



Everett Link Extension

SEPA EIS Scoping Summary Report

May 2023

Summary

Purpose

Sound Transit conducted scoping for an Environmental Impact Statement (EIS) under the Washington State Environmental Policy Act (SEPA) for the Everett Link Extension (EVLE) Project in Snohomish County, Washington from January 23 through March 10, 2023. For purposes of scoping and the EIS, the project consists of the Link light rail extension route and stations, as well as the Operations and Maintenance Facility (OMF) North. Sound Transit is the lead agency for the project under SEPA and is coordinating with the Federal Transit Administration (FTA) on potential federal funding for the project and review under the National Environmental Policy Act (NEPA).

This report describes how Sound Transit conducted scoping and summarizes the comments received from Tribes, agencies and the public during the scoping period. Sound Transit will consider this information as they refine the project's purpose and need, identify alternatives to be studied in the EIS, and identify topics to study in the EIS.

The SEPA Scoping Process

Sound Transit published a Determination of Significance notice and request for comments on scope of EIS in the SEPA Register on January 23, 2023, which initiated scoping and started the comment period. Additional public notification was provided via email notifications, mailings, digital advertisements, social media, posters, and a press release. Two virtual public meetings, one in-person public meeting and a Tribal and agency meeting were held along with an online open house that was available throughout the comment period. Comments were requested on the draft purpose and need, the alternatives that should be evaluated in the EIS, and environmental issues to evaluate in the EIS. Comments were accepted by mail, email, voicemail, and online comment forms. Written comments and verbal comments transcribed by a court reporter were also received at the in-person open house.

Tribal Consultation During Scoping

Eight federally recognized Tribes and two non-federally recognized Tribes received emails notifying them of the scoping period and inviting them to participate in a Tribal and agency scoping meeting. Tribes were also invited to visit the online open house and meet with the project team. The Stillaguamish Tribe of Indians of Washington and the Tulalip Tribes of Washington provided written comments, which are summarized in Section 3.2.

Agency Scoping

Forty-five (45) federal, state, regional and local agencies, other entities having jurisdiction, and utility providers received emails notifying them of the scoping period and inviting them to a scoping meeting. Nine agencies and organizations attended the meeting on February 13, 2023. Eight agencies submitted written comments. A summary of these comments is included in Section 4.2.

Public Scoping

The online open house received over 13,300 visits by over 10,800 visitors, a total of 127 people attended the two virtual public open houses, and the in-person open house had approximately 1,600 attendees. Sound Transit received approximately 1,200 comments from the public via the online comment form, email, voicemail, mail, and written and verbal comments at the in-person open house. These comments are summarized in Section 5.4.

Next Steps

The public, Tribe and agency comments received during scoping will help Sound Transit finalize the purpose and need for the project and identify the issues and alternatives to be considered in the Draft EIS. In summer 2023, the Sound Transit Board is expected to identify alternatives to be studied in the Draft EIS; they may also identify a preferred alternative. The alternatives identified will be based on all work conducted to date, including the scoping comments received and recommendations from the Community Advisory Group¹ and Elected Leadership Group² for the project. Sound Transit anticipates that FTA will issue a Notice of Intent to Prepare an EIS under NEPA at a later date.

The Draft EIS will describe the potential benefits and adverse effects of each alternative, including a No Build Alternative, and will outline potential ways to avoid, minimize, or mitigate adverse effects. Sound Transit will conduct conceptual engineering and environmental impact analysis and will continue public involvement on the project. After the Draft EIS is prepared, a formal opportunity will be available for public, Tribal and agency review and comment on the Draft EIS content and findings. The Sound Transit Board will consider the Draft EIS and public, Tribal and agency comments and confirm or modify the preferred alternative for the Final EIS.

The Final EIS will be based upon preliminary engineering and will update the environmental information for the preferred alternative and other alternatives, respond to comments received on the Draft EIS, and further define measures to avoid, minimize or mitigate potential project impacts as needed.

After the publication and review of the Final EIS, the Sound Transit Board will select the project to be built. FTA is then anticipated to issue a Record of Decision under NEPA. The Record of Decision will document the project that Sound Transit will build and how it will avoid, minimize, and mitigate potential environmental impacts.

¹ The Community Advisory Group is a forum for community members to inform the development of alternatives for the EVLE Project. The Community Advisory Group provides valuable input to elected leaders as they make project decisions.

² The Elected Leadership Group is composed of Sound Transit Board members and other local elected officials in the corridor. Its purpose is to build consensus around key decisions and work through project issues as needed.

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Acronyms

ACHP	Advisory Council on Historic Preservation
BNSF	Burlington Northern Santa Fe
BRT	Bus Rapid Transit
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
EVLE	Everett Link Extension
FTA	Federal Transit Administration
I	Interstate
NEPA	National Environmental Policy Act
OMF	Operations and Maintenance Facility
PSRC	Puget Sound Regional Council
SEPA	State Environmental Policy Act
SnoPUD	Snohomish County Public Utility District
Snotrac	Snohomish County Transportation Coalition
SR	State Route
ST3	Sound Transit 3 Plan
TOD	Transit-Oriented Development

1 INTRODUCTION

1.1 Overview

The Everett Link Extension (EVLE) Project is part of the Sound Transit 3 (ST3) Plan, for which voters approved funding in 2016. The ST3 Plan identified a Representative Project for the EVLE Project that would operate on a 16-mile elevated and at-grade guideway and extend Link light rail service north from the Lynnwood City Center Station to the Everett Station area. The project would add six stations to the light rail network in the West Alderwood, Ash Way, Mariner, SW Everett Industrial Center, SR 526/Evergreen and Everett Station areas, plus one provisional (unfunded) station³ at SR 99/Airport Road. From Lynnwood, the project alignment would parallel I-5 to the proposed Mariner Station, and then travel westward along Airport Road to the proposed SW Everett Industrial Center Station, and eastward along State Route (SR) 526, before continuing northward along I-5 to Everett. Figure 1-1 illustrates the ST3 Representative Project for the EVLE Project.

Also included as part of the project is a light rail operations and maintenance facility (OMF North) along the route in Snohomish County. The ST3 Representative Project did not specify the location of OMF North within the corridor, but it must be located within reasonable distance to the proposed Link service. More information on the potential station/route alternatives and the OMF alternatives can be found in the [Scoping Information Report](#) (Appendix B).

In early 2021, Sound Transit began to explore refinements to the route, station and OMF locations included in the Representative Project, along with alternatives developed through local planning efforts in coordination with local jurisdictions and the Federal Transit Administration (FTA). Potential alternatives under consideration were presented to the public, Tribes and agencies during an early scoping period, which extended from November 1 through December 10, 2021. Two virtual public meetings and a Tribal and agency meeting were held during the early scoping comment period, along with an online open house that was available for the duration of the comment period. Input received during the early scoping comment period was summarized in an [Early Scoping Summary Report](#) and considered by Sound Transit and the FTA in refining the list of potential alternatives and evaluating how well they met the project's draft purpose and need statement.

In Level 1 of the Alternatives Development process, Sound Transit evaluated the Representative Project and other potential alternatives for route, station locations and OMF sites. Alternatives were evaluated using both qualitative and quantitative measures that reflect the project's draft purpose and need. Alternatives were analyzed in discrete geographic sections to help evaluate tradeoffs in various locations, as documented in the [Level 1 Alternatives Development Report](#). The Level 1 analysis was available for public review and comment from March 14 through April 4, 2022. Comments received were shared with the Interagency Group and agency partners, the Community Advisory Group, and the Elected Leadership Group. These comments helped to inform recommendations for the alternatives to be advanced to the Level 2 analysis.

³ Under the ST3 Plan, provisional stations are those where planning, preliminary engineering and environmental review are funded, but where design and construction are not. This early planning and engineering work will help ensure minimal delay in building the provisional station and serving future riders if funding becomes available to construct the station.

In Level 2 of the Alternatives Development process, Sound Transit further refined the conceptual designs of the alternatives advanced from Level 1. The refined alternatives were again evaluated in discrete geographic sections using a mixture of qualitative and quantitative measures to help evaluate tradeoffs, as described in the [Level 2 Alternatives Development Report](#). Criteria specific to a full-corridor scale, such as travel time and ridership were added to the Level 2 evaluation. Results of the Level 2 evaluation were presented to the public, Tribes and agencies for review and comment during the scoping comment period between January 23 and March 10, 2023.

At the end of the Alternatives Development process, the Sound Transit Board is expected to identify the route, station, and OMF North alternatives to study in the Environmental Impact Statement (EIS). The Board may also identify a preferred alternative. The alternatives identified will be based on all the work conducted to date, including the results of the Level 1 and Level 2 evaluations, recommendations from the Community Advisory Group and the Elected Leadership Group, and scoping comments received from the public, Tribes and agencies.

Figure 1-2 illustrates the Alternatives Development process for the EVLE Project.

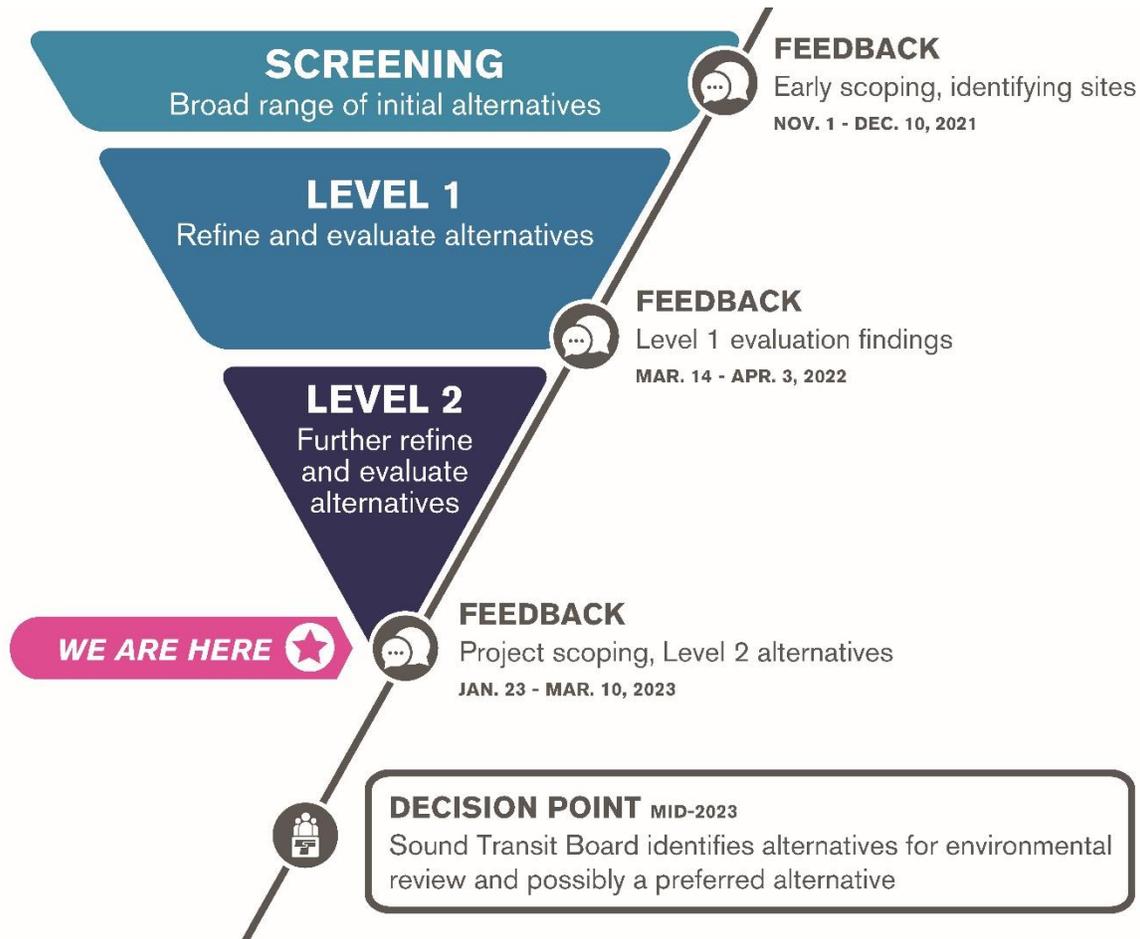


Figure 1-2 Alternatives Development Process

1.2 Purpose of Report

Sound Transit conducted a scoping outreach effort from January 23 through March 10, 2023, for the EVLE Project under the Washington State Environmental Policy Act (SEPA). Sound Transit is the lead agency for the project under SEPA and is coordinating with the FTA on potential federal funding for the project and review under the National Environmental Policy Act (NEPA). 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 NEPA and SEPA.

This Scoping Summary Report describes how Sound Transit conducted scoping and summarizes the comments received from the public, Tribes, and agencies during the scoping period. This information will be considered by Sound Transit as they identify alternatives and issues that will be studied in the EIS.

2 THE SCOPING PROCESS

2.1 Purpose of Scoping

Sound Transit has determined the need to prepare an EIS under SEPA to examine how the EVLE Project could negatively or positively affect the community and the environment. Scoping informs the public, Tribes and agencies of the EVLE Project and allows them an opportunity to comment on the project to inform which aspects of the environment will be analyzed in the environmental review process. During scoping, Sound Transit asked for comments from the public, Tribes and agencies on:

- The draft purpose and need statement
- The alternatives that Sound Transit should study in the EIS
- Environmental (including transportation) issues to evaluate in the EIS

Scoping for the EVLE Project was conducted under SEPA. Following scoping, Sound Transit reviewed and summarized comments received. After consideration of the Level 2 Evaluation, CAG and ELG recommendations, and scoping comments, the Board is expected to identify alternatives to study in the EIS. The Board may also identify a preferred alternative for the route and stations and the OMF North to be studied along with other alternatives.

2.2 Public Notices and the SEPA Register

The scoping process began with a formal notice of EIS preparation. A Determination of Significance and Scoping Notice was published in the state's SEPA Register on January 23, 2023. It was also posted to Sound Transit's website. In addition, Sound Transit provided notice of the scoping period via email notifications, mailings, digital advertisements, social media, posters, and a press release. This notice initiated scoping and opened a comment period that extended through March 10, 2023. A copy of the SEPA Register Notice is provided in Appendix A.

Sound Transit prepared a Scoping Information Report to provide details on the scoping process, the project's draft purpose and need, alternatives to evaluated, and topics proposed for study in the EIS. It also discussed the project background, timeline and next steps. A copy of the Scoping Information Report can be found in Appendix B, and maps of the alternatives presented during scoping are included in Section 5.4.

2.3 Opportunities for Public, Tribes and Agencies to Comment

Sound Transit accepted scoping comments through mail, email, online comment form, and voicemail:

Mailing Address: Everett Link Extension
Kathy Fendt
Sound Transit
401 S. Jackson Street
Seattle, WA 98104

Email Address: everettlinkcomments@soundtransit.org

Online comment form: everettlink.participate.online

Voicemail Phone Number: 425-492-7218

Sound Transit hosted virtual and in-person public scoping meetings. The public scoping meetings were held at the following times and locations:

- **Virtual meeting #1**
Tuesday, February 7, 2023
5:30-7:30 p.m.
Available from everettlink.participate.online
- **In-person meeting**
Wednesday, February 15, 2023
5:30-7:30 p.m.
Cascade High School cafeteria
801 E Casino Road, Everett WA 98203
- **Virtual meeting #2**
Wednesday, March 1, 2023
11:30 a.m. – 1:30 p.m.
Available from everettlink.participate.online

Written comments and verbal comments transcribed by a court reporter were also received at the in-person open house. An online open house was also available at everettlink.participate.online between January 23 and March 10, 2023. Meeting advertisement samples are provided in Appendix C, and public comments are available in Appendix F.

A separate Tribal and agency scoping meeting was conducted to present project information and receive comments. Individual meetings were offered to interested Tribes, either in-person or virtually. Sound Transit hosted a scoping meeting for Tribes and agencies on February 13,

2023. Tribe comment letters are provided in Appendix D, and agency comment letters are provided in Appendix E.

3 TRIBAL CONSULTATION DURING SCOPING

3.1 Scoping Meeting

Sound Transit invited Tribes to participate in the Tribal and agency scoping meeting discussed in Section 2.3. Tribes were also invited to visit the online open house and meet with the project team.

Sound Transit invited the following federally recognized Tribes to participate in scoping on January 23, 2023:

- Confederated Tribes and Bands of the Yakama Nation
- Muckleshoot Indian Tribe
- Sauk-Suiattle Indian Tribe
- Snoqualmie Indian Tribe
- Stillaguamish Tribe of Indians of Washington
- Suquamish Indian Tribe of the Port Madison Reservation
- Swinomish Indian Tribal Community
- Tulalip Tribes of Washington

Sound Transit also invited two non-federally recognized Tribes – the Duwamish Tribe of Indians and the Snohomish Tribe of Indians – to participate in scoping.

A representative from the Tulalip Tribes of Washington attended the Tribal and agency scoping meeting, and the Stillaguamish Tribe of Indians of Washington requested a separate meeting, which occurred on February 23, 2023.

3.2 Summary of Comments from Tribes

The Stillaguamish Tribe of Indians of Washington and the Tulalip Tribes of Washington submitted scoping comments. Table 3-1 summarizes the major themes in their comments. Copies of the comment letters are included in Appendix D.

Table 3-1 Summary of Comments from Tribes

Tribe	Major Comment Themes
Stillaguamish Tribe of Indians of Washington	<p>The Stillaguamish Tribe’s comments addressed concerns about impacts to cultural resources. In particular, the Tribe noted that the south and north portions of the project have archaeological sites that have not been fully delineated and that the middle portion has archeological sites as well, but in a more disturbed context.</p> <p>The Tribe’s comments also address potential indirect impacts to an important cultural resource near the Arlington/Marysville manufacturing district, noting that the continued development of this corridor provides a risk to cultural resources that needs to be overseen and managed.</p>
Tulalip Tribes of Washington	<p>The Tulalip Tribes’ comments addressed the importance of keeping impacts to their fisheries to a minimum within their Usual and Accustomed Area. The Tribes noted that they would like to be included in the process of addressing any potential impacts to surface waters and any critical areas that may have a connection to salmon habitat. In particular, the Tribes expressed concerns about two alternatives:</p> <ul style="list-style-type: none"> • OMF Site at Airport Rd & 100th St SW: The Tribes expressed concern that the alternative would impact tributaries to Swamp Creek and this salmon-bearing stream system and noted that there could be difficulty with permitting and designing appropriate mitigation. • SR 99/Airport Rd Station: The Tribes expressed concern that both remaining station alternatives would require crossing Swamp Creek, which will require careful planning to avoid impacts to the waterway.

4 AGENCY SCOPING

4.1 Scoping Meeting

As described in Section 2.3, Sound Transit hosted an online scoping meeting for federal, state, regional, and local governments, other entities having jurisdiction and utility providers on Monday, February 13, 2023, from 2:30-4 p.m. (Tribal coordination for this meeting is described in Section 3.1.)

Sound Transit distributed meeting invitations to the following agencies and other parties:

- Federal agencies (15):
 - Advisory Council on Historic Preservation
 - Federal Aviation Administration
 - Federal Emergency Management Agency
 - Federal Highway Administration
 - Federal Motor Carrier Safety Administration
 - Federal Railroad Administration
 - National Oceanic and Atmospheric Administration Fisheries
 - U.S. Army Corps of Engineers
 - U.S. Bureau of Indian Affairs
 - U.S. Department of Interior

- U.S. Department of Homeland Security
- U.S. Department of Housing and Urban Development
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service
- U.S. Postal Service
- State agencies (8):
 - Washington Department of Fish and Wildlife
 - Washington Department of Archaeology and Historic Preservation
 - Washington State Department of Ecology
 - Washington State Department of Natural Resources
 - Washington State Department of Social and Health Services
 - Washington State Department of Transportation
 - Washington State Parks
 - Washington State Recreation and Conservation Office
- Regional and local agencies (9):
 - City of Everett
 - City of Lynnwood
 - Community Transit
 - Everett Transit
 - Martha Lake Fire Station 21
 - Puget Sound Clean Air Agency
 - Puget Sound Regional Council
 - Snohomish County
 - South County Fire Station 11
- Other entities having jurisdiction and utility providers (13):
 - Alderwood Water and Wastewater District
 - AT&T
 - BZ-TV, Inc.
 - Cascade Natural Gas
 - City of Everett
 - City of Mountlake Terrace
 - Comcast
 - Puget Sound Energy
 - Silver Lake Water District
 - Snohomish County Public Utility District #1
 - The Boeing Company
 - Verizon Wireless
 - Zayo Group

Seventeen people from the following nine agencies and organizations attended the meeting:

- Community Transit
- Federal Aviation Administration
- Federal Transit Administration
- Federal Highway Administration
- Puget Sound Regional Council
- Snohomish County (Parks, Public Works)
- U.S. Army Corps of Engineers
- U.S. Environmental Protection Agency
- Washington State Department of Archeology and Historic Preservation

4.2 Summary of Comments from Agencies and Others Having Jurisdictions

Table 4-1 identifies the agencies that provided scoping comments and summarizes the major themes in their comments. Comments from authorities having jurisdiction (AHJs) are provided at the end of the table. Copies of the comment letters are included in Appendix E.

Table 4-1 Summary of Agency Comments

Agency	Major Comment Themes
Federal Aviation Administration (FAA)	The FAA’s comments were limited to the SR 99/Airport Rd provisional station and associated track. The FAA noted that the route along Airport Road and the proposed OMF Site E (Airport Rd & 100th St SW) would impact airport property. The FAA noted that further refinement of the proposed action should ensure that airport approaches, runway protection zones, and potential penetrations of airspace are avoided.
U.S. Environmental Protection Agency (EPA)	The EPA’s comments focused on detailed requirements and recommendations for content related to the following categories: water quality and aquatic resources (especially Clean Water Act considerations), air quality, route selection and project design, community impact assessments and community cohesion, environmental justice, public engagement, Tribal consultation, climate change, and monitoring.
Puget Sound Regional Council (PSRC)	<p>PSRC noted that implementation of high-capacity transit to support growing communities and provide options for regional mobility is fundamental to the success of VISION 2050, the region’s integrated long-range strategy for growth management, transportation and economic development. PSRC’s transportation and growth management department staff also encouraged the following:</p> <ul style="list-style-type: none"> • Displacement – Continuing to analyze displacement risk and including mitigation measures in the EIS to ensure all people can continue to live in and have access to thriving transit communities. • Transit-oriented development (TOD) potential – Continuing to include TOD as a component of the EVLE alternatives analysis and conduct more robust TOD

Agency	Major Comment Themes
	<p>analysis such as parcel level analysis and market readiness studies, similar to the work completed as part of the Federal Way Link Extension.</p> <ul style="list-style-type: none"> • Zoning and development capacity – Consistent with the region’s VISION 2050 plan and Regional Growth Strategy, Sound Transit should consider future increased development capacity along the corridor in addition to current zoning and development capacity. Local plans and development in many communities in Snohomish County will be undergoing substantial changes in the near future. • Access to industrial areas – Continuing to analyze station areas and route options that prioritize transit access to Paine Field and other industrial job centers. • Travel time – In addition to comparing light rail travel time for the route and station alternatives, consider door-to-door travel time in the discussion regarding TOD potential and benefits.
<p>Everett Public Schools</p>	<p>Comments from Everett Public Schools addressed concerns that the school district has related to potential impacts to school district properties. The school district commented on specific concerns related to the OMF site alternatives B1 and B2 (SR 526 & 16th Ave and 75th St SW & 16th Ave) and the route and station alternatives nearby Cascade High School (EGN-A through EGN-E).</p> <ul style="list-style-type: none"> • The district commented that OMF alternatives B1 and B2 would impact the district’s Central Bus Facility. The district opposes this and commented on the need for additional information and evaluation of these impacts in the EIS. • The district commented that routes along the north side of East Casino Road would impact the Cascade High School campus. The district opposes this. The district supported keeping the route within the right-of-way of SR 526. The district commented on the need for additional evaluation of these alternatives in the EIS.
<p>Community Transit</p>	<p>Community Transit’s comments addressed the importance of providing integration with the local bus network, prioritizing the customer experience, and prioritizing the provisional station at SR 99/Airport Rd.</p> <ul style="list-style-type: none"> • Regarding integration with the local bus network, Community Transit commented that they encourage Sound Transit to consider likely travel patterns of riders within this new infrastructure and their likely access to the system through the local bus network. • Regarding the customer experience, Community Transit commented that significant consideration should be given to the pedestrian experience at station locations in terms of pedestrian safety and connections to local bus stops. • Community Transit expressed support for the provisional station at SR 99/Airport Rd, stating that this station would provide an important transfer to the agency’s Swift Blue Line and Swift Green Line corridors. <p>Community Transit’s comments also addressed bus bays and layover requirements at stations. The agency commented about the importance of integrating these facilities near stations and that they should be designed in a way that also advances the agencies’ goals related to pedestrian-friendly urban environments and TOD, and that futureproofs layovers and bus bays for vehicle charging infrastructure and logistical needs related to vehicle automation.</p> <p>Community Transit provided comments specific to each station alternative that reflect these major themes.</p>

Agency	Major Comment Themes
<p>Snohomish County (AHJ)</p>	<p>Snohomish County commented that the County supports the inclusion of the following alternatives in the EIS:</p> <ul style="list-style-type: none"> • All four remaining OMF sites (SR 526 & 16th Ave, 75th St SW & 16th Ave, Airport Rd & 100th St SW, SR 99 & Gibson Rd). • Routes – Routes on both sides of I-5 between Ash Way and Mariner (ASH-A and ASH-D). The County is particularly interested in a detailed analysis of the route section from Alderwood Mall Station to the Ash Way Station. The County supports the route along the east side of Airport Road, provided it continues to avoid impacts to aviation safety areas. • Stations – The County supports the inclusion of both stations at Ash Way (ASH-A and ASH-D), the 130th St (MAR-D) and 8th Ave south of 128th St (MAR-B) stations at Mariner, and both stations at Airport Road/SR 99 (AIR-A and AIR-B). <p>The County’s comments included recommendations that the EIS include and evaluate the following:</p> <ul style="list-style-type: none"> • Elevated guideways • Transportation impacts, particularly addressing how traffic operations on adjacent roads will be impacted • Transit ridership analysis, particularly emphasizing light rail access for historically and currently marginalized communities • Southwest Everett Station Shuttle Service – connecting light rail stations to the Southwest Everett Industrial Center • Historical and cultural resources • Funding sources and improvements • Right-of-way and land acquisitions • Coordination with the County’s work on I-5 overcrossings • Residential and business displacement • Impacts to aviation safety areas at Paine Field <p>Communication and emergency response impacts to the Snohomish County Department of Emergency Management facility that abuts the north side of SR 526</p>
<p>City of Everett (AHJ)</p>	<p>The City of Everett’s comments affirmed the City’s goals and priorities related to opening all four stations within Everett by 2037, designing the project to maximize station area development potential, and designing the project to provide easy transfers to local transit. The City commented that Sound Transit should design the rail extension to accommodate both future planned lines of service to at least Airport Rd Station for efficient transfers to the Evergreen Way/SR 99/Swift Blue Line corridor.</p> <p>The rest of the City of Everett’s comments focused on the station, route, and OMF alternatives that the City would like Sound Transit to include in the EIS:</p> <ul style="list-style-type: none"> • Everett Station – Station alternatives EVT-C and D with an alignment on McDougall are the City’s preferred alternatives. The City recommends not studying the Broadway alignment. The City would also like Sound Transit to study a modified EVT-A station location closer to downtown with a modified pink alignment. • SR 526/Evergreen Way – The City supports studying station alternatives EGN-B and E. The City recommends not advancing station alternatives EGN-C or D. The City commented that station alternative EGN-A is likely unworkable and would continue to work with the community on a position for this alternative.

Agency	Major Comment Themes
	<ul style="list-style-type: none"> • SW Everett Industrial Center – Alternative SWI-A is the City’s preferred alternative. The City commented that station alternative SWI-B should be studied, but that station alternative SWI-C should not advance. • SR 99/Airport Rd – The City supports studying alternatives AIR-A and B in the EIS and identified AIR-A as the City’s preferred alternative. • Mariner – The City supports studying alternatives MAR-B and D in the EIS. • Ash Way – The City supports studying alternatives ASH-A and D in the EIS. • West Alderwood – The City supports studying alternatives ALD-D and F in the EIS and identified ALD-D as the City’s preferred alternative. The City commented that alternative ALD-B should not advance. <p>OMF North – The City supports studying the site alternatives at Airport Rd & 100th St SW and at SR 99 & Gibson Rd in the EIS and identified Airport Rd & 100th St SW as the City’s preferred alternative.</p>
<p>City of Lynnwood (AHJ)</p>	<p>The City of Lynnwood’s comments focused on refinements and improvements to the design for West Alderwood Station and the pink and brown routes, including:</p> <ul style="list-style-type: none"> • Specific design comments for these routes, including a comment on stormwater facilities and one on dual column straddle bents. • Comments that both routes and two station alternatives (ALD-B and ALD-F) will have impacts to access, parking, and development at Alderwood Mall. • Comments related to limiting property acquisition, especially for sensitive land uses. • Comments about problems with the pink route “weave” at the crossing of 196th St SW. <p>The brown route and station ALD-D best reflect a resolution adopted by the Lynnwood City Council in March 2016.</p>

5 PUBLIC SCOPING

Sound Transit held two virtual public scoping meetings and one in-person public scoping meeting to provide an opportunity for the public to learn about the project and to invite comments as described in Section 2.3. In addition, an online open house was available throughout the entire comment period (January 23 through March 10, 2023) at everetlink.participate.online.

5.1 Meeting Notification

Sound Transit advertised the public scoping meetings through a variety of methods, including a mailer sent to 33,700 residences and businesses within ½ mile of the project area, 200 posters at community gathering places throughout the project area, three emails sent to more than 3,700 people on the project email list, online advertising, press release, social media campaign, and a notification on the general project website (<https://www.soundtransit.org/system-expansion/everett-link-extension>).

Digital advertisements (ads) ran in the following online publications from January 24 to March 10, 2023:

- Everett Herald (English)
- Live in Everett (English)
- M Radio Live (Spanish)
- La Raza (Spanish)
- Korean Times (Korean)
- Russia Town Seattle (Russian)

A set of English ads ran through a retargeted ad campaign where the ad was placed on websites and targeted to visitors within zip codes along the project corridor (98037, 98087, 98204, 98207 (Everett Naval Station), 98203, 98201). Retargeted ads are static display ads that appear online wherever someone in the defined target audience browses the internet. This could be places such as CNN.com, theseattletimes.com, time.com, etc. Ads are targeted by user and appear in the user's preferred browsing language. The English ads ran between January 24 and March 10, 2023, and linked to everettlink.participate.online.

In-language ads (Spanish, Russian and Korean) ran through a separate retargeted ad campaign where the ads were placed on in-language websites and targeted to visitors within the same zip code boundaries. The in-language ads ran between January 24 and March 10, 2023, and linked to the respective transcreated everettlink.participate.online site. (Transcreation is the process of adapting content or a message from one language to another, maintaining intent, tone, style and considering cultural context. This is different than translation, which focuses on replacing the words in one language with the words in a different language. Transcreated language may not be the exact same wording in two languages but is intended to resonate in the same way, tailoring the message to each language.)

The social media campaign utilized the major social media platforms Facebook, Instagram and Twitter. These platforms were chosen due to their popularity and Sound Transit's existing presence. This campaign consisted of promoted (paid) posts and organic posts shared throughout the scoping comment period. The first post ran from January 24 through February 6, and the second post ran from February 24 through March 8, 2023. Promoted posts included videos. All promoted posts were targeted to ZIP codes along the corridor (98037, 98036, 98026, 98087, 98012, 98275, 98204, 98208, 98203, 98201, 98205).

Samples of meeting notices are provided in Appendix C.

5.2 Public Outreach to Minority, Low-Income, and Limited-English-Proficient Populations

In addition to Sound Transit community engagement procedures that provide for equal engagement opportunities for all interested members of the public and that focus on equity more broadly, Executive Order 12898, U.S. Department of Transportation Order 5610.2(a), and FTA Circular C 4703.1 require Sound Transit to provide meaningful opportunities for minority, low-income and limited English proficiency populations to engage in the planning process. Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, or national origin.

These directives make environmental justice a part of the decision-making process by identifying and addressing disproportionately high and adverse human health and environmental effects of Sound Transit's programs, policies and activities on minority and low-income populations.

Sound Transit conducted a preliminary demographic analysis in 2021 to identify low-income, minority and limited English proficiency populations. Based on this analysis, as well as recommendations from community partners such as Everett Food Bank, Housing Hope, Connect Casino Road, Mariner Community Campus, and the Latino Educational Training Institute, Sound Transit used the following strategies to engage these populations during scoping:

- Provided transcreated text on mailers and posters
- Provided transcreated materials outlined below:
 - Community Guide to Scoping
 - Frequently Asked Questions
 - Community Engagement Guide
 - Project Factsheet
- Publicized events in-language online with Spanish, Russian and Korean news outlets and using in-language digital ad retargeting campaign
- Reached Spanish-speaking target audience via dual language English and Spanish radio ads
- Provided Spanish, Russian and Korean interpreters at the virtual and in-person public meetings, live closed captions during both virtual meetings, as well as American Sign Language interpreters at one of the virtual meetings as requested by a community member
- Provided transcreated versions of the online open house in Spanish, Russian and Korean, as well as the embedded Google Translate tool
- Ensured online open house was accessible using screen readers, including descriptions of maps, images and figures in English, Spanish, Korean and Russian
- Distributed informational flyers to low-income housing and associated organizations, including five Housing Hope buildings (approximately 160 residents) on January 27 to advertise the public scoping comment period
- Staffed nine outreach and tabling events at various community destinations in areas previously identified as minority, low-income and limited English proficiency population areas. The goal of these events was to continue building trust with historically underserved populations and reach these groups where they naturally gather through drop-in style tabling events. Events included:
 - Snohomish County Black Heritage Committee MLK Day March and Rally on January 13

- Mariner Community Campus and Sno-Isle Libraries Toddler Story Time and drop-in session on January 24
- LETI TeVe (Facebook Live format) briefing on February 2 (event in Spanish)
- Hopeworks and Housing Hope Commerce building drop-in on February 3
- Hopeworks and Housing Hope Station Place building drop-in on February 3
- Los Gavilanes (grocery store) on February 4 (staffed with Spanish interpreter)
- Pacific Market (grocery store) on February 4 (staffed with Vietnamese interpreter)
- The Village on Casino Road partner meeting on February 16 (staffed with Spanish-speaking staff)
- Connect Casino Road vet clinic on February 24 (staffed with Spanish interpreter)

Sound Transit was intentional about advertising the scoping opportunity to these identified communities prior to and during the public comment period. Advertisements, posters and in-person events were planned intentionally to reach minority, low-income and limited English proficiency population areas, especially those proximate to station areas and with the potential for significant project impacts. Sound Transit also met directly with community leaders whose businesses and organizations serve the identified target populations. The project team will continue to invest in growing these relationships as the project moves forward. Sound Transit will continue to conduct interviews with community leaders, community-based organizations, jurisdictions and social service providers to identify additional ways to engage these stakeholders.

5.3 Public Scoping Meeting Format

5.3.1 Online open house

The online open house (everettlink.participate.online) was available 24 hours a day throughout the comment period and provided information about the project background and process, purpose and need, and potential route, station and OMF North location alternatives, as well as an online comment form for submitting comments. The online open house was available in English, Korean, Russian and Spanish and could be translated into many other languages using the embedded Google Translate tool. It was accessible with screen readers, including descriptions of all maps, figures, and images available in English, Spanish, Korean and Russian.

5.3.2 Virtual meetings

Two virtual public scoping meetings were conducted via Zoom, and members of the public could join the meetings from the online open house at everettlink.participate.online. The meeting on February 7 was offered in the evening (5:30 p.m. to 7:30 p.m.), and the meeting on March 1 was offered during standard business lunch hours (11:30 a.m. to 1:30 p.m.). Both meetings offered live closed captions in English and live interpretation in Korean, Russian and Spanish. The

virtual meeting on March 1 also included American Sign Language interpretation, as requested by a community member.

At both virtual meetings, the project team shared the same live presentation, which provided information on the project, timeline, and overview of the potential route, station and OMF North location alternatives, analysis results overview, and how to provide scoping comments. The team accepted questions throughout the presentation via the Zoom webinar Question & Answer function. The team responded to as many questions as possible throughout the meeting, and attendees were encouraged to email questions directly if they were not addressed during the meeting. A recording of the February 7 meeting was posted to the online open house for anyone to view.

5.3.3 In-person public meeting

One in-person meeting was held on February 15, 2023, from 5:30 p.m. to 7:30 p.m. at Cascade High School (801 E Casino Rd, Everett, WA 98203), with an open house format (no formal presentation). The meeting was held at Cascade High School because it is a recognizable location for the community and is located near the potential sites of the SR 526/Evergreen station. It was accessible via local and Swift bus routes as well as a large parking lot for private vehicles.

Refreshments were provided to attendees, and there were activities at specific tables for children. Interpreters were available in Spanish, Korean and Russian. Printed displays and handouts provided information on the project, potential route, station, and OMF North location alternatives, and how to provide scoping comments. Many project staff were in attendance to share information and answer questions throughout the meeting. Several partner organizations (Everett Transit, City of Everett, Community Transit, City of Lynnwood, Snohomish County) also staffed tables at the meeting.

Multiple comment opportunities were offered at the meeting, including paper comment forms, laptops with access to the online open house and online survey, and speaking to a court reporter.

5.4 Summary of Public Comments

The following subsections summarize the public comments received by topic area, including the general project, the eight unique route/station sections defined for alternatives development, OMF North, and new station and route suggestions. Comments regarding route/station sections and the OMF have been organized around 10 common themes; applicable themes are summarized in a table for each. A summary of comments from community organizations is also provided. Copies of the public comments received are included in Appendix F.

5.4.1 General Project

Major comment themes that applied to the entire project included the following:

- Support and opposition of ST3 route and station locations
- Reducing project cost and accelerating project schedule

- Need to integrate with surrounding transit networks
- Minimizing harmful impacts to and maximizing access for historically underserved populations
- Importance of walkable urban design and TOD around station areas
- Concern about acquisitions and displacements of homes, businesses and community facilities
- Importance of access to regional jobs and destinations such as regional centers and transportation hubs

Common themes related to the benefits of the project included:

- Increasing multimodal opportunities throughout the region
- Access to jobs and economic opportunities

Common themes related to the potential adverse impacts of the project included:

- Property acquisitions, displacements, and relocations
- Local parking and traffic effects

Comments related to the project's purpose and need included:

- Support for the purpose and need statement
- Desire to balance transit expansion and potential disruptions to existing neighborhoods, businesses and community destinations

Common environmental issues requested to be evaluated in the EIS included:

- Minimizing property acquisitions of existing residences, businesses and community facilities
- Connection to Paine Field passenger terminal
- Noise and vibration impacts
- Impacts to wetlands and environmentally sensitive areas
- Effects on parks and trails
- Impacts to historically underserved populations
- Tree and vegetation removal
- Local traffic impacts from stations

Table 5-1 Summary of Public Comments Received Related to the West Alderwood Section

Theme	Summary
Acquisitions, Displacements and Relocations	700 comments mentioned property acquisitions, displacements and/or relocations from light rail construction. The vast majority of comments with this theme were focused on the Alderwood Community Church and were requesting that the project not acquire church property. Other comments were concerned about property acquisitions throughout the West Alderwood section.
Cost and Schedule	8 comments mentioned either the project cost or schedule. Some of the comments on this topic said that the West Alderwood section would be too costly because of property acquisitions and relocations and others requested that the project be completed sooner.
Destinations	38 comments mentioned destinations. The most frequently mentioned destination in the West Alderwood section was Alderwood Mall and the surrounding shops and businesses.
Historically Underserved Populations	28 comments mentioned historically underserved populations. Most comments in this theme focused on the Alderwood Community Church and its importance to historically underserved populations because of its charity work in its Compassion Center. Other comments supported ALD-D because of its location near historically underserved populations.
Land Use and Station Area Design	15 comments mentioned land use or station area design. Several comments were in support of ALD-D because of the opportunities for TOD near that alternative. Other comments were supportive of the station bringing new development to the area.
Pedestrian and Bicycle Access	16 comments mentioned bike and pedestrian access or safety. These comments focused on the importance of good walk and bike connections to the station and generally said that ALD-D and ALD-F were the best in this regard.
Rider Access	43 comments mentioned ridership or rider access to the station. Comments with this theme were mostly in support of ALD-D and ALD-F because of their proximity to existing and future residents.
Supporting Transit Network	22 comments mentioned connections to other transit routes in the station area. Comments with this theme were mostly supporting ALD-D because of the ease of connecting to the future Swift Orange Line.
Traffic and Parking	35 comments mentioned either parking or traffic in the station area. Several comments said that parking would be necessary at the station or were concerned that riders would park in the mall or other adjacent parking lots. Other comments focused on the traffic impacts of station alternatives, with several comments concerned about ALD-F because of existing congestion on 184th Ave SW.
Station and Route Preference	Most commenters expressing a route or station preference in this section were opposed to all of the proposed routes because of their potential impact on Alderwood Community Church. In total, Sound Transit received 564 such comments. Looking at the stations specifically, ALD-D had the most support, with 88 comments in support and 39 opposed. ALD-F was similar, with 72 comments supporting and 34 opposed. ALD-B had the least support, with 45 comments in support and 27 opposed.

5.4.3 Ash Way

The route and station alternatives in the Ash Way section that Sound Transit presented during scoping are shown in Figure 5-2.

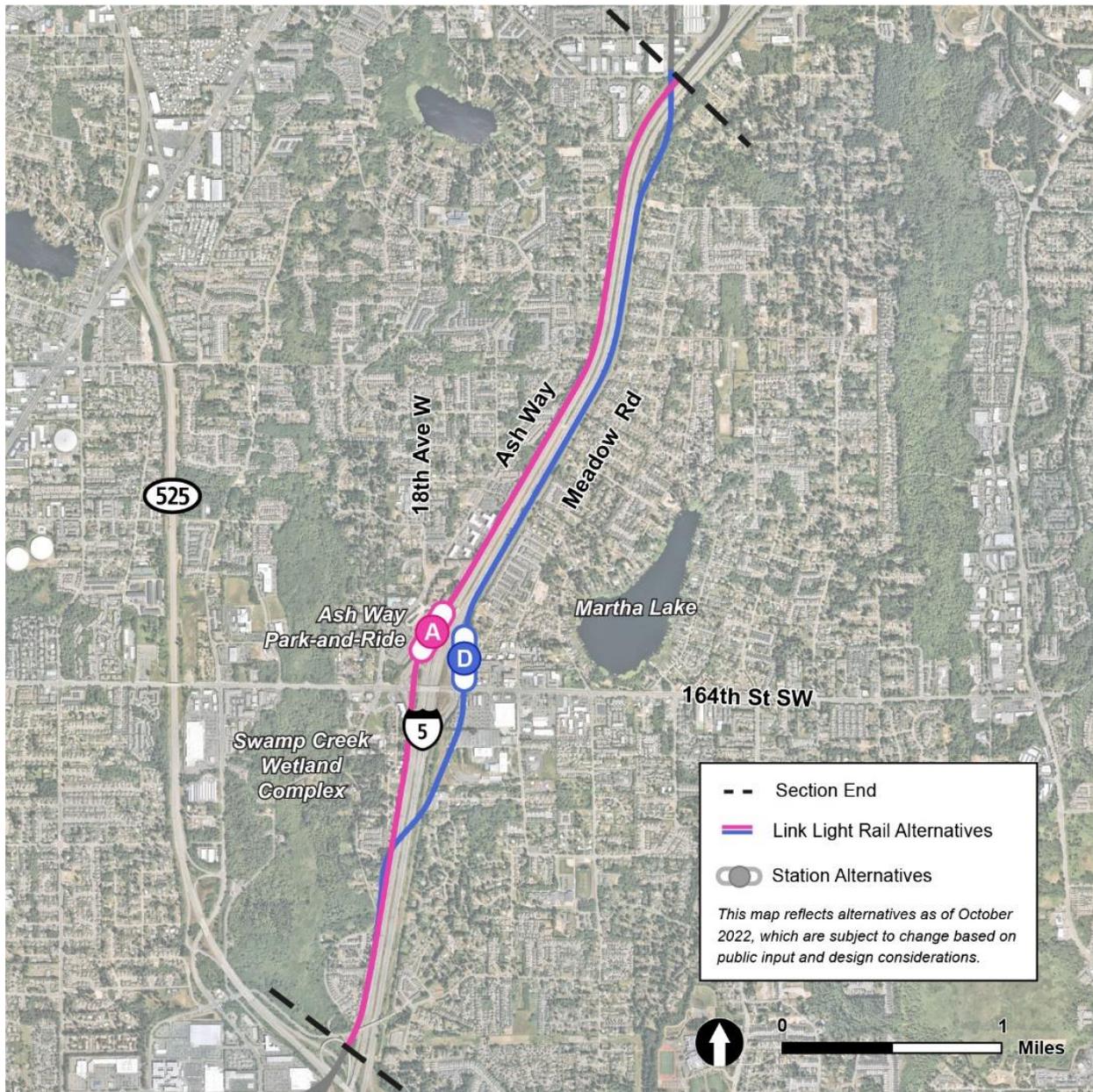


Figure 5-2 Potential Alternatives for the Everett Link Extension – Ash Way

Sound Transit received 220 comments related to Ash Way station and route alternatives. Table 5-2 summarizes comments received on the Ash Way section by theme.

Table 5-2 Summary of Public Comments Received Related to the Ash Way Section

Theme	Summary
Acquisitions, Displacements and Relocations	117 comments mentioned property acquisitions, displacements and/or relocations from light rail construction. The vast majority of comments with this theme were focused on Mill Creek Foursquare Church, which would potentially be acquired for ASH-D and were requesting that the project not acquire church property. Other comments were concerned about property acquisitions throughout the station area.
Cost and Schedule	18 comments mentioned either the project cost or schedule. Comments with this theme mostly supported ASH-A because of perceptions that it would be less expensive to use the existing park-and-ride and that two crossings of I-5 for ASH-D would be more expensive.
Destinations	6 comments mentioned destinations. Comments with this theme were supportive of ASH-A because of its proximity to the park-and-ride. Other comments were supportive of ASH-D because of its proximity to shopping in the area.
Historically Underserved Populations	11 comments mentioned historically underserved populations. Most comments in this theme supported ASH-A because of its location near historically underserved populations.
Land Use and Station Area Design	16 comments mentioned land use or station area design. Several comments were in support of ASH-D because of the opportunities for TOD near that alternative. Other comments were supportive of ASH-A due to the proximity to the existing Ash Way Park-and-Ride.
Pedestrians and Bicycle Access	34 comments mentioned bike and pedestrian access or safety. These comments focused on the importance of good walk and bike connections to the station. Many of the comments requested a pedestrian bridge crossing I-5 for both ASH-A or ASH-D for ease of access. Generally, comments were supportive of ASH-A because of proximity to existing connections and comments were supportive of ASH-D because it would increase the walkshed and bikeshed and would be more compatible with existing/planned land use.
Rider Access	54 comments mentioned ridership or rider access to the station. Comments with this theme were mostly in support of ASH-A due to the existing transit infrastructure that would make it easier to access the station. Comments supporting ASH-D noted its proximity to existing and future residents.
Supporting Transit Network	66 comments mentioned connections to other transit routes in the station area. Comments with this theme were mostly supporting ASH-A because of the ease of connecting to the existing Ash Way Park-and-Ride.
Traffic and Parking	63 comments mentioned either parking or traffic in the station area. A majority of comments supported ASH-A because of its proximity to the existing Ash Way Park-and-Ride. Some comments also mentioned significant traffic congestion on 164th St SW.
Station and Route Preference	ASH-A had more support and less opposition with 127 comments in support and 45 opposed. Commenters were split on ASH-D, with 101 comments supporting and 108 opposed.

5.4.4 Mariner

The route and station alternatives in the Mariner section that Sound Transit presented during scoping are shown in Figure 5-3.



Figure 5-3 Potential Alternatives for the Everett Link Extension – Mariner

Sound Transit received 84 comments on Mariner station and route alternatives. Table 5-3 summarizes comments received on the Mariner section by theme.

Table 5-3 Summary of Public Comments Received Related to the Mariner Section

Theme	Summary
Acquisitions, Displacements and Relocations	18 comments mentioned property acquisitions, displacements and/or relocations from light rail construction. Many of the comments supported MAR-A as having less potential for residential displacement.
Destinations	5 comments mentioned destinations. The comments received for this were all in support of MAR-A due to its proximity to shopping and community services, including the Sno-Isle Libraries Mariner branch.
Historically Underserved Populations	9 comments mentioned historically underserved populations. Comments in this theme were split between MAR-A and MAR-B, focusing on potential displacements and preserving affordable housing.
Land Use and Station Area Design	13 comments mentioned land use or station area design. Several comments were in support of MAR-D because of its proximity to the existing park-and-ride and opportunities for TOD. Other comments were supportive of MAR-A because it would have less impact on housing.
Pedestrians and Bicycle Access	21 comments mentioned bike and pedestrian access or safety. Comments with this theme included accessibility for pedestrians, access to the Interurban Trail, and walkability.
Rider Access	25 comments mentioned ridership or rider access to the station. Several comments were supportive of MAR-A and MAR-B due to ease of access. Other comments supported MAR-D because of its proximity to the existing park-and-ride.
Supporting Transit Network	24 comments mentioned connections to other transit routes in the station area. Comments with this theme were mostly supporting MAR-D because of the ease of connecting to the existing park-and-ride. Other comments were supportive of MAR-A because of its proximity to the Swift Green Line.
Traffic and Parking	28 comments mentioned either parking or traffic in the station area. Most comments with this theme supported MAR-D because of its proximity to the existing park-and-ride.
Station and Route Preference	For the Mariner alternatives, MAR-B had the most support, with 45 comments in support and 8 opposed. MAR-A was similar, with 37 comments supporting and 7 opposed. MAR-D had the least support, with 28 comments in support and 10 opposed.

5.4.5 SR 99/Airport Road (Provisional Station)

The route and station alternatives in the SR 99/Airport Road section that Sound Transit presented during scoping are shown in Figure 5-4.



Figure 5-4 Potential Alternatives for the Everett Link Extension – SR 99/Airport Road (Provisional Station)

Sound Transit received 79 comments regarding SR 99/Airport Road provisional station and route alternatives. Table 5-4 summarizes comments received on the SR 99/Airport Road section by theme.

Table 5-4 Summary of Public Comments Received Related to the SR 99/Airport Road Section

Theme	Summary
Acquisitions, Displacements and Relocations	10 comments mentioned property acquisitions, displacements and/or relocations from light rail construction. Most comments with this theme focused on AIR-A because of the reduced potential for acquisitions, displacements and relocations.
Destinations	12 comments mentioned destinations. The most frequently mentioned destinations in this section were Paine Field and the shops and business near SR 99 & Airport Rd.
Land Use and Station Area Design	8 comments mentioned land use or station area design. Most comments with this theme were in support of AIR-B because of the potential for transit-oriented development around the station.
Pedestrians and Bicycle Access	9 comments mentioned bike and pedestrian access or safety. These comments focused on the importance of good walk and bike connections to the station. Many of the comments were focused on improving pedestrian and bike facilities in the station area of both AIR-A and AIR-B.
Rider Access	14 comments mentioned ridership or rider access to the station. Comments with this theme were supportive of AIR-A due to ease of access and proximity to housing. Other comments supported AIR-B because of ease of access.
Supporting Transit Network	23 comments mentioned connections to other transit routes in the station area. Comments with this theme were mostly supporting AIR-A because of its proximity to the Swift Blue and Green Lines.
Traffic and Parking	6 comments mentioned either parking or traffic in the station area. Comments with this theme were split between positive and negative impacts on traffic caused by both AIR-A and AIR-B.
Station and Route Preference	For the SR 99/Airport Rd alternatives, AIR-A had the most support, with 48 comments in support and 1 opposed. AIR-B was similar, with 42 comments supporting and 0 opposed.

5.4.6 SW Everett Industrial Center

The route and station alternatives in the SW Everett Industrial Center section that Sound Transit presented during scoping are shown in Figure 5-5.

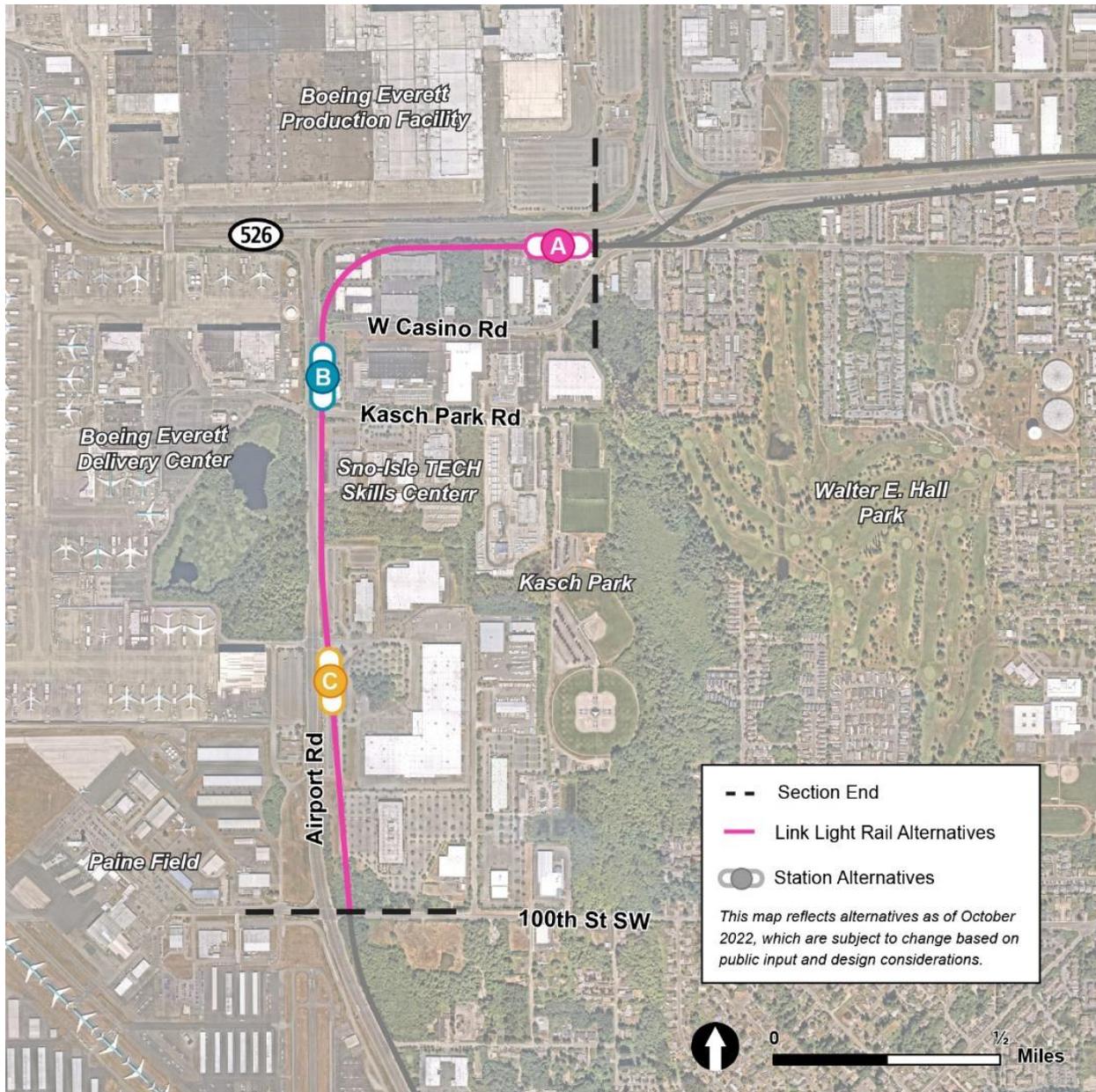


Figure 5-5 Potential Alternatives for the Everett Link Extension – SW Everett Industrial Center

Sound Transit received 109 comments related to station and route alternatives in the SW Everett Industrial Center section. Table 5-5 summarizes comments received on the SW Everett Industrial Center section by theme.

Table 5-5 Summary of Public Comments Received Related to the SW Everett Industrial Center Section

Theme	Summary
Acquisitions, Displacements and Relocations	7 comments mentioned land acquisitions, displacements and/or relocations. SWI-C was favored as the least disruptive to private property. Displacement concerns for residents and businesses were mentioned for each of the alternatives.
Destinations	70 comments mentioned destinations. Comments focused on the predicted growth of Paine Field and described the necessity for a connection to the airport as a destination. Access to Boeing was expressed as an important destination since it is a major employer in the area.
Historically Underserved Populations	7 comments mentioned historically underserved populations. Comments noted SWI-A as the best opportunity to provide access for low-income and disadvantaged communities.
Land Use and Station Area Design	4 comments discussed land use. Redevelopment potential around this area was mentioned as a positive impact for the area.
Pedestrian and Bicycle Access	11 comments mentioned pedestrians and bicycles. Many comments related to the lack of walkability and the need for a pedestrian bridge and direct access to Boeing. SWI-A was identified as the most accessible for pedestrians. Some comments considered SWI-C better for biking but noted that Sound Transit should give pedestrian safety and access the highest priority when deciding which station to advance.
Rider Access	33 comments mentioned ridership or rider access to the station. Concerns over user access to the station and corresponding ridership in an industrial district were expressed. SWI-A was generally preferred due to its proximity to residential housing and access to jobs.
Supporting Transit Network	23 comments mentioned the connection to the transit network. SWI-B had support due to its proximity to an existing Swift station. SWI-A was identified as the most limiting for bus route connections, which affected its general support as a station location. Commenters also expressed the need for better integration with existing transit at each of the station alternatives.
Traffic and Parking	6 comments mentioned parking or traffic in the station area. Station preferences were determined in part based on the effect they would have on reducing traffic congestion in the area. Parking around Boeing and Paine Field Airport were also mentioned.
Station and Route Preference	For the SW Everett Industrial Center alternatives, SWI-A had the most support, with 47 supporting comments and 13 opposed. SWI-C was next, with 42 comments in support and 10 opposed, while SWI-B had 38 in support and 10 opposed.

5.4.7 SR 526/Evergreen

The route and station alternatives in the SR 526/Evergreen section that Sound Transit presented during scoping are shown in Figure 5-6.

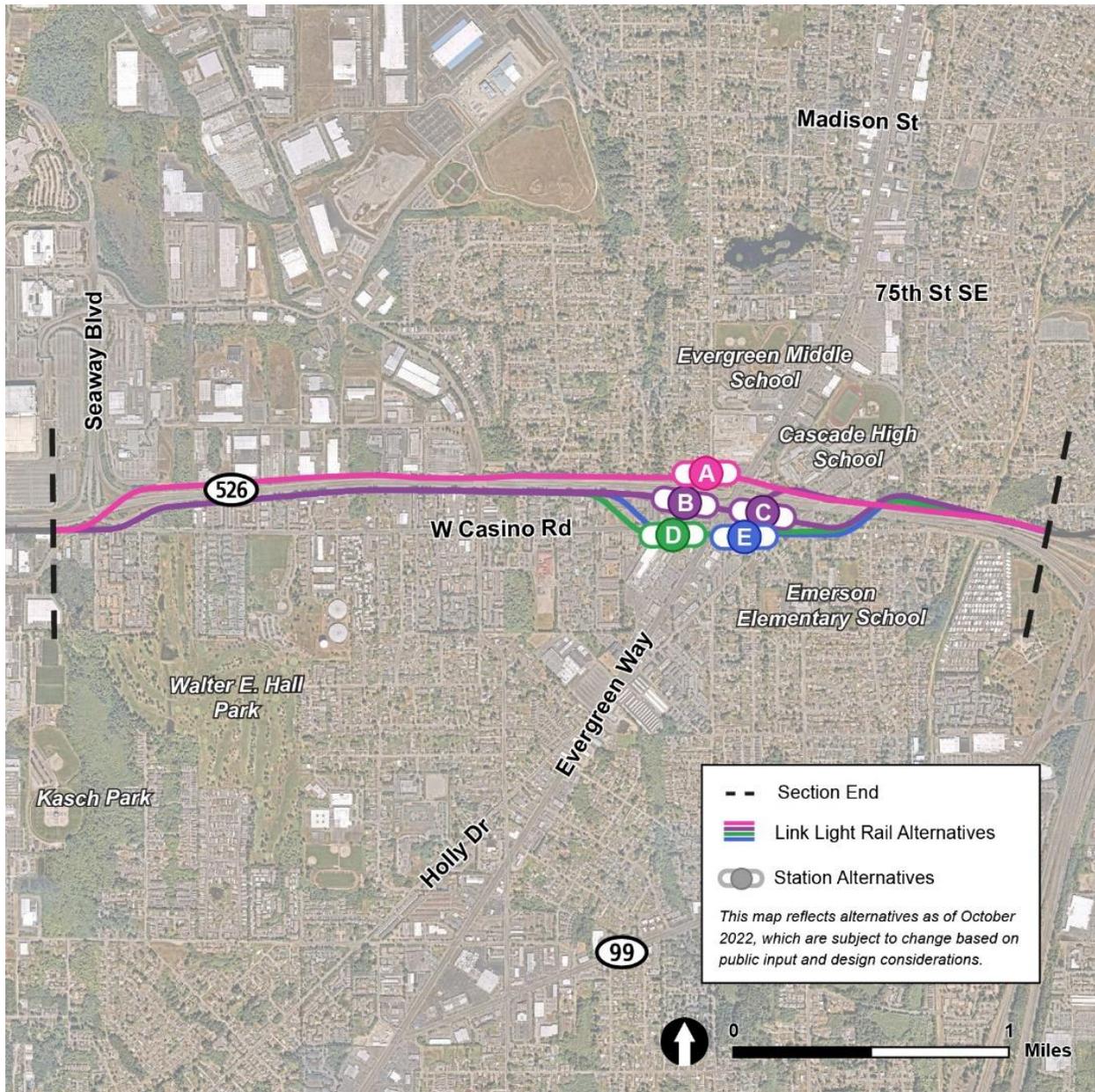


Figure 5-6 Potential Alternatives for the Everett Link Extension – SR 526/Evergreen

Sound Transit received 98 comments (including a community petition summarized in Section 5.4.12) related to the SR 526/Evergreen route and station alternatives. Table 5-6 summarizes comments received on the SR 526/Evergreen section by theme.

Table 5-6 Summary of Public Comments Received Related to the SR 526/Evergreen Section

Theme	Summary
Acquisitions, Displacements and Relocations	40 comments mentioned property acquisitions, displacements and/or relocations. Comments supported preserving and protecting the Casino Square shopping center and ensuring that the local business community was not displaced. Concerns over residential displacements were also noted.
Cost and Schedule	13 comments mentioned the project cost and schedule. Comments favored EGN-A for having comparatively lower cost estimates. Comments cited concerns on the cost of crossing over Casino Road and utility relocation. EGN-E was noted as having comparatively higher cost estimates and perceived higher operating costs. Commenters also expressed a desire for a faster timeline.
Destinations	16 comments mentioned destinations. Comments prioritized clear and safe access to nearby schools, shopping centers and jobs. For many commenters, station location preference was based on their desired destination.
Historically Underserved Populations	11 comments mentioned historically underserved populations. Comments identified concerns over placing a station in an underserved community and its effect on specifically the Latino community and locally owned businesses. Impacts on low-income families were also of high concern.
Land Use and Station Area Design	9 comments mentioned land use and station area design. Several comments noted the need for development and higher density around the station. A few comments also mentioned the opportunities that a station would create for the area to be developed. There were varying perspectives on which station alternative would be preferred in terms of land use and station area design.
Pedestrian and Bicycle Access	32 comments mentioned bicycle and pedestrian access. Regardless of station location preference, many comments were in favor of adding pedestrian infrastructure to allow for safer and easier connections. Some commenters were concerned that EGN-A would be located across SR 526 from where many people live, work and play.
Rider Access	31 comments mentioned rider access. Some comments noted EGN-A could have less access and limited ridership. Other comments mentioned that passenger access on both sides of Evergreen Way would promote ridership.
Supporting Transit Network	21 comments mentioned the supporting transit network. EGN-D and EGN-E were supported for their proximity to existing transportation options such as the Swift Blue Line and other major bus connections. Comments identified EGN-A as having the poorest connections and most difficult transit integration. Overall, transit transfers were seen as highly important.
Traffic and Parking	12 comments mentioned parking and/or traffic. Concerns for traffic congestion were brought up for different locations. Many commenters perceived that EGN-A would alleviate the most amount of traffic and be the least disruptive to traffic flow. Concerns on where people will park near the station and where potential parking lots could end up were also noted.
Station and Route Preference	For the SR 526/Evergreen Way alternatives, EGN-D had the most support, with 34 comments in favor and 12 opposed. EGN-A was a close second, with 33 comments in support and 12 opposed. EGN-B had 28 supporting comments and 11 opposed, EGN-E had 25 in support and 11 opposed. EGN-C had the least support with 21 in support and 12 opposed.

5.4.8 I-5/Broadway

The route alternatives in the I-5/Broadway section that Sound Transit presented during scoping are shown in Figure 5-7.

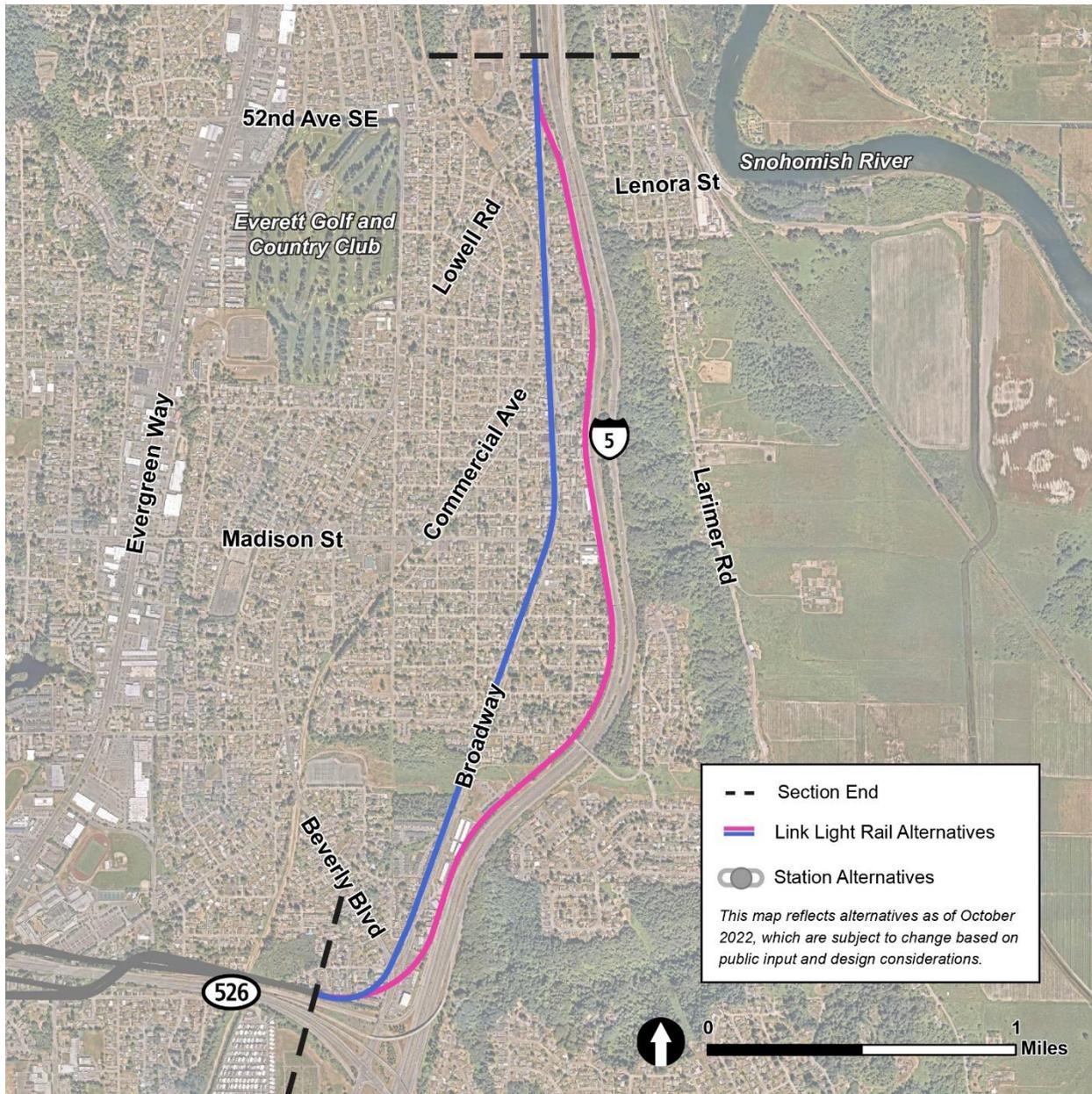


Figure 5-7 Potential Alternatives for the Everett Link Extension – I-5/Broadway

Sound Transit received 79 comments related to the I-5/Broadway route alternatives. Table 5-7 summarizes comments received on the I-5/Broadway section by theme.

Table 5-7 Summary of Public Comments Received Related to the I-5/Broadway Section

Theme	Summary
Acquisitions, Displacements and Relocations	34 comments mentioned acquisitions, displacements and/or relocations. These comments emphasized the importance of reducing residential displacement and generally expressed a preference for the I-5 alternative since it would likely require fewer property acquisitions.
Cost and Schedule	7 comments mentioned project cost and schedule. Comments were split on which alternative would be less costly since I-5 would have less impact but Broadway would be less challenging to construct.
Land Use and Station Area Design	6 comments mentioned land use and station area design. Several comments supported Broadway because it would provide an opportunity for an infill station and redevelopment between SR 526/Evergreen Way and Everett Station.
Rider Access	5 comments mentioned rider access. Several comments supported Broadway due to the potential for higher ridership.
Traffic and Parking	6 comments mentioned parking and traffic. Comments with this theme were focused on the negative effect the Broadway alternative would have on traffic in the local area.
Station and Route Preference	For the Broadway/I-5 alternatives, the I-5 route had more support with 59 supporting comments and 10 opposed. The Broadway route had 47 supporting comments and 13 opposed.

5.4.9 Everett Station

The route and station alternatives in the Everett section that Sound Transit presented during scoping are shown in Figure 5-8.



Figure 5-8 Potential Alternatives for the Everett Link Extension – Everett Station

Sound Transit received 124 comments related to the Everett route and station alternatives. Table 5-8 summarizes comments received on the Everett section by theme.

Table 5-8 Summary of Public Comments Received Related to the Everett Section

Theme	Summary
Acquisitions, Displacements and Relocations	48 comments mentioned acquisitions, displacements and/or relocations. Most comments with this theme supported EVT-A. EVT-C and EVT-D were seen as more disruptive and interfering with HopeWorks Station.
Cost and Schedule	7 comments mentioned project cost and schedule. Comments primarily opposed EVT-C because they saw it as being the costliest option because it would require more property acquisitions. EVT-A was seen as having cost savings because it is an already existing transit hub. Comments also wanted the project to maintain its projected opening date of 2037.
Destinations	33 comments mentioned destinations. Many comments support EVT-A for its convenient connection to Sounder and Amtrak. Many comments also supported EVT-C and EVT-D due to their proximity to downtown.
Historically Underserved Populations	24 comments mentioned historically underserved populations. Many comments supported EVT-A because there would be less neighborhood disruption and HopeWorks Station, a community resource for the low-income and homeless individuals, might be negatively impacted by EVT-C or EVT-D.
Land Use and Station Area Design	19 comments mentioned land use and station area design. EVT-C and EVT-D were noted as having the best opportunity for future development around the station area, while EVT-A would best support future light rail extension.
Pedestrian and Bicycle Access	15 comments mentioned pedestrian and bicycle access. EVT-D and EVT-C were supported due to slightly larger walksheds that include many established businesses and homes. Some comments noted that EVT-A has a large hill between the station and downtown Everett that hampers walkability. Comments identified all station areas as having access to the Interurban Trail for bikes.
Rider Access	33 comments mentioned rider access in the Everett station area. EVT-A was supported due to its ability to connect to existing transit users. However, comments also supported EVT-D because of its more central location in Everett and because it would help bridge the gap from Everett station to downtown.
Supporting Transit Network	57 comments mentioned the supporting transit network. Comments noted EVT-A as the best option for transit integration as the existing Everett Station hub provides transit connections directly to Amtrak, Everett Transit, Swift, Community Transit and Skagit Transit.
Traffic and Parking	16 comments mentioned parking and traffic. EVT-A was supported because of the park-and-ride at the existing Everett Station. Other comments generally were supportive of the project because of its potential to alleviate congestion and traffic in the area.
Station and Route Preference	For the Everett station alternatives, EVT-A had the most support with 68 comments in support and 19 opposed. EVT-D had 57 comments in support and 21 opposed while EVT-C had 57 comments in support and 22 opposed.

5.4.10 OMF North

The OMF North site alternatives that Sound Transit presented during scoping are shown in Figure 5-9.

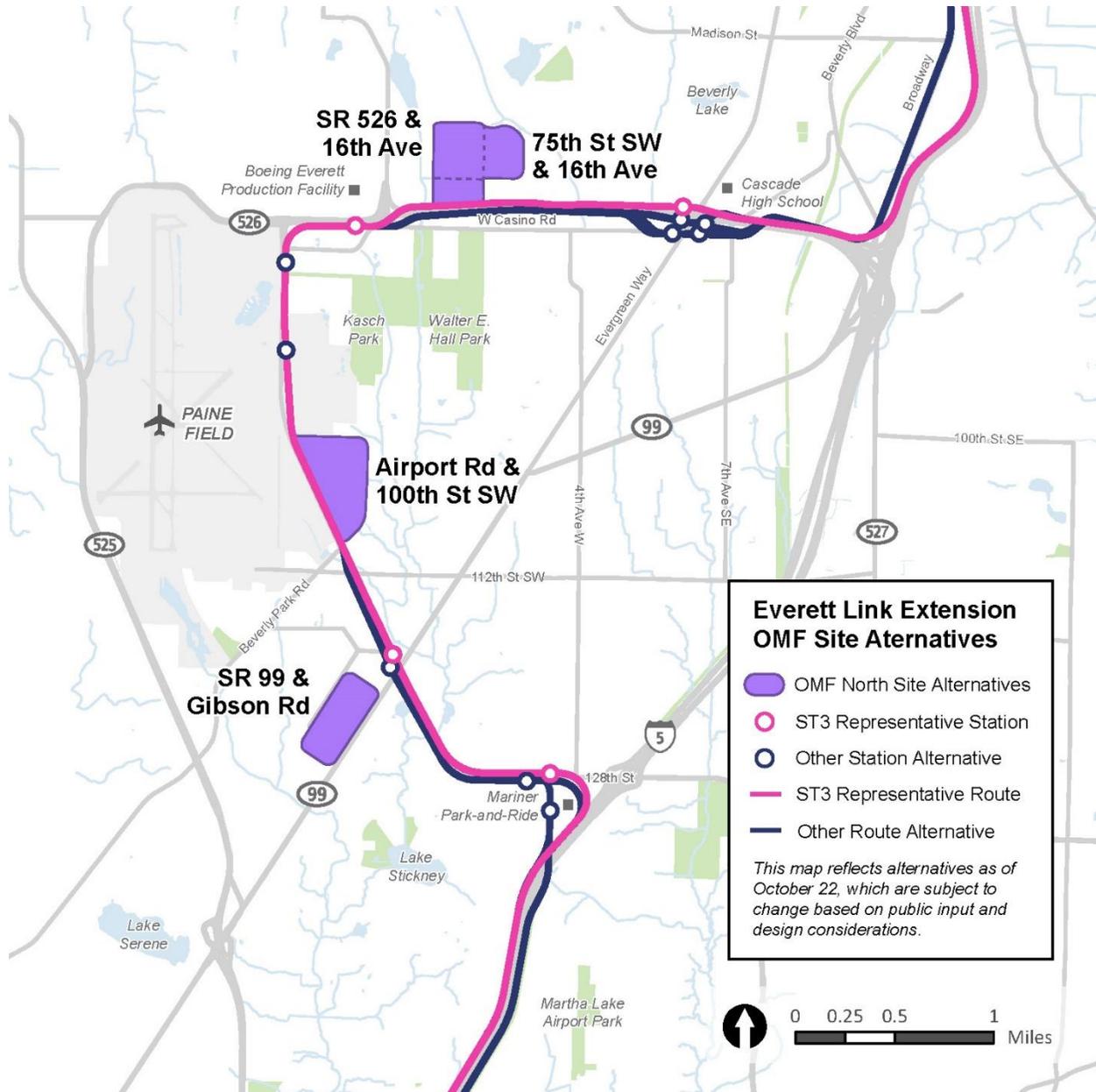


Figure 5-9 Potential Alternatives for OMF North

Sound Transit received 49 comments related to OMF North site alternatives. Table 5-9 summarizes comments received on OMF North by theme.

Table 5-9 Summary of Public Comments Received Related to OMF North

Theme	Summary
Acquisitions, Displacements and Relocations	24 comments mentioned acquisitions, displacements or relocations. Comments focused on avoiding business and residential acquisitions when siting the OMF. Commenters were particularly concerned with business displacements at the two sites north of SR 526 and residential displacements at the SR 99 & Gibson Rd site.
Cost and Schedule	3 comments mentioned project cost. Two comments were in support of the Airport Rd & 100th St SW site because of its potentially lower cost. One comment mentioned the potentially high cost of business relocation that would be required for the sites at SR 526 & 16th Ave and 75th St SW & 16th Ave.
Land Use and Station Area Design	6 comments mentioned land use. Most mentioned the importance of considering how much new development area would be taken up by potential OMF locations.
Site Preference	For the OMF site alternatives, Airport Rd & 100th St SW had the highest favorability, with 21 supporting comments and 10 opposing. SR 526 & 16th Ave had 21 supporting comments and 13 opposing and 75th St SW & 16th Ave had 22 supporting and 15 opposing comments. SR 99 & Gibson Rd had the lowest favorability, with 18 supporting comments and 13 opposing comments.

5.4.11 New Station, Route and OMF Location Suggestions

Sound Transit also received comments for station, route and OMF locations in addition to those presented in in scoping. Table 5-10 summarizes the most common options suggested during the scoping period.

Table 5-10 Summary of Public Comments Received Related to New Station, Route and OMF Locations

Suggestion	Summary
I-5 route from Mariner to Everett or SR 99 and/or Evergreen Way instead of Airport Road between SR 99/Airport Rd and SR 526/Evergreen Way	Several comments supported either a route along I-5 from Mariner to Everett Station or turning north after SR 99/Airport Rd. Some of these suggestions included the concept of serving the SW Everett Industrial Center with an intersecting east-west rail line or spur line. Some comments suggested station options along either route, but the majority were primarily in support of a shorter and more direct route between Lynnwood and Everett.
Serve Paine Field directly / stop at 100th Street SW	Several comments called for a station at or closer to the Paine Field passenger terminal south of SW Everett Industrial Center stations near 100th Street SW.
Serve multiple locations at SW Everett Industrial Center	Comments suggested two or more station options within the SW Everett Industrial Center station area to serve both Boeing and Paine Field.
Serve multiple locations at Everett Station	Some comments suggested multiple stations in and around Everett Station, either supporting multiple existing stations and or other additional station locations in downtown Everett and south of Everett station near Funko Field.

Suggestion	Summary
Create a station or provisional station along the Broadway route alternative in the I-5/Broadway section	Some comments supported the Broadway route with an additional station or provisional station on the I-5/Broadway section between SR 526/Evergreen and Everett Station.
Bored Tunnel Route Options (Various)	Several comments requested a tunnel in various sections of the corridor, including: 1) through the SR 526/Evergreen route section, 2) on a new alignment on Evergreen north of SR 526, 3) nearly the entire corridor in a bored tunnel, and 4) through West Alderwood connecting to Lynnwood City Center, primarily to avoid potential impacts to the Alderwood Community Church.
Avoid potential impacts to the Alderwood Community Church	Several comments called for various route modifications to avoid impacting Alderwood Community Church, including some calling for the original representative route, similar suggestions directly along I-5 or Alderwood Mall Boulevard, route options along 36th Avenue W, and suggestions to cross to the east side of I-5 through the West Alderwood section.
OMF North	Two alternate OMF North locations were suggested. Suggestions included the area between SR 525 and I-5 near Ash Way and the former driving range east of Achilles USA, which is north of SR 526 between the SW Everett Industrial Center and SR 526/Evergreen Way station areas.

5.4.12 Community Organizations

Table 5-11 summarizes the comments submitted on behalf of community organizations. Copies of these letters are included in Appendix F.

Table 5-11 Summary of Community Organization Comments

Organization	Summary
Casino Road residents	Residents of the Casino Road neighborhood submitted a petition with 365 signatures raising concerns about the gentrification and displacement impacts that the light rail project could have on their neighborhood. They urged Sound Transit to remove station alternatives EGN-B and EGN-C from consideration, due to impacts on Casino Square shopping center. This petition advocates for Sound Transit to analyze direct displacement impacts and to invest in affordable housing and equitable development strategies in the neighborhood that would allow residents, businesses and cultural institutions to remain in the neighborhood and thrive.
Casino Square business owners	<p>Casino Square business owners submitted two scoping comment letters, one from 22 business owners and one from 12 business owners. These business owners raised concerns about alternatives that would result in direct or indirect displacement of businesses and residents in the Casino Road neighborhood. The comments highlighted the importance of their businesses being located all together for both business owners and the community.</p> <p>These business owners recommended station alternative EGN-A, as it would have the fewest direct residential and commercial displacements. They strongly advocated against EGN-B and EGN-C, as they would result in the demolition of Casino Square.</p>

Organization	Summary
	<p>Their comment addressed the importance of studying direct and indirect displacement impacts for businesses and residents. For businesses, they recommended mitigating construction impacts by including culturally appropriate local marketing events, and mitigating direct displacement by ensuring that businesses are located together and prioritizing displaced businesses as part of equitable TOD on surplus property. For indirect residential displacement, they recommended mitigation strategies that would invest in affordable housing, both new and existing.</p> <p>In a follow up comment letter, Casino Square business owners restated their opposition to station alternative EGN-B and recommended that Sound Transit study a bored tunnel route for the SR 526 & Evergreen Way station area. They recommended that Sound Transit study alternatives EGN-C, EGN-D and EGN-E with this bored tunnel route.</p>
<p>Downtown Everett Association</p>	<p>The Downtown Everett Association supported the McDougall Avenue alley route and supported further exploration and development of station alternatives EVT-C and EVT-D because of their proximity to the downtown core. The association did not support station alternative EVT-A, stating that it would be too far from the downtown core and that it would sacrifice too much all-day, bi-directional demand from the downtown Everett core in pursuit of cost savings.</p>
<p>Everett Station District Alliance (ESDA)</p>	<p>The ESDA is a non-profit organization working to enhance the neighborhood around Everett Station. ESDA's scoping comment noted their disappointment that the I-5 and "Option X" alternatives were removed from further consideration prior to scoping. The I-5 alternative was a route following I-5 instead of following Airport Road to SW Everett Industrial Center that was suggested during early scoping. Option X was a suggestion by ESDA to locate the new Everett Station on the east side of the BNSF tracks near Pacific Avenue.</p> <p>Their comment also included recommendations related to the following topics:</p> <ul style="list-style-type: none"> • TOD Potential – Adjust the analysis of TOD opportunities from a half mile to a quarter mile from each station and design the stations to support a dense, walkable environment. • Guideway Impacts – Study the impacts of the guideway and support pillars on businesses and residents. • Construction Impacts – Study impacts of construction on adjacent business operations. • Impacts on Light Industrial Businesses – Maintain and strengthen the light industrial businesses south of 33rd St. • Construction Costs – Evaluate costs associated with relocating utility infrastructure. • Transit Connectivity – Prioritize alternatives with the best potential for creating a high-quality transit hub. ESDA believed EVT-C would be the best option.
<p>Housing Hope/ HopeWorks Social Enterprises</p>	<p>Housing Hope and HopeWorks Social Enterprises submitted two scoping comment letters. Their scoping comments urged Sound Transit to preserve affordable housing and social services at all stations. These organizations were especially concerned about the Everett Station because station alternatives EVT-C and EVT-D would likely have impacts on two of their housing and social services facilities, HopeWorks Station South and North. These comments emphasized that these facilities are essential community assets.</p>

Organization	Summary
Lahai Health	Lahai Health is a clinic that operates a weekly mobile medical clinic in the parking lot at Alderwood Community Church. The organization’s comment advocated against light rail routes that would impact Alderwood Community Church because their mobile clinic at the church provides an essential service to the community in its current location.
Snohomish County Transportation Coalition (Snotrac)	<p>Snotrac is a state/federally funded mobility management coalition in Snohomish County. Snotrac’s scoping comment recommended the following:</p> <ul style="list-style-type: none"> • Purpose and Need – Include Sound Transit’s Realignment criteria in the purpose statement (i.e., the factors for determining when to scale back projects as financial challenges arise, as well as prioritizing climate change and TOD) and clarify language about the PSRC regional growth strategy. • Priority Populations – Prioritize the needs and impacts on priority populations. • TOD Analysis – Adjust the analysis of TOD opportunities from a half mile to a quarter mile from each station to avoid overlap in the geographies for each station. • Ridership Estimates – Update ridership projections for station alternatives and present cost-per-rider estimates. • Financial Gap – Develop an action plan to close the project’s financial gap so the entire project can be completed by 2037.
Village at Casino Road Partners	<p>This scoping comment was endorsed by 21 partner organizations of the Village at Casino Road, which is a community center serving the Casino Road neighborhood and out of which organizations provide their services to the community. The Village at Casino Road partners advocated against station alternative EGN-D, which they said would directly displace the community center, and against EGN-B and EGN-C, which would directly displace businesses such as the Casino Square shopping center. The partners supported continued study of the environmental impacts of station EGN-A, as it is the only station option that would not cause major disruptive impacts to the Casino Road community, and recommended that Sound Transit study a bored tunnel route that could serve station alternatives EGN-D and EGN-E.</p> <p>The comment letter also addressed displacement concerns. They recommended that Sound Transit evaluate the potential for direct and indirect displacement of residents and businesses. The partners identified multiple mitigation strategies that Sound Transit should pursue, including displacement mitigation strategies such as affordable housing development and “place-keeping.”</p>

Table 5-12 summarizes the comments submitted on behalf of business stakeholders. Copies of these letters are included in Appendix F.

Table 5-12 Summary of Business Stakeholder Comments

Business Stakeholder	Summary
Achilles USA	Achilles USA is a manufacturing company located near OMF North alternatives SR 526 & 16 th Ave and 75 th St SW & 16 th Ave. Achilles USA’s comment highlighted the negative impacts on their business and for their clients in the medical sector if their facility were impacted by an OMF alternative. They requested that Sound Transit select an OMF North location that would not impact their facility.
BJJ Investments LLC	BJJ Investments is a Casino Square property owner and landlord. Their scoping comment advocated against station alternatives EGN-B and EGN-C, which would result in the removal of Casino Square. They also advocated against EGN-D and EGN-E due to the impacts that construction would have on the Casino Square businesses. Their preferred station alternative is EGN-A. Their second preference is EGN-E, although they are concerned about construction impacts on businesses. BBJ Investment’s comment also addressed their interest in a renovation of the overpass near their property, which they would like to be part of the project.
Brookfield Properties	Brookfield Properties is the owner of Alderwood Mall. Their scoping comment expressed their support for the light rail project and raises concerns about some of the alternatives in the West Alderwood section. Brookfield Properties is opposed to the three routes that would construct elevated track through the mall property (the pink, gold, and green routes); the brown route is their preferred route. Station alternative ALD-D is their preferred station location, and they would not like alternative ALD-F to advance. They also expressed concerns about train riders using their mall parking lots as a park-and-ride and would like Sound Transit to propose solutions for this issue.
CCW Ventures LLC	CCW Ventures is a Casino Square property owner and landlord. Their scoping comment advocated against station alternatives EGN-B and EGN-C, which would result in the removal of Casino Square. They stated that relocation would be financially challenging for Casino Square businesses, even with relocation assistance. They also advocated against EGN-D and EGN-E, which they stated would have longer-term financial impacts on the businesses. CCW Ventures’ preferred station alternative is EGN-A and their second preference is EGN-E.
Nimbus Apartments	Nimbus Apartments is a property in downtown Everett. Their scoping comment expressed support for station alternative EVT-C and the route alternative that uses McDougall Alley.
SMARTCAP	<p>SMARTCAP is a developer and property owner near OMF North alternatives SR 526 & 16th Ave and 75th St SW & 16th Ave. SMARTCAP’s scoping comment addressed their concern that these alternatives would impact a property that they own where they plan to develop an industrial building in April 2023. Their comment raised the following concerns about the impacts on Sound Transit, the local community, and SMARTCAP:</p> <ul style="list-style-type: none"> • Sound Transit’s cost analysis for the property did not include their planned site improvements and development, meaning that the buyout value would be higher than anticipated. • The loss of the industrial building would negatively impact the local community, particularly in terms of a loss of industrial job creation and the environmental impacts of demolition of a new building. • The potential for eminent domain would negatively impact SMARTCAP’s ability to attract tenants and lease this property.

6 NEXT STEPS

6.1 Identifying the Draft EIS Alternatives and the Scope of the EIS

The public, Tribe and agency comments received during scoping will help Sound Transit finalize the purpose and need for the project and identify the issues and alternatives to be considered in the Draft EIS. In the summer of 2023, the Sound Transit Board is expected to identify alternatives to be studied in the Draft EIS; they may also identify a preferred alternative. The alternatives identified will be based on all work conducted to date, including the scoping comments received and recommendations from the Community Advisory Group and Elected Leadership Group for the project. Sound Transit anticipates that FTA will issue a Notice of Intent to Prepare an EIS under NEPA at a later date.

6.2 Draft EIS

The Draft EIS will describe the potential benefits and adverse effects of each alternative, including a No Build Alternative, and will outline potential ways to avoid, minimize or mitigate adverse effects. Sound Transit will conduct conceptual engineering and environmental impact analysis and will continue public involvement on the project. After the Draft EIS is prepared, a formal opportunity will be available for public, Tribal and agency review and comment on the Draft EIS content and findings. The Sound Transit Board will consider the Draft EIS and public, Tribal and agency comments, and confirm or modify the preferred alternative for the Final EIS.

6.3 Final EIS

The Final EIS will be based upon preliminary engineering and will update the environmental information for the preferred alternative and other alternatives, respond to comments received on the Draft EIS, and further define measures to avoid, minimize or mitigate potential project impacts as needed.

6.4 Record of Decision

After publication and review of the Final EIS, the Sound Transit Board will select the project to be built. FTA is then anticipated to issue a Record of Decision under NEPA. The Record of Decision will document the project that Sound Transit will build and how it will avoid, minimize, and mitigate potential environmental impacts.

Figure 6-1 shows the project's current general timeline.



Figure 6-1 EVLE General Timeline

Sound Transit’s target schedule for extending light rail to Everett Station is 2037. Sound Transit is working to achieve this target and to close a forecasted affordability gap most recently estimated at \$500 million. Sound Transit is seeking to reduce or eliminate this gap by increasing funding and support at the local, state and national levels, and by reducing costs as the Board considers and adopts project alignment options with input from partners and the public. If it is not possible to close the gap, current financial assumptions reflect that it will be affordable to open service to SW Everett Industrial Center by 2037 and to the Everett Station area by 2041. OMF North is expected to open in 2034 under both the target and affordable schedules.