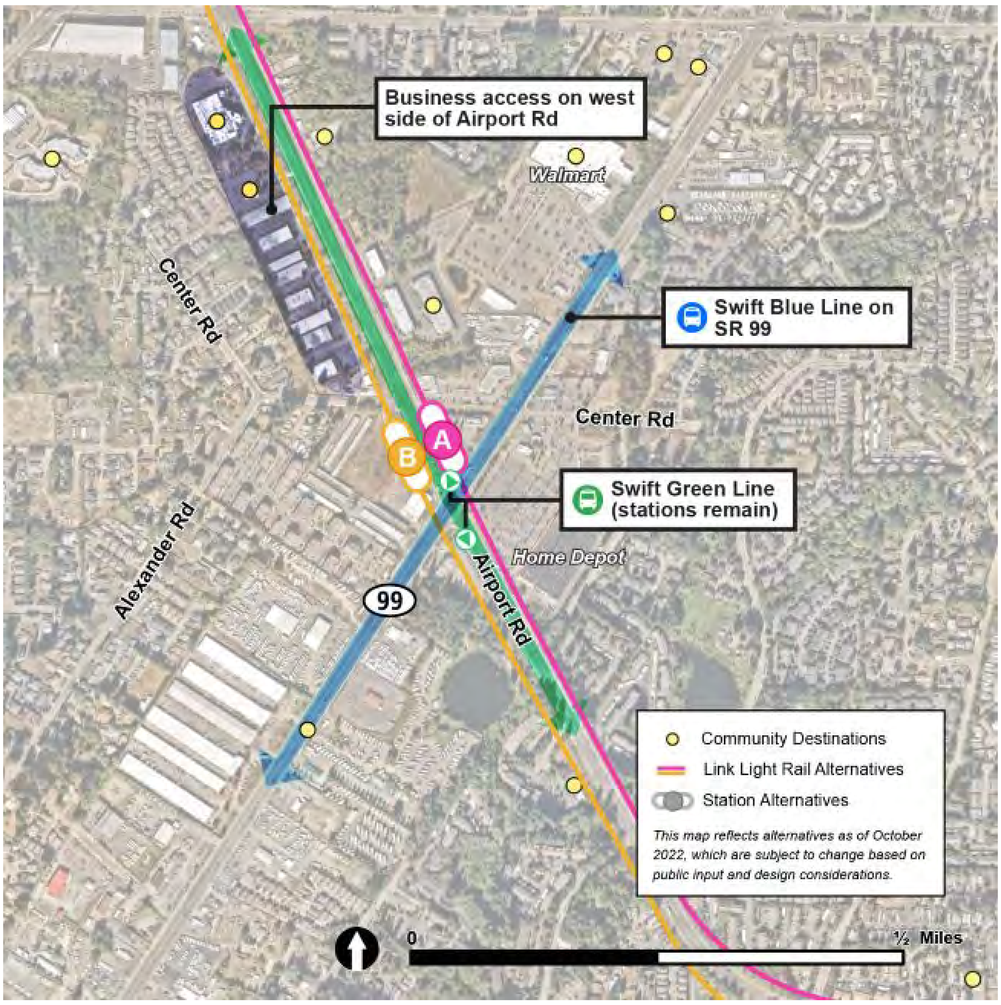
SOUNDTRANSIT

February 2023

SR 99 / AIRPORT ROAD (AIR)

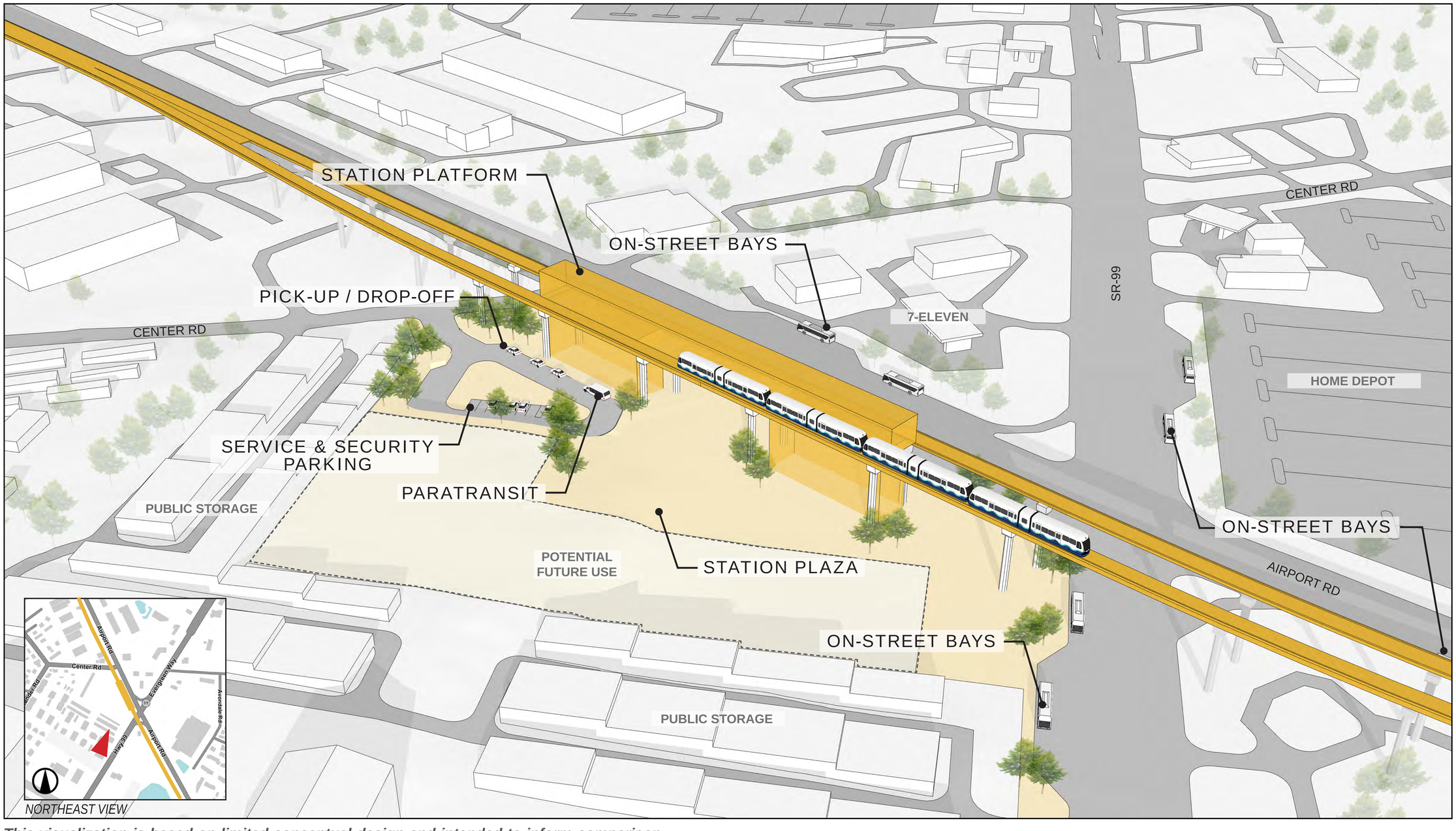
Key features

- 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

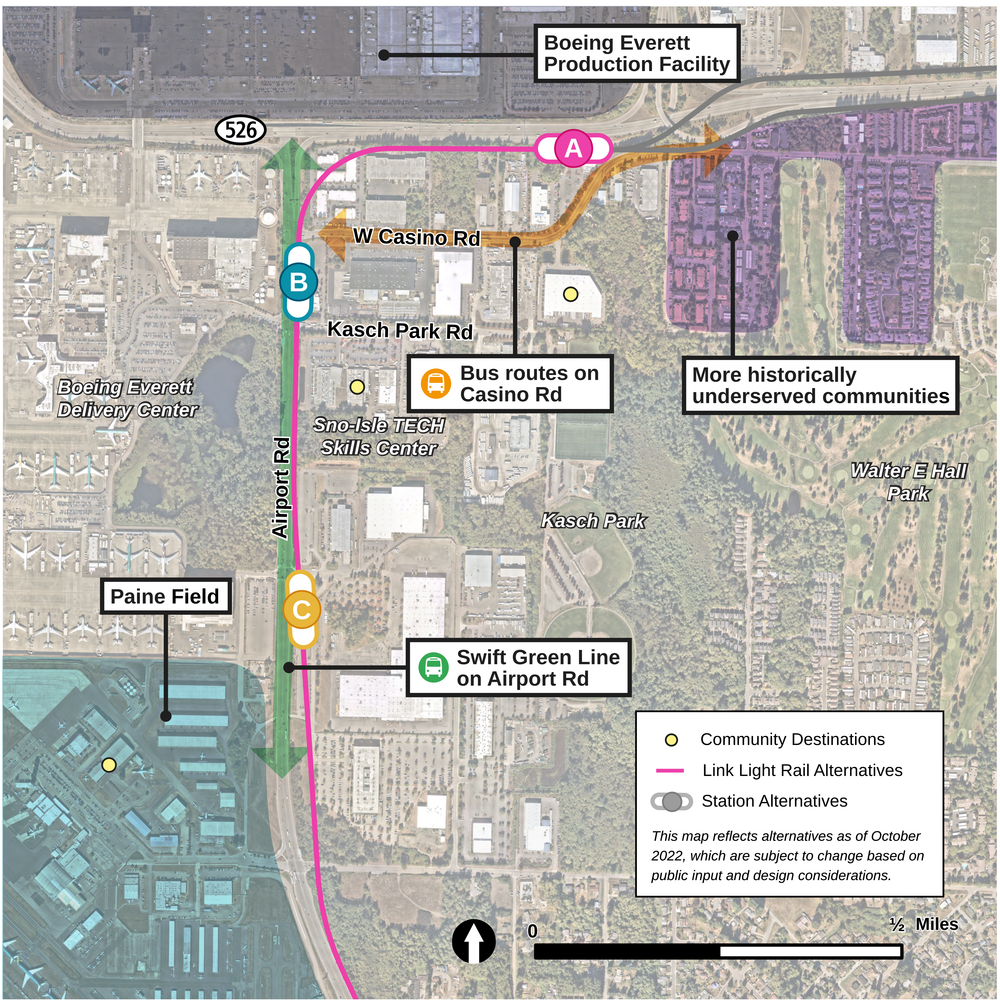
SOUNDTRANSIT

February 2023

SW EVERETT INDUSTRIAL CENTER (SWI)

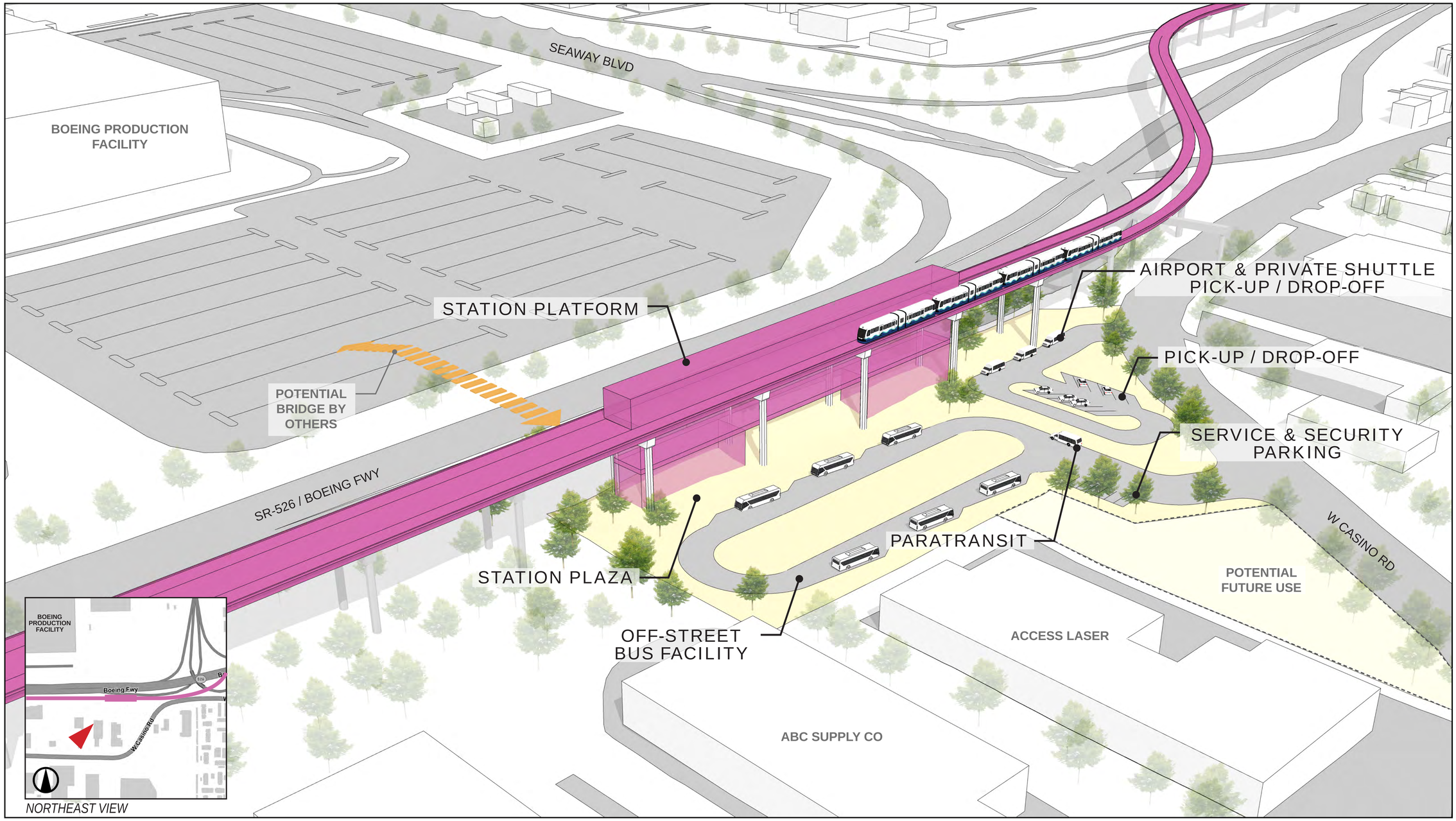
Key features

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

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

SOUNDTRANSIT

February 2023

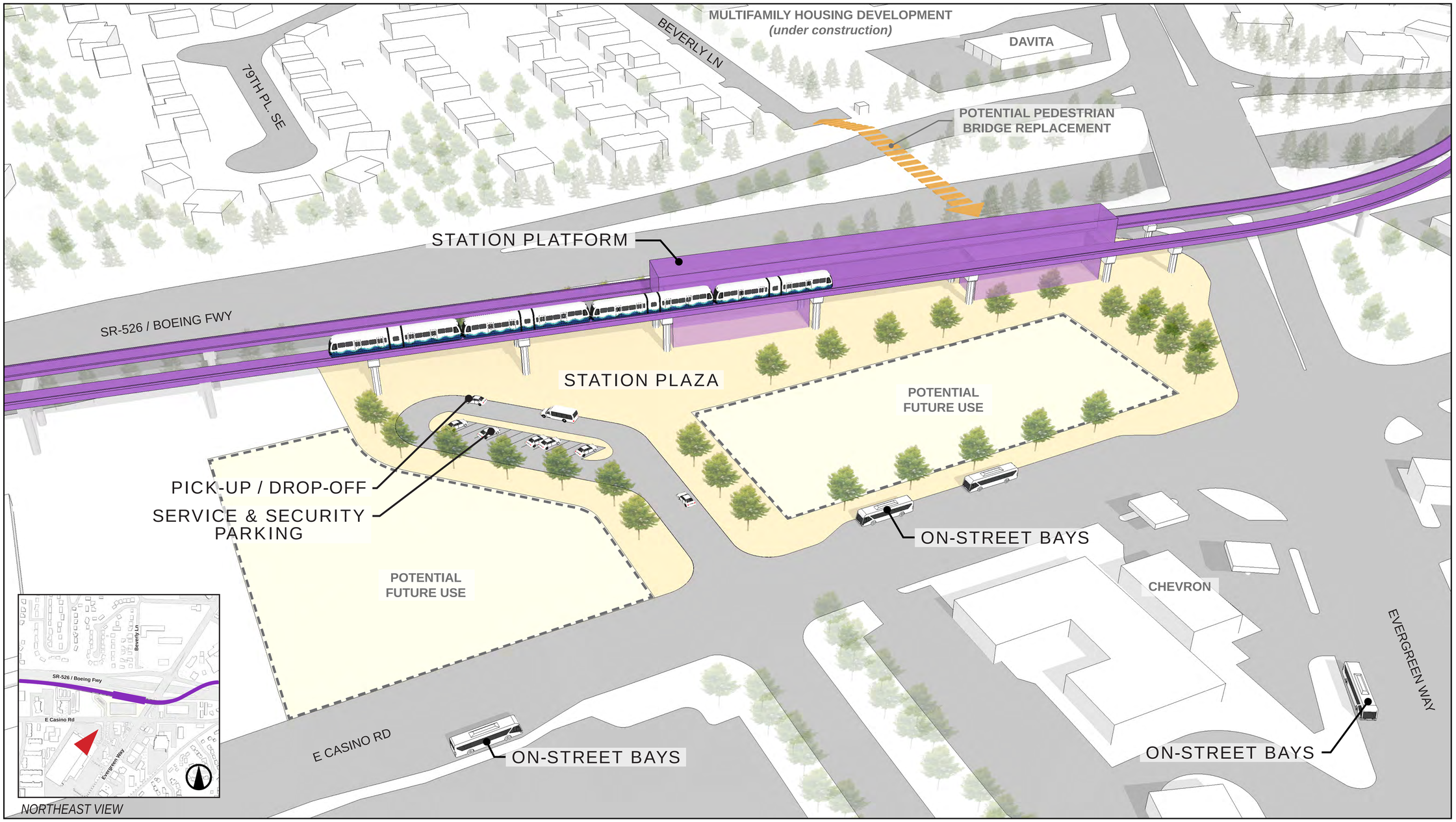
SR 526 / EVERGREEN (EGN)

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

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

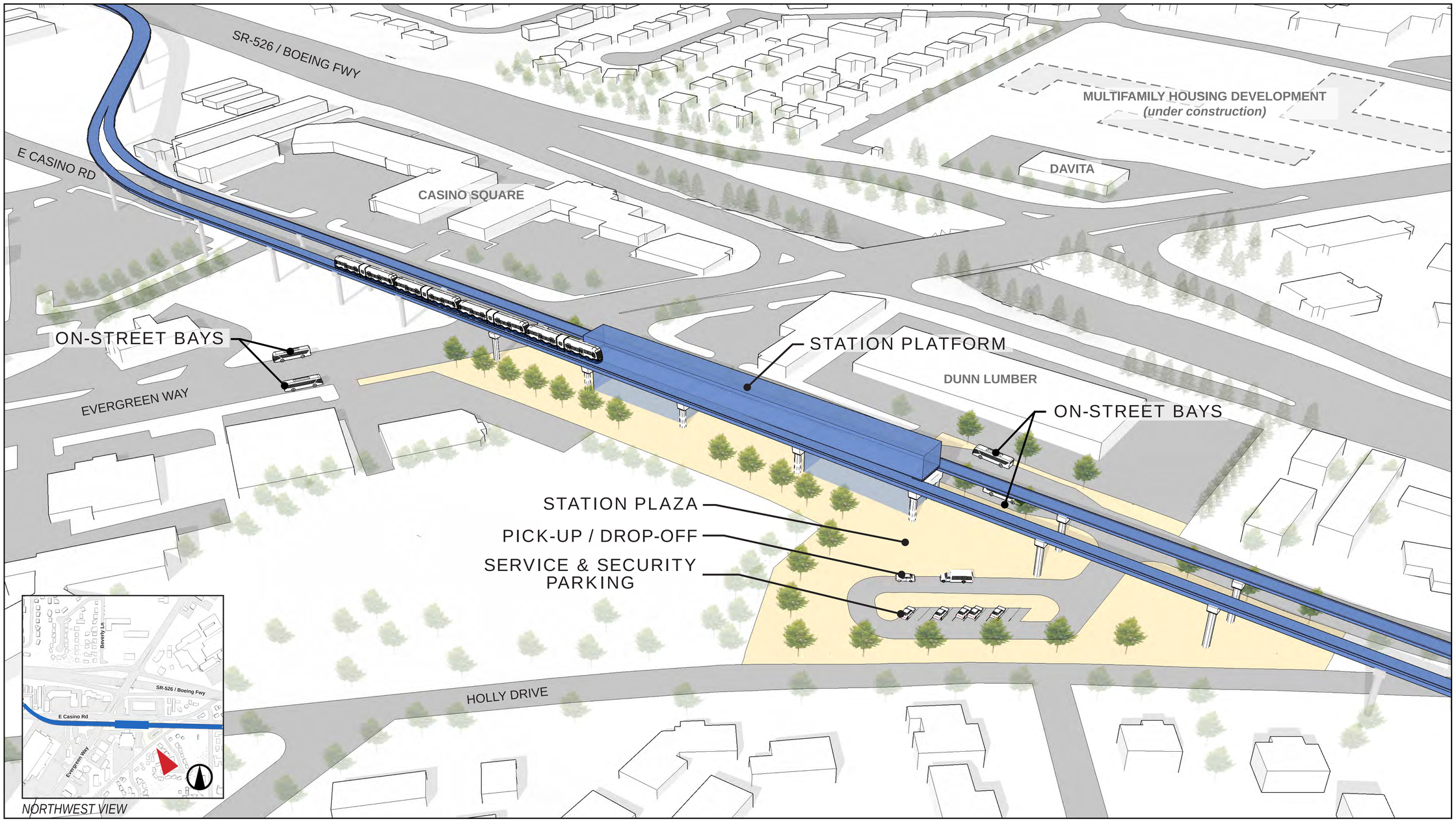
SOUNDTRANSIT

February 2023

SR 526 / EVERGREEN (EGN)

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

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

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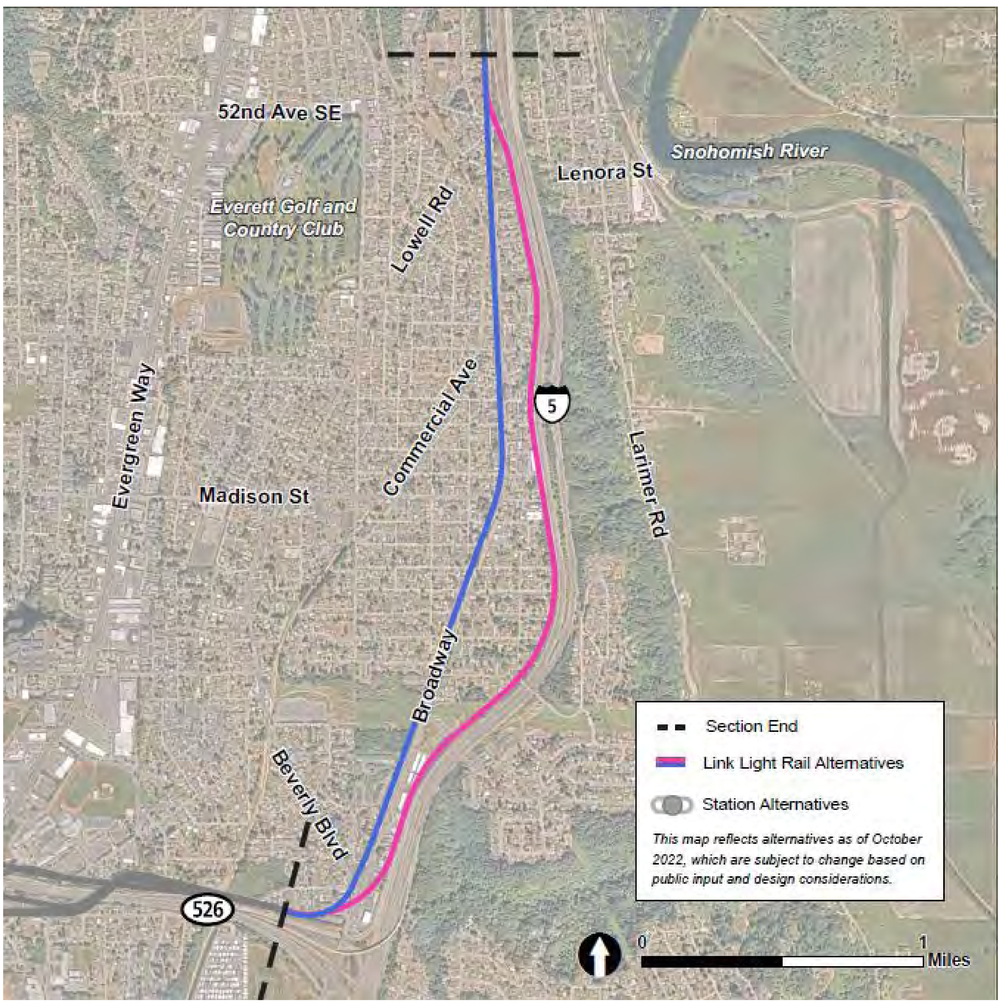
February 2023

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.

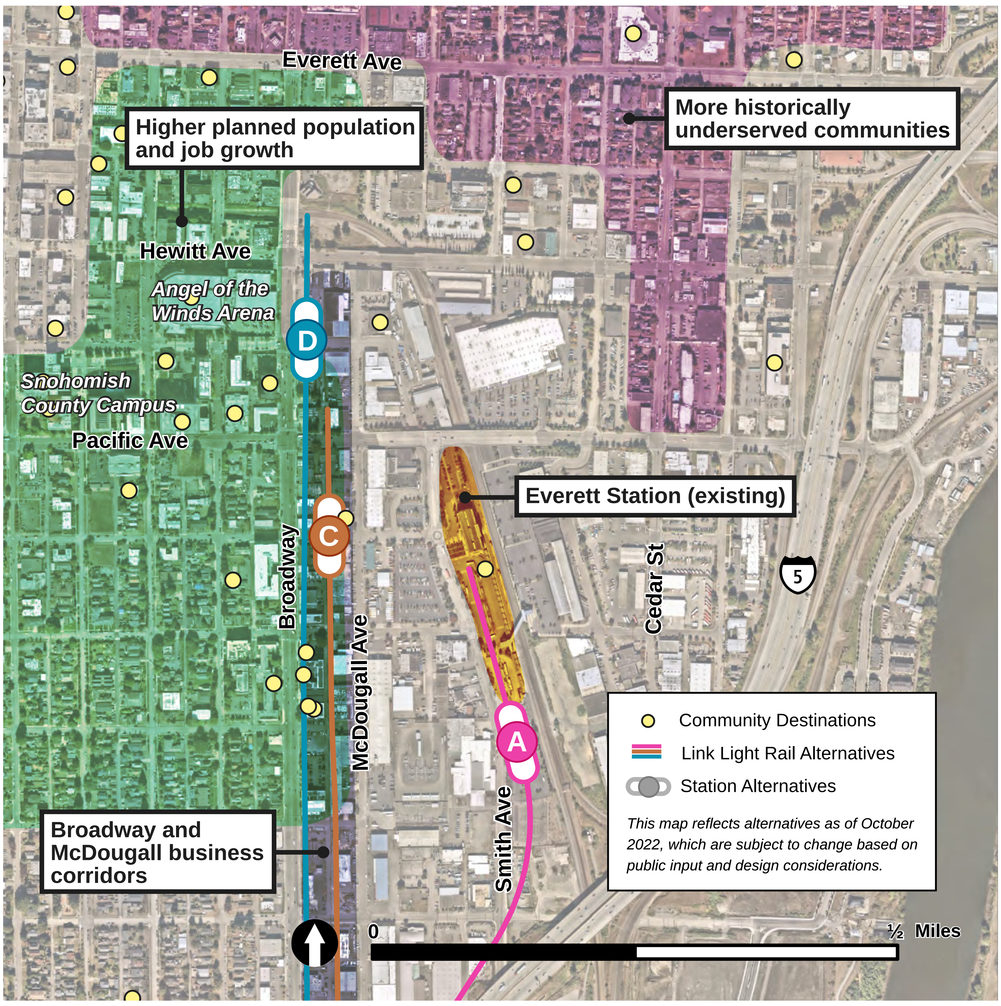


Alternative	Advantages	Disadvantages
I-5	Fewer potential residential displacements. Would not require permanent intersection closures.	Limited space for light rail tracks creates a more challenging construction environment.
BROADWAY	Shorter route with fewer curves and slightly shorter travel time.	Much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

EVERETT STATION (EVT)

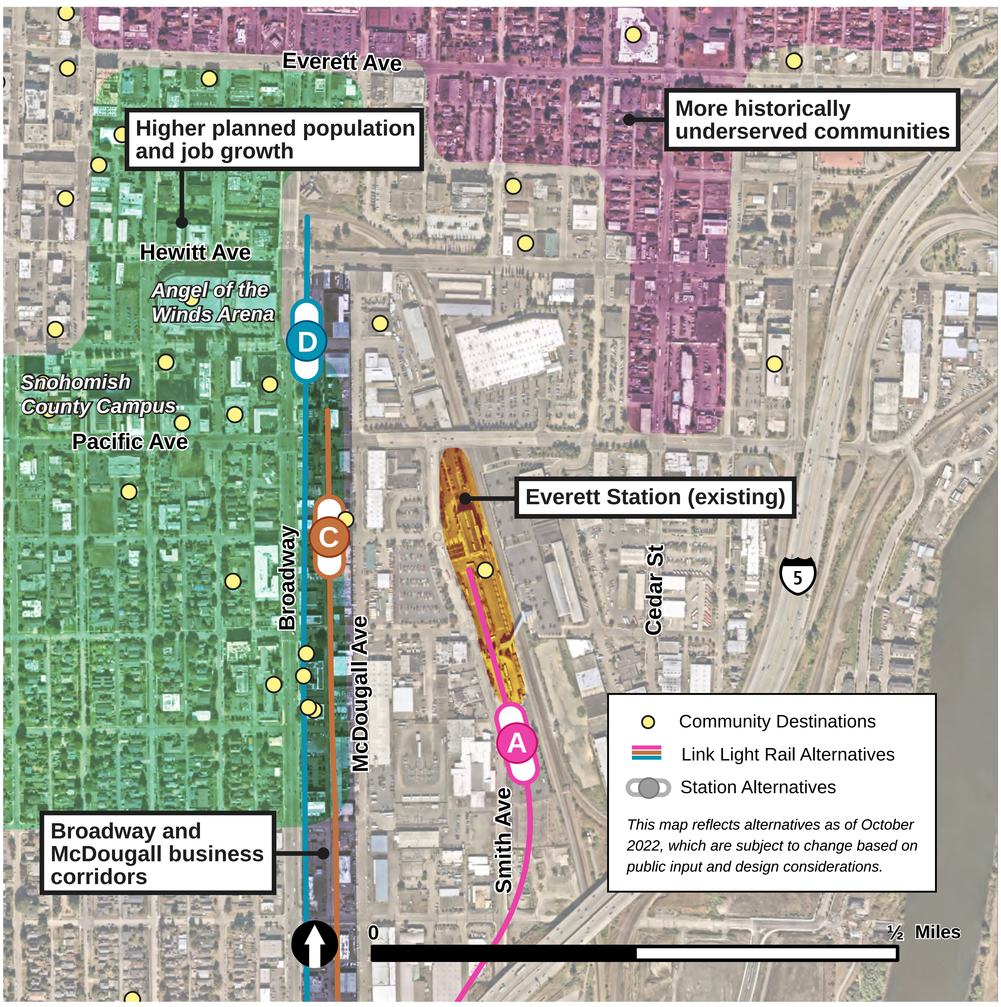
Key features

- 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.



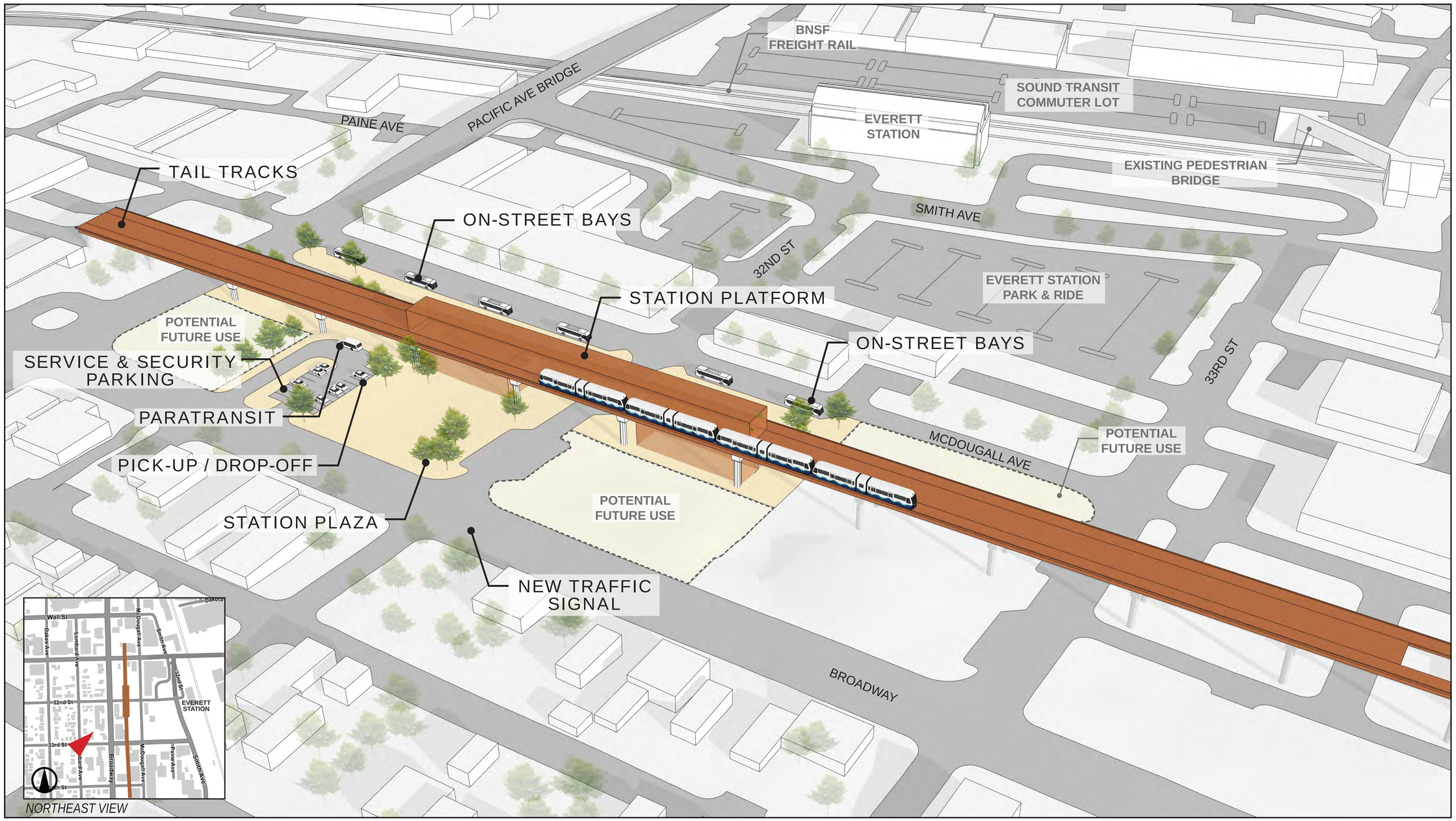
Alternative	Advantages	Disadvantages
EVT-A	Best connection to the transit hub at Everett Station including Swift Blue Line, Skagit Transit, Greyhound, Amtrak, Sounder and local bus service. Fewest residential and business displacements.	Lowest planned population and job growth within walking distance.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

EVERETT STATION (EVT)



Alternative	Advantages	Disadvantages
EVT-C	More community destinations within walking distance than EVT-A (including Snohomish County Campus). Higher planned population and job growth within walking distance than EVT-A. More affordable housing within walking distance. Most potential for new development near the station. Aligns with local planning by the City of Everett.	More potential residential displacements, including affordable housing, and potential displacement of community destinations. Business displacements on McDougall Avenue. Harder for cars to pick up and drop off at the station.
EVT-D	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). Highest planned population and job growth within walking distance. Most historically underserved communities within walking distance. Aligns with local planning by the City of Everett.	More potential residential displacements, including affordable housing, and potential displacements of community destinations. Potential displacements would be more concentrated on Broadway. Longer travel times for buses to serve this station option and existing Everett Station. Harder for cars to pick up and drop off at the station.

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)

SOUNDTRANSIT
EVERETT LINK EXTENSION

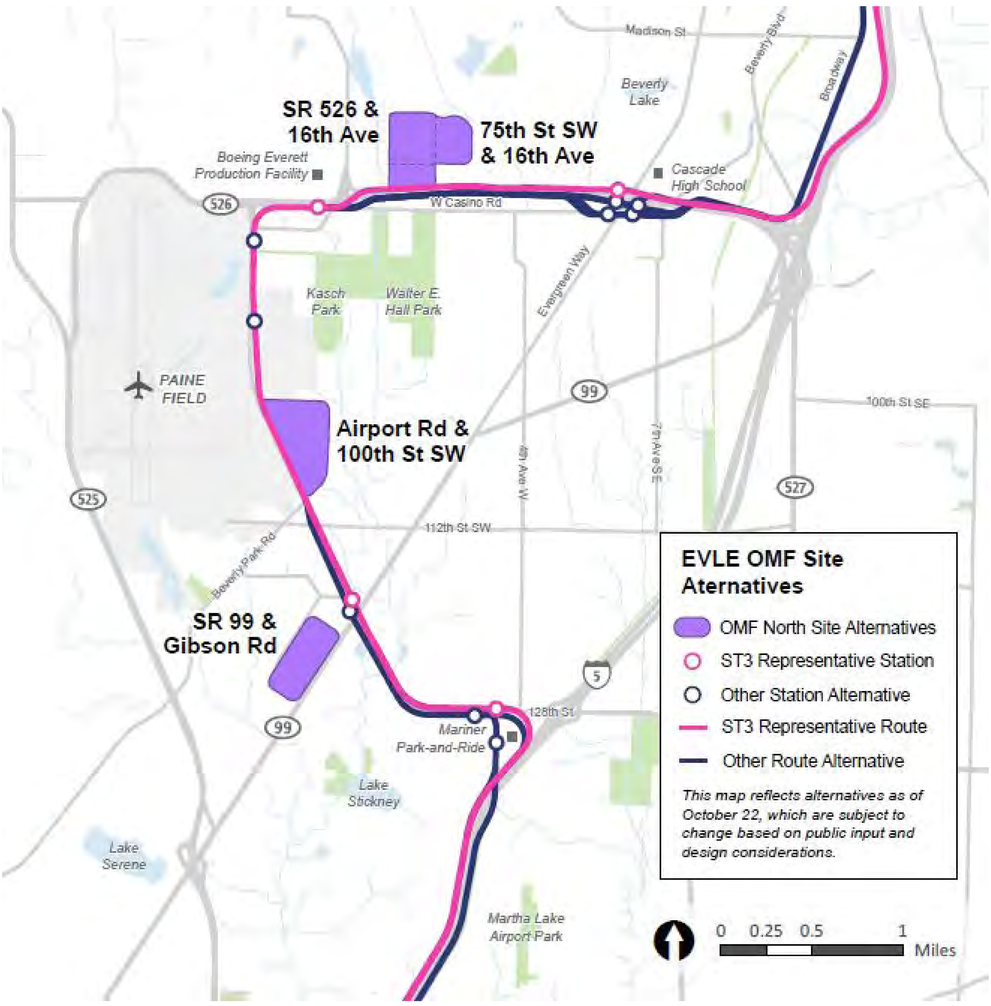
SOUNDTRANSIT

February 2023

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.

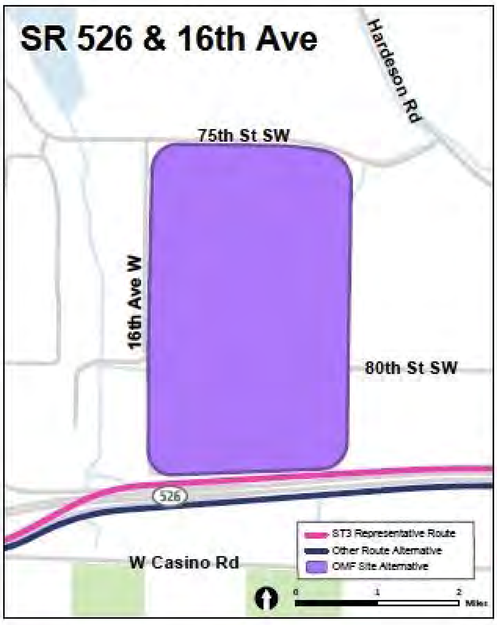


Sound Transit OMF East (Bellevue, WA)

February 2023

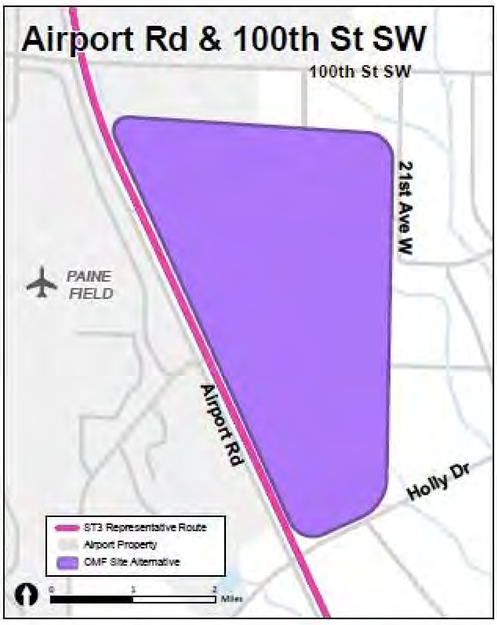
SOUNDTRANSIT

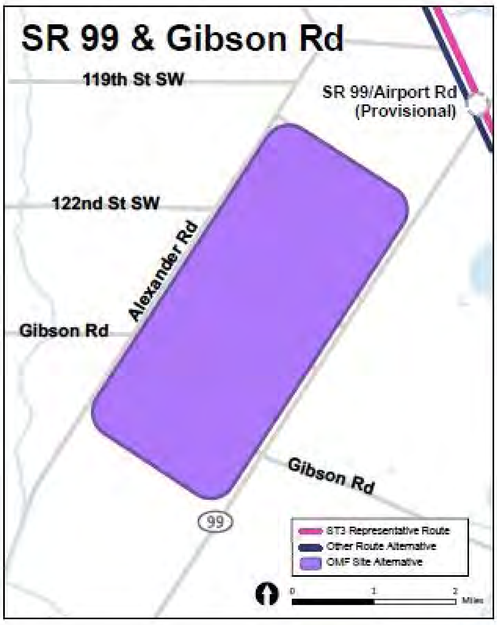
OMF NORTH: SITE SR 526 & 16TH AVE AND SITE 75TH ST SW & 16TH AVE



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

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





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

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

Send a letter to:

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

SOUNDTRANSIT

February 2023

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.**

Respond to online **SURVEYS**

Subscribe to **EMAIL UPDATES**

Follow on **SOCIAL MEDIA**

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

February 2023

SOUNDTRANSIT

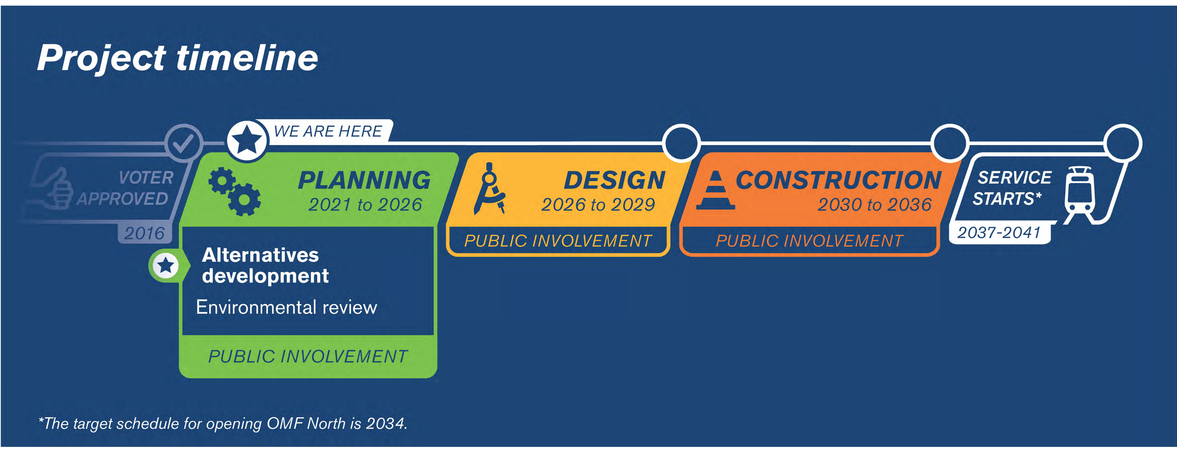
NEXT STEPS

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



- 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.

APPENDIX T

Comment Form

English

Spanish

Korean

Russian

February 2023

Everett Link Extension

Share your scoping comments by March 10!

To help Sound Transit understand potential benefits and effects to your community and the environment we are looking for feedback on:

- The project's purpose and need.
- Topics or issues to study in the Environmental Impact Statement.
- Light rail route and station alternatives (including parking facilities).
- Operations and Maintenance Facility North site alternatives.

Please note that scoping comments are public record. If you provide personal information, it may be publicly available or published in future project documents.

Thank you for your comments! Stay connected ...

See the back side of this form to sign up for updates and for more ways to share your feedback.

SOUNDTRANSIT

Sign up to receive project updates!

Please provide your contact information and check the box below if you would like to receive project updates.

Name _____ Organization (optional) _____

Address _____

Email _____ Phone _____

☐ Sign me up for Everett Link Extension email updates.

Other ways to comment:

everettlink.participate.online

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

425-492-7218

everettlinkcomments@soundtransit.org

Interpreter 800-823-9230
Español Tagalog русский язык
漢語 한국어 日本語 Tiếng Việt

SOUNDTRANSIT / *Powering progress*

For information in alternative formats, call 800-201-4900
TTY: 711 or email accessibility@soundtransit.org.

Everett Link Extension

¡Envíe sus comentarios sobre la determinación del alcance a más tardar el 10 de marzo!

Para ayudar a Sound Transit a comprender los posibles beneficios y repercusiones para su comunidad y el medio ambiente, estamos buscando su opinión sobre:

- El propósito y la necesidad del proyecto.
- Temas o cuestiones a estudiar en la environmental impact statement.
- Alternativas de rutas y estaciones del tren ligero (incluyendo estacionamiento).
- Alternativas de ubicación para la Operations and Maintenance Facility North.

Tenga en cuenta que sus comentarios son un registro público. Si proporciona información personal, esta podría estar disponible públicamente o publicarse en futuros documentos del proyecto.

¡Gracias por sus comentarios! Manténgase informado

Vea el reverso de este formulario para registrarse a recibir actualizaciones y más formas de compartir sus comentarios.

SOUNDTRANSIT

¡Regístrese para recibir actualizaciones del proyecto!

Por favor proporcione su información de contacto y marque la casilla a continuación si desea recibir actualizaciones del proyecto.

Nombre _____ Organización (opcional) _____

Dirección _____

Correo electrónico _____ Número del teléfono _____

☐ Marque para recibir actualizaciones por correo electrónico

Otras formas de proporcionar sus comentarios:

everettlink.participate.online

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

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

Everett Link Extension

범위 지정에 대한 귀하의 의견을3월10일까지 제출하세요!

Sound Transit 이 귀하의 커뮤니티와 환경에 대한 잠재적인 이점과 영향을 이해하기 위해 다음과 같은 피드백을 받고 있습니다.

- 본 프로젝트의목적 및 필요성.
- Environmental Impact Statement 에서 연구할 주제 또는 문제.
- 경전철 노선 및 역 대안(주차시설 포함).
- Operations and Maintenance Facility North 부지 대안.

범위 지정 의견은 공개 기록입니다. 개인 정보를 제공하면 공개적으로 사용 가능하거나 향후 프로젝트 문서에 게시될 수 있습니다.

의견 남겨주셔서 감사합니다! 계속 지켜봐 주십시오.

이 양식의 뒷면에서 최신 소식을 구독하시고 의견을 제공할 더 많은 방법을 알아보실 수 있습니다.

SOUNDTRANSIT

프로젝트의 최신 소식을 구독하세요!

프로젝트의 최신 소식을 받아 보시려면 귀하의 연락처를 기입하시고 하단의 상자에 표시하십시오.

이름 _____ 기관명 (선택 사항) _____

주소 _____

이메일 주소 _____ 전화 번호 _____

☐ 이메일 업데이트 수신 확인

의견을 제시할 수 있는 다른 방법:

www everettlink.participate.online

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

425-492-7218

everettlinkcomments@soundtransit.org

통역사 **800-823-9230**
Español Tagalog русский язык
漢語 한국어 日本語 Tiếng Việt

대체 형식의 정보: 800-201-4900 / TTY: 711
이메일: accessibility@soundtransit.org

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Everett Link Extension

Отправьте ваши комментарии касающиеся определения объема работ до 10 марта!

Чтобы помочь Sound Transit понять потенциальные положительные и отрицательные последствия для вашей общины и окружающей среды, мы хотели бы услышать ваше мнение о:

- Целях и нужде проекта.
- Темах и проблемах для изучения в Environmental Impact Statement.
- Альтернативных маршрутах и станциях наземного метрополитена (включая парковочные объекты).
- Альтернативных расположениях Operations and Maintenance Facility North.

Пожалуйста обратите внимание, что комментарии относительно объема работ являются публичной информацией. Если вы укажите личную информацию, она может быть общественно доступной или опубликованной в будущей документации проекта.

Спасибо за ваши комментарии! Оставайтесь с нами на связи.

На обратной стороне этого бланка вы сможете подписаться на получение новостей, а также узнать о разных способах комментариев.

SoundTransit

Подпишитесь на получение новостей о проекте!

Пожалуйста предоставьте вашу контактную информацию и поставьте галочку внизу, если вы желаете получать новости о проекте.

имя _____ Организация (по выбору) _____

Адрес _____

Адрес электронной почты _____ номер телефона _____

☐ проверьте, чтобы получать обновления по электронной почте

Другие способы комментариев:

www everettlink.participate.online

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漢語 한국어 日本語 Tiếng Việt

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

soundtransit.org/everettlink

everettlink@soundtransit.org
206-370-5533

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Sound Transit connects more people to more places to make life better and create equitable opportunities for all.
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