



Everett Link Extension

Frequently Asked Questions

Process and schedule

When will Everett Link Extension be open for service?

The target schedule for opening service to Everett Station is 2037. This target schedule requires an estimated \$600 million in additional funding and/or savings, and we will seek out all options to open for service on this timeline. However, if we cannot secure additional funding and/or reduce project costs, the affordable time frame for opening service to SW Everett Industrial Center will be 2037; opening service from there to Everett Station will be 2041.

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

Light rail projects like Everett Link Extension require significant time (12-17 years) to plan, design and build. We have a lot of tasks to complete between now and opening, including but not limited to public engagement, coordinating with community partners, environmental review, working with local jurisdictions, navigating geography and geology, permitting, acquiring property, construction and safety testing.

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 may change over time, including changes made in conjunction with the project itself, and we work closely with transit and local government partners to identify how stations will connect to surrounding communities. This would likely include prioritizing transit, pedestrian, and bicycle connections.

Route, stations and OMF North

What is included in ST3, and may Sound Transit consider route, station and OMF North locations that were not part of ST3?

Voters approved funding for the Sound Transit 3 Plan (ST3) in 2016. ST3 identified the representative project. This established the transit mode, approximate route, number of stations, and general station locations for the project. It is also a starting point for identifying additional alternative alignment, station, and OMF North locations and design configurations that could meet the project's purpose and need. You can find the map of the representative project at soundtransit.org/everettlink.

In the current step of the planning process, we are reviewing various options for stations, routes and OMF North locations. During early scoping, we received several comments asking us to consider additional alternatives. We are looking at those requests to see if the suggestions meet the project's purpose and need and warrant further study. Some of the options suggested had already been evaluated and were no longer under consideration. You can learn more about suggestions and other comments from early scoping in the [Early Scoping Summary Report](#) located on the project website.

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 (OMF) to make sure there is capacity to store and service (e.g., cleaning, storage and maintenance of train cars, etc.) the expanded ST3 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 ST service area).

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

We understand the value of providing riders direct connections to the passenger terminal at Paine Field Airport. As part of the alternatives development process, we are looking at options for station locations in the Southwest Everett Industrial Center station area, including an alternative that could get as close to the airport as possible while considering physical and technical constraints associated with constructing a station and guideway near an airport. A direct connection to the Paine Field Airport passenger terminal is complicated by its location between multiple runways. In addition, as part of our ongoing station area planning, we will be working with project partners to explore alternate means for providing access between our stations and major destinations such as the Paine Field passenger terminal.

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 Sound Transit 3 Plan (ST3) and the representative project. Locating stations at SW Everett Industrial Center and SR 99 & Airport Road helps us connect regional job and growth centers, like the regionally designated Paine Field/Boeing Everett Manufacturing Industrial Center, in order to promote livable communities and boost the economy in Snohomish County.

Although we evaluated an I-5 route during the ST3 planning process, the final adopted ST3 plan and the EVLE representative project do not include route alternatives that follow I-5 entirely from Lynnwood to Everett. During Early Scoping, some stakeholders and community members requested further consideration of a route for the Everett Link Extension that would stay along the I-5 corridor. As we process all the comments made during early scoping, we are reviewing this and other suggestions and will share information as we learn more.

Community impacts

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 know more about whether the project will require the purchase or use of a private property when the project is in the environmental review phase. If it appears your property may be affected, we will notify you in advance of publication of the Draft Environmental Impact Statement, which is currently estimated around 2024. Information on property impacts is preliminary 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, [signing up for email updates](#) is the first step to ensuring you are notified about project updates.

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 the question above) or indirectly, through gentrification.

There is potential for the Everett Link Extension to result in gentrification because bringing light rail to an 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, and we are committed to equitable engagement that includes these voices.

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

Will the project cause impacts to the environment?

As part of the alternatives development process—to evaluate the range of alternatives—we included criteria related to both built and natural environment resources. This is so that we can give consideration to the avoidance of any major potential impacts to those resources. Following the alternatives development phase, as part of the environmental process, Sound Transit will further evaluate the impacts and benefits of a preferred alternative and other alternatives on the built and natural environment, likely in an Environmental Impact Statement. For project impacts in general, Sound Transit would implement design measures, best management practices and other mitigation strategies to reduce any likely adverse impacts to levels that would not be significant.

When will Everett Link stations have additional parking?

The target open date for the Everett Link Extension is 2037 and we anticipate 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 innovative ways to expand parking availability and provide other station access choices before 2046, where and when budget allows.

Will Everett Link include opportunities for pedestrian and bicycle improvements?

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

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, Everett Transit) and we are working with these transit partners to make this happen. Additionally, the Sound Transit 3 Plan includes:

- STRIDE BRT on I-405/SR 518 and SR 522/NE 145th
- ST Express bus service

Engagement

Why is it important for me to engage now?

Although the target open date for the Everett Link Extension is 2037, decisions are made far in advance, since design and construction can take around 10 years to complete. Your input is very valuable during the Planning phase, especially about potential locations for stations, tracks and facilities. Your engagement over the next few years will enable us to consider your opinions during this project phase. Once the Sound Transit Board selects the project to be built after completion of environmental review (estimated in 2026), the project footprint is unlikely to change substantially.

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

Questions?

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



Interpreter 800-823-9230

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