



Everett Link Extension

Early Scoping Summary Report

March 2022

Summary

Purpose

Sound Transit and the Federal Transit Administration (FTA) conducted early scoping for the Everett Link Extension (EVLE) Project in Snohomish County, Washington from November 1 through December 10, 2021. Early scoping started the public planning and environmental process for the project. This report describes how Sound Transit and FTA conducted early scoping and summarizes the comments received from local and regulatory agencies, Tribes, and the public during the early scoping period. Sound Transit and FTA will consider this information as they identify and study alternatives for the EVLE Project.

The Early Scoping Process

Sound Transit published a notice in the Washington State Environmental Policy Act (SEPA) Register on November 1, 2021 and FTA published a notice in the Federal Register on November 5, 2021, which initiated early scoping and started the comment period. Additional public notification was provided via mailers, posters, online advertisements, social media notices, email, and a press release. Two virtual public meetings and an agency/Tribal meeting were held during the comment period along with an online open house that was available throughout the comment period. Comments were requested on the project purpose and need, the Representative Project included in the Sound Transit 3 (ST3) Plan, other potential alignment and station alternatives, Operations and Maintenance Facility North (OMF North) sites, and the transportation, environmental and community impacts and benefits to consider when evaluating alternatives. Comments were accepted by mail, email, voicemail, and online comment forms.

Agency Early Scoping

Forty-six (46) federal, state, regional and local agencies, other entities having jurisdiction, and utility providers received emails notifying them of the early scoping period and inviting them to an early scoping meeting. Eleven agencies and organizations attended the meeting on November 8, 2021, and nine submitted written comments. A summary of these comments is included in Section 3.2.

Tribal Consultation During Early Scoping

Twelve federally recognized Tribes received emails from the FTA notifying them of the early scoping period. Sound Transit also distributed email notifications to two non-federally recognized Tribes. All Tribes were invited to visit the online open house and meet with the project team. The Tulalip Tribes provided written comments, which are summarized in Section 4.2.

Public Early Scoping

The online open house received over 7,000 visits by over 6,100 visitors, a total of 65 people attended the two virtual public open houses, and the presentation video was viewed almost 1,000 times. Sound Transit received 317 comments from the public via the comment form on the online open house, email and voicemail. These comments are summarized in Section 5.4.

Next Steps

Input received during the early scoping comment period will be considered by Sound Transit and the FTA in refining the list of potential alternatives and evaluating how well they meet the project's draft purpose and need. The draft purpose and need may also be refined based on input received during early scoping. Potential project alternatives that meet the draft purpose and need will be evaluated further through the Alternatives Development process. The Alternatives Development process will include progressively more detailed Level 1 and Level 2 evaluation steps to identify a set of reasonable alternatives that meet the project's purpose and need.

In Level 1, Sound Transit will evaluate the Representative Project, other potential alternatives and any new alternatives that could meet the project's purpose and need. This includes alternatives for route, station locations and OMF North sites. The Level 1 evaluation will include additional conceptual design and analysis of potential environmental impacts or benefits; and coordination with Sound Transit's Elected Leadership Group, Community Advisory Group and Interagency Group.¹ Alternatives will be evaluated using both qualitative and quantitative measures and criteria that reflect the project's purpose and need. At this level of evaluation, alternatives will be analyzed in discrete sections to help evaluate tradeoffs in various locations. The process is expected to reduce the number of alternatives that are carried to the Level 2 evaluation.

In Level 2, Sound Transit will evaluate full corridor alternatives using qualitative and quantitative measures and refined conceptual design. The intent of Level 2 is to identify a suite of full corridor alternatives that best meet the project's purpose and need prior to an environmental review stage.

Following the Level 2 evaluation, Sound Transit and FTA are expected to initiate scoping for concurrent SEPA and National Environmental Policy Act (NEPA) environmental review processes to solicit public, agency and Tribal comments on the purpose and need, the Level 2 evaluation results, and potential impacts and benefits of the alternatives. The Sound Transit Board will be provided with the evaluation results, as well as comments from the public, agencies and Tribes, and will receive input on alternatives from the Community Advisory Group and Elected Leadership Group before identifying alternatives for further environmental review. Sound Transit will determine the appropriate SEPA review process and FTA will determine the appropriate NEPA process. In preparing the NEPA/SEPA documentation, Sound Transit will advance engineering, station area planning and public engagement activities. Sound Transit will respond to public, agency and Tribal comments on SEPA/NEPA documentation and continue to advance planning, engineering and public engagement activities. The environmental review work will lead to final decisions about the project to be built and operated.

¹ A description of the Elected Leadership Group, Community Advisory Group and Interagency Group is available on the project website at <https://www.soundtransit.org/system-expansion/everett-link-extension/stakeholders-partners>.

Table of Contents

1	INTRODUCTION	7
1.1	Overview	7
1.2	Purpose of Report.....	7
1.3	Document Organization.....	9
2	EARLY SCOPING PROCESS	9
2.1	Purpose of Early Scoping.....	9
2.2	Public Notice in the SEPA Register and Federal Register	10
2.3	Opportunities for the Public, Agencies and Tribes to Comment	10
3	AGENCY EARLY SCOPING	11
3.1	Agency Early Scoping Meeting.....	11
3.2	Summary of Comments from Agencies and Others Having Jurisdiction.....	13
4	TRIBAL CONSULTATION DURING EARLY SCOPING	17
4.1	Tribal Early Scoping Meeting.....	17
4.2	Summary of Comments from Tribes.....	18
5	PUBLIC EARLY SCOPING	18
5.1	Meeting Notification	18
5.2	Public Outreach to Minority, Low-Income and Limited English Proficiency Populations.....	19
5.3	Public Early Scoping Meeting Format	20
5.4	Summary of Public Comments.....	20
5.4.1	General Project	21
5.4.2	West Alderwood	22
5.4.3	Ash Way.....	24
5.4.4	Mariner.....	26
5.4.5	SR 99/Airport Road (Provisional Station).....	28
5.4.6	SW Everett Industrial Center.....	31
5.4.7	SR 526/Evergreen	34
5.4.8	Everett Station.....	37
5.4.9	OMF North	39
5.4.10	New Station, Alignment and OMF Location Suggestions.....	40
5.4.11	Organizations.....	41
6	NEXT STEPS	44

Figures

Figure 1-1	ST3 Representative Project for the Everett Link Extension.....	8
Figure 5-1	Potential Alternatives for the Everett Link Extension – West Alderwood.....	22
Figure 5-2	Potential Alternatives for the Everett Link Extension – Ash Way.....	24
Figure 5-3	Potential Alternatives for the Everett Link Extension – Mariner.....	26
Figure 5-4	Potential Alternatives for the Everett Link Extension – SR 99/Airport Road (Provisional Station).....	28
Figure 5-5	Potential Alternatives for the Everett Link Extension – SW Everett Industrial Center	31
Figure 5-6	Potential Alternatives for the Everett Link Extension – SR 526/Evergreen	34
Figure 5-7	Potential Alternatives for the Everett Link Extension – Everett.....	37
Figure 5-8	Potential Alternatives for OMF North	39

Tables

Table 3-1	Summary of Agency Comments.....	13
Table 5-1	Summary of Public Comments Received Related to the West Alderwood Station Area	23
Table 5-2	Summary of Public Comments Received Related to the Ash Way Station Area	25
Table 5-3	Summary of Public Comments Received Related to the Mariner Station Area ..	27
Table 5-4	Summary of Public Comments Received Related to the SR 99/Airport Road (Provisional) Station Area.....	29
Table 5-5	Summary of Public Comments Received Related to the SW Everett Industrial Center Station Area	32
Table 5-6	Summary of Public Comments Received Related to the SR 526/Evergreen Station Area.....	35
Table 5-7	Summary of Public Comments Received Related to the Everett Station Area...	38
Table 5-8	Summary of Public Comments Received Related to OMF North	40
Table 5-9	Summary of Public Comments Received Related to New Station, Alignment and OMF Location Alternatives.....	40
Table 5-10	Summary of Organization Comments.....	41

Appendices

Appendix A	SEPA Register Notice
Appendix B	Federal Register Notice
Appendix C	Early Scoping Information Report
Appendix D	Meeting Advertisement Samples
Appendix E	Agency Comment Letters

Appendix F Tribe Comment Letters

Appendix G Public Comments

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 Representative Project 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 Everett Station. From Lynnwood, it would parallel I-5 to the Mariner area, and then travel westward along Airport Road to the SW Everett Industrial Center and eastward along State Route 526/Evergreen Way, before continuing northward along I-5 to Everett. 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. One provisional station at SR 99/Airport Road would also be evaluated (a provisional station is one where planning, preliminary engineering and environmental review are funded, but where design and construction are not, and this work will be utilized if additional design and construction funding becomes available). Figure 1-1 shows the ST3 Representative Project.

Also included as part of the project is an operations and maintenance facility (OMF North) along the alignment 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.

Sound Transit is advancing the EVLE Project through the Alternatives Development process. During this process, Sound Transit will identify and evaluate a range of alternatives and invite comments from the public, agencies and Tribes before proceeding with environmental review. The ST3 Representative Project established the transit mode, corridor, number of stations and general station locations. Sound Transit will explore alternative alignment, station, and OMF North locations and design configurations that could meet the project's purpose and need.

At the end of the Alternatives Development process, based on public, agency and Tribal comments, technical evaluation, and recommendations from the Elected Leadership Group and Community Advisory Group, the Sound Transit Board will identify alternatives to study further through a State Environmental Policy Act (SEPA)/National Environmental Policy Act (NEPA) environmental review process.

1.2 Purpose of Report

Sound Transit and the Federal Transit Administration (FTA) conducted an early scoping outreach effort from November 1 through December 10, 2021 to start the Alternatives Development and environmental processes for the EVLE Project. This report describes how Sound Transit and FTA conducted early scoping and summarizes the comments received from agencies, Tribes and the public during the early scoping period. Sound Transit and FTA will consider this information as they identify and study alternatives for environmental review of the EVLE Project.

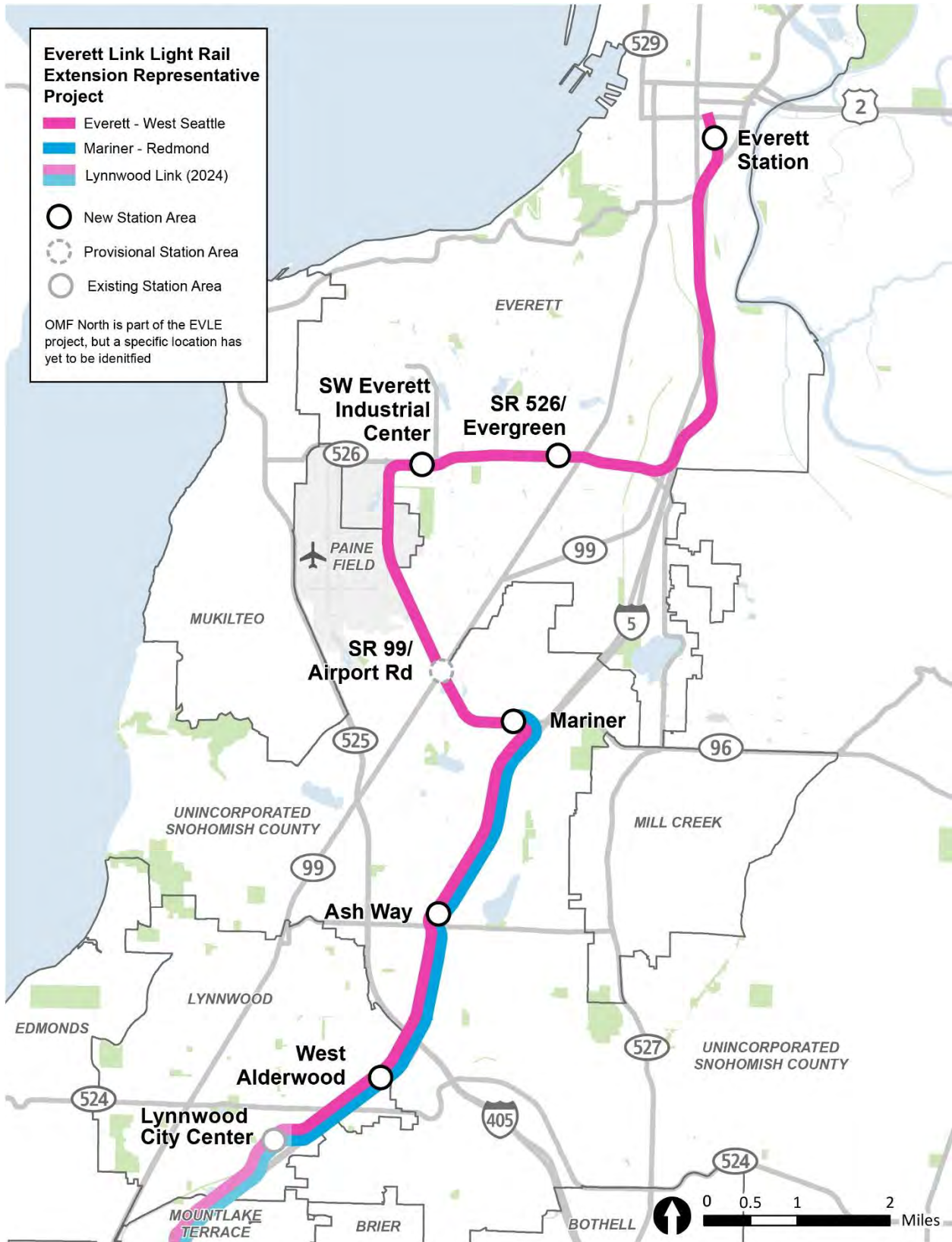


Figure 1-1 ST3 Representative Project for the Everett Link Extension

1.3 Document Organization

This report is organized into six sections and seven appendices:

- Section 1 (Introduction) introduces the project and explains the purpose of the report.
- Section 2 (Early Scoping Process) describes the early scoping process.
- Section 3 (Agency Early Scoping) provides an overview of agency early scoping activities and summarizes comments received from agencies.
- Section 4 (Tribal Consultation During Early Scoping) provides an overview of Tribal early scoping activities and summarizes comments received from Tribes.
- Section 5 (Public Early Scoping) provides an overview of public early scoping activities and summarizes comments received from the public.
- Section 6 (Next Steps) describes the next steps in the Alternatives Development process.
- Appendix A (SEPA Register Notice) includes a copy of the early scoping notice published in the SEPA Register.
- Appendix B (Federal Register Notice) includes a copy of the early scoping notice published in the Federal Register.
- Appendix C (Early Scoping Information Report) includes a copy of the Early Scoping Information Report, which provided information about the project in support of the early scoping process.
- Appendix D (Meeting Advertisement Samples) includes samples of public early scoping meeting advertisements.
- Appendix E (Agency Comment Letters) includes copies of the early scoping comment letters received from agencies and others having jurisdiction.
- Appendix F (Tribe Comment Letters) includes a copy of the early scoping comment letter received from Tribes.
- Appendix G (Public Comments) includes copies of the early scoping comments received from the public.

2 EARLY SCOPING PROCESS

2.1 Purpose of Early Scoping

Early scoping as part of alternatives development work is a process that engages the public, agencies and Tribes early in project development. The process is being used for EVLE to provide information to all parties and to solicit feedback that Sound Transit and FTA will use to compare project alternatives and inform the decision-making process on reasonable alternatives

for the project. As alternatives are compared, Sound Transit and the FTA will evaluate the cost, benefits and potential impacts of a range of alternatives.

Early scoping initiates collaboration with the public, agencies and Tribes to further define the project. It also provided an opportunity for the public to learn about and provide official comments on the project as it begins. During early scoping, Sound Transit asked for comments on:

- The project's draft purpose and need.
- The Representative Project included in the ST3 Plan.
- Other potential alternatives.
- The transportation, environmental and community impacts and benefits to consider when evaluating alternatives.

Based on the input received, Sound Transit will refine the list of potential alternatives and evaluate how well they meet the project's purpose and need. Sound Transit and FTA may also refine the draft purpose and need based on input received during early scoping. Potential project alternatives that meet the purpose and need will be evaluated further as part of the Alternatives Development process.

Early scoping for the EVLE Project was conducted under NEPA in accordance with applicable federal regulations and guidance. FTA is the lead federal agency under NEPA. Early scoping was also conducted under SEPA rules regarding expanded scoping (Washington Administrative Code 197-11-410). Sound Transit is the lead agency under SEPA.

2.2 Public Notice in the SEPA Register and Federal Register

Sound Transit published an early scoping notice in the SEPA Register on November 1, 2021, and FTA published an early scoping notice in the Federal Register on November 5, 2021. These notices initiated early scoping and started the comment period. The notices included information about the project, dates and times of the public meetings, how to provide comments during the comment period, and where to learn more. Copies of the SEPA Register and Federal Register notices are provided in Appendix A and Appendix B, respectively.

Sound Transit also prepared an Early Scoping Information Report to provide information on the project background, the early scoping process, ways to provide comments, the draft purpose and need, and next steps. This report is included as Appendix C.

2.3 Opportunities for the Public, Agencies and Tribes to Comment

Early scoping included a 39-day comment period from November 1 through December 10, 2021. Section 4 below describes the specific Tribal coordination processes. Comments during the early scoping period could be submitted in the following ways:

- **Online comment form**
everettlink.participate.online
- **Email**
everettlinkcomments@soundtransit.org
- **Mail**
Sound Transit
Kathy Fendt, East and North Corridor Environmental Manager
401 S. Jackson Street
Seattle, WA 98104
- **Voicemail**
888-512-8599

Sound Transit hosted a virtual early scoping meeting for agencies on November 8, 2021. Virtual early scoping meetings for the public were held at the following times:

- Wednesday, November 17, 2021 from 12-1:30 p.m.
- Thursday, November 18, 2021 from 6-7:30 p.m.

In addition, an online open house was available throughout the entire comment period at everettlink.participate.online. Tribes were invited to visit the online open house and meet with the project team.

Meeting advertisement samples are provided in Appendix D. More detail on the early scoping meetings and comments received is provided in the following sections.

3 AGENCY EARLY SCOPING

3.1 Agency Early Scoping Meeting

Sound Transit hosted an on-line early scoping meeting for federal, state, regional, and local governments, other entities having jurisdiction and utility providers on Monday, November 8, 2021 from 1-2:30 p.m. Tribes were also invited to participate in the scoping meeting, and otherwise engage with Sound Transit as described further in Section 4.

FTA and 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 (14):
 - Alderwood Water and Wastewater District
 - AT&T
 - Bonneville Power Administration
 - 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

Twenty-one people from the following 11 agencies and organizations attended the meeting:

- Bonneville Power Administration
- City of Everett

- Community Transit
- Everett Transit
- Puget Sound Energy
- Puget Sound Regional Council
- Snohomish County
- Snohomish County Public Utility District
- The Boeing Company
- U.S. Environmental Protection Agency
- Washington Department of Fish and Wildlife

The FTA began the meeting by welcoming meeting participants. Sound Transit presented information on the project background, timeline and process; described potential alternatives for station, route and OMF North locations; and requested feedback on the alternatives, draft purpose and need, and potential project benefits and impacts. A Question and Answer session followed the presentation, and attendees were encouraged to submit formal early scoping comments to Sound Transit.

3.2 Summary of Comments from Agencies and Others Having Jurisdiction

Table 3-1 identifies the agencies that provided early scoping comments and summarizes the major themes in their comments. Copies of the comment letters are included in Appendix E.

Table 3-1 Summary of Agency Comments

Agency	Major Comment Themes
Advisory Council on Historic Preservation (ACHP)	The ACHP’s comments focused on Section 106 of the National Historic Preservation Act and its implementing regulations. The ACHP noted that it will participate in the project, as needed, as FTA complies with Section 106 and outlined the Section 106 process.
U.S. Environmental Protection Agency (EPA)	EPA recommended general topics to consider for the project’s future SEPA and NEPA analysis, including aquatic/water resources; stormwater management; green and low impact development strategies and practices; air quality; noise; environmental justice; contaminated sites, wastes, and hazardous materials; threatened, endangered and sensitive species and associated habitats; coordination with land use planning activities; effective government-to-government coordination with Tribes; public outreach; cumulative effects; climate adaptation; seismic and other related risks; and monitoring and adaptive management to ensure the project continues to meet environmental objectives after construction and assess mitigation effectiveness.
Washington State Recreation and Conservation Office	The Washington State Recreation and Conservation Office noted the potential for the project to impact Kasch Park and Walter E. Hall Park. Both parks received state and federal grants, and a transportation use of or impacts to the parks would require remediation (replacement of land and recreational development).
City of Everett	The City of Everett provided comments on the following topics: <ul style="list-style-type: none"> • The importance of identifying sufficient funding to open all four stations within Everett by 2037.

Agency	Major Comment Themes
	<ul style="list-style-type: none"> • Request that Sound Transit study and formally consider opening SR 99/Airport Road in 2037 and make SR 526/Evergreen Road the provisional station, open when funding becomes available. • Adding support for the SW Everett Manufacturing and Industrial Center as part of the project’s purpose statement. • Designing stations to minimize the land area dedicated to transportation to maximize station area development potential, while maintaining seamless transfers and a quality passenger experience. • Designing the project to provide easy transfers and extending the Mariner-Redmond Link service (the 2 Line) to SR 99/Airport Road. • Adding “frequent” to the first bullet of the purpose statement (currently written as “Provide high quality, rapid, reliable, accessible and efficient light rail transit service to communities in the project corridor as defined through the local planning process and reflected in the ST3 Plan”). • Modifying the seventh bullet of the purpose statement to use “incorporate” rather than “encourage” (currently written as “Encourage convenient, safe and equitable non-motorized access to stations, such as bicycle and pedestrian connections, consistent with Sound Transit’s System Access Policy and Equity and Inclusion Policy”). • Support for the work done to date to develop alternatives to advance into the Level 1 evaluation.
City of Lynnwood	<p>The City of Lynnwood provided input on potential benefits and impacts of the EVLE project.</p> <ul style="list-style-type: none"> • Benefits: Benefits will be tied to the station location and surrounding transit-oriented development (TOD). The ALD-D and ALD-F station locations along the ALD-brown alignment (shown in Figure 5-1) provide the strongest ridership potential without impacting TOD opportunities. This development propensity will increase housing and employment connectivity to the region and provide access to Alderwood Mall and other properties in the vicinity. • Impacts: Future development opportunities and connectivity may be impacted depending on the alternative selected. ALD-E would not support Lynnwood’s future housing and employment growth within the Lynnwood Regional Growth Center as necessitated by the Growth Management Act and Vision 2050. <p>Regarding OMF North, the City commented that it is supportive of the OMF site being located farther north along the route. The I-5 & 164th Street SE location (shown in Figure 5-8) would have significant implications on employment in the area.</p> <p>The City also provided specific comments on the various West Alderwood route and station location alternatives. ALD-D and ALD-brown best represent the City’s locally favored station location.</p>
Community Transit	<p>Community Transit’s comments focused on bus/rail integration opportunities, station locations, bus bay and layover needs, and siting OMF North:</p> <ul style="list-style-type: none"> • Revise the project purpose to explicitly require effective integration with local transit.

Agency	Major Comment Themes
	<ul style="list-style-type: none"> • Integration of bus and rail transit should include incorporation of the entire customer journey into design. • Remove the SR 526/Airport Road OMF site (shown in Figure 5-8) from consideration. This site encompasses facilities that are essential for Community Transit to provide the necessary local bus network to support Sound Transit’s ridership goals. • Prioritize the provisional station at SR 99/Airport Road. Community Transit’s Swift Blue Line and Swift Green Line corridors meet at this location and their combined “network effect” makes it one of the highest transit ridership locations in Snohomish County. • Bus bays must provide adequate capacity to support future service levels and to support seamless bus-to-rail and bus-to-bus customer connections for our shared customers. <p>Community Transit also provided detailed comments on the alternatives in each station area in an attachment to its comment letter.</p>
<p>Puget Sound Regional Council (PSRC)</p>	<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 also encouraged the following:</p> <ul style="list-style-type: none"> • Continuing to analyze displacement risk and including mitigation measures in the Environmental Impact Statement (EIS) to ensure all people can continue to live in and have access to thriving transit communities. • Continuing to include TOD as a component of the EVLE alternatives analysis and conduct more robust TOD analysis such as parcel level analysis and market readiness studies, similar to the work completed as part of the Federal Way Link Extension. • In addition to comparing light rail travel time for the alignment and station alternatives, consider door-to-door travel time in the discussion regarding TOD potential and benefits.
<p>Snohomish County</p>	<p>Snohomish County notes that EVLE will be the most impactful transportation project in the county since the completion of I-5. It acknowledged the challenge of completing the entire extension by 2037 while overcoming the funding gap identified through Sound Transit’s Realignment process and pledged to work with Sound Transit and other partners to close the funding gap.</p> <p>The County’s comments on the route and station location alternatives included the following:</p> <ul style="list-style-type: none"> • The Ash Way and Mariner station locations need to maximize the potential for future population and employment growth and fulfill the County’s goals of creating full-service communities. • Bus connections will play a critical role in the success of the EVLE Project, especially at the Mariner and Everett Stations. Sound Transit should plan for how bus transfer and lay-over facilities will fit into the urban fabric of the station areas.

Agency	Major Comment Themes
	<ul style="list-style-type: none"> • Connections between the Mariner and Ash Way Stations and the Interurban Trail should be considered, including alternative bicycle and pedestrian crossings of I-5. • The County is working with agency partners to identify the need for new crossings of I-5 and noted that it is important that the EVLE Project contribute to the cost of these crossings for access to the Ash Way and Mariner stations. • 128th and 164th Streets act as barriers to bicycles and pedestrians. Station locations on or near these corridors should plan for non-motorized access across these roadways. • Sound Transit should evaluate the risk of physical and economic displacement of residents, especially low-income households and marginalized populations, due to the siting of light rail stations and the OMF. • The impact on traffic congestion should be used as a screening criterion. • SW Everett Manufacturing and Industrial Center, which includes Paine Field and Boeing, is one of the largest manufacturing industrial centers west of the Mississippi. According to WSDOT Aviation Division, Paine Field Airport accounts for 158,000 total jobs and \$60 billion in annual output. It is imperative to have light rail service to Paine Field Airport and Boeing. Light rail facilities in the vicinity of the airport must adhere to Federal Aviation Administration design standards. • The provisional station at SR 99/Airport Road should be studied at the same level of detail as the funded stations to support the efforts to fund and build this station as soon as possible. <p>The County's comments on OMF North included the following:</p> <ul style="list-style-type: none"> • The County would like the OMF to be located as far north as possible assuming this will be the terminus of the first phase of the EVLE Project and prefers the site at SR 526 & 16th Avenue or at SR 526 & Hardeson Road (shown in Figure 5-8). • The County does not support the I-5 & 164th Street SE location (shown in Figure 5-8) as it would displace a major employer and a large shopping facility that serves the community. It requested that this alternative be removed from further consideration. • To reduce the funding gap, an emphasis should be placed on sites with lower property acquisition and site development costs. • The County prefers a site that minimizes displacement of businesses related to the aerospace industry and requests evaluating the net loss or gain in jobs.
<p>Snohomish County Public Utilities District (PUD)</p>	<p>Snohomish County PUD provided information on its service area, mission, environmental goals, and planning parameters. Some of the specific comments included the following:</p> <ul style="list-style-type: none"> • Early PUD involvement in development of alternatives is critical due to facility relocation and development of new electrical infrastructure to serve light rail. • The EIS should include analysis of necessary easements, permits and related environmental analysis and should assess a process for coordinated permitting for all project elements.

Agency	Major Comment Themes
	<ul style="list-style-type: none"> • The EIS should examine the project’s impact to PUD transmission expansion plans in the Pacific Northwest Traction Right-of-Way. • The EIS will need to examine Interurban Trail use safety and potential impacts to local government projects to complete “missing link” trail sections. • Both route alternatives along Broadway and I-5 will require significant coordination with the PUD, Puget Sound Energy and Bonneville Power Administration due to proximity to the Beverly Park Substation. <p>The PUD provided comments regarding route and station location preferences for the West Alderwood, Ash Way, Mariner, SW Everett Industrial Center, SR 526/Evergreen and Everett Station areas.</p> <p>The PUD also provided comments on OMF North, including:</p> <ul style="list-style-type: none"> • One of the location alternatives is adjacent to the PUD’s Operations Center, which would not be available for acquisition. • A key consideration in OMF siting is available electrical system capacity. From this perspective, Ash Way is one of the least desirable locations. • The three location alternatives along Airport Road (shown in Figure 5-8) have the most open industrial zoned land should PUD need to develop additional facilities for electrical capacity.

4 TRIBAL CONSULTATION DURING EARLY SCOPING

4.1 Tribal Early Scoping Meeting

FTA and Sound Transit invited Tribes to participate in the agency/Tribal coordination meeting discussed in Section 3 above. Tribes were also invited to visit the online open house and meet with the project team.

FTA invited the following federally recognized Tribes via letters on November 1, 2021:

- Confederated Tribes and Bands of the Yakama Nation
- Lummi Tribe of the Lummi Reservation
- Muckleshoot Indian Tribe
- Port Gamble S'Klallam Tribe
- Samish Indian Nation
- 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
- Upper Skagit Indian Tribe

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

No Tribal representatives met with the project team during early scoping.

4.2 Summary of Comments from Tribes

The Tulalip Tribes submitted comments noting that the locations selected for each station and for OMF North should attempt to avoid aquatic habitat and associated riparian and buffer zones to the greatest extent possible. The comments also identify the Tulalip Tribes' preferred options from a natural resources perspective, which include:

- I-5 & 164th Street SE, SR 99 & Gibson Road or SR 526 & 16th Avenue for OMF North
- ASH-D/purple for the Ash Way station
- AIR-A/pink for the SR 99/Airport Road station

A copy of this comment letter is provided in Appendix F. No other comments from Tribes were received.

5 PUBLIC EARLY SCOPING

Sound Transit held two virtual public early scoping meetings to provide an opportunity for the public to learn about the project and to invite comments. These meetings were held at the following times:

- Wednesday, November 17, 2021 from 12-1:30 p.m.
- Thursday, November 18, 2021 from 6-7:30 p.m.

In addition, an online open house was available throughout the entire comment period (November 1 through December 10, 2021) at [everettlink.participate.online](https://www.everettlink.com/participate).

5.1 Meeting Notification

Sound Transit advertised the public early scoping meetings through a variety of methods, including a postcard mailed to 32,000 residences and businesses within ½ mile of the project area, 145 posters at community gathering places throughout the project area, three emails sent to more than 5,800 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 November 2 through December 10, 2021:

- Everett Herald
- Live in Everett
- La Raza (in Spanish)
- Korean Times (in Korean)

- Russia Town Seattle (in Russian)

A set of English ads ran through a retargeted ad campaign where the ad was placed on a myriad of websites and targeted to visitors within zip codes along the project corridor (98037, 98036, 98026, 98087, 98012, 98275, 98204, 98208, 98203, 98201, 98205). 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 November 2 and December 10, 2021, 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 a myriad of in-language websites and targeted to visitors within the same zip code boundaries. The in-language ads ran between November 2 and December 10, 2021, 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 early scoping comment period. 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 D.

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

Sound Transit is committed to equal engagement opportunities for all interested members of the public. In addition to Sound Transit community engagement procedures, 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 to identify low-income, minority and limited English proficiency populations. Based on this analysis and initial recommendations from community partners, Sound Transit used the following strategies to engage these populations during early scoping:

- Provided transcreated text on mailers and posters.

- Provided transcreated materials including a project fact sheet, Community Guide to Early Scoping and Community Guide to Alternatives Development.
- Publicized events in-language online and in print with Spanish, Russian and Korean news outlets and using in-language digital ad retargeting campaign.
- Provided interpreters at the virtual public meetings.
- Provided transcreated versions of the online open house in Spanish, Russian and Korean, as well as the embedded Google Translate tool.
- Online open house was accessible using screen readers, including descriptions of maps, images and figures in English, Spanish, Korean and Russian.

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 Early Scoping Meeting Format

The virtual public early 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 meetings had closed captions in English and live American Sign Language, Korean, Russian and Spanish interpretation. The meetings began with a recorded presentation that provided information on the project, the potential route, station and OMF location alternatives, and how to provide early scoping comments. A Question and Answer session followed the presentation. The recorded presentation portion of the meeting was posted on the online open house for those who were unable to join one of the virtual public meetings. This recording included closed captions in English, Korean, Russian and Spanish as well as recorded American Sign Language interpretation.

The online open house also provided information about the project background and process, purpose and need, and potential route, station and OMF location alternatives, and it included online comment forms for submitting comments. The online open house was available in English, Korean, Russian and Spanish. It was accessible with screen readers, including descriptions of all maps, figures, and images available in English, Spanish, Korean and Russian.

5.4 Summary of Public Comments

Public comments were received through the comment form on the online open house, email and voicemail. No comments were provided via mail. Each submittal, whether via comment form, email or voicemail, is referred to as a “communication” in the following subsections. A single communication may contain more than one comment. Copies of the public comments received are included in Appendix G.

The following subsections summarize the comments by topic area, including the general project, each station area, OMF North, and new station and alignment suggestions. Nine common themes were identified in the comments received related to the station areas and OMF;

applicable themes are summarized in a table for each station area and for OMF North. A summary of comments from community organizations is also provided.

5.4.1 General Project

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

- Support for and opposition of ST3 alignment and station locations.
- Reducing project cost and accelerating project schedule.
- Integration with surrounding transit networks.
- Minimizing harmful impacts to and maximizing access for historically underserved populations.
- Ensuring nonmotorized station access, especially for pedestrians.
- Walkable urban design and TOD around station areas.
- Access to (regional) jobs and economic opportunities.
- Reducing greenhouse gas emissions and climate change.

When asked about the benefits of the project, the most common themes were:

- Access to jobs and economic opportunities.
- Climate change and reducing reliance on single occupancy vehicles.
- Increasing multimodal opportunities throughout the region.

When asked about the potential impacts of the project, the most common themes were:

- Neighborhood and business impacts, including displacement, noise and construction impacts.
- Prioritizing regional transit connections over neighborhood connectivity.
- Increased traffic congestion and parking needs around station areas.
- Inappropriate use of taxpayer dollars.
- *Note that many responses likened impacts to positive outcomes of the project. Themes from these responses are included above under benefits.*

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

- Support for the purpose and need statement.
- Individual suggestions to add stronger language around climate change, development potential and multimodal integration.

5.4.2 West Alderwood

The representative project and other potential routes and stations in the West Alderwood area are shown in Figure 5-1.

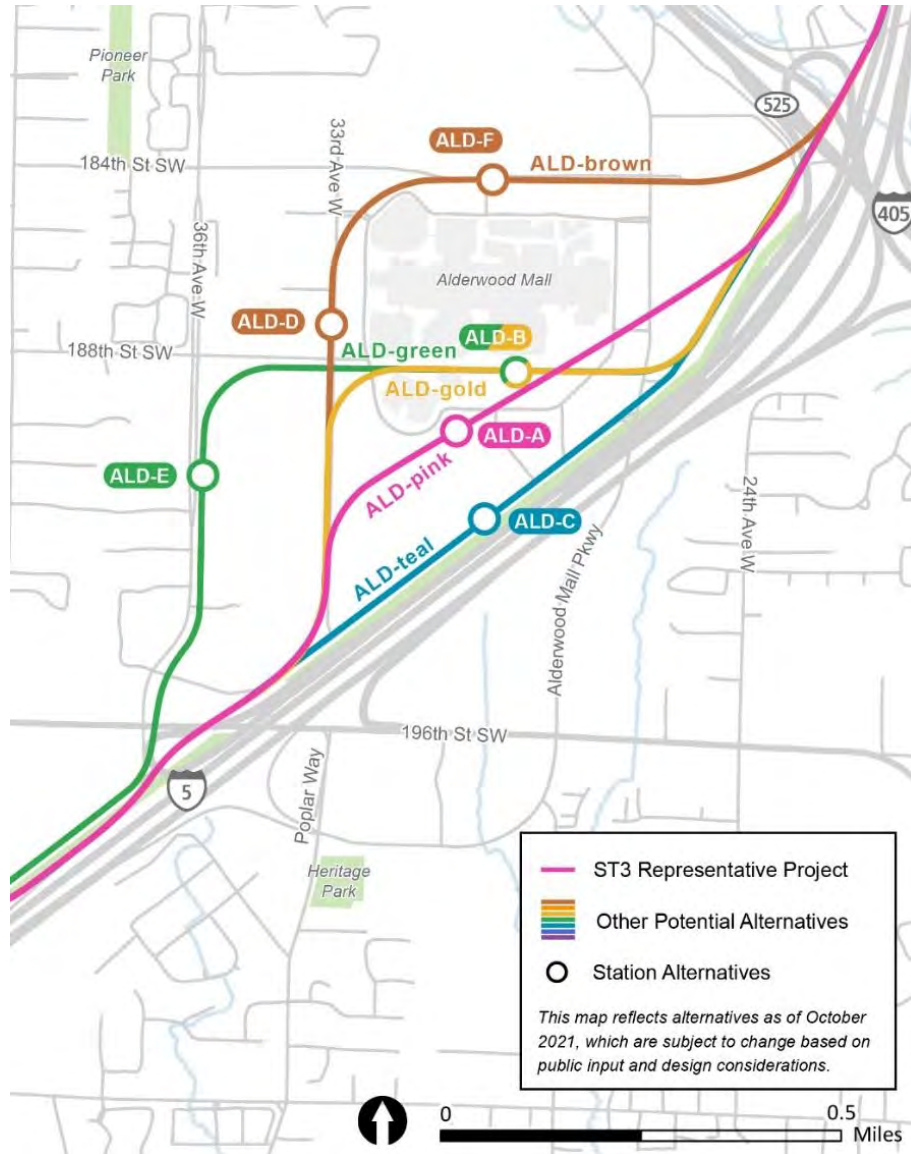


Figure 5-1 Potential Alternatives for the Everett Link Extension – West Alderwood

Sound Transit received 53 communications and 88 comments related to West Alderwood alignment and station alternatives, with the vast majority of comments related to stations. Station ALD-F received the greatest number of comments (27) with 24 in support of the station location, followed by ALD-D with 14 supportive comments (of 17 total). ALD-C received the highest number of comments opposing the site (8 of 14).

Alignments ALD-pink and ALD-gold received the most support, with six and five comments

supporting each respectively. ALD-brown received the highest number of comments in opposition (three of seven).

Table 5-1 summarizes comments received on the West Alderwood station area.

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

Theme	Specific Comments/Suggestions
Ridership	8 comments cover topics related to ridership potential. Most focus on the location of the station in relation to future TOD and access to the Regional Growth Center (specifically Alderwood Mall). Some express concern that ALD-C and ALD-E would not be walkable for a very large population due to single family residential or highway proximity. ALD-D and ALD-F received the greatest support based on ridership potential.
Traffic/Parking	6 comments mention park-and-rides or parking lots, with an additional comment worried about station access and transit integration on nearby congested roadways. Of the parking comments, most state that current surface lots would be good locations for future station or park-and-ride infrastructure.
Land Use/Station Area Design	25 comments at West Alderwood involve land use – the most of any station area. Many comments focus on access to existing retail and housing, or future TOD and housing potential. ALD-A, ALD-B and ALD-C were mentioned as limiting TOD potential, while ALD-D and ALD-F were thought to provide the greatest TOD potential.
Pedestrian and Bicycle Access	17 comments related to walking and biking address walkshed size, trail connections, and pedestrian access to stations. ALD-F is cited as a preferred station in 9 comments because of access to surrounding neighborhoods and businesses.
Jobs/Economic Impact	9 comments involve economic considerations of station placement. Some mention locating stations to maximize TOD potential, while others focus on mall access for existing businesses. Multiple comments reference the station area’s role as a Regional Growth Center and the importance of development potential.
Historically Underserved Populations	4 comments relate to historically underserved populations. Comments mostly cite displacement risk, with some specifically concerned about impacts to the Compass Center near Alderwood Community Church.
Supporting Transit Network	6 comments mention transit integration. Multiple comments express support for integration with the future Swift Orange Line BRT, and a few call for maintaining or enhancing connectivity with surrounding neighborhoods – including those not currently accessible via fixed route transit.
Station/Alignment Preference	ALD-F received the most support, with comments citing ridership and TOD potential, along with business access. Supportive station location comments generally referenced good access to businesses and residential communities, along with walkability considerations. ALD-pink and ALD-gold received the most supportive comments. ALD-pink was favored for accessing the mall without deviating from I-5 too much (saving travel time and construction cost), and ALD-gold was similarly supported as a central location for mall access.

5.4.3 Ash Way

The representative project and other potential routes and stations in the Ash Way area are shown in Figure 5-2.

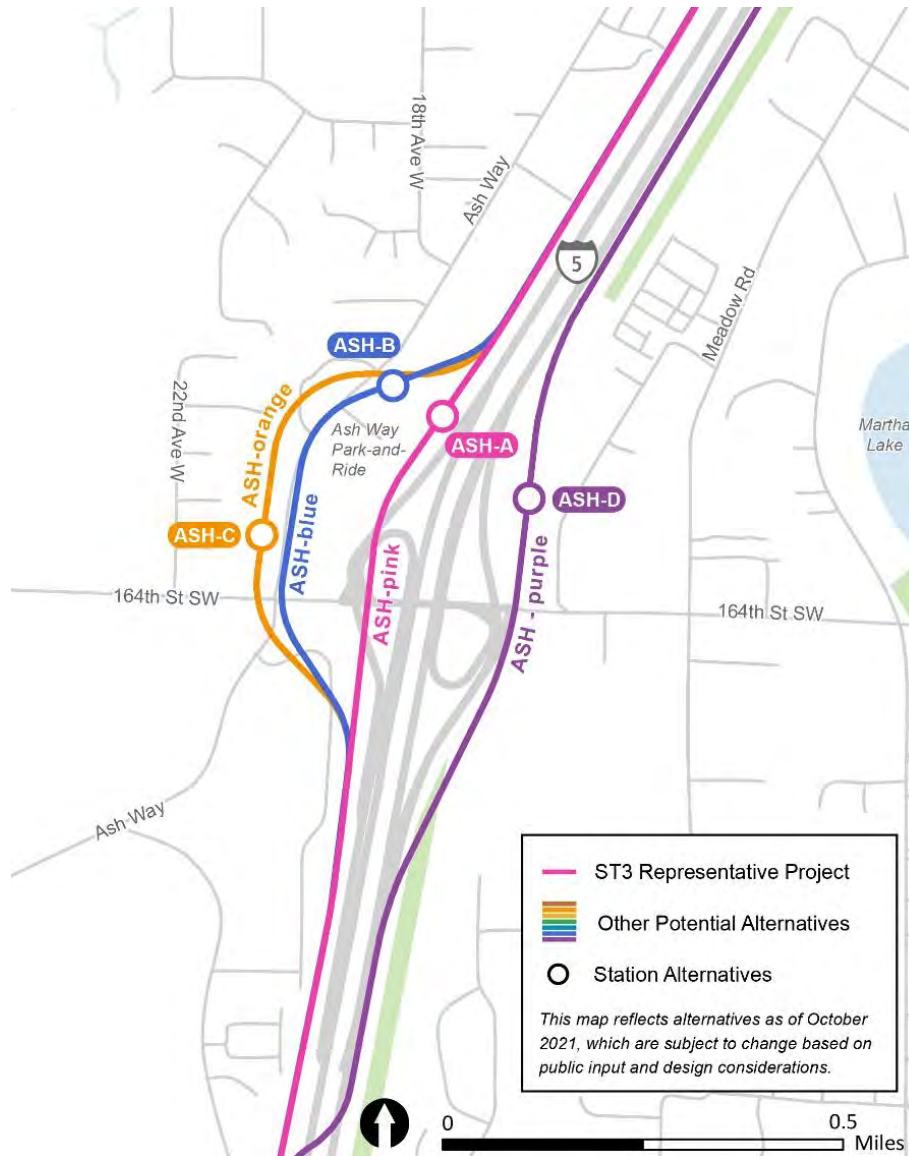


Figure 5-2 Potential Alternatives for the Everett Link Extension – Ash Way

Sound Transit received 57 communications and 107 comments regarding alignment and station alternatives at Ash Way, with most comments related to stations. Station ASH-D received the greatest number of comments (38); of those, 17 were in support of the station location and 14 opposed the site. Each of the other station options received less than half of ASH-D’s total, with ASH-A and ASH-B receiving similar numbers of supportive comments (15 and 13 respectively). ASH-C received the least support, with six (of 19) comments opposing the site and six supporting the site.

Alignment ASH-pink received the most support, with nine of 11 comments supporting the

representative alternative. ASH-purple received the highest number of comments in opposition (eight of 15), with five (of seven) comments opposing ASH-orange.

Table 5-2 summarizes comments received on the Ash Way station area.

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

Theme	Specific Comments/Suggestions
Cost and Schedule	8 comments relate to project cost and schedule, most concerning the cost of crossing I-5 – both alignment crossings and nonmotorized access bridges. Numerous comments oppose ASH-D and ASH-purple because of the seemingly high cost of crossing I-5 twice to have a station on the east side of I-5.
Traffic/Parking	31 comments address traffic or parking concerns. Traffic congestion on 164th Street SW is currently a problem, and multiple comments noted it would only get worse with people driving to/from a new station. Many comments also voice support for parking at the station – whether by integrating with the existing park-and-ride or building a parking garage adjacent to a station if new transit infrastructure took up current park-and-ride space. Comments mentioning ASH-D are split between requesting a pedestrian bridge to the existing park-and-ride and requesting additional parking on the east side of I-5.
Land Use/ Station Area Design	21 comments cite land use or TOD topics, with many comments supporting walkable, mixed-use environments around the station area. Some comments cite the amount of TOD potential present on the east side of I-5 compared to the more built-out west side alternatives. Others view existing development on the east side (mostly businesses) and west side (mostly housing) as a reason to locate the station there. Additionally, some commenters thought a pedestrian bridge across I-5 would create a larger station area and development anywhere would be beneficial, regardless of station location.
Pedestrian and Bicycle Access	25 comments address station access and design for pedestrians and bicyclists. These include requests for station connections with the Interurban Trail, a separated bicycle and pedestrian crossing of I-5, station/access design that prioritizes pedestrian comfort, and pedestrian friendly connections to other multi-modal facilities.
Jobs/Economic Impact	11 comments mention local or regional economic opportunities. Some comments mention the importance of connecting to regional employment opportunities and accommodating regional population/jobs projections in the station area. The remaining comments are focused on providing access to existing businesses on the east side of I-5 or development potential (especially housing) on both sides of I-5.
Supporting Transit Network	17 comments prioritize connecting to existing/future transit at Ash Way. Most comments assume parking and bus connections will remain at their current location on the west side of I-5 and therefore the new station should be located there. Comments supporting a station on the east side of I-5 (ASH-D) generally support a pedestrian bridge from the park-and-ride/existing bus transfer point.
Station/ Alignment Preference	ASH-D received the highest number of supportive comments (17) even though that was less than half of the overall ASH-D comments. Support for this location was related to residential, business and Interurban Trail proximity, as well as minimizing disruption to homes on the west side of I-5. ASH-pink received more support than any other alignment, with comments citing the benefits of a straight alignment up the west side of I-5, connection to existing park-and-ride, and lack of disruption to existing homes and businesses.

5.4.4 Mariner

The representative project and other potential routes and stations in the Mariner area are shown in Figure 5-3.

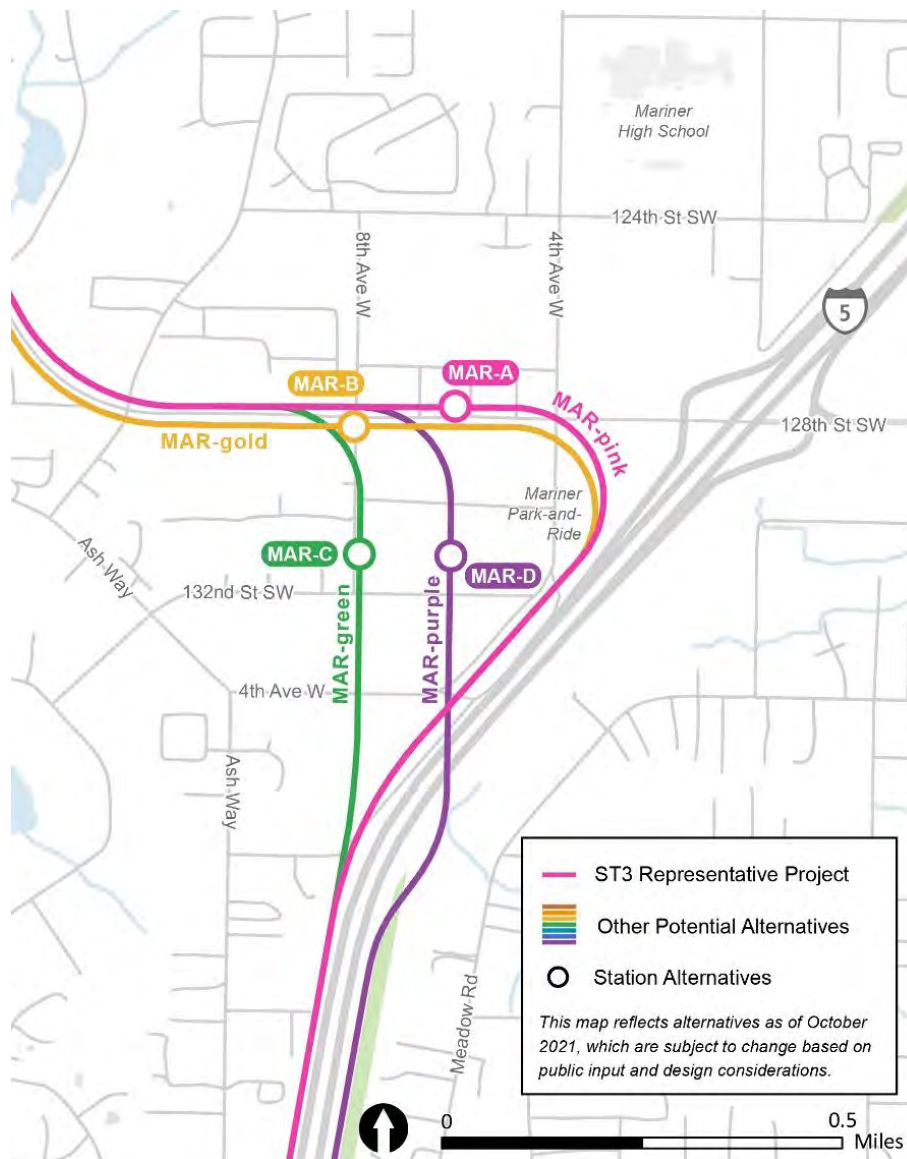


Figure 5-3 Potential Alternatives for the Everett Link Extension – Mariner

Sound Transit received 46 communications and 77 comments on Mariner station and alignment alternatives, with most comments related to stations. Stations MAR-D and MAR-A received the greatest number of total comments with 15 and 14, respectively. MAR-A received the highest number of supportive comments (11), followed by MAR-D and MAR-B receiving six and five comments, respectively. MAR-D also received the most opposing comments (nine). MAR-C was next with six comments (out of 10) opposing the site.

Of the alignments, MAR-pink and purple received the most comments (eight). MAR-pink received the most support with five supportive comments (out of 10), compared to one

supportive comment for each of the other alternatives. MAR-purple received the least support with seven comments in opposition. MAR-gold and MAR-green did not generate as much response, with three and four total comments respectively.

Table 5-3 summarizes comments received on the Mariner station area.

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

Theme	Specific Comments/Suggestions
Cost and Schedule	5 comments mention project cost as a concern, though for different reasons. One consistent comment was a request for Sound Transit to be conscious of cost in the Alternatives Development process, whether concerning right-of-way costs, costs associated with crossing I-5, or the increased cost of less direct routes.
Traffic/Parking	26 comments mention traffic and parking considerations, most notably existing traffic congestion along 128th Street SW. Many commenters are concerned that traffic through this corridor will get worse with people accessing the station, or because of light rail operations. Many comments also used proximity to the existing park-and-ride as a reason for their station location preference, and a few called for a station directly at the park-and-ride.
Land Use/Station Area Design	10 comments include land use and TOD considerations. Many comments cite proximity to existing high density housing and shopping as reasons for their station location preference. Comments also identify future TOD potential along 128th Street SW and a preference for placing a station on or adjacent to that corridor.
Pedestrian and Bicycle Access	6 comments concern nonmotorized station access, most related to either the Interurban Trail or the existing Mariner park-and-ride. Additional comments call for safe pedestrian and bicycle access to the station on/from busy thoroughfares, including 128th Street SW.
Jobs/Economic Impact	8 comments reference economic impacts at Mariner station. A few express concern about directly displacing businesses with the alignment or indirect displacement. Others mention proximity to existing businesses as a reason for their station preference (MAR-A and MAR-B).
Historically Underserved Populations	3 comments address equity considerations, mostly in regard to displacing diverse low-income residents and small minority-owned businesses. Comments called for anti-displacement and anti-gentrification efforts, and a focus on serving neighborhood residents above other project priorities.
Supporting Transit Network	12 comments address transit connectivity. MAR-A and MAR-B received the strongest support for stations based on transit transfer potential, largely because of integration with the Swift Green Line.
Station/Alignment Preference	MAR-A received the most support due to proximity to transit and businesses on 128th Street SW. However, a number of comments also called for additional infrastructure investments to safely connect pedestrians and bicyclists to the station from the Interurban Trail, and to improve traffic congestion. MAR-pink received the most support of the alignment alternatives, with some comments citing fewer neighborhood impacts as the reason. MAR-purple received the most opposition due to the cost of crossing over I-5 twice, and potential business impacts.

5.4.5 SR 99/Airport Road (Provisional Station)

The representative project and other potential routes and stations in the SR 99/Airport Road area 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 68 communications and 114 comments regarding SR 99/Airport Road provisional station and alignment alternatives. (Note that 22 of these comments were related to new station or alignment alternatives, as described in Section 5.4.10.) AIR-A received the most comments of any station (17), followed by AIR-C (14) and AIR-B (11). AIR-A also had the highest number of supportive comments at 13, as many as AIR-B (eight) and AIR-C (six) combined. AIR-C received the most comments in opposition to the site, at five.

Of the alignment alternatives, AIR-pink and AIR-gold received the most support with six and five favorable comments, respectively. There was not strong opposition to any of the alignments, with two comments opposing AIR-teal and one each opposing AIR-pink and AIR-gold.

Table 5-4 summarizes comments received on the SR 99/Airport Road station area.

Table 5-4 Summary of Public Comments Received Related to the SR 99/Airport Road (Provisional) Station Area

Theme	Specific Comments/Suggestions
Cost and Schedule	10 comments address project cost and schedule. About half express concerns about the overall alignment cost to serve SR 99/Airport Road and the SW Everett Industrial Center. A few comments call for fully funding this station and including SR 99/Airport Road in the first set of stations to open.
Ridership	7 comments mention ridership, with many concerned about potentially low ridership along this portion of the alignment that could serve Paine Field and the SW Everett Industrial Center, starting with SR 99/Airport Road.
Traffic/Parking	6 comments address traffic or parking. Multiple comments name a station preference based on staying away from the traffic at Airport Road and SR 99 (though they result in different station preferences).
Land Use/Station Area Design	19 comments consider land use and TOD potential around SR 99/Airport Road. Many comments support the station area broadly because of access to medium/high density housing and plenty of TOD potential. A few comments express concern that the land uses along the swing to SW Everett Industrial Center (including around SR 99/Airport Road) are not intense enough to justify light rail service. Many comments called for station design that would create a more welcoming environment for pedestrians than what exists at SR 99 and Airport Road today.
Pedestrian and Bicycle Access	7 comments mention pedestrian and bicycle access and safety, mostly in relation to difficult crossings at Airport Road and SR 99. Many comments mention access to transit connections as a primary pedestrian concern, and two call for pedestrian bridges to avoid at-grade crossings entirely.
Jobs/Economic Impact	19 comments address economic impacts of the SR 99/Airport Road station. Multiple comments mention the importance of connecting low-income communities and communities of color to regional jobs and economic opportunities along the SR 99 corridor. A few comments also address access to local businesses and potential displacement concerns for existing businesses.
Historically Underserved Populations	7 comments consider equity in terms of either increased access to high quality transit or the potential negative impacts of making the station area more connected. Multiple comments express support for a station at SR 99/Airport Road as a way of increasing access to jobs and overall connectivity for low-income communities and communities of color. A few comments expressed concern about gentrification and displacement risks, as well as the effectiveness of community engagement in areas with limited English proficiency.
Supporting Transit Network	25 comments mention transit connectivity, more than any other theme for SR 99/Airport Road. There is a strong call for connectivity with Swift BRT lines along SR 99/Evergreen Way, and accordingly a preference for station locations AIR-A and AIR-B.

Theme	Specific Comments/Suggestions
Station/Alignment Preference	Comments preferring AIR-A cited many reasons for their support, including convenient transit connections, minimizing built and natural environment impacts, and land available for station construction. Alignment preferences are also strongly linked to regional transit access, with support for AIR-pink and AIR-gold. AIR-C and AIR-teal were generally opposed because of their distance from transit connections and crossing opportunities at SR 99 and Airport Road.

5.4.6 SW Everett Industrial Center

The representative project and other potential routes and stations in the SW Everett Industrial Center area are shown in Figure 5-5.

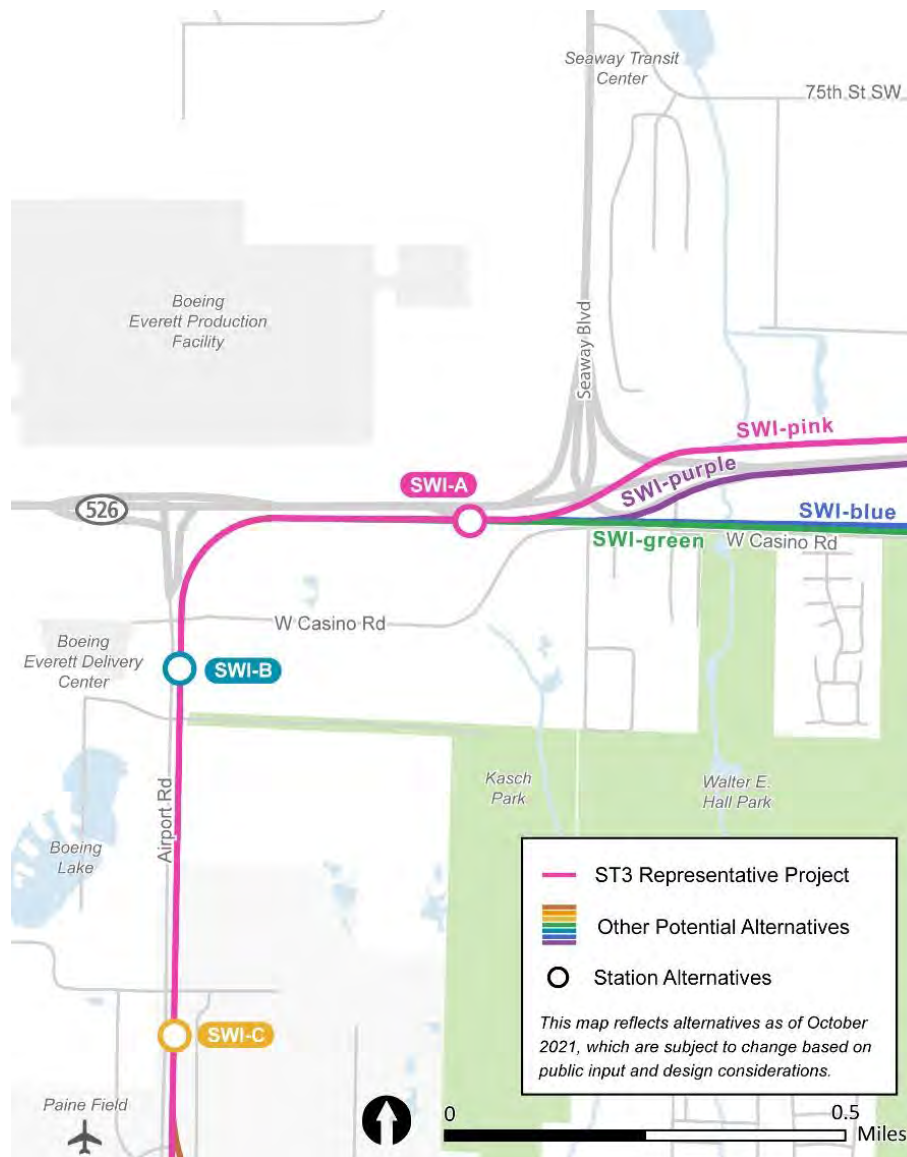


Figure 5-5 Potential Alternatives for the Everett Link Extension – SW Everett Industrial Center

Sound Transit received 82 communications and 169 comments for station and alignment alternatives in the SW Everett Industrial Center station area. SWI-A received the most comments (22); of those, 11 supported the station location and four opposed it. SWI-C received almost as many comments (20) but received the most supporting comments (12) with three opposing. SWI-B had three opposing and two supporting comments out of 10 total comments.

Alignment SWI-pink received the most comments for an alignment (seven) with six in support

and none in opposition. SWI-purple had two comments in support and one in opposition, while both SWI-green and SWI-blue received two opposing comments and no supporting comments.

Table 5-5 summarizes comments received on the SW Everett Industrial Center station area.

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

Theme	Specific Comments/Suggestions
Cost and Schedule	15 comments relate to project cost and schedule at the SW Everett Industrial Center Station. The comments all focus on the added expense and delay to the project schedule, as well as the additional trip time from serving Boeing and Paine Field.
Ridership	24 comments mention ridership at SW Everett Industrial Center Station. Commenters generally expressed skepticism that sufficient ridership to justify a station could be found in the station area.
Traffic/Parking	6 comments mention traffic in the SW Everett Industrial Center station area. Comments are mostly positive about the impacts that light rail service could have on traffic by replacing car trips to Boeing and the airport, though some express concern about taking traffic lanes.
Land Use/Station Area Design	18 comments relate to land use in the SW Everett Industrial Center station area. Most of the comments express concern that the land use in the industrial center would not be easily accessible by transit, no matter where the station is located.
Pedestrian and Bicycle Access	14 comments mention pedestrian and bicycle access at the SW Everett Industrial Center Station. Most comments are concerned with the walkability of the general area. Several stress the importance of pedestrian enhancements to connect the station to either Boeing or the airport.
Jobs/Economic Impact	38 comments focus on jobs and economic impacts in the SW Everett Industrial Center. Some commenters were skeptical if Boeing was staying in the region long term, but others stressed the size and importance of the industrial center as a whole. Some commenters highlighted the benefits to South Everett and the airport if it was connected to Seattle and downtown Everett by rail.
Historically Underserved Populations	22 comments regarding historically underserved populations in the SW Everett Industrial Center station area were received. Comments mostly express concerns about displacement of the low-income and minority populations along Casino Road. Some comments mentioned that serving these populations with a station closer to them would be preferable to a primarily airport-serving station.
Supporting Transit Network	39 comments relate to the supporting transit network at SW Everett Industrial Center. Several comments are concerned that none of the options connect with the existing Seaway Transit Center. Some comments mention that Boeing already has a network of shuttle buses to move employees around their large facility so connections to those are more important than a direct walking connection to Boeing. Several comments in this category also express the desire for enhanced bus service to the area instead of deviating light rail from I-5.
Station/Alignment Preference	SWI-C and SWI-A had the most supportive comments. Many comments in support of SWI-A cite the importance of access for Boeing workers, while comments in favor of SWI-C express the growing importance of the airport in the future and skepticism of Boeing’s future in the area. In terms of alignments, SWI-pink received the most positive comments. Commenters generally expressed a

Theme	Specific Comments/Suggestions
	desire to limit displacement of and impacts on the communities along Casino Road and favored SWI-pink over SWI-green and SWI-blue since it is farther from Casino Road.

5.4.7 SR 526/Evergreen

The representative project and other potential routes and stations in the SR 526/Evergreen area are shown in Figure 5-6.

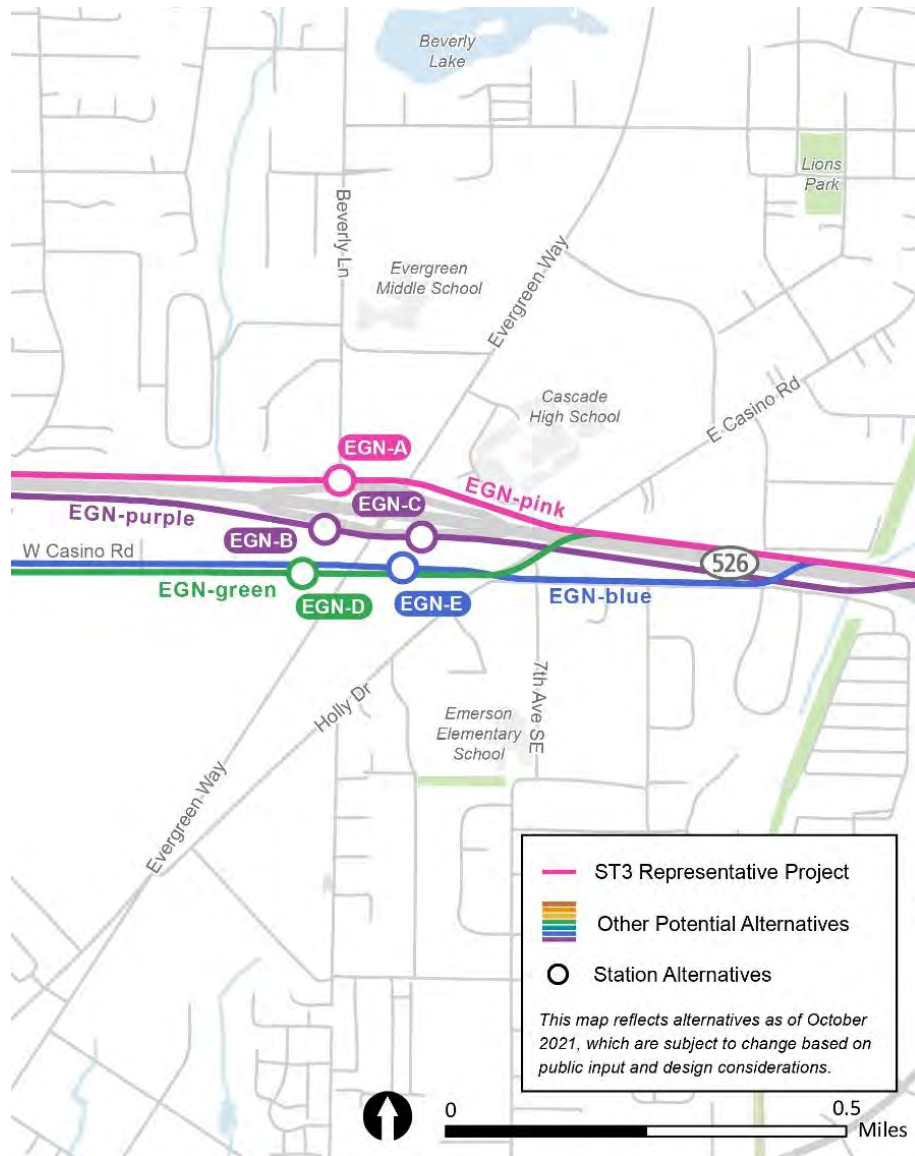


Figure 5-6 Potential Alternatives for the Everett Link Extension – SR 526/Evergreen

Sound Transit received 60 communications and 103 comments related to the SR 526/Evergreen alignment and station alternatives. EGN-A had the most comments of the station areas (18), and it had the most positive comments with 13 in support and three opposed. EGN-B received the second highest number of comments (11), with nine in support and two opposed. EGN-D received 10 comments with six in support and three in opposition. EGN-C received eight comments with five in support and two against. EGN-E got the fewest comments with five total, two in support and three in opposition.

Comments on the alignments expressed more support for EGN-pink and EGN-purple than for EGN-green and EGN-blue. EGN-pink (seven total comments) and EGN-purple (six total comments) received six and five comments in support, respectively, and no opposing comments. EGN-green and EGN-blue each received eight total comments with two supporting comments and four opposing.

Table 5-6 summarizes comments received on the SR 526/Evergreen station area.

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

Theme	Specific Comments/Suggestions
Cost and Schedule	5 comments related to cost and schedule and the SR 526/Evergreen station area were received. These all focused on the cost effectiveness of the deviation to serve SR 99/Airport Road, SW Everett Industrial Center, and SR 526/Evergreen.
Ridership	6 comments were related to ridership. Comments mentioned that the drivers of ridership here would be connecting residents to destinations in downtown Everett and in south Snohomish County.
Traffic/Parking	6 comments were related to traffic and parking. Comments were mostly concerned with traffic effects on Casino Road and the SR 526 on-ramps which are already congested. Other commenters were curious or concerned about how parking would be provided or managed in the station area.
Land Use/Station Area Design	17 comments were related to land use and station area design. Several comments mentioned the desire to serve schools and new development at the Kmart site north of SR 526. Other commenters stressed the need to serve the already dense areas south of SR 526.
Pedestrian and Bicycle Access	17 comments mentioned pedestrian or bicyclist access and safety. Most comments focused on the importance of access in general. Several mentioned the barrier that Evergreen Way posed, and commenters generally favored stations on the west side of Evergreen Way in terms of pedestrian and bicycle access to connecting buses, the existing pedestrian bridge over SR 526, and the dense neighborhoods on the west side of Evergreen Way.
Jobs/Economic Impact	12 comments mentioned jobs and economic impacts. Many of these focused on the negative impacts that certain alignments, especially EGN-blue and EGN-green, would have on the cluster of local businesses around the intersection of Evergreen Way and Casino Road. Several comments mentioned the desire to locate a station near these businesses to make them easier to reach.
Historically Underserved Populations	25 comments related to historically underserved populations were received. Many expressed concern about gentrification or direct displacement from light rail construction, especially for routes along Casino Road. Several comments stressed the importance of improving transit service for the dense housing along Casino Road.
Supporting Transit Network	17 comments were related to the supporting transit network. Commenters mentioned the difficulty of integrating buses with EGN-A and the difficulty of accessing EGN-E from buses on Evergreen Way.

Theme	Specific Comments/Suggestions
Station/Alignment Preference	<p>47 comments express support or opposition for various alignments and stations. EGN-A received the most positive comments with EGN-B getting many as well. Many commenters cite less disruption to Casino Road as a decisive factor, favoring EGN-A as the least disruptive and considering EGN-D and EGN-E as the most disruptive. Some commenters also favor EGN-B's location near existing businesses and residents. Several comments also note favorably that EGN-A and EGN-B are close to the existing pedestrian bridge. Alignment EGN-pink received the most positive comments and zero comments in opposition. EGN-purple also received no opposing comments and several supporting comments. As with stations, a strong theme with alignments was a preference for routes that minimized impacts to Casino Road such EGN-pink and EGN-purple, as opposed to EGN-green and EGN-blue which run on Casino Road.</p>

5.4.8 Everett Station

The representative project and other potential routes and stations in the Everett area are shown in Figure 5-7.

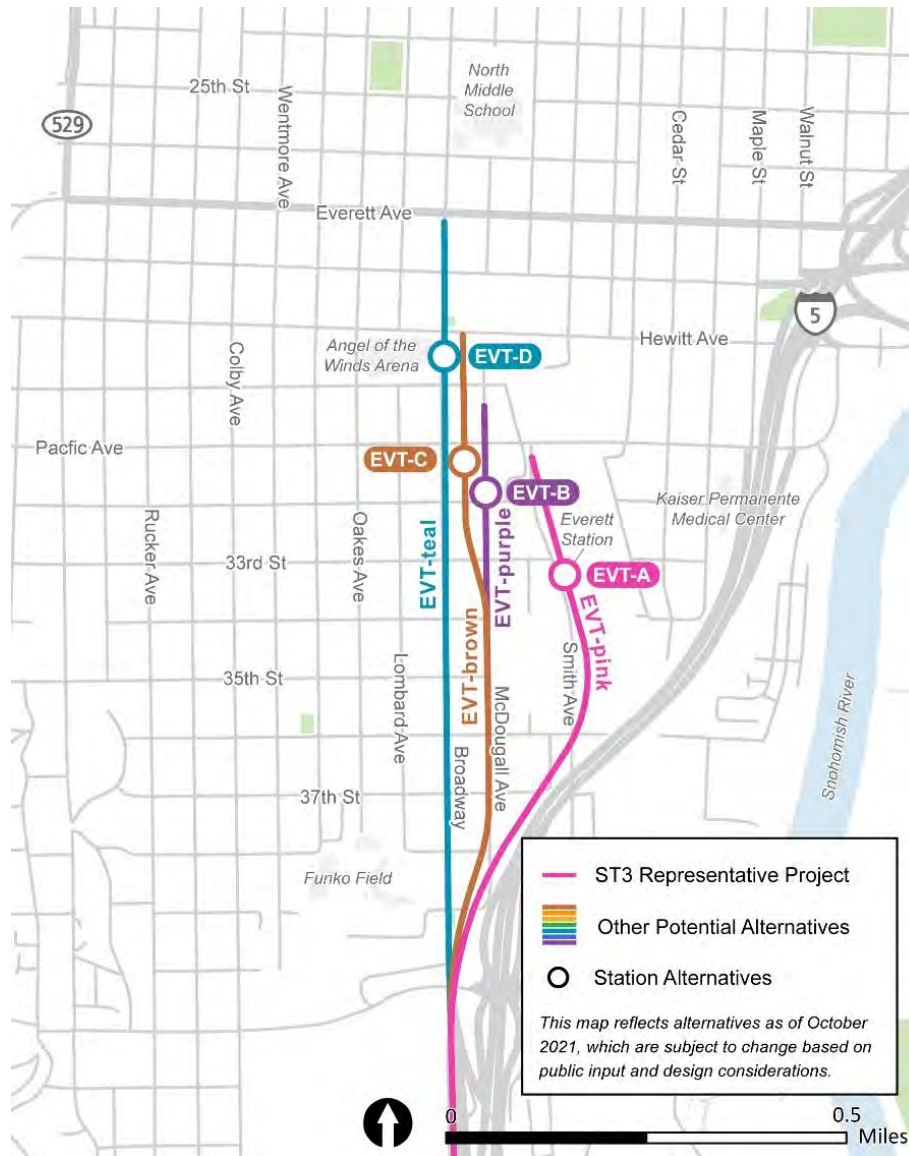


Figure 5-7 Potential Alternatives for the Everett Link Extension – Everett

Sound Transit received 70 communications and 139 comments related to the Everett alignment and station alternatives. EVT-A received the most comments (27) and the most supporting comments (19), with three comments opposing this location. EVT-D and EVT-C had the lowest number of comments with 18 and 19, respectively, but EVT-D had more negative comments (four versus two for EVT-C).

In terms of alignments, EVT-purple received the most comments (15), but only six were supportive. EVT-pink received the most supportive comments (nine) out of 12 total. EVT-teal received 13 comments, including the highest number of opposing comments at six, compared to

one for each of the other alternatives. EVT-Brown received the lowest number of comments (11), of which four were supportive.

Table 5-7 summarizes comments received on the Everett station area.

Table 5-7 Summary of Public Comments Received Related to the Everett Station Area

Theme	Specific Comments/Suggestions
Cost and Schedule	11 comments were made about the Everett station area concerning the schedule and cost of the project. Some commenters expressed support for locating a station near to downtown or areas with high development even if that meant spending more money, while others stressed the importance of finding more affordable alternatives in order to get light rail service to Everett sooner.
Ridership	13 comments related to ridership. Several commenters expressed support for a location closer to downtown because of the proximity to destinations that could drive ridership.
Traffic/Parking	22 comments mentioned parking or traffic. Several comments expressed concern about traffic impacts from a Broadway (EVT-teal) or McDougall Avenue alignment (EVT-brown and EVT-purple). Some comments expressed the need for utilizing existing parking at Everett Station or constructing additional parking.
Land Use/Station Area Design	26 comments were related to land use or station design. Comments in this category were divided between locating a station nearer to downtown where development is focused today, or nearer to Everett Station where existing infrastructure would support a station.
Pedestrian and Bicycle Access	18 comments were related to pedestrians and bicyclists. Several comments praised EVT-C as being a good compromise between walkability to downtown and not disturbing already developed areas. Other commenters stressed the importance of pedestrian and bicyclist access for all alignment options.
Jobs/Economic Impact	17 comments mentioned jobs or economic impacts. Several comments mentioned the potential in the Metro Everett subarea for new jobs and residents. Other comments cautioned about the disruption to businesses if an alignment was built on Broadway (EVT-teal) or McDougall (EVT-brown and EVT-purple).
Historically Underserved Populations	10 comments were related to equity. Comments generally were concerned with providing affordable housing in the station area.
Supporting Transit Network	34 comments mentioned connections to supporting transit. The majority of these were concerned with locating the station near the existing bus and train hub at Everett Station.
Station/Alignment Preference	68 comments expressed support or opposition for various alternatives in the Everett station area. EVT-D and EVT-teal received the most comments in opposition, mostly citing impacts to businesses and traffic. EVT-A and EVT-pink received the most support with comments focusing on its minimal disruption to existing businesses and ease of transfer to existing transportation options.

5.4.9 OMF North

The potential site locations for OMF North are shown in Figure 5-8.

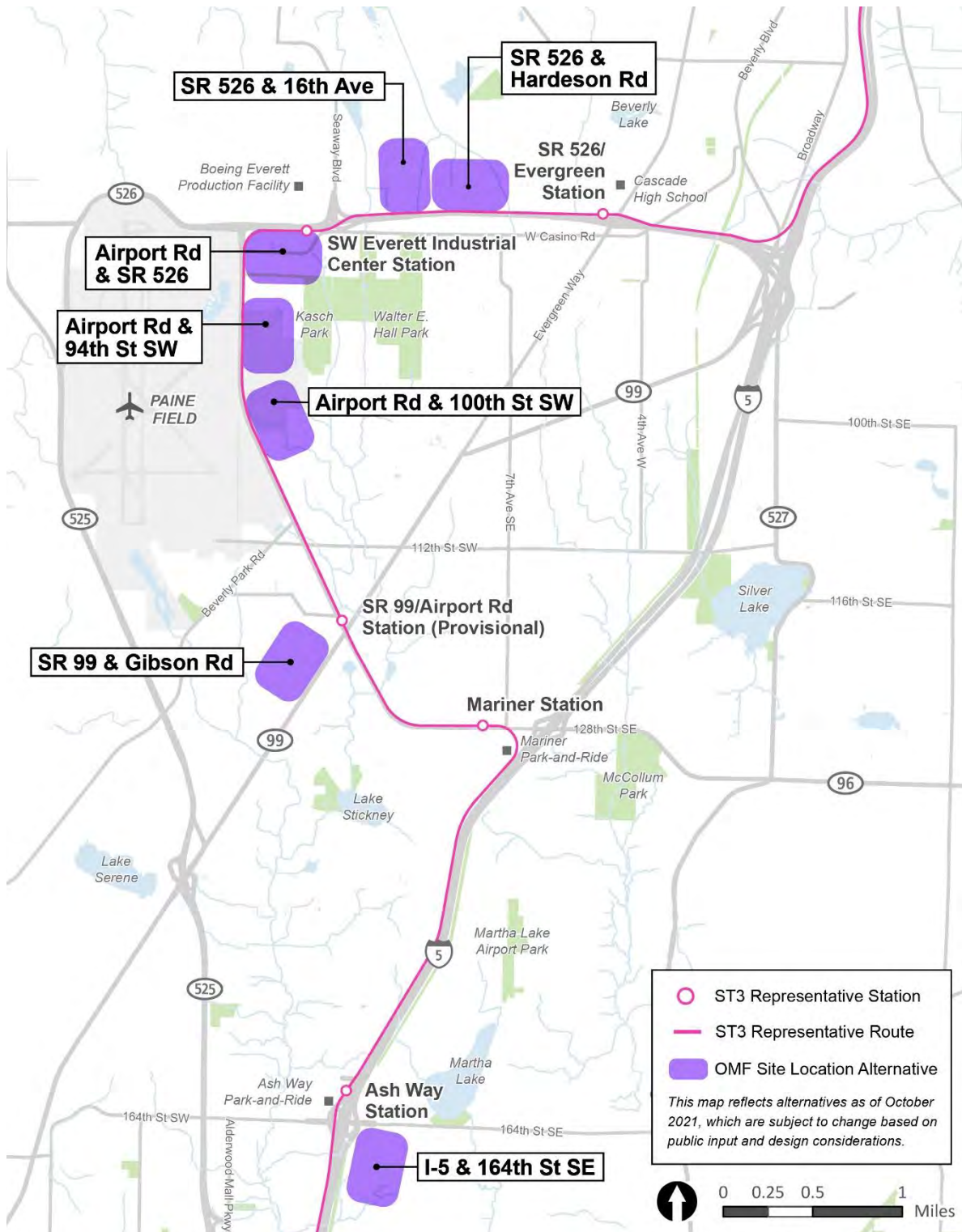


Figure 5-8 Potential Alternatives for OMF North

Sound Transit received 54 communications and 98 comments related to OMF North site alternatives. Overall, sites along Airport Road received the most support. Airport Road and 100th Street SW received 13 supportive comments, Airport Road and 94th Street SW received 11, and Airport Road and SR 526 received 10. Sites receiving the fewest number of supportive comments include SR 526 and Hardeson Road (five), I-5 and 164th Street SE (eight), and SR 526 and 16th Ave (eight). I-5 and 164th Street SE received the most comments in opposition to the site location (eight), followed by Airport Road and SR 526 (five).

Table 5-8 summarizes comments received on OMF North.

Table 5-8 Summary of Public Comments Received Related to OMF North

Theme	Specific Comments/Suggestions
Land Use/Station Area Design	39 comments discuss land use in relation to their preferred OMF North site. Many comments called for the OMF to be placed in existing industrial areas, mostly around Paine Field and the SW Everett Industrial Center. Comments also called out areas where locating an OMF on undeveloped land would not displace existing businesses or hinder future TOD opportunities.
Jobs/Economic Impact	22 comments mentioned economic impacts of the OMF North facility, most supporting the jobs that it would bring in proximity to low-income communities and communities of color.
Historically Underserved Populations	5 comments directly address equity and displacement for low-income communities and communities of color around OMF North siting, specifically near the SW Everett Industrial Center. These comments caution against locating an OMF in an area that could be used for affordable housing, or in a way that would impact existing marginalized communities along the corridor.

5.4.10 New Station, Alignment and OMF Location Suggestions

Sound Transit received 69 communications and 112 comments for station, alignment and OMF locations in addition to those presented during early scoping. Table 5-9 summarizes the most prevalent alternatives suggested in comments.

Table 5-9 Summary of Public Comments Received Related to New Station, Alignment and OMF Location Alternatives

Theme	Specific Comments/Suggestions
I-5 Alignment from Mariner to Everett	29 comments support a route up I-5 from Mariner to Everett Station. Some specified serving the SW Everett Industrial Center with BRT service or serving that area with a future light rail spur.
Create Stations at Existing Park-and-Ride Lot Locations (Various)	12 comments support a new station location at an existing park-and-ride facility, including: Mariner Park-and-Ride Lot, McCollum Park Park-and-Ride Lot, South Everett Park-and-Ride Lot, and Eastmont Park-and-Ride Lot.
Serve Paine Field Directly / Stop at 100th Street SW	23 comments call for a station either at Airport Road and 100th Street SW or directly at the Paine Field passenger terminal.

Theme	Specific Comments/Suggestions
Route on SR 99 or Evergreen Way instead of Airport Road	10 comments suggest turning north after SR 99/Airport Road and bypassing SW Everett Industrial Center. They vary in whether to serve the SR 526/Evergreen station area as identified in ST3, with some alignments heading up Evergreen Way but others following SR 99 northeast to reconnect with I-5 around Everett Mall.
Station at Everett Mall (Various Alignments)	6 comments support a station at Everett Mall, with various alignments to reach it. Most involve an alignment along I-5 that bypasses the SW Everett Industrial Center swing, or an alignment coming north from SR 99/Airport Road on SR 99/Everett Mall Way.
OMF North	4 comments support three potential OMF North locations. Suggestions include the BNSF Railway Delta Terminal in Everett, the old Kimberly-Clark site along the Snohomish River, and the Avis Car Rental and adjacent recreational vehicle sites on SR 99 south of Airport Road.

5.4.11 Organizations

Table 5-10 summarizes the comments submitted on behalf of community organizations. Copies of these letters are included in Appendix G.

Table 5-10 Summary of Organization Comments

Organization	Major Comment Themes
Coalition including: <ul style="list-style-type: none"> • Cascade Bicycle Club • Everett Station District Alliance • Snohomish County Transportation Coalition • Disability Rights Washington • IBEW Local 191 • Leafline Trails Coalition • Transportation Choices Coalition 	The members of the coalition support the draft purpose and need statement. The organizations also request that Sound Transit: <ul style="list-style-type: none"> • continue equitable engagement efforts. • analyze needs and impacts of priority populations. • use the five principles and climate focus that were adopted by the Board for prioritizing Sound Transit projects during realignment. These include: <ul style="list-style-type: none"> ○ Completing “the spine” of service between Everett and Tacoma. ○ Connecting regional centers. ○ Ridership potential. ○ Socio-economic equity. ○ Providing for logical expansion beyond the spine. • study an alignment that follows I-5 with enhanced bus rapid transit to Paine Field and Boeing.
Connect Casino Road	Connect Casino Road, representing the Casino Road neighborhood, submitted a petition signed by 80 residents, over half of whom signed the Spanish version of the petition, urging Sound Transit to explore an I-5 light rail alignment and serve the Casino Road area with enhanced bus rapid transit service. The organization is concerned about light rail service causing economic displacement in the neighborhood, which has many diverse and low-income communities.

Organization	Major Comment Themes
	If light rail is built through Casino Road, they urge the city of Everett and Sound Transit to ensure that there is no net loss of affordable housing for Casino Road residents.
Downtown Everett Association	The Downtown Everett Association strongly advocates for light rail to reach downtown Everett as soon as possible and recommends station alternative EVT-C as it provides the best transit and pedestrian connections to the downtown core and is consistent with the Metro Everett subarea plan.
Everett Station District Alliance	<p>The Everett Station District Alliance incorporates entirely the letter from Snohomish County Transportation Coalition (summarized below), which includes strong support for the project’s purpose and need statement, no stated preference for any alignment alternative, continuing equitable engagement, analyzing needs and impacts of priority populations, using the five principles adopted by the Board during realignment, and including at least one financially feasible alignment alternative that could be built on time.</p> <p>The Everett Station District Alliance also adds the following comments:</p> <ul style="list-style-type: none"> • While the organization is strongly supportive of carrying station alternatives EVT-B and EVT-C forward, they request that Sound Transit consider alternatives that are likely to be less expensive than an alignment along McDougall Avenue or Broadway in the Everett Station Area. They suggest an alternative Everett Station location at the current Sound Transit park-and-ride lot and another on the Everett public works campus on Cedar Street. • The organization requests that Sound Transit consider impacts to traffic and freight, feasibility of transit-oriented development and affordable housing near the station and incorporating related pedestrian and public space improvements into the design. • The organization does not have a preference at this time between an I-5 alignment or the representative alignment or for any Everett Station area alternatives.
Latino Education Training Institute	The Latino Education Training Institute provided several comments and questions, including: How will light rail consider residents without easy access to the station or public transportation? How will the environmental impact statement reach out to vulnerable populations and will it be translated? And how does the 2020 Census and the future 2030 Census factor into planning light rail routes?
Snohomish County Committee for Improved Transportation	The Snohomish County Committee for Improved Transportation supports the core objectives adopted by the Board during realignment and discourages consideration of any delay beyond the 2037 affordable schedule date laid out during realignment.

Organization	Major Comment Themes
<p>Snohomish County Transportation Coalition (Snotrac)</p>	<p>Snotrac supports the purpose and need statement and recommends the following to Sound Transit:</p> <ul style="list-style-type: none"> • Continue equitable engagement which focuses on communities that have historically been excluded from decision-making. Snotrac supports the outreach efforts to date and also recommends that Sound Transit financially support community-based organizations such as Homage Senior Service and Connect Casino Road to do outreach. They also stress that engagement with community-based organizations should not be replaced by the Community Advisory Group. • Analyze the needs and impacts of priority populations. Snotrac encourages Sound Transit to prioritize population groups such as: people with disabilities, older adults, youths, low income households, people of color, Tribes and Tribal members, people born in foreign countries, people who do not speak English or speak it as a second language, and veterans. • Follow the core principles of the Board’s realignment decision for future decision-making including: <ul style="list-style-type: none"> ○ Completing the spine. ○ Connecting regional centers. ○ Ridership potential. ○ Socio-economic equity. ○ Logical advancement beyond the spine. ○ Climate change. ○ Transit-oriented development potential. • Include an alignment alternative that can be affordably completed by 2036 or 2037. Snotrac believes that an alignment that follows I-5 with a stop at Everett Mall and increased bus rapid transit service to Paine Field and Boeing would fulfill the promise to the voters who supported the original ST3 plan. The group does not at this time support this alternative over the representative alignment but believes that it should be studied alongside the current alternatives.
<p>The Urbanist</p>	<p>The Urbanist urges Sound Transit to reevaluate the Everett Link Extension and consider additional alternatives that may perform better in terms of ridership, development, and affordability. The Urbanist recommends an I-5 alignment with bus rapid transit service to Boeing and Paine Field. Additionally, the organization urges Sound Transit to select alternatives that increase walksheds and bikesheds the most and locate stations away from highways and an operations and maintenance facility further south to serve alignment alternatives that follow I-5.</p>

6 NEXT STEPS

Input received during the early scoping comment period will be considered by Sound Transit and the FTA in refining the list of potential alternatives and evaluating how well they meet the project's draft purpose and need. The draft purpose and need may also be refined based on input received during early scoping. Potential project alternatives that meet the draft purpose and need will be evaluated through the Alternatives Development process. This Alternatives Development process includes progressively more detailed Level 1 and Level 2 evaluation steps to identify a set of reasonable alternatives that meet the project's purpose and need.

In Level 1, Sound Transit will evaluate the Representative Project, other potential alternatives and any new alternatives that could meet the project's purpose and need. This includes alternatives for route, station locations and OMF North sites. The Level 1 evaluation will include additional conceptual design and high-level analysis of potential environmental impacts or benefits, as well as coordination with Sound Transit's Elected Leadership Group, Community Advisory Group and Interagency Group. Alternatives will be evaluated using both qualitative and quantitative measures using criteria (such as opportunities for historically underserved populations, land use consistency, and climate resiliency) that reflect the project purpose and need. At this level of evaluation, alternatives will be analyzed in discrete sections to help evaluate tradeoffs in various locations. In seeking alternatives that best meet project purpose and need, the analysis would reduce the number of alternatives that are carried to Level 2 analysis.

In Level 2, Sound Transit will combine a set of alternatives from the Level 1 phase, and evaluate full corridor alternatives, again using a mixture of qualitative and quantitative measures, and refined conceptual design. The intent of Level 2 is to further refine alternatives that best meet the project's purpose and need by combining and analyzing components as full corridor alternatives.

Following the Level 2 evaluation, the Sound Transit Board will be provided with the Level 2 evaluation results, as well as comments from the public, agencies and Tribes, and will receive input on alternatives from the Community Advisory Group and Elected Leadership Group. Sound Transit will determine the appropriate SEPA review process and FTA will determine the appropriate NEPA process. Sound Transit and FTA will initiate scoping for concurrent SEPA and NEPA environmental review processes to solicit public, agency and Tribal comments on the purpose and need, the Level 2 evaluation results, and the alternatives to be studied. In preparing the NEPA/SEPA documentation, Sound Transit will advance engineering, station area planning and public engagement activities. Sound Transit will respond to public, agency and Tribal comments on SEPA/NEPA documentation and continue to advance planning and engineering. At the end of the environmental process, the Sound Transit Board will determine the project to be built, the FTA will determine any appropriate mitigation needed for the project, and final design will proceed.



Everett Link Extension

APPENDIX A

SEPA Register Notice

State Environmental Policy Act (SEPA) Register

SEPA and NEPA documents posted by the Department of Ecology since 2000

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Lead Agency

Sound Transit

Website

<https://everettlink.participate.online/> (<https://everettlink.participate.online/>)

Contact

Kathy Fendt

(206) 689-4856

Kathy.fendt@soundtransit.org (<mailto:Kathy.fendt@soundtransit.org>)

County

SNOHOMISH

Region

Northwest

SEPA #

202105820

Document Type

DS/SCOPING

Date Issued

11/01/2021

Comments Due

12/10/2021

Proposal Name

Everett Link Extension Project (EVLE)

Proposal Description

The Central Puget Sound Regional Transit Authority (Sound Transit) and the Federal Transit Administration (FTA) issue this early scoping notice to advise tribes, agencies, and the public that Sound Transit and the FTA will explore potential route and station alternatives for the Everett Link light rail extension (EVLE or

Project) and are starting to determine the scope of the environmental issues associated with the Project. The Project would extend Link light rail service from the Lynnwood City Center Station along an approximately 16 mile corridor established by Sound Transit 3 (ST3), to the Everett Station area, in Snohomish County, Washington. The project would improve connections to the regional transit system and major activity centers and include six new Link stations. Sound Transit would also study one additional unfunded (provisional) station during the planning process. Potential alternatives for a light rail operations and maintenance facility (OMF North) in Snohomish County will also be explored to support the regional Link light rail program, including EVLE. Early scoping is being conducted under the Washington State Environmental Policy Act (SEPA) rules regarding expanded scoping (WAC 197-11-410). Sound Transit is the lead agency under SEPA and the FTA is the lead agency under NEPA.

Sound Transit invites comments by December 10, 2021 on early planning activities, including the project's draft purpose and need, the range of alternatives to be studied; the transportation, environmental, and community impacts and benefits to be evaluated. Please see the Sound Transit project website at <https://everettlink.participate.online/> for further information and public meeting times.

Related Record

Location

Other identifying information: Lynnwood, Everett, Snohomish County

Applicant


Kathy Fendt

Applicant Contact

(206) 689-4856

Kathy.fendt@soundtransit.org

Documents

 EVLE Early Scoping Information Report.pdf (Document/DocumentOpenHandler.ashx? DocumentId=123717) (3 MB)

Please email [SEPA Help \(mailto:sepahelp@ecy.wa.gov\)](mailto:sepahelp@ecy.wa.gov) with any updates, problems, or questions about SEPA Register.

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Everett Link Extension

APPENDIX B

Federal Register Notice

associated with those transportation systems and the safe and efficient transportation of passengers and freight across our Nation. Subsequent to its July meeting, MCSAC engaged its Driver Subcommittee for its consideration of workforce needs, the results of which are to be submitted to MCSAC for its consideration and final recommendations to FMCSA.

Additionally, MCSAC will resume consideration of Task 20–1, which relates to changes to the package and small goods delivery sector. A number of companies are now using small vehicles (e.g., vehicles with a gross vehicle weight rating less than 10,000 pounds) to deliver goods, and there appears to be a gap in safety oversight of both drivers and vehicles. For this task, members will hear from FMCSA experts on trends in the Fatality Analysis Reporting System (FARS) and Motor Carrier Management Information System (MCMIS) crash and highway safety data.

II. Meeting Participation

Advance registration is requested. Please register at www.fmcsa.dot.gov/mcsac by the deadline referenced in the **DATES** section. The meeting will be open to the public for its entirety. The U.S. Department of Transportation is committed to providing equal access to this meeting for all participants. If you need alternative formats or services because of a disability, such as sign language, interpretation, or other ancillary aids, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

Oral comments from the public will be heard throughout the meeting, at the discretion of the MCSAC chairman and designated federal officer. FMCSA asks that individuals from the public limit their comments to one minute on the issues under consideration only. Members of the public may submit written comments to the person listed in the **FOR FURTHER INFORMATION CONTACT** section on the topics to be considered during the meeting by the deadline referenced in the **DATES** section.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2021–24245 Filed 11–4–21; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Early Scoping Notice for the Central Puget Sound Regional Transit Authority Proposed Everett Link Extension (EVLE) From Lynnwood to Everett, WA

AGENCY: Federal Transit Administration, Department of Transportation (DOT).

ACTION: Early scoping notice.

SUMMARY: The Federal Transit Administration (FTA) and the Central Puget Sound Regional Transit Authority (Sound Transit) issue this early scoping notice to advise tribes, agencies, and the public that FTA and Sound Transit will explore potential route and station alternatives for the Everett Link light rail extension (EVLE or Project) and are starting to determine the scope of the environmental issues associated with the Project. The Project would extend Link light rail from the Lynnwood City Center Station to the Everett Station area in Snohomish County, Washington, and improve connections to the regional transit system and major activity centers. Potential alternatives for a light rail operations and maintenance facility (OMF North) in Snohomish County will also be explored to support the regional Link light rail program, including EVLE. **DATES:** Two online public early scoping meetings will be held at the following times (all times are Pacific Standard Time):

- Wednesday, November 17, 2021, from 12:00–1:30 p.m.
- Thursday, November 18, 2021, from 6:00–7:30 p.m.

These early scoping meetings will be conducted in a webinar format, accessible via the internet and by teleconference. Registration for an online public early scoping meeting can be done in advance of the meeting at everettlink.participate.online.

FTA and Sound Transit have also scheduled an interagency and tribal early scoping meeting on November 8, 2021, to receive comments from tribes and agencies who have an interest in the proposed Project. Invitations to the tribal and agency early scoping meeting will be sent to appropriate federal, tribal, state, and local government units and will include details on how to participate in the online meeting.

Supplemental information about the Project is provided in the following sections. Sound Transit will also provide information on the alternatives analysis at the early scoping meetings, along with opportunities for comments. Information is also available on the

Sound Transit website at <https://www.soundtransit.org/system-expansion/everett-link-extension>.

Written early scoping comments are requested by December 10, 2021, and can be mailed or emailed to the addresses below. Comments can also be provided via the online comment form available at the website address below or left as a voicemail at the phone number below.

ADDRESSES: Kathy Fendt, Sound Transit, 401 S Jackson Street, Seattle, WA 98104–2826, Email:

EverettLinkComments@soundtransit.org

soundtransit.org, Project website:

everettlink.participate.online, Voicemail Phone Number: 888–512–8599.

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

FOR FURTHER INFORMATION CONTACT:

Mark Assam, Environmental Protection Specialist, Region 10, Federal Transit Administration, 915 Second Avenue, Suite 3142, Seattle WA 98174, phone: 206–220–4465, email: Mark.Assam@dot.gov.

SUPPLEMENTARY INFORMATION:

Early Scoping

Early scoping is an optional element of the NEPA process that is intended to invite public, agency, and tribal comments at the earliest reasonable time in project planning, as in the case for this Project, where alignment and siting variations are under consideration in a broadly defined study area. FTA is the lead federal agency under NEPA. Early scoping is also being conducted under the Washington State Environmental Policy Act (SEPA) rules regarding expanded scoping (Washington Administrative Code 197–11–410). Sound Transit is the lead agency under SEPA.

Early scoping can ensure that tribes, agencies, and the public have the opportunity to review and provide comments on the proposal that can then be used to inform subsequent steps in the NEPA process.

Early scoping is being initiated for EVLE during the Project's alternatives development phase. This early scoping notice invites the public and other interested parties to comment on the scope of the alternatives development analysis, including the following: (a) The purpose and need for the Project; (b) the range of alternatives for light rail route, station, and OMF locations; (c) the impacts and benefits to the social, built, and natural environments; and (d) other considerations that are relevant to the evaluation of alternatives. These early scoping efforts are being

conducted in support of NEPA requirements and in accordance with the Council on Environmental Quality's regulations for implementing NEPA.

Purpose and Need for the Project

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

- Provide high quality, rapid, reliable, accessible, and efficient light rail transit service to communities in the Project corridor as defined through the local planning process and reflected in the Sound Transit 3 (ST3) Plan (Sound Transit 2016).
- Improve regional mobility by increasing connectivity and capacity in the EVLE corridor from the Lynnwood Transit Center to the Everett Station area to meet projected transit demand.
- Connect regional centers as described in adopted regional and local land use, transportation, and economic development plans and Sound Transit's *Regional Transit Long-Range Plan* (Sound Transit 2014).
- Implement a system that is technically and financially feasible to build, operate, and maintain.
- Expand mobility for the corridor and region's residents, including explicit consideration for transit-dependent, low-income, and minority populations.
- Encourage equitable and sustainable growth in station areas through support of transit-oriented development and multimodal integration in a manner that is consistent with local land use plans and policies, including South Transit's *Equitable Transit Oriented Development Policy* (Sound Transit 2018) and *Sustainability Plan* (Sound Transit 2019).
- Encourage convenient, safe, and equitable nonmotorized access to stations, such as bicycle and pedestrian connections, consistent with Sound Transit's *System Access Policy* (Sound Transit 2013) and *Equity and Inclusion Policy* (Sound Transit 2019).
- Preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built, and social environments through sustainable and equitable practices.
- Provide an OMF with the capacity to receive, test, commission, store, maintain, and deploy vehicles to support the intended level of service for system-wide light rail system expansion.

- Develop an OMF that supports efficient and reliable light rail service and minimizes system operating costs.

The Project is needed because:

- Chronic roadway congestion on Interstate 5 (I-5) and State Route (SR) 99—two primary highways connecting communities along the corridor—delays today's travelers, including those using transit, and degrades the reliability of bus service traversing the corridor, particularly during commute periods.
- These chronic, degraded conditions are expected to continue to worsen as the region's population and employment grow.
- Puget Sound Regional Council (the regional metropolitan planning organization) and local plans call for high-capacity transit in the corridor consistent with *VISION 2050* (Puget Sound Regional Council 2020) and the *Regional Transit Long-Range Plan* (Sound Transit 2014).
- Snohomish County residents and communities, including transit-dependent residents and low-income or minority populations, need long-term regional mobility and multimodal connectivity, as called for in the Washington State Growth Management Act (Revised Code of Washington 36.70A.108).
- Regional and local plans call for increased residential and/or employment density at and around high-capacity stations and increased options for multimodal access.
- Environmental and sustainability goals of the state and region, as established in Washington state law and embodied in Puget Sound Regional Council's *VISION 2050* (Puget Sound Regional Council 2020) and *Regional Transportation Plan* (Puget Sound Regional Council 2018), include reducing greenhouse gas emissions by prioritizing transportation investments that decrease vehicle miles traveled.
- The current regional system lacks an OMF with sufficient capacity and suitable location to support the efficient and reliable long-term operations for system-wide light rail expansion, including the next phase of light rail expansion in Snohomish and King counties.
- New light rail maintenance and storage capacity needs to be available with sufficient time to accept delivery of and commission new vehicles to meet fleet expansion needs and to store existing vehicles while the new vehicles are tested and prepared.

Project Description

The Everett Link extension corridor is approximately 16 miles long and extends Link light rail service north

from the Lynnwood City Center Station to the Everett Station area. The Project includes six new Link stations and study of one additional provisional station during the planning process. The new light rail stations would be located in the following areas: (a) West Alderwood; (b) Ash Way; (c) Mariner Station; (d) Southwest Everett Industrial Center; (e) State Route (SR) 526/ Evergreen; and (f) Everett. The provisional station is in the SR 99/ Airport Road area. From Lynnwood, the proposed Link route parallels I-5 to the Mariner Station area, and then travels westward along Airport Road to the SW Everett Industrial Center and eastward along SR 526/Evergreen Way, before it continues northward along I-5 to Everett. The Project also includes a new operations and maintenance facility that will support the system-wide Link light rail system (OMF North), to be located along the alignment in Snohomish County.

Project Context and History

Sound Move, the first phase of regional transit investments, was approved and funded by voters in 1996. Regional transit implemented as part of the Sound Move Plan included various Sounder commuter rail, regional Sound Transit Express bus, and Link light rail services that are now operational, including the Central Link light rail system, and the light rail extension to the University of Washington. In 2008, voters authorized funding for additional regional transit services as part of the Sound Transit 2 (ST2) Plan. The ST2 Plan extends Link light rail by approximately 36 miles including extensions east to Bellevue, south to Federal Way, and north to Northgate and Lynnwood. The Northgate extension opened in October 2021, and the other projects are currently under construction with the Lynnwood Link Extension opening for revenue service in 2024. The third phase of regional transit investments, ST3, was approved and funded by voters in 2016. ST3 will further extend the Link light rail system east from Bellevue to Redmond, south from Federal Way to Tacoma, north from Lynnwood to Everett, and from downtown Seattle to West Seattle and Ballard.

Based on current revenue projections and cost estimates for the Everett Link extension, Sound Transit anticipates opening service from Lynnwood to SW Everett Industrial Center in 2037 and from SW Everett Industrial Center to Everett Station in 2041. The OMF North is currently planned for completion in 2034, and parking at Mariner and

Everett stations is planned for completion in 2046.

Potential Alternatives

Previous planning work done to support development of the ST3 Plan included an examination of a range of potential high-capacity transit modes and alignment options between Lynnwood and Everett, including both bus rapid transit and light rail options on several potential alignments including I-5, SR 99, SR 525 and SR 526. Based on the analysis, a representative project was developed for the Everett Link extension for the purposes of establishing project scope, cost estimates, and ridership forecasts. The representative project developed for all ST3 projects, including the Everett Link extension, formed the basis of the ST3 Plan, financing for which was approved by the voters in 2016. The ST3 representative project is being used to establish the transit mode, corridor, number of stations, and general station locations during alternatives development. It is also the starting point for investigating other reasonable alternatives consistent with the ST3 Plan.

As part of the alternatives development phase for the Project, FTA and Sound Transit will explore alternative alignment, station, and OMF North locations and design configurations that could meet the Project's purpose and need. During this early scoping comment period, FTA and Sound Transit invite comments on the Project purpose and need, the ST3 representative project, other potential alternatives, and environmental issues of concern. Alternatives could include alignments on the west or east side of I-5, or other alternatives that arise during the early scoping comment period. During the alternatives development phase, FTA and Sound Transit will evaluate the relative performance of alternatives using performance measures that reflect the purpose and need for the Project. Examples of these measures include projected light rail ridership; capital, operations and maintenance costs; and potential benefits or burdens to vulnerable populations in the corridor. As part of early scoping, FTA and Sound Transit also invite tribes, agencies, and the public to comment on the types of impacts or benefits that should be considered during the alternatives development phase.

Next Steps

Following early scoping, FTA and Sound Transit anticipate narrowing the range of alternatives for further

evaluation in a combined NEPA/SEPA environmental document. If the resulting range of alternatives involves the potential for significant environmental impacts requiring an environmental impact statement (EIS), FTA will publish a Notice of Intent to Prepare an EIS in the **Federal Register**, and Sound Transit will publish a Determination of Significance/Scoping Notice. Tribes, agencies, and the public will be invited to comment on the scope of the EIS at that time.

Authority: 49 CFR 622.101, 23 CFR 771.111, and 40 CFR 1501.7.

Linda M. Gehrke,

Regional Administrator.

[FR Doc. 2021-24181 Filed 11-4-21; 8:45 am]

BILLING CODE 4910-57-P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD-2021-0257]

Coastwise Endorsement Eligibility Determination for a Foreign-Built Vessel: FREEDOM (Motor); Invitation for Public Comments

AGENCY: Maritime Administration, Transportation (DOT).

ACTION: Notice.

SUMMARY: The Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to issue coastwise endorsement eligibility determinations for foreign-built vessels which will carry no more than twelve passengers for hire. A request for such a determination has been received by MARAD. By this notice, MARAD seeks comments from interested parties as to any effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. Information about the requestor's vessel, including a brief description of the proposed service, is listed below.

DATES: Submit comments on or before December 6, 2021.

ADDRESSES: You may submit comments identified by DOT Docket Number MARAD-2021-0257 by any one of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Search MARAD-2021-0257 and follow the instructions for submitting comments.
- *Mail or Hand Delivery:* Docket Management Facility is in the West Building, Ground Floor of the U.S. Department of Transportation. The Docket Management Facility location address is: U.S. Department of

Transportation, MARAD-2021-0257, 1200 New Jersey Avenue SE, West Building, Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except on Federal holidays.

Note: If you mail or hand-deliver your comments, we recommend that you include your name and a mailing address, an email address, or a telephone number in the body of your document so that we can contact you if we have questions regarding your submission.

Instructions: All submissions received must include the agency name and specific docket number. All comments received will be posted without change to the docket at www.regulations.gov, including any personal information provided. For detailed instructions on submitting comments, or to submit comments that are confidential in nature, see the section entitled Public Participation.

FOR FURTHER INFORMATION CONTACT:

James Mead, U.S. Department of Transportation, Maritime Administration, 1200 New Jersey Avenue SE, Room W23-459, Washington, DC 20590. Telephone 202-366-5723, Email James.Mead@dot.gov.

SUPPLEMENTARY INFORMATION: As described in the application, the intended service of the vessel FREEDOM is:

—*Intended Commercial Use of Vessel:*

“Owner intends bay and near-shore sunset cruises, events, and parties.”

—*Geographic Region Including Base of Operations:* “California.” (Base of Operations: San Diego, CA)

—*Vessel Length and Type:* 42.0' Motor

The complete application is available for review identified in the DOT docket as MARAD 2021-0257 at <http://www.regulations.gov>. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with 46 U.S.C. 12121 and MARAD's regulations at 46 CFR part 388, that the employment of the vessel in the coastwise trade to carry no more than 12 passengers will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, MARAD will not issue an approval of the vessel's coastwise endorsement eligibility. Comments should refer to the vessel name, state the commenter's interest in the application, and address the eligibility criteria given in section 388.4 of MARAD's regulations at 46 CFR part 388.



Everett Link Extension

APPENDIX C

Early Scoping Information Report



Everett Link Extension

Early Scoping Information Report

November 2021

Acronyms and Abbreviations

EIS	Environmental Impact Statement
EVLE	Everett Link Extension
FTA	Federal Transit Administration
OMF	Operations and Maintenance Facility
PSRC	Puget Sound Regional Council
ST3	Sound Transit 3

1 INTRODUCTION

1.1 Everett Link Extension Early Scoping: November 1, 2021 to December 10, 2021

Sound Transit and the Federal Transit Administration (FTA) are conducting an early scoping outreach effort to start the alternatives development and environmental processes for the Everett Link Extension Project in Snohomish County, Washington. The Everett Link Extension Project is part of the Sound Transit 3 (ST3) Plan that voters approved funding for in 2016. The project includes light rail from Lynnwood City Center to the Everett Station area as well as a new light rail operations and maintenance facility along the alignment in Snohomish County. For environmental review purposes, FTA is the lead agency under the National Environmental Policy Act (NEPA) and Sound Transit is the lead agency under the Washington State Environmental Policy Act (SEPA).

The Everett Link Extension Project connects to the regional light rail system that will extend east to Redmond, and south to Seattle, West Seattle, and Tacoma. Figure 1-1 shows Sound Transit's current service and future projects.



Figure 1-1 Sound Transit System Map

1.2 About Scoping

Scoping is a process that engages the public, agencies and tribes in order to provide information and solicit feedback to help compare project alternatives and inform the decision-making process. The scoping outreach effort supports the overall planning, public involvement and state and federal environmental processes.

A series of meetings will be conducted as part of early scoping to initiate collaboration with the public, agencies and tribes to further define the project. It also provides an opportunity for the public to learn about and provide official comments on the project as it begins. Sound Transit is seeking public comments on the project purpose and need, the Representative Project included in the ST3 Plan, other potential alternatives, and the transportation, environmental and community impacts and benefits to consider when evaluating alternatives.

Based on the input received, Sound Transit will refine the list of potential alternatives and evaluate how well they meet the project's purpose and need. Potential project alternatives that meet the purpose and need will be evaluated further as part of the Alternatives Development process. The Alternatives Development process is described in Section 4 and includes a Level 1 and a Level 2 evaluation that will identify a set of reasonable alternatives that best meet the project's purpose and need.

If a formal decision is made to proceed with an Environmental Impact Statement (EIS), Sound Transit and FTA will conduct EIS scoping, which will include another round of scoping meetings and a formal comment period, after the Level 2 evaluation is complete. This will allow the public, agencies and tribes an opportunity to comment on the results of the analysis and to weigh in on the alternatives presented. Informed by input from all interested parties, the Sound Transit Board is then expected to identify a preferred alternative and other alternatives to study in the Draft EIS. This document has been drafted assuming an EIS will be prepared.

1.3 Early Scoping Meetings

Early scoping includes a public comment period that is open until December 10, 2021. Virtual public meetings will be held at the following times:

- Wednesday, November 17, 2021 from 12-1:30 p.m.
- Thursday, November 18, 2021 from 6-7:30 p.m.

Join a virtual public meeting at everettlink.participate.online.

A separate early scoping meeting will also be conducted with agencies and tribes to present project information. Potentially interested tribes will be contacted and offered individual meetings, either in-person or virtually, at their request. Invitations to the agency and tribal early scoping meetings will be sent to the appropriate federal, tribal, state and local governmental units.

The public and agency meetings will be accessible via the internet and by teleconference.

1.4 Ways to Provide Comments

Written early scoping comments are requested by December 10, 2021 and can be mailed or emailed to the addresses below. Comments can also be provided via the online comment form available at everettlink.participate.online or left as a voicemail at the phone number below.

Mailing Address:

Sound Transit
 Kathy Fendt, East and North Corridor Environmental Manager
 401 S. Jackson Street
 Seattle, WA 98104

Email Address: everettlinkcomments@soundtransit.org

Voicemail Phone Number: 888-512-8599

2 THE EVERETT LINK EXTENSION AND THE REGIONAL TRANSIT SYSTEM

2.1 Sound Transit and the Region’s Mass Transit System

Sound Transit has been building out the region’s mass transit system since voters approved funding for Sound Move in 1996, followed up by Sound Transit 2 in 2008. In 2013, Sound Transit began planning for the next phase of investments to build on ST2. This work involved studying several possible high-capacity transit corridors and updating Sound Transit’s *Regional Transit Long-Range Plan* in 2014. The planning process culminated in voters authorizing funding for the ST3 Plan in 2016. The ST3 Plan includes light rail extensions east to Issaquah and South Kirkland, south to Tacoma Dome, and north to Everett, including the Everett Link Extension.

Figure 2-1 shows regional transit planning that has occurred over the years.

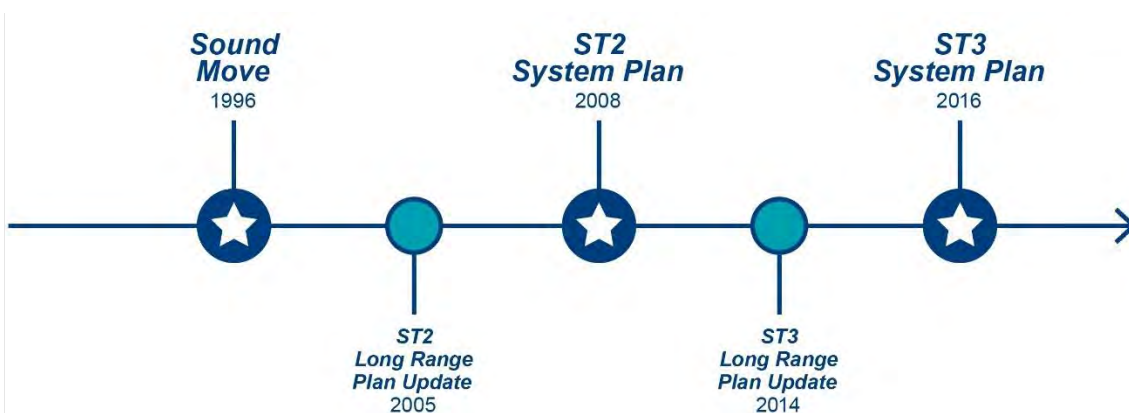


Figure 2-1 Regional Transit Planning Over the Years



Mass Transit and the Region's Plans for Managing Growth

The Puget Sound Region, which includes urbanized King, Pierce, Snohomish and Kitsap Counties, has coordinated regional, county and local plans that guide growth in the region. Puget Sound Regional Council's 2018 *VISION 2050* and *Regional Transportation Plan* reflect Sound Transit's 2014 *Long-Range Plan* and have policies that focus growth in urban centers and areas planned for compact higher intensity development. County and city comprehensive plan policies reinforce the need for transit investments to support new population and employment growth in these centers and urban areas.

2.2 Previous Planning Studies

Light rail expansion to Everett has been contemplated since the *Regional Transit Long-Range Vision* in 1996, but more focused planning occurred with the *Lynnwood to Everett High-Capacity Transit Corridor Study* and the *Regional Transit Long-Range Plan Update Environmental Impact Statement*, both published in 2014. These studies looked at numerous modes and alignments to connect Lynnwood and Everett, culminating in the Representative Project presented in the ST3 Plan.

Local jurisdictions have also conducted independent studies that led to local decisions related to Everett Link Extension station locations. To learn more, see [Snohomish County's Light Rail Communities](#) and the [Metro Everett Subarea Plan](#). Sound Transit will consider this work during the Alternatives Development process, and these station locations are reflected in the other potential alternatives shown in Section 2.4.

2.3 Representative Project

Based on years of previous planning studies (discussed in Section 2.2), the ST3 Representative Project for the Everett Link Extension identified the mode, corridor and station areas for the project. It also informed the project's cost, schedule and operating needs.

The ST3 Representative Project 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 Everett Station. From Lynnwood, it would parallel I-5 to the Mariner area, and then travel westward along Airport Road to the SW Everett Industrial Center and eastward along State Route 526/Evergreen Way, before continuing northward along I-5 to Everett. 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. One provisional (unfunded) station at SR 99/Airport Road would also be evaluated. 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 station and serving future riders if funding should become available to construct the station. Also included as part of the project is an operations and maintenance facility along the alignment in Snohomish County. The ST3 Representative Project did not specify the location of the OMF within the corridor, but it must be located within reasonable proximity to the proposed Link service.

Figure 2-2 shows the ST3 Representative Project for the Everett Link Extension.

2.4 Other Potential Alternatives

Sound Transit has started to explore alignment, station and OMF locations as refinements to the Representative Project in coordination with local jurisdictions and the FTA. The potential alignment and station alternatives under consideration are illustrated in Figure 2-3 and Figure 2-4 and include those options previously identified by local partners as discussed in Section 2.2. The potential OMF location alternatives are illustrated in Figure 2-5. Figure 2-6 through Figure 2-12 show each station area in more detail.

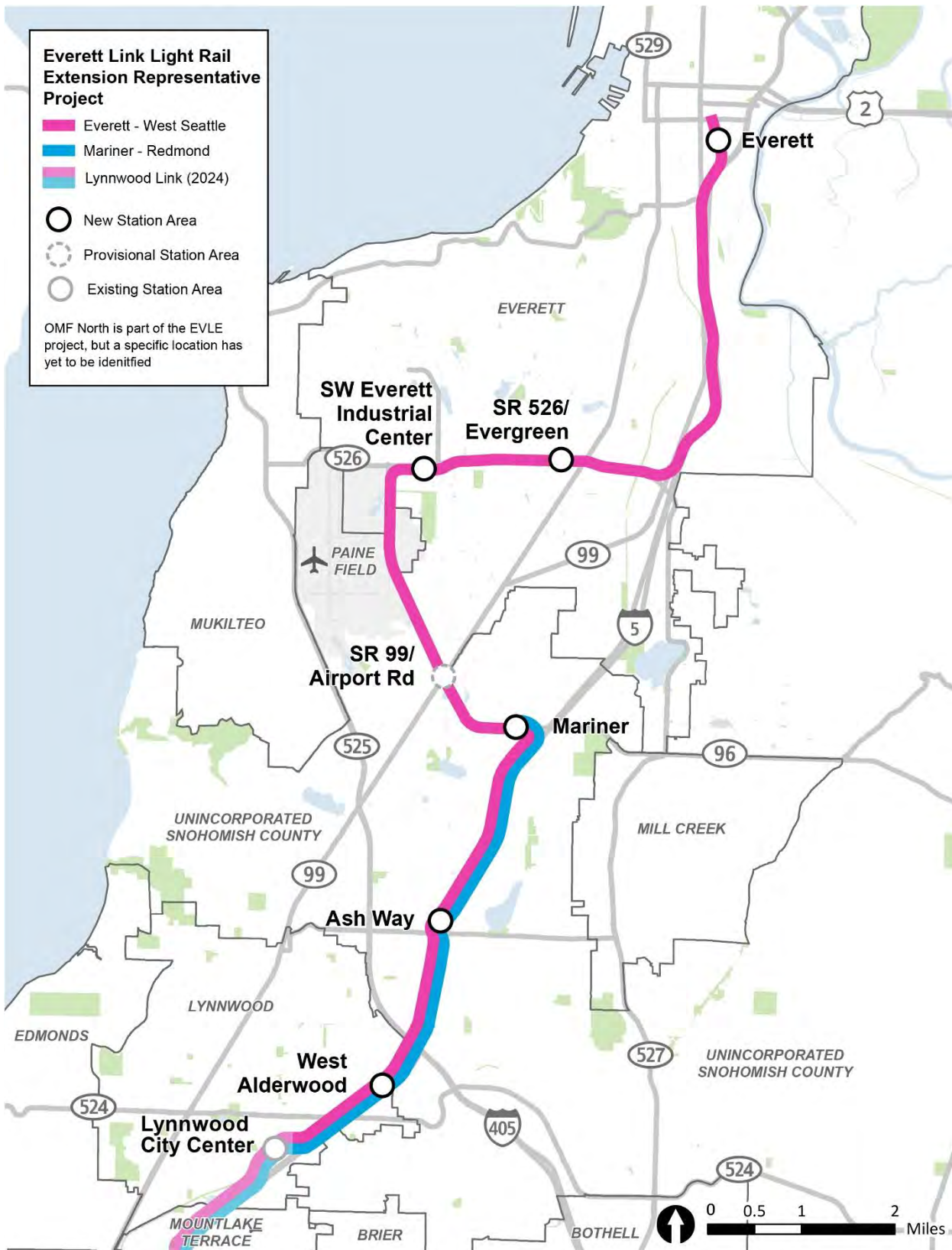


Figure 2-2 ST3 Representative Project for the Everett Link Extension

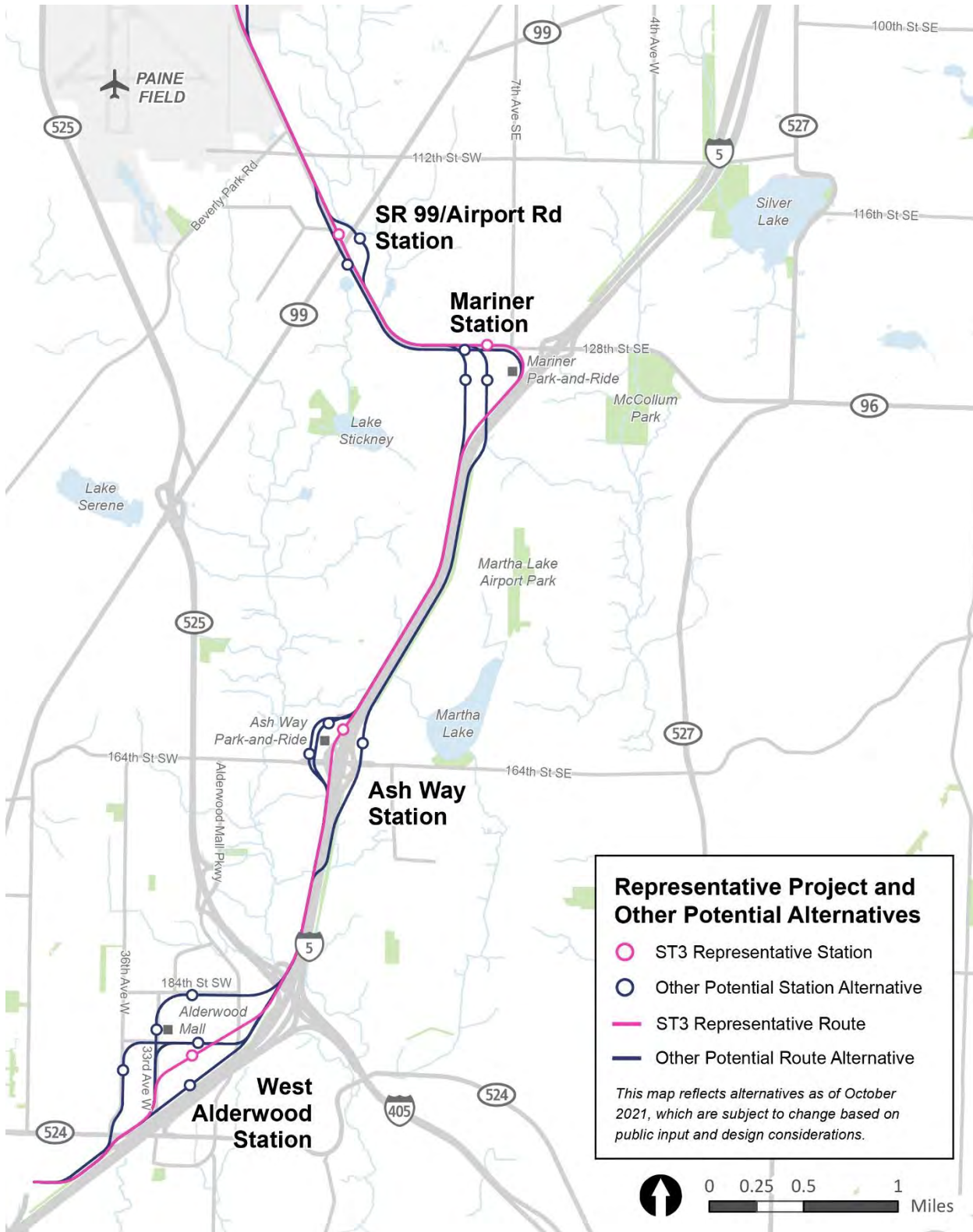


Figure 2-3 Representative Project and Other Potential Alternatives for the Everett Link Extension – South Section

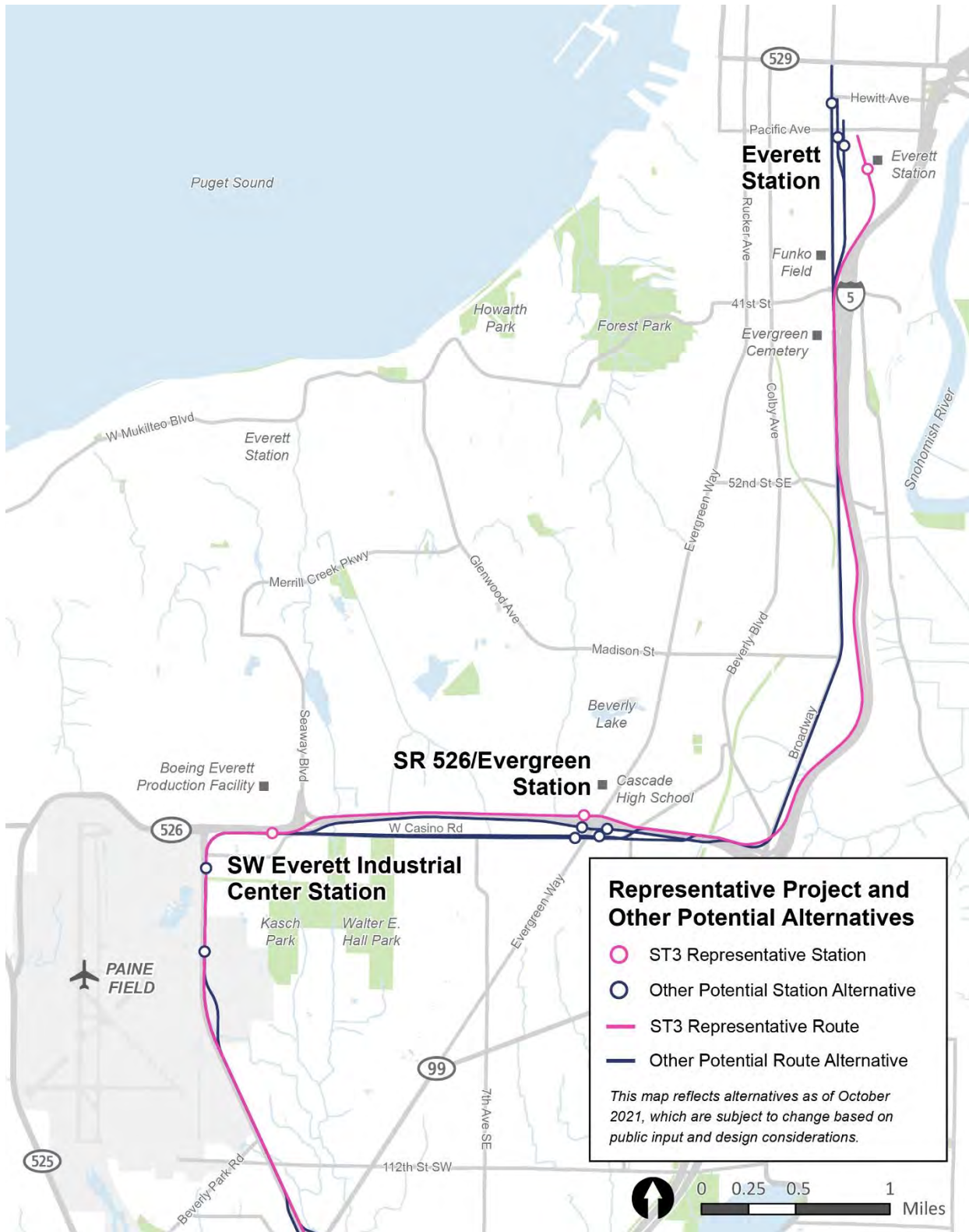


Figure 2-4 Representative Project and Other Potential Alternatives for the Everett Link Extension – North Section

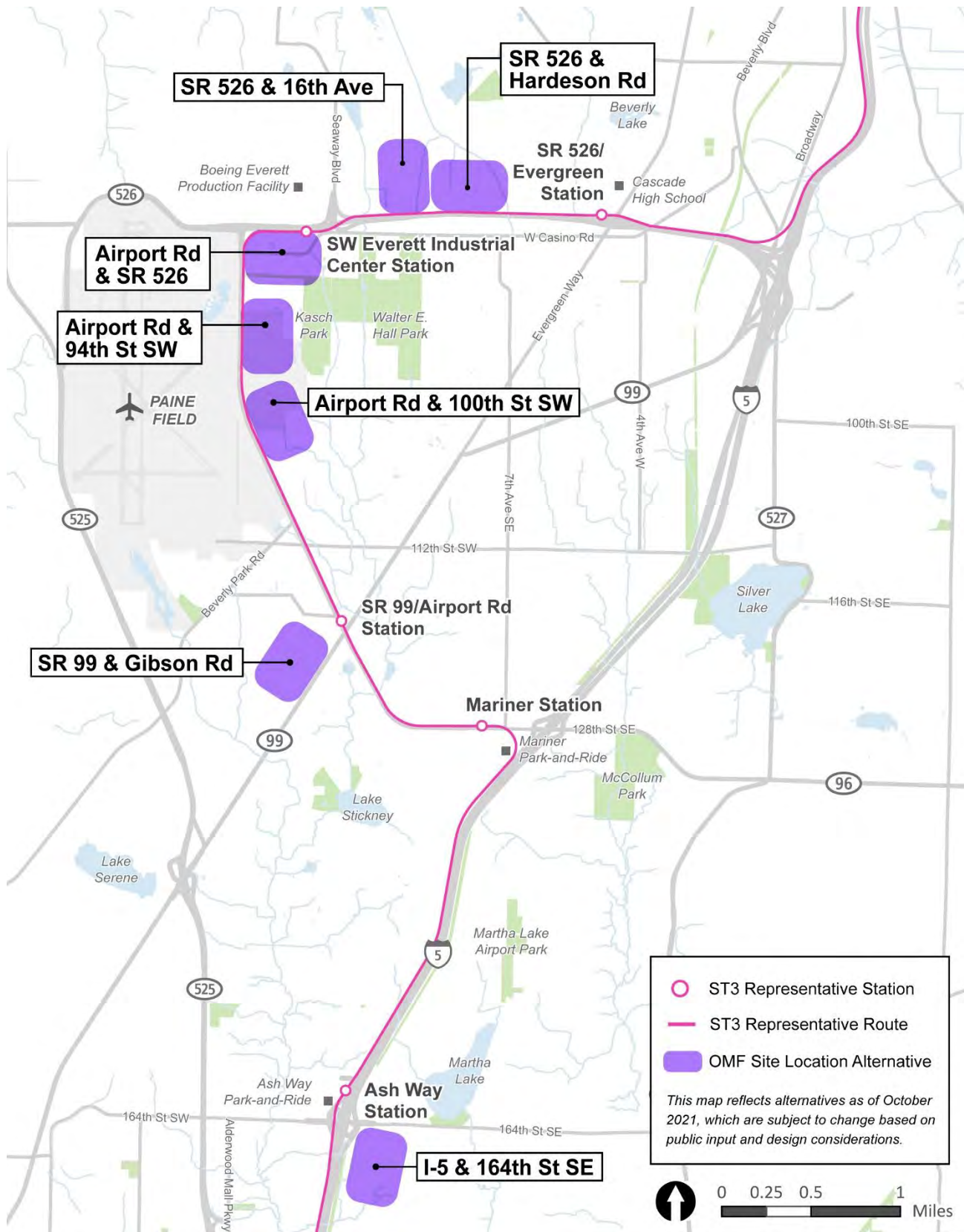


Figure 2-5 Operations and Maintenance Facility Location Alternatives

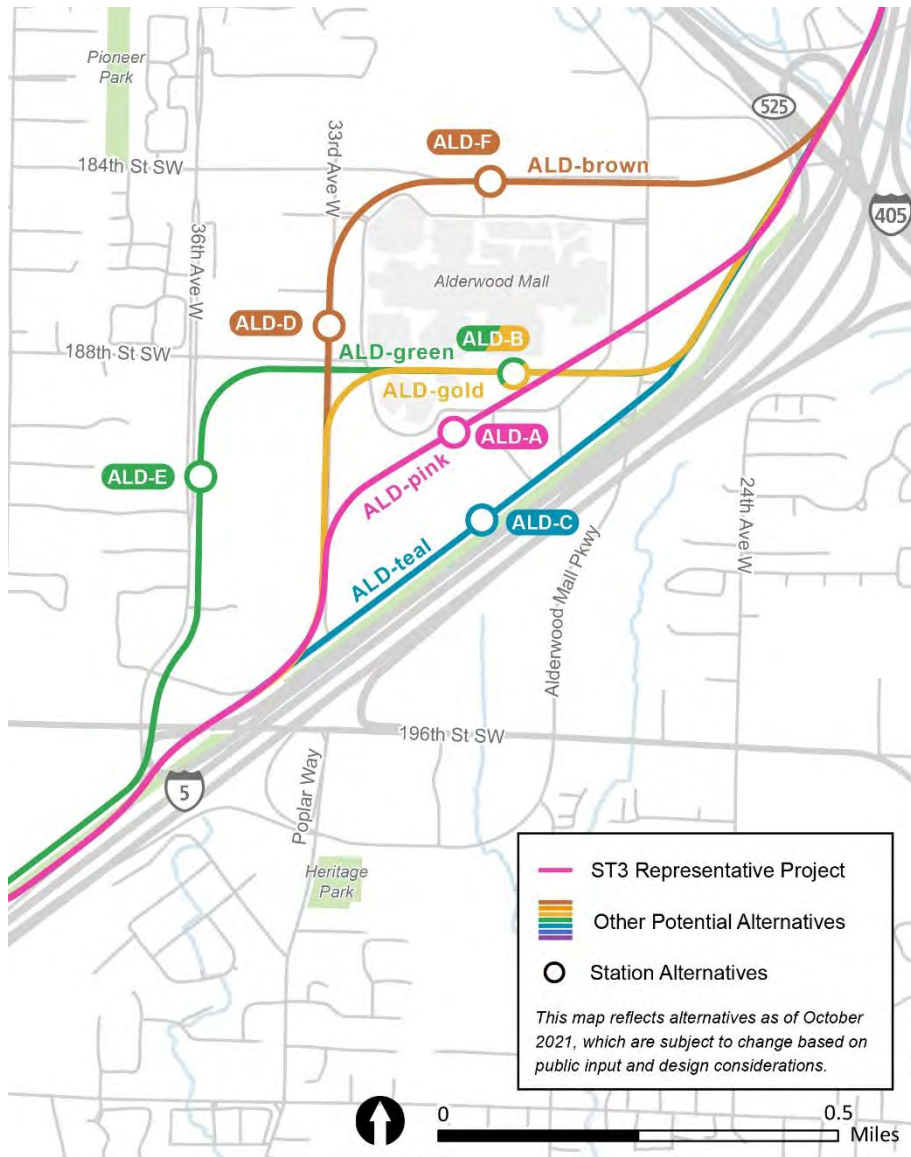


Figure 2-6 Other Potential Alternatives for the Everett Link Extension – West Alderwood

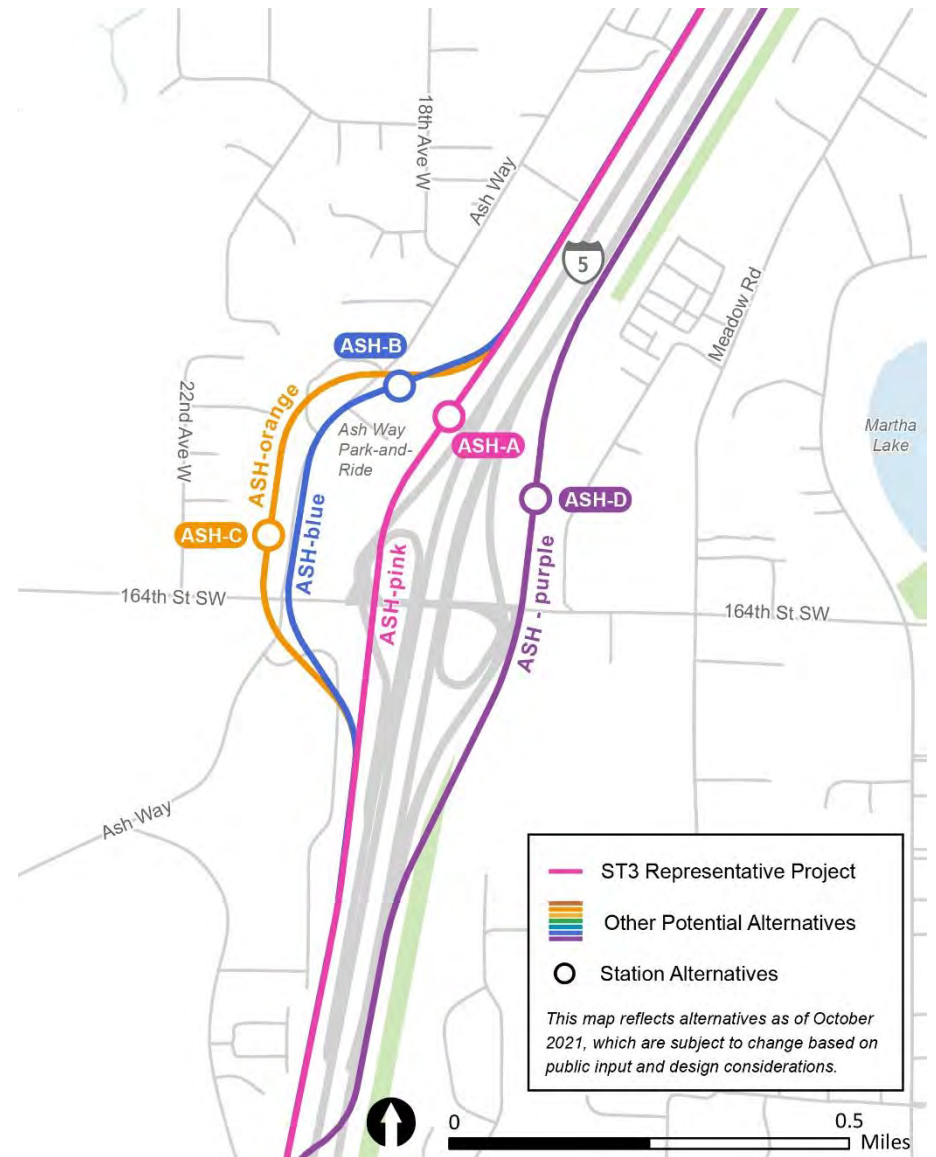


Figure 2-7 Other Potential Alternatives for the Everett Link Extension – Ash Way

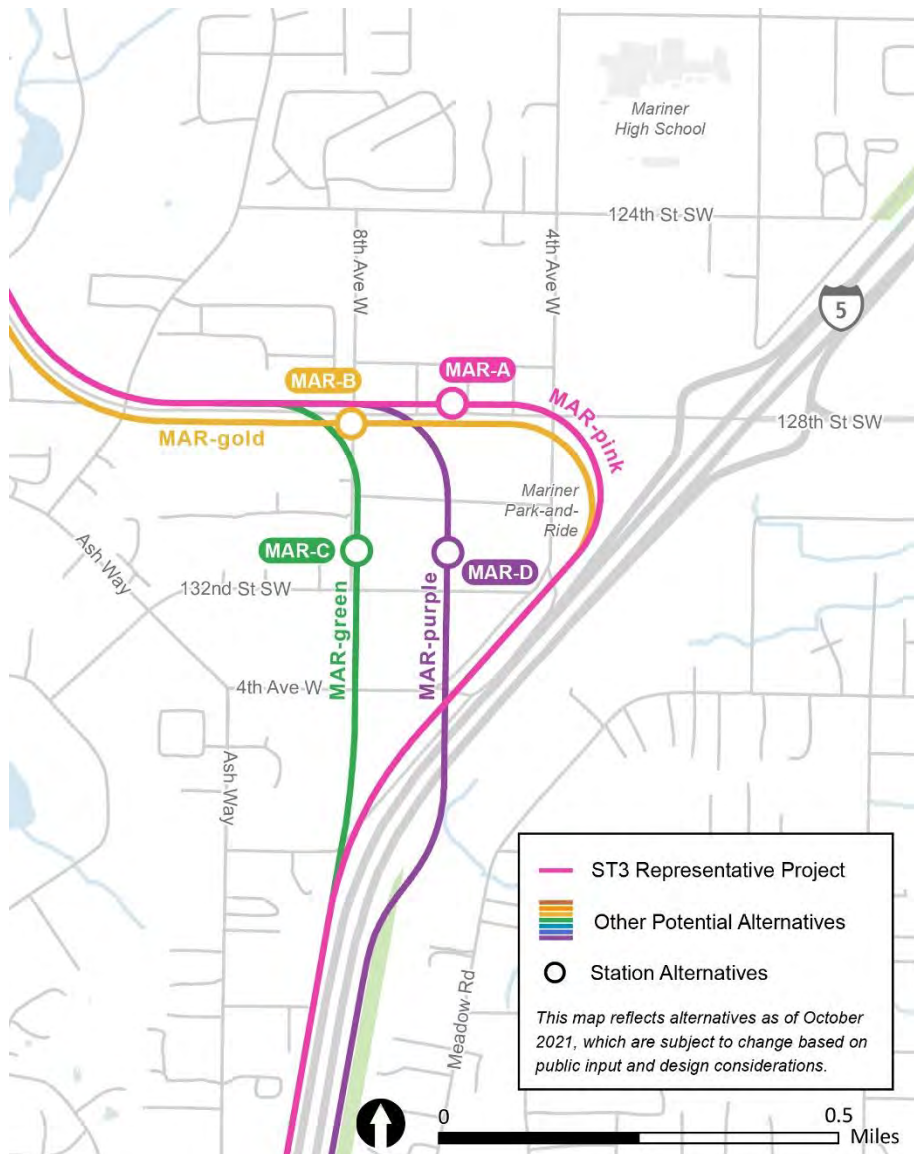


Figure 2-8 Other Potential Alternatives for the Everett Link Extension – Mariner

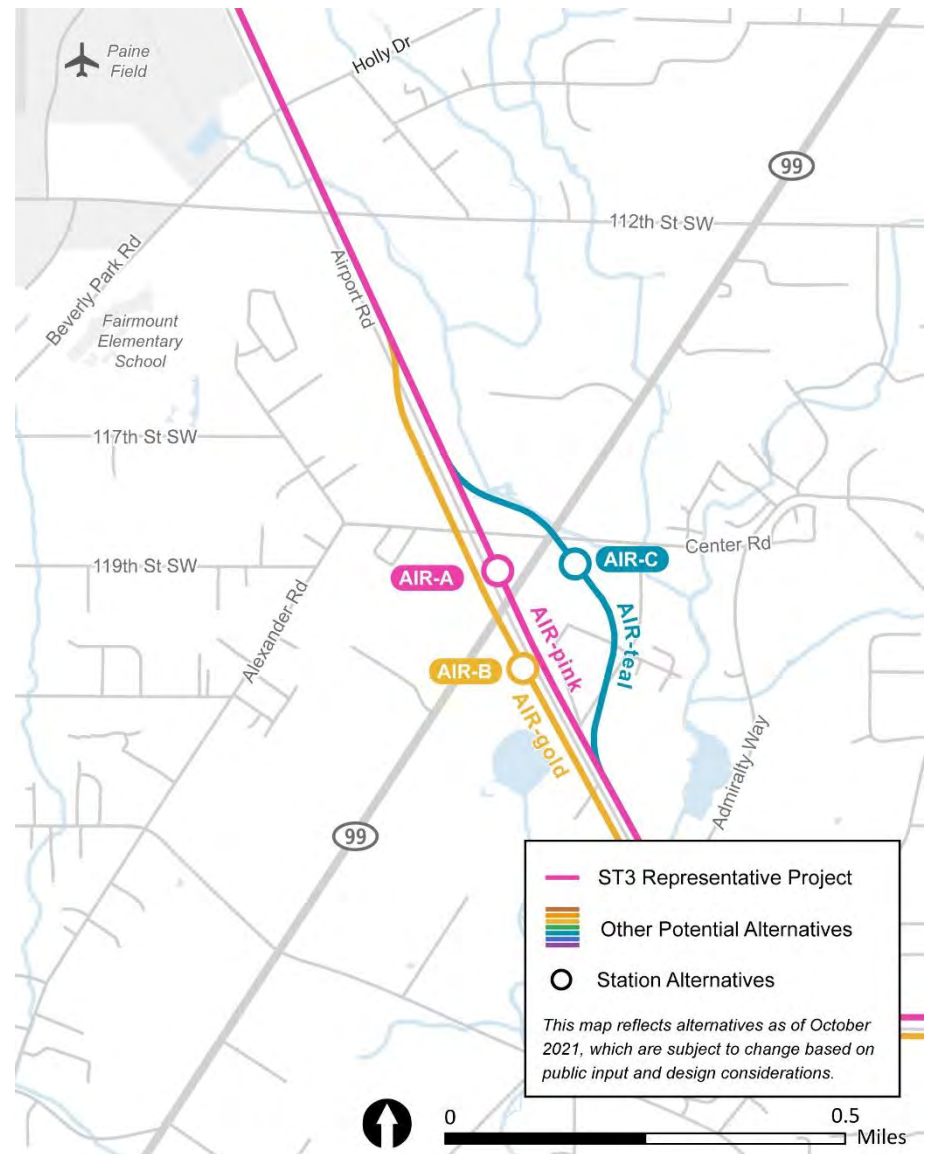


Figure 2-9 Other Potential Alternatives for the Everett Link Extension – SR 99 / Airport Rd

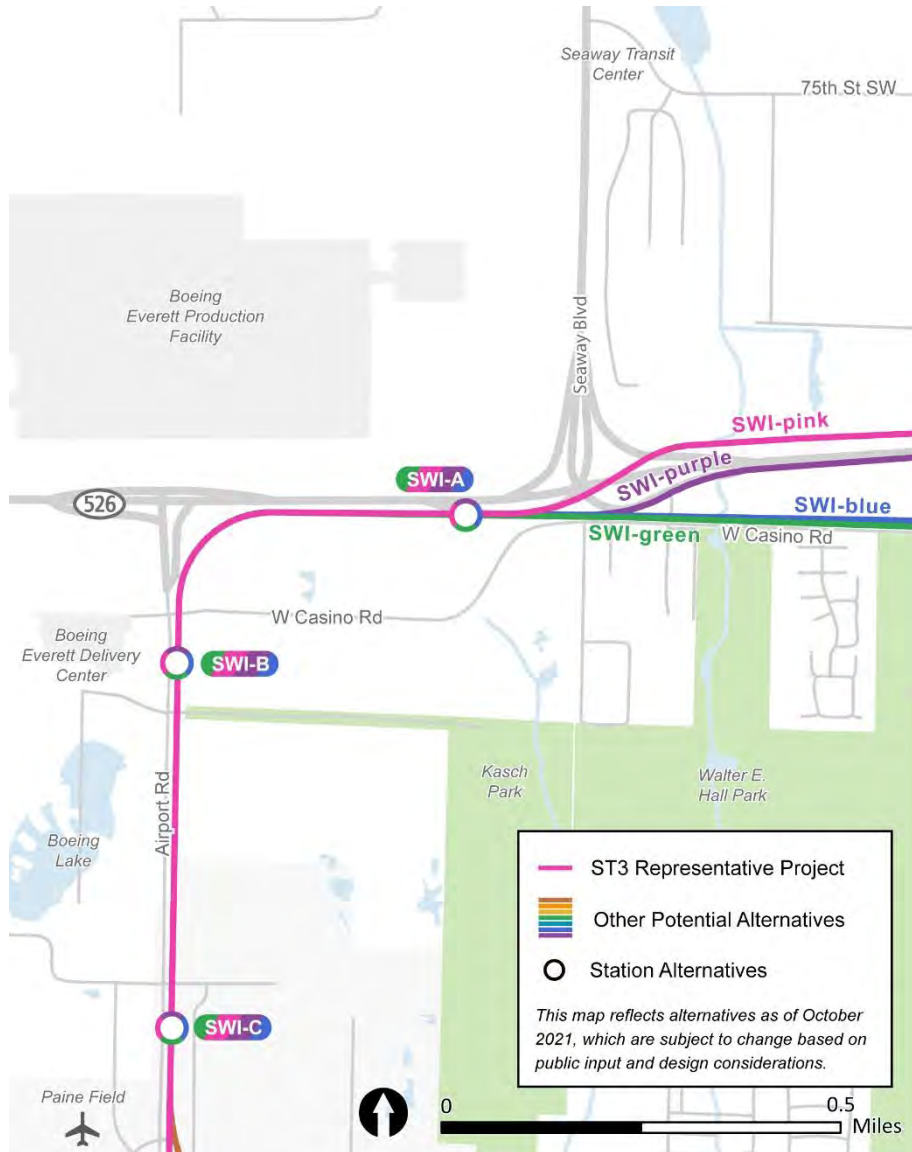


Figure 2-10 Other Potential Alternatives for the Everett Link Extension – Southwest Everett Industrial Center

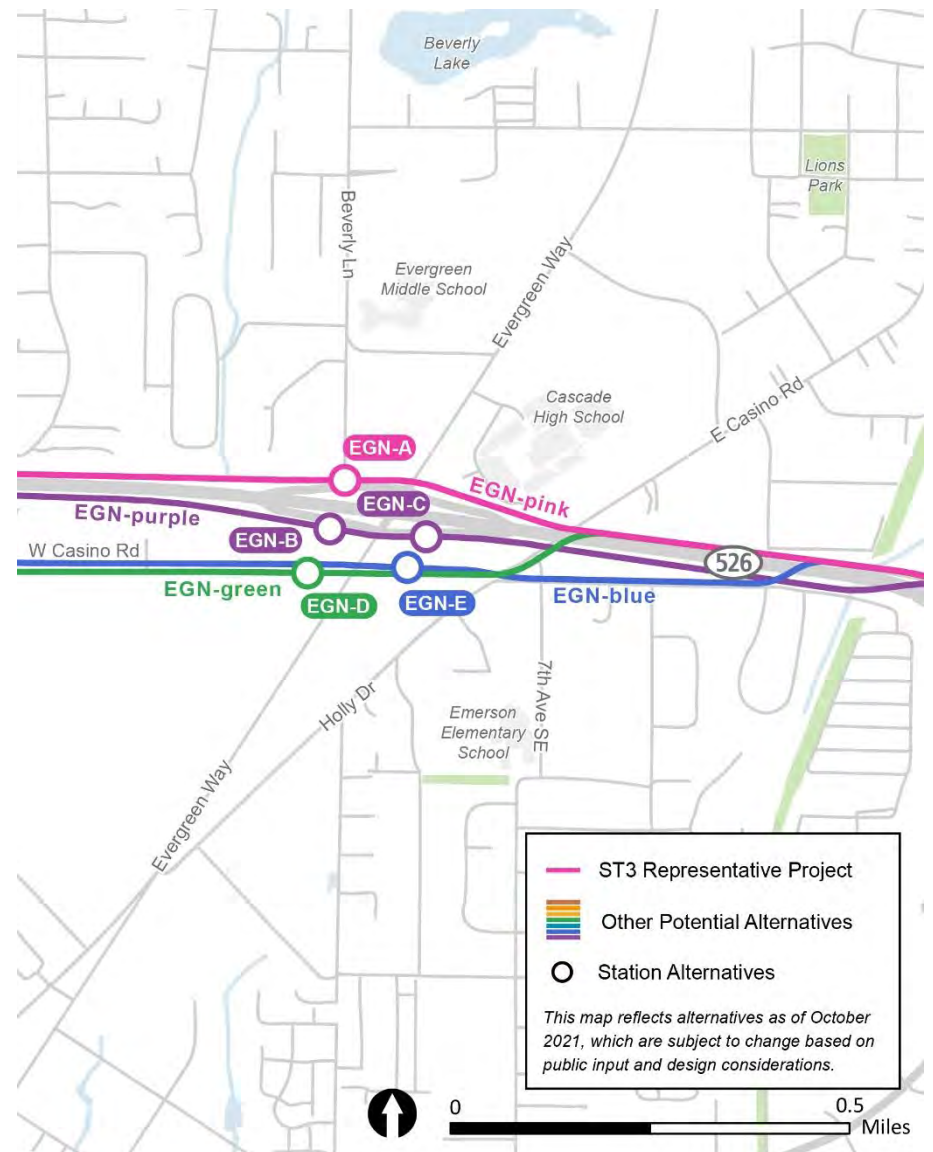


Figure 2-11 Other Potential Alternatives for the Everett Link Extension – SR 526/Evergreen

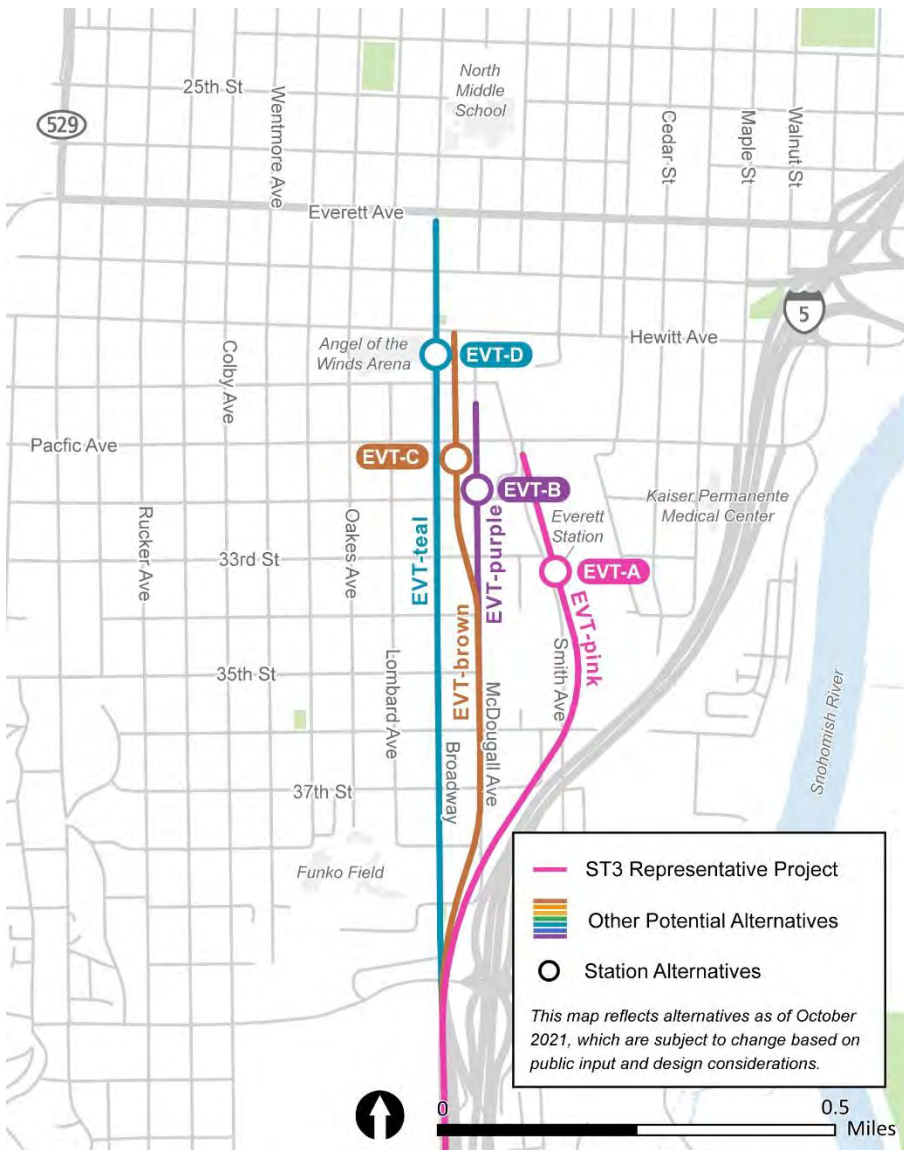


Figure 2-12 Other Potential Alternatives for the Everett Link Extension – Everett

3 DEVELOPING THE “PURPOSE AND NEED”

To guide decision-making during the Alternatives Development process and to support the project’s state and federal environmental reviews, Sound Transit drafted a statement of why the project is being proposed and the needs to be addressed. This is known as the project’s purpose and need. Sound Transit will use this statement and criteria derived from it to evaluate alternatives and assist with the identification of a preferred alternative as well as other alternatives to study further in the environmental review process if an EIS is needed. The purpose and need statement will continue to be developed and refined to reflect public and agency comments as the project moves forward.

3.1 Project Purpose

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

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

3.2 Need for the Project

The project is needed because:

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

4 ALTERNATIVES DEVELOPMENT PROCESS

Figure 4-1 shows the Alternatives Development process for the Everett Link Extension. During this process, Sound Transit will evaluate alternatives starting with the ST3 Representative Project.

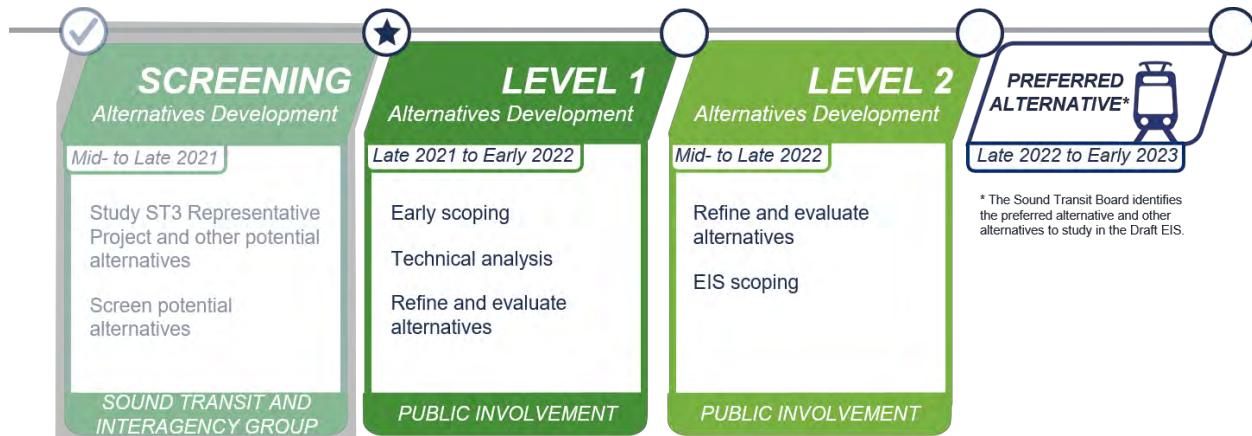


Figure 4-1 Alternatives Development Process

Sound Transit identified other potential alternatives that could meet the project purpose and need, including alternatives developed through local planning efforts, as shown in Section 2.4. These comprise the other potential alternatives currently proposed that will be analyzed in the Level 1 evaluation. Following the early scoping comment period, Sound Transit will summarize the comments in an Early Scoping Summary Report. Sound Transit will refine the other potential alternatives and add any new alternatives suggested by the public, agencies or tribes as long as they are feasible and are able to meet the project’s purpose and need. Viable alternatives will be studied further during the Level 1 evaluation.

In Level 1, Sound Transit will evaluate in greater detail the Representative Project, other potential alternatives and any new alternatives that could meet the project purpose and need. This includes alternatives for route, station locations and OMF sites. The Level 1 evaluation will include additional conceptual design; analysis of potential environmental impacts or benefits; and coordination with the Elected Leadership Group, Community Advisory Group and Interagency Group. Alternatives will be evaluated using both qualitative and quantitative measures using criteria that reflect the project purpose and need. At this level of evaluation, alternatives will be analyzed in discrete sections to help evaluate tradeoffs in various locations. The goal is to reduce the number of alternatives that are carried to the next level of evaluation.

In Level 2, Sound Transit will evaluate full corridor alternatives in greater detail using even more quantitative measures and conceptual design. The intent of Level 2 is to identify the full corridor alternatives that best meet the project purpose and need. The results of the Level 2 evaluation will be presented to the public, agencies and tribes for comment during the EIS scoping comment period.

At the end of the Alternatives Development process, based on public, agency and tribal comments, results of the Level 1 and Level 2 evaluations, and recommendations from the Elected Leadership Group and Community Advisory Group, the Sound Transit Board is expected to identify a preferred alternative and other alternatives to study in the Draft EIS.

Elected Leadership Group

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.

Community Advisory Group

The Community Advisory Group is a forum for community members to inform the development of alternatives for EVLE. Its purpose is to build consensus around key project decisions and work through project issues as needed. The Community Advisory Group provides valuable input to elected leaders as they make project decisions.

5 PROJECT TIMELINE AND NEXT STEPS

After the Alternatives Development process, Sound Transit will conduct further engineering, environmental impact analysis and public involvement work on the project and begin preparing the EIS. Environmental resource categories that could be evaluated in the EIS are shown in Figure 5-1.



Figure 5-1 Environmental Resource Categories

Sound Transit and FTA will publish a Draft EIS, provide an opportunity for formal public, agency and tribal comment, and publish a Final EIS that includes responses to those formal comments. After publication of the Final EIS, the Sound Transit Board is expected to make the final decision on the project to be built. Figure 5-2 shows the project’s current general timeline.

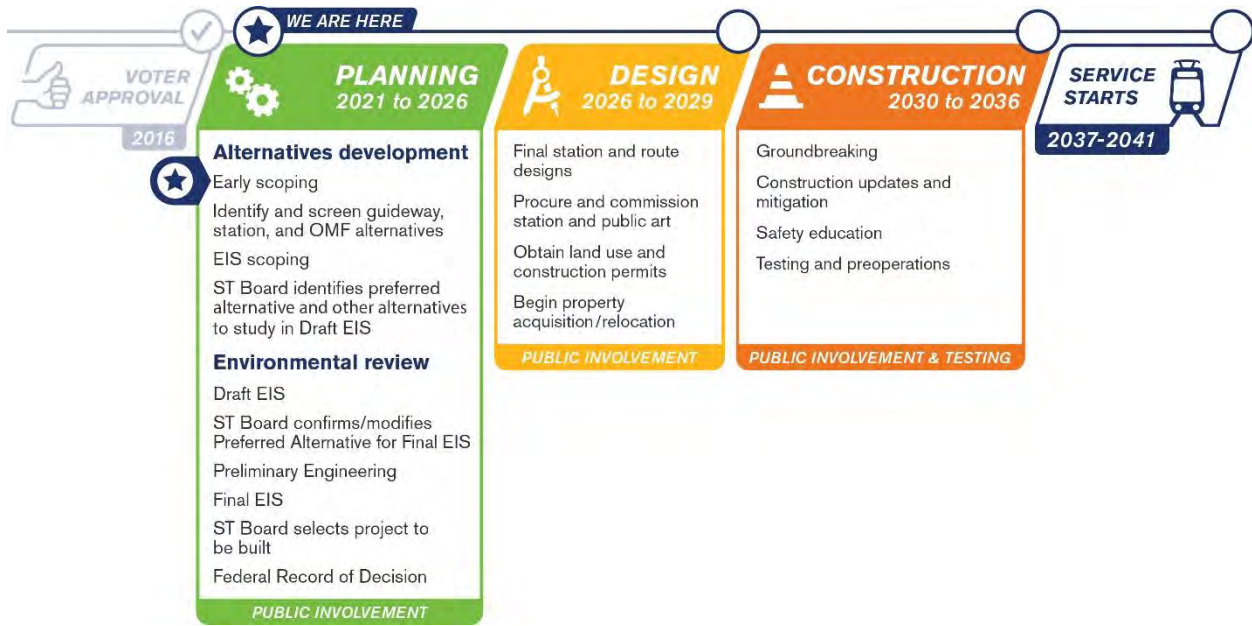


Figure 5-2 EVLE General Timeline

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 of approximately \$600 million. To reduce or eliminate this gap, Sound Transit seeks to increase funding and support at local, state and national levels, and work with partners and communities to reduce project costs. If it is not possible to close the gap, current financial assumptions reflect it will be affordable to open service to SW Everett Industrial Center by 2037 and to Everett Station by 2041. The OMF North will open in 2034 under both the target and affordable schedules.

soundtransit.org/everettlink

everettlink@soundtransit.org
206-398-5070





APPENDIX D

Meeting Advertisement Samples

Help shape the future of light rail in your community

Everett Link Extension

This project will provide fast, reliable light rail connections from Lynnwood to Everett Station, helping connect communities to destinations across the region.

Share your thoughts on potential route and station locations by Dec. 10:



▶ everettlink.participate.online

Obtenga más información sobre el tren ligero a Everett y comparta su opinión antes del 10 de diciembre.

▶ everettlink-spanish.participate.online

Everett 행 경전철에 대해 더 알아보시고 12월10일까지 의견을 나누어 주세요.

▶ everettlink-korean.participate.online

Узнайте подробности о наземном метрополитене до Everett и поделитесь вашим мнением до 10 декабря.

▶ everettlink-russian.participate.online

This image shows the representative project, or our starting point for developing alternatives, including proposed station areas and routes. It is not final. We will work with the public to develop alternatives based on feedback we receive during the early scoping comment period. When service opens, this extension will provide Snohomish County access to the greater light rail system via two lines of service — the 2 Line will connect communities from Manner to Redmond and the 3 Line will run from Everett to West Seattle.

Comments and questions

Comment by Friday, Dec. 10:

everettlink.participate.online



(888) 512-8599



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



everettlinkcomments@soundtransit.org

Questions?

Contact Sound Transit
Community Engagement:
everettlink@soundtransit.org
or 206-370-5533



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Магазины	Ритуальные услуги
Медицина	Страхование
Недвижимость	Туризм
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Образование	Фото и видео съемка
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Пересылка грузов	Благотворительность
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Автор: Светлана Зерес

Chicago Auto Show: завтрашний день автомобилестроения

Знаменитый автосалон своего романиду начался в 1901 году. Тогда ему помогла Вторая мировая война.

Автор: Светлана Зерес, фото: Светлана Зерес

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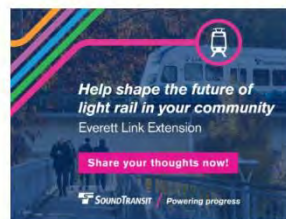
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 <p>NOV IO</p> <p>Nov 10, 2021 • 7:00 AM - 2:00 PM Have Breakfast or Lunch at Totem Diner 🍳</p>	 <p>NOV IO</p> <p>Nov 10, 2021 • 4:30 PM - 8:30 PM Engage Everett November</p>	 <p>NOV IO</p> <p>Nov 10, 2021 • 6:00 PM - 8:00 PM LIVE WITH SARAH BRUNNER 🍷</p>	 <p>NOV IO</p> <p>Nov 10, 2021 • 6:00 PM - 9:00 PM Community Brewery Group Run / Walk</p>
 <p>NOV IO</p> <p>Nov 10, 2021 • 6:00 PM - 9:00 PM Community Brewery Group Run / Walk</p>	 <p>NOV II</p> <p>Nov 11, 2021 • 6:00 AM - 12:00 PM Veterans Get 10% Off @ Buds Garage</p>	 <p>NOV II</p> <p>Nov 11, 2021 • 10:00 AM - 6:00 PM Get Fun Things from The Best Puzzles & Gifts 🧩</p>	 <p>NOV II</p> <p>Nov 11, 2021 • 12:00 PM - 3:00 PM Veterans Day Commemoration</p>
 <p>NOV II</p> <p>Nov 11, 2021 • 7:30 PM - 8:30 PM Repair Bikes for Kids</p>	 <p>NOV II</p> <p>Nov 11, 2021 • 7:30 PM - 10:30 PM Everett Poetry Night: An All open Mic Evening</p>	 <p>NOV II</p> <p>Nov 11, 2021 • 8:00 PM - 9:00 PM Cornhole at the Taproom</p>	 <p>NOV II</p> <p>Nov 11, 2021 • 6:30 PM - 9:00 PM LIVE MUSIC WITH JOE PENNELLI 🎸</p>
 <p>NOV II</p> <p>Nov 11, 2021 • 8:30 PM - 9:30 PM BYOM Open Mic</p>	 <p>NOV II</p> <p>Nov 11, 2021 • 7:00 PM - 10:00 PM KEEPSWIMIN</p>	 <p>NOV II</p> <p>Nov 11, 2021 • 7:30 PM - 10:30 PM Creamicle, Kitty Junk & Nice To Be Pretty</p>	

Want to submit an event? Please see the bottom of this page.

WHAT EVENTS ARE YOU LOOKING FOR?

- | | | | |
|--------------------|--------------------------|-------------------|-----------------------|
| #MemberLove | Benefits and Fundraisers | Everett Athletics | Kids |
| Aerospace | Books | Family | Meetings |
| All Ages | Cider | Fitness | Music |
| All Things Alcohol | Critics | Food | Nerdy |
| Angel of the Winds | Comedy | Free | Poetry |
| Arena | Community | Fun & Games | Trivia |
| Art | Crafting | History | Volunteer |
| Beer | Drama | Holiday Outings | Wine |
| | | Kid Friendly | Workshops and Classes |



soundtransit • Following

soundtransit Everett Link Extension planning is underway! Mark your calendars to attend an upcoming online meeting to learn more about the project and share your thoughts on potential route and station options:
Meeting #1: Nov. 17, 12-1:30 p.m.
Meeting #2: Nov. 18, 6-7:30 p.m.
Can't attend a meeting? You can learn more and comment 24/7 via the early scoping website before Dec. 10. Get all the details at the link in our bio.

Image description: A Link train pulls out of a station on an elevated guideway on a sunny day, with green trees in the background.

1h

soundtransit #EverettLink #Planning #LightRail #SoundTransit #PublicTransit #PoweringProgress #STBuilds

1h 1 Like Reply

Like Comment Share

Liked by kmyerkan and 117 others

1 HOUR AGO

Add a comment... Post



Everett Link Extension

APPENDIX E

Agency Comment Letters



November 22, 2021

Ms. Linda Gehrke
Regional Administrator
Federal Transit Administration, Region X
915 Second Avenue
Federal Building, Suite 3142
Seattle, WA 98174-1002

Ref: *Sound Transit -Everett Link Extension Project -Early Scoping Invitation
Snohomish County, Washington
ACHP Project No. 017661*

Dear Ms. Gehrke:

On November 1, 2021, the Advisory Council on Historic Preservation (ACHP) received correspondence from the Federal Transit Administration (FTA) inviting the ACHP to be a Participating Agency pursuant to the National Environmental Policy Act for the referenced project. While we appreciate the invitation, we respectfully decline and will instead participate, as needed, as FTA complies with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations, "Protection of Historic Properties" (36 CFR Part 800).

At this time, to comply with Section 106, the FTA should initiate consultation with the Washington State Historic Preservation Officer (SHPO), Indian tribes, and other consulting parties with an interest in historic properties. FTA should consult with the SHPO and other consulting parties to delineate an Area of Potential Effects and develop an appropriate strategy to identify and evaluate historic properties, and to assess adverse effects. Should FTA determine, through consultation with the consulting parties, that the undertaking will adversely affect historic properties, or that the development of an agreement document is necessary, FTA will need to notify the ACHP and provide the documentation detailed at 36 CFR § 800.11(e).

Should you have any questions regarding compliance with the requirements of Section 106, please contact Mr. Anthony Guy Lopez at (202)517-0220 or via e-mail at alopez@achp.gov.

Sincerely,

Jaime Loichinger
Assistant Director
Federal Permitting, Licensing and Assistance Section
Office of Federal Agency Programs

From: Sturges, Susan <Sturges.Susan@epa.gov>
Sent: Friday, December 10, 2021 3:47 PM
To: Assam, Mark (FTA) <Mark.Assam@dot.gov>; everettlinkcomments@soundtransit.org
Subject: EPA Early Scoping Comments on Lynnwood to Everett Link Extension

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Dear Mark Assam and Kathy Fendt,

The U.S. Environmental Protection Agency received the FTA letter dated November 1, 2021 requesting early scoping comments for the proposed Everett Link Light Rail Extension Project in Snohomish County, Washington. The project would extend Link light rail from Lynnwood City Center Station to the Everett Station area and include a new light rail operations and maintenance facility along the alignment. Sound Transit is conducting early scoping under the Washington State Environmental Policy Act (SEPA) and is the SEPA lead agency. FTA is the lead federal agency under NEPA and will use this early scoping process to help determine the scope of environmental issues and support an alternatives analysis under NEPA.

Based on the information available at this early stage of project development, EPA informally offers the following general topic recommendations to consider for your project's future SEPA and NEPA analysis:

- Aquatic/water resources: surface water, groundwater, water quality and quantity, hydrology, and private or public drinking water sources and supplies; effects to floodplains and Waters of the U.S., including wetlands and adjacent riparian areas; effects to waters listed as impaired under Clean Water Act Section 303(d); measures to avoid, minimize, and mitigate impacts;
- Stormwater management: containment on site, reuse, and use of bioswales to reduce pollution and filter pollutants;
- Green and low impact development strategies and practices;
- Current air quality conditions for the proposed corridor and projected construction and operational emissions related to the project. Consider measures to reduce air quality impacts and construction and vehicular emissions exposure to residences and sensitive receptors including schools, daycares, senior centers, hospitals, parks/recreational areas, and communities with environmental justice characteristics that are already burdened with high levels of traffic-related pollutants;
- Noise effects, affected receptors, and mitigation measures to minimize impacts;
- Impacts of the project on potential communities with environmental justice characteristics, as well as mitigation measures for the impacts. One tool available to identify minority and low-income populations is EPA's Environmental Justice Screening and Mapping Tool or EJSCREEN. Also consider the definition of "disadvantaged community" as referenced in Executive Order 14008 and further described in the Interim Implementation Guidance for the Justice40 Initiative, which directs agencies to consider a range of specific demographic and environmental variables when assessing a community;
- Contaminated sites, solid waste, hazardous materials, and wastewater management, and mitigation measures to minimize impacts;
- Endangered, threatened, candidate, and sensitive federal or state species in the analysis area and associated habitats; local areas of high biological diversity; impacts to and opportunities to improve ecological connectivity; mitigation measures for the impacts;
- Coordination with land use planning activities and impacts on this project and vice versa;
- Effective government-to-government consultation and coordination with potentially interested and affected Tribes;

- Efforts undertaken to ensure effective public outreach and participation, including robust environmental justice and equity outreach;
- Cumulative effects: Please note that according to the Federal NEPA Contacts Meeting held on March 25, 2021, the 2020 CEQ regulations do not prevent or prohibit the analysis of cumulative effects. As such, EPA encourages analyzing the project's cumulative effects to best capture impacts to human health and the environment;
- Climate adaptation, impacts of the project's greenhouse gas emissions, and possible GHG limits or mitigation. Consider comparing the total life cycle GHG emissions of the construction and operation of the project to life cycle emissions for a transportation future without the project;
- Seismic and other related risks, and measures to be taken to avoid and mitigate the risks;
and
- Monitoring and adaptive management to ensure the project would continue to meet environmental objectives after construction and to assess mitigation effectiveness.

Thank you for involving us early during this early scoping process. If you have further questions about the above recommendations, please feel free to contact me for assistance.

Sincerely,

Susan Sturges

NEPA Reviewer, Transportation Sector Lead

U.S. Environmental Protection Agency Region 10

Policy and Environmental Review Branch

1200 6th Avenue, Suite 155 | Seattle, WA 98101

206.553.2117 | sturges.susan@epa.gov

From: Barker, Myra (RCO) <Myra.Barker@rco.wa.gov>

Sent: Tuesday, December 21, 2021 10:23 PM

To: Everett Link Comments <everettlinkcomments@soundtransit.org>

Cc: 'Bob Leonard' <BLeonard@everettwa.gov>; Haws, Dan (RCO) <Dan.Haws@rco.wa.gov>

Subject: Everett Link - Airport Road/94th; Airport Road/SR526; SR526 - Recreation and Conservation Office Grant-Funded Sites

Hello,

In reviewing the proposed light rail route, there appears there may be possible impacts to Kasch Park and Walter E. Hall Park. The city received state and federal grants for those parks and as such a transportation use or impacts (construction staging, etc.) of a portion (or all) of the park would put the city out of compliance with the grant agreement and require remediation (replacement of land and recreational development).

RCO's project search feature may be used to find more information about the grants. Here's a link [PRISM Project Search - Washington State Recreation and Conservation Office](#).

If you have any questions, please let me know.

I am working from home to help avoid possible spread of the coronavirus. During this time the best way to contact me is by e-mail or phone at 360-867-8508.

Myra Barker (she/her)
Compliance Specialist
Recreation and Conservation Office
1111 Washington Street SE
PO Box 40917
Olympia, WA 98501
360-867-8508



Envisioning a Washington with abundant recreation spaces, healthy habitats and working farms and forests.

December 9, 2021

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

Dear Sound Transit staff, board, and Everett Link Light Rail extension partners, thank you for the opportunity to provide comments as part of the project's early scoping effort.

The extension of the regional light rail spine into the city, a development decades in the making and thoroughly supportive of the board's [core principles](#), will transform travel patterns countywide, generate new development opportunities, and better connect Everett to the region. VISION 2050 identifies Everett as a metropolitan city under its regional growth strategy, allocating 25% of Snohomish County's population growth and 49% of its employment growth through 2050. These targets represent a rate of growth for Everett significantly higher than recent experience. The design and timing of the light rail extension will be essential for both attracting and accommodating this growth.

Everett residents have been paying for this system since its inception, yet years of delays have slowly eroded the public's confidence in its ultimate arrival. We ask that Sound Transit staff, boards and committees, as well as partner agencies and jurisdictions incorporate the following comments to ensure no additional delays impact Everett and its residents.

OVERARCHING GOALS AND PRIORITIES

Open all four stations within Everett by 2037

The city's top priority, and Sound Transit's responsibility, is to identify sufficient funding to open all four stations within the current city limits by 2037. The apparent financial gap identified through the recent realignment process should not impact this timeline. As we have been told, approximately \$600 million in new revenue must be secured to meet the opening date listed in ST3, with an additional several hundred million dollars to fund the provisional station (Sound Transit estimated the cost of the recently advanced 130th St Station at [\\$228 million](#)). Identifying these funds is achievable, and the City will do what it must in order to assist Sound Transit to that end.

Consider and study provisional station alternatives

To ensure the best phasing plan for the light rail extension under each of various timing and sequencing scenarios between now and 2037, the City requests that Sound Transit study and formally consider the relative performance and impacts related to the opening of either of the two stations on Evergreen Way (SR-526 and Airport Rd).

Both stations will serve important concentrations of housing and commerce, and both will provide transfers to the Swift Blue Line and the thousands of residents and jobs along the Evergreen Way corridor. It's important to reiterate the city's support for opening both stations in 2037, but the sequencing of the order in which they are opened should be studied in order to ensure the highest capacity for additional transit service in the shortest amount of time.



To prepare for such a scenario, the city is interested in learning more about whether the Airport Rd station could be included in the first set of stations to open, around 2037, with the costs of the SR-526 station deferred as a provisional station to the extent absolutely necessary and as for as short a period as possible.

Support for the SW Everett Manufacturing and Industrial Center as a key purpose of the project

The Southwest Everett Manufacturing and Industrial Center is a powerful economic engine for the city, region, and state, and includes the largest concentration of jobs in Snohomish County. Many of those jobs and firms support a robust aerospace cluster anchored by the Boeing Co. manufacturing complex and supported by a network of suppliers and support businesses that depend on proximity to the factory.

The city is concerned that the draft project purpose statement doesn't capture the importance of the manufacturing/industrial center and the need to minimize direct displacement of vulnerable or strategic businesses. The eighth bullet in the purpose statement ("Preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built and social environments through sustainable and equitable practices.") is on the right track but could be worded more strongly.

Please consider adding support for the Southwest Everett Manufacturing and Industrial Center as a formal purpose of the project.

Design the project to maximize station area development potential

All the light rail stations in Everett will be transfer hubs, with people connecting between light rail and buses, carpools, sidewalks, ride-hails, bike lanes, vanpools, autonomous vehicles, and more. The varied needs of each connecting mode could result in large station footprints that would displace valuable real estate closest to the platforms themselves.

Please design stations to minimize the land area dedicated to transportation, while maintaining seamless transfers and a quality passenger experience.

Design the project to provide easy transfers to local transit; extend the Link Blue Line to Airport Road

Regional policy¹ calls for most of the region's growth to be accommodated around high-capacity transit station areas and centers. That translates to as many as 50,000 more people and 65,000 more jobs for Everett by 2050 within the downtown area and other transit station areas. Significant growth will locate within easy walking distance of light rail stations, but most of the city's development potential will be in areas that are a bus transfer away. Key to attracting and accommodating this growth will be seamless and efficient transfers.

To this end, Sound Transit should consider matching the light rail service pattern to fully meet the city's, and the county's, premier bus rapid transit corridor: Evergreen Way/SR-99/Swift Blue Line. Airport Rd, the only direct connection between Link and SR-99 north of Tukwila/International Blvd Station, will be a key transfer point to the Evergreen Way corridor in both directions. Thousands of homes are on Evergreen Way, hundreds of businesses operate on it, and significant growth in both is planned and forecast. Frequent service on the Swift Blue Line must be matched with frequent service on the Link Blue Line to make for efficient transfers and an expanded market for light rail riders.

¹ MPP-RGS-8 Attract 65% of the region's residential growth and 75% of the region's employment growth to the regional growth centers and high-capacity transit station areas to realize the multiple public benefits of compact growth around high-capacity transit investments. As jurisdictions plan for growth targets, focus development near high-capacity transit to achieve the regional goal.



Frequent service should be part of the project purpose

Please add “frequent” to the list of adjectives in the first bullet of the purpose statement. Service frequency will depend on funding levels for operations, travel patterns, and the light rail line’s role within the broader transportation system decades into the future. Decisions made in the planning and design phases will play an ongoing role in supporting frequency of service. Under all scenarios, frequency will be a crucial factor for how useful, and used, the light rail and public transportation systems will be.

Incorporate nonmotorized connections to stations

Please modify the seventh bullet of the purpose statement to *incorporate*, rather than *encourage*, convenient, safe, and equitable nonmotorized access to stations. Well designed and attractive sidewalks, crosswalks, and bike lanes connecting each station to the surrounding community are not simply an amenity to encourage, they are a fundamental component of the system deserving of focused attention at all phases of the project.

Support for initial alternatives

City staff has participated in a process spanning most of 2021 with Sound Transit and partner jurisdictions and agencies, mostly under the umbrella of the Interagency Group. One of the most important tasks within this process was to develop a broad range of initial alternatives for alignment, station, and operations & maintenance facility locations, and to support a screening review of those alternatives.

The city understands the need to constrain the alternatives to generally align with the representative alignment and project financing that was approved by voters five years ago. The city supports the work done to date to develop alternatives to advance into Level 1 evaluation and refinement and looks forward to continued engagement with Sound Transit as the evaluation process continues and we work together towards the best preferred alternative possible.

Thank you again for providing this opportunity to comment as part of the early scoping process. If you have any questions or need further information, please contact Yorik Stevens-Wajda, Everett Planning Director at (425) 257-8725 or [ystevens@everettwa.gov](mailto:y Stevens@everettwa.gov).

Sincerely,



Cassie Franklin, Mayor, City of Everett



Brenda Stonecipher, President, Everett City Council



December 10, 2021

Everett Link Extension Project
Attn: Kathy Fendt
401 S. Jackson Street
Seattle, WA 98104

SENT VIA EMAIL

Subject: Everett Link Extension – Early Scoping Comments

Dear Ms. Fendt:

The City of Lynnwood is excited to participate with Sound Transit in the Early Scoping of the Everett Link Extension (EVLE). The EVLE and specifically the West Alderwood Station provide significant opportunities for Sound Transit ridership and Transit Oriented Development (TOD) within the Lynnwood Regional Growth Center (RGC).

The opportunities presented by the EVLE will be assessed in relationship to both potential benefits and impacts to the Lynnwood community and its environment. The City of Lynnwood sees the success of West Alderwood Station based on the ability to access transit, capture ridership, support Transit-Oriented Development (TOD), and fulfill the goals for the Lynnwood Regional Growth Center.

This letter includes two parts. The first corresponds to the online comment forms available at everettlink.participate.online. The second provides additional feedback on early scoping, including several comments previously transmitted by Lynnwood to Sound Transit. Further comments by Lynnwood on the EVLE may be identified as the environmental review process proceeds.

Part One: Online Comment Forms

How could future light rail service along the Everett Link Extension potentially benefit or impact the community, places important to you, transportation and/or the environment?

Benefits: The benefits for high ridership will be directly tied to the station location and surrounding TOD projects. The proposed stations of ALD-D and ALD-F along the ALD-Brown alignment provide the strongest ridership potential without impacting TOD opportunities. This development propensity will increase housing and employment connectivity to the region. These stations and alignment also provide access to the catchment area surrounding the regional destination of Alderwood Mall and other properties within the vicinity.

Impacts: Depending on the alternative selected, the West Alderwood Station may greatly impact the future development opportunities in the City's PSRC-designated RGC as well as connectivity to the station. This includes reducing TOD opportunities (ALD-A and ALD-B) as well as limiting the catchment area and impacting the of the Interurban Trail

(ALD-C). The location of stations (especially ALD-C) may also limit ridership levels due to concerns of perceived safety and access.

The greatest impact to Lynnwood RGC is placement of the ALD-E. This location could have significant implications on the adjacent single-family neighborhood to the west, and drastically reducing the future ridership capture area. The placement of ALD-E will not support Lynnwood's future housing and employment growth within the RGC as necessitated by the Growth Management Act and Vision 2050.

How could the operations and maintenance facility in the north corridor potentially benefit or impact the community, places important to you, transportation and/or the environment?

The City of Lynnwood is supportive of the OMF-North site being located further north along the EVLE. The proposed I-5 & 164th Street SE location is within the Lynnwood Municipal Urban Growth Area. This proposed site will have significant implications on employment in the area, particularly the jobs at Crane Aerospace & Electronics.

Part Two: Additional Comments

Everett Link Extension Observations:

The Everett Link Extension will require upgrades to transit, multi-modal connectivity and infrastructure. This includes, integration of bus service, planned public streets, and the proposed Poplar Bridge. Several of these improvements may be part of the ST Access Enhancement program while other improvements may be project mitigations.

ALD – A and ALD-Pink:

The representative alignment and station (ALD-A and ALD-Pink) will have significant negative implications in the RGC. This alignment slices through the RGC on a diagonal, having significant impacts on various parcels both east and west of Alderwood Mall Parkway with consequences on commercial development, housing, and employment. This alternative requires a significant acquisition of mall property with implications on mall operations.

ALD-B and ALD-Gold:

The elevated guideway and station height has significant negative implications on Alderwood Mall. This alternative also requires a significant acquisition of mall property with implications on mall operations.

ALD-C and ALD-Teal:

This alignment and station location significantly has a very small catchment area, reducing the possibility of ridership. Its isolation between Alderwood Mall Boulevard and I-5 limits TOD opportunities, access to transit and multi-modal connectivity. The location presents CPTED (Crime Prevention Through Environmental Design) concerns

due to decreased visibility, activity and significant physical and psychological barriers that limit a sense of comfort and safety for riders traveling to and from the location. The location has implications on the surrounding utilities, soil suitability, and proximity to the Interurban Trail.

ALD-D, ALD-F, and ALD-Brown:

The City's locally preferred station location is best represented by ALD-D as adopted by Resolution #2016-06. This station location will provide access to Lynnwood neighborhoods to the west, support future TOD projects, increased ridership from the catchment area of the Lynnwood Regional Growth Center, and provide multi-modal connectivity to the Community Transit BRT Orange Line. ALD – F may result in similar characteristics of ridership and development potential.

ALD-E and ALD-Green:

The proposed ALD-E station will have lower ridership opportunities given the nature of the surrounding land uses and grade differentials to the east and west. The surrounding area includes single-family households and low-rise office uses. The potential to capture TOD project is limited.

The alternative alignment may impact sensitive land uses, including places of worship, differently than the other alignment alternatives. There is a potentially historic building located at 19425 36th Avenue West. This building was constructed in 1921 as Masonic Lodge No. 243 and has been used as a place of worship since 2000.

Guideway from Lynnwood City Center Station

The current scoping graphics do not identify the guideway connection from Lynnwood City Center Station. This narrow corridor along Alderwood Mall Boulevard requires significant coordination with the City of Lynnwood to minimize constraints presented by the current roadway configuration, available right of way, transit and transportation volumes, and future transit-oriented development projects.

Based upon the materials provided, Lynnwood identifies ALD-D and ALD-Brown as best addressing City Council Resolution #2016-06.

Thank you for the opportunity comment on the early scoping and we look forward to continuing to work with you.

Sincerely,



David Kleitsch
Development & Business Services Director

cc: Sandra Fann, Sound Transit, North Corridor Director
Juan Calif, Sound Transit, Senior Land Use Planner

Miranda Redinger, Sound Transit, Senior Project Manager
Yorik Stevens-Wajda, City of Everett, Director of Planning
David Killingstad, Snohomish County, Long Range Planning Manager
Randy Blair, Snohomish County, Special Projects Manager
June DeVoll, Community Transit, Deputy Director Planning and Development
Ben Bakkenta, Puget Sound Regional Council, Director of Regional Planning
Ashley Winchell, City of Lynnwood, Community Planning Manager
Ben Wolters, City of Lynnwood, Economic Development Manager
Kristen Holdsworth, City of Lynnwood, Senior Planner
Karl Almgren, City of Lynnwood, City Center Program Manager



December 10, 2021

Sound Transit
Kathy Fendt, East and North Corridor Environmental Manager
401 S. Jackson Street
Seattle, WA 98104

Dear Ms. Fendt:

Community Transit is pleased to submit early scoping comments on the Everett Link Extension (EVLE) in preparation for the environmental review process. Community Transit is enthusiastic about continuing our partnership with Sound Transit in its mission to expand high-capacity transportation across the region and strengthen the overall transit network within Snohomish County to attract more transit ridership.

Because the EVLE will affect Community Transit's services, including Swift, local fixed bus routes, DART, vanpools, and future microtransit service, staff have actively participated in this project throughout the IAG process. Community Transit appreciates the consideration of our prior feedback and welcome the opportunity to help further shape the analysis. Community Transit offers the following comments to help enhance the coordination of our services. The analysis focuses primarily on bus/rail integration opportunities in the ST3 Representative Project and other alternatives outlined in the Early Scoping Report. Additionally, Community Transit's comments address station locations, bus bay and layover needs, and siting for the Operations and Maintenance Facility (OMF).

PRIMARY COMMENTS ON PURPOSE AND NEED

Provide for Integration with the Local Bus Network

Most EVLE users will access the system via the local bus network. This is especially important as significant concentrations of transit-dependent, low-income and non-white populations in the corridor live outside the ½ mile walk shed of station locations. Without effective integration of local transit, Link light rail would not achieve its goals for ridership and equitable system access. The project purpose should explicitly require effective integration with local transit. During alternatives development, full consideration should be given to the various operational elements that contribute to a successfully integrated network.

Prioritize the Customer Experience

Integration of bus and rail transit should include incorporation of the entire customer journey into design. The customer experience will be influenced by walking distances between bus and rail platforms, proximity and convenience of escalators and elevators, wayfinding and navigation for first-time users, etc.

Remove the Airport Road/SR 526 OMF site from consideration

As Sound Transit evaluates EVLE OMF locations, Community Transit requests the site at Airport Rd. & SR 526 be removed from consideration. This site encompasses both Community Transit's new Cascade Administrative Building and a future training and bus storage location. These facilities represent a significant financial commitment by Community Transit's Board of Directors as well as a substantial public investment (estimated \$100m in current year dollars), and Community Transit would need to be made financially and operationally whole in year of expenditure dollars if this site is ultimately selected. Pursuant to the requirements of the Uniform Relocation and Assistance Act, if Community Transit were to be displaced, Sound Transit would be required to find a similar property that would provide Community Transit with an equivalent level of operational flexibility, usable square footage, and access to transit.

These facilities are also essential for Community Transit to provide the necessary local bus network to support Sound Transit's ridership goals. Vacating this strategic location would hinder our ability to serve our shared customers efficiently and jeopardize the effectiveness of the entire local service network.

Several other proposed OMF sites also have the potential to impact Community Transit's Swift service; specifically, construction may impact service reliability and therefore must be considered in the planning process. Notwithstanding, Community Transit is committed to working with Sound Transit to identify a location that will best satisfy all parties' needs.

Prioritize the Provisional Station at SR 99 & Airport Rd

EVLE should prioritize the provisional station at SR 99 and Airport Road. Community Transit's Swift Blue Line and Swift Green Line corridors meet at this location and their combined "network effect" makes it one of the highest transit ridership locations in Snohomish County. The availability of convenient transfers between three regional high-capacity transit lines at this location is a missed opportunity if this station is not included in scope.

BUS BAYS AND LAYOVER REQUIREMENTS

As Community Transit seeks to expand service in 2024 and beyond (30%+ beyond current service levels), the availability of layover and bus bays to support those services and foster seamless connections for community and ridership growth is vital. Integral to cohesive bus/rail integration is the necessity of layover either at or in reasonable proximity to station locations.

Bus bays must provide adequate capacity to support future service levels and to support seamless bus-to-rail and bus-to-bus customer connections for our shared customers.

Transit-Oriented Development (TOD) is a shared objective of both agencies and our jurisdictional partners; however, the goal of a pedestrian-friendly urban environment may also compete with the need for adequate bus layover and bays. Understanding that future station locations will foster population and employment growth, it is imperative that bus layover and bay requirements are thoughtfully considered in this early planning stage. The challenge of securing adequate layover and bus bays cannot be understated as it is fundamental to successful bus/rail integration. Studying how layover, bus bays and critical operations facilities like operator comfort stations may be physically integrated into TOD may address the needs of bus operations and economic development. Accordingly, Community Transit encourages the consideration of creative solutions during alternatives development.

At bus route terminal locations, Sound Transit must also consider futureproofing layover and bus bays for both charging infrastructure for zero emission vehicles and logistical needs related to vehicle automation. While still in its infancy, the industry's rapid shift to zero-emission bus fleets and gradual development of autonomous vehicle technologies is progressing and is anticipated to be more widespread when EVLE is open for revenue service. This anticipated need further highlights the potential benefit of integrating layover, bus bays and other operations facilities with TOD.

Community Transit continues to be a strong supporter of the EVLE, and appreciate the opportunity to provide comments on the early scoping work. Please refer to Attachment A for further detailed station specific comments. Community Transit hopes these comments prove helpful and look forward to our continued partnership as the project advances.

Sincerely,



Ric Ilgenfritz

Chief Executive Officer

ATTACHMENT A: Station Specific Comments

West Alderwood:

- Sites A and B will likely require considerable reconstruction of roadway to be transit supportive. Current locations do not have transit accessible roadways.
- Site C offers high potential for integration with existing transit routes. This site will also have negative construction impacts to existing routing and will require detours throughout the course of construction.
- Site D offers the potential for current routing to be integrated with existing routes. This site is ideal for connections to the future Swift Orange Line. This site will also have negative construction impacts to existing routing and will require detours throughout the course of construction.
- Site E will likely require significant routing deviation to integrate transit to the station. Routing deviations will increase customer travel times and operational costs.
- Site F will require routing changes, like Site E, incurring additional costs to integrate transit with this site. To integrate transit with Site F, the only option for routing will require the use of a congested roadway, creating unreliable service and increased travel time for passengers.
- One layover location will be required at this station as it will serve as the terminus for one bus route.
- Ensure adequate space is allotted for microtransit and paratransit interface at this location.

Ash Way:

- Given current facility constraints and traffic congestion along 164th Street SW, construction impacts at Ash Way for Sites A, B, C, and D would pose extreme challenges. Temporary, off-site facilities will be necessary, and will likely have significant and potentially long-term negative impacts on ridership, revenue, and residents living in the surrounding area..
- Sites A and B will impact the operations and space required at Ash Way Park-and-ride. The direct access ramp from I-5 may not be operable during, and potentially after, construction. This will likely preclude direct access to the park-and-ride that is currently used by transit. Site A and B may also impact the current bus service loop, requiring relocation and reconstruction. There are additional potential impacts to parking spaces and access to parking with alignment ASH-blue. ASH-pink may also impact parking space availability.
- Site C may have construction impacts restricting access to the park-and-ride from 164th St SW. This site will require significant roadway and access improvements for transit integration. A pedestrian connection will be required to connect passengers to the existing park-and-ride bus loop. There is a potential benefit for local transit access to Site C due to the proximity to 164th St SW.

- Site D will likely require reconfiguration of roadway ingress and egress of transit vehicles. A new parking facility, or connection to existing structure will likely be needed. A new facility for transit service will likely be required at or near Site D to ensure transit integration.
- Please provide any additional information regarding speed and reliability at the I-5 crossing for each potential site.
- Ensure adequate space is allotted for microtransit and paratransit interface at this location.

Mariner:

- All potential sites will likely require route deviations due to the distance from the existing Mariner Park-and-ride site.
- Due to its proximity to I-5, travel time penalties associated with trips originating at Everett Station and two-line service, Mariner will likely be a hub for future express or regional bus routes serving the North Sound and Snohomish County cities such as Stanwood, Arlington, and Marysville, where large new businesses are locating, such as the Cascade Industrial Complex and the Amazon Distribution Center. Mariner will emerge a preferred alternative for faster connectivity to and from these locations for residents and a large employee base. A proposed but unfunded direct access ramp serving I-5 from the north at Ash Way could negate the need to route many of these services to Mariner.
- Site A is nearest to Mariner Park-and-ride This site facilitates the integration of existing transit routing and facilities. Site A is also near an existing Swift station, allowing for direct integration with BRT.
- Site B has the potential to be served with current routing. This site is farthest from the existing park-and-ride, requiring adequate pedestrian connections for transit integration. Site C will require significant route deviation to ensure transit integration. This site will require adequate pedestrian connections to the existing park-and-ride facility. Routing deviations will increase customer travel times and operational costs.
- Site D is a feasible option due to its proximity to the existing park-and-ride. This site provides for the least impact to existing operations, customer experience, and routing. Construction of this site and alignment MAR-purple will likely have low impact to service.
- All alignment options will significantly impact transit operations along 128th St SW during construction. Route deviations will impact customer experience and operation expenses.
- Alignments MAR-pink and MAR-gold will likely impact existing parking space available at Mariner Park-and-Ride, requiring relocation or reconstruction to ensure adequate parking availability.
- The City of Everett is currently in the process of considering a merger of the city-operated transit agency, Everett Transit, with Community Transit. All station areas in Everett will be served in all scenarios. Facility needs at Mariner will vary depending on the outcome of the potential merger and how that may be structured. Future bus routing is to be determined, but combinations of routes and the potential

- for interlining and other scheduling efficiencies have the potential to change the needs at this facility.
- Ensure adequate space is allotted for microtransit and paratransit interface at this location.

SR99 / Airport Rd:

- The potential for transit integration at this location is high at Sites A and B, as three of Community Transit's most productive routes meet at this intersection. Sites A and B are near existing Swift stations; both provide excellent opportunities for transit integration.
- Site C is located farthest from existing Swift Blue and Swift Green stations. This site would require a pedestrian crossing Highway 99 to provide for connectivity to nearby destinations and existing transit routes.
- Pedestrian connections to all corners of the intersection of Highway 99 and Airport Road at sites A and B must be provided given the challenges of these two intersecting, large arterial roadways with multiple lanes and long traffic signal cycles.
- The station should provide an emphasis on crime prevention through design is warranted for all sites.
- Ensure adequate space is allotted for microtransit and paratransit interface at this location.
- This location should not be considered provisional but instead included in the initial phase of EVLE.

Southwest Everett Industrial Center:

- Site A is close to Highway 526, with no potential for direct connections to bus routes. Pedestrian connectivity is limited without significant infrastructure improvements.
- Site B is near an existing Swift station, which will facilitate integration of the existing BRT route.
- Site C could integrate with existing routing, though changes would need to be made to stop locations and the Swift station located north of the site.
- A turn around facility will benefit circulator routes and shuttles at or near all locations. Bus routes may be redirected from Seaway to utilize the same bus turn around facility, though this deviation would impact operating costs and customer travel time.
- Construction of all sites and all alignments have the potential to impact Swift service on Airport Road and Highway 526.
- At all sites, a shuttle bus or microtransit interface will be necessary as many of the passenger origins and destinations are located along the Casino Road corridor. Businesses and industrial parks will likely require this type of access.
- Depending on the outcome of the potential merger with Everett Transit, combinations of routes and the potential for interlining and other scheduling

efficiencies on routes that will serve this site have the potential to change the needs at this facility.

- Ensure adequate space is allotted for microtransit and paratransit interface at this location.

SR 526 / Evergreen:

- Site A offers a poor connection to the existing Swift line at Casino Road, this site will be the most difficult for transit integration as all service is currently located south of Highway 526.
- Sites B and C will likely require pedestrian infrastructure to interface with transit on Casino Road.
- Sites D and E are in the closest proximity to existing transit stops and offer the best option for a transit interface. Construction of these two sites, including alignments EGN-green and EGN-blue will likely impact transit service along Casino Road.
- Ensure adequate space is allotted for microtransit and paratransit interface at this location.

Everett Station:

- Construction a Site A will likely impact service at the existing Swift station and may impact the existing Swift station near this site.
- Sites B and C offer the best options for interface with existing transit service as they are the closest proximity to existing transit stops that service Everett Station.
- Site D would require route deviations to ensure transit integration, increasing operational costs and impacting customer travel times. Construction at this site will likely impact the future Swift Gold line, as this site, and alignment EVT-teal, have been identified as a likely corridor for the BRT route.
- For all sites it is anticipated that all bus layover and key intercity bus and rail connection activities would remain at Everett Station.
- Ensure adequate space is allotted for microtransit and paratransit interface at this location.

December 7, 2021

Kathy Fendt
East and North Corridor Environmental Manager
Sound Transit
401 South Jackson Street
Seattle, WA 98104

Subject: Everett Link Extension Early Scoping Information Report

Dear Ms. Fendt,

The Puget Sound Regional Council appreciates the opportunity to comment on the Everett Link Extension Early *Scoping Information Report* document. 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. The Regional Transportation Plan, the region's metropolitan transportation plan, includes extension of high capacity transit in this corridor as a vital component of enhancing mobility and providing travel choice in the region. Accordingly, PSRC has an ongoing interest in high capacity transit system planning for the extension of light rail from Lynnwood to Everett and has been designated as a Participating Agency in this project.

VISION 2050, the region's long-range plan for growth, is centered around a Regional Growth Strategy. The Regional Growth Strategy focuses on locating growth near current and future high-capacity transit facilities. Rail, ferry, and bus rapid transit station areas are ideal for increased density, new residences, and businesses—referred to as transit-oriented development. Allowing for greater employment and population growth within walking distance to high-capacity transit promotes the use of the region's transit systems and reduces the number of trips that require a personal vehicle. VISION 2050 includes a goal for 65% of the region's population growth and 75% of the region's employment growth to be located in regional growth centers and within walking distance of high-capacity transit. This regional scale goal provides a benchmark to inform local planning and continue to focus new growth as transit investments come into service.

We commend Sound Transit for their work on the Everett Link Extension to date and specifically the early scoping effort. In particular, we appreciate being included in the Interagency Working Group discussions associated with this project. The topics included in the Early Scoping Information Report span the many growth management, transportation, and economic development arenas for which PSRC oversees long-range regional planning. The Early

Scoping Information Report has therefore been reviewed by transportation and growth management department staff. We understand that this report is an early work product in the alternatives review process and Sound Transit is encouraged to consider the following as the process continues.

Comments on the Early Scoping Information Report

Displacement risk and potential impacts to different populations and communities. Many transit communities are home to existing low- and moderate-income households at potential risk of displacement due to increased market strength and gentrification that may accompany transit system development. We encourage Sound Transit to continue to analyze displacement risk and include mitigation measures in the EIS to ensure all people can continue to live in and have access to thriving transit communities. Additionally, PSRC recently developed a regional displacement risk analysis that may provide additional information for future study in the EIS.

TOD potential. Promotion of TOD, characterized by compact, walkable, mixed-use development, is key to implementing the objectives of VISION 2050, the 2018 Regional Transportation Plan, and the Growing Transit Communities Strategy that point the way toward a more sustainable, healthy, and equitable region. Not only does TOD pay significant dividends over the long term in expanded ridership but incorporating TOD in the environmental review is an important step toward Sound Transit aligning its high capacity transit investments with current and future land use and in doing so building a transit system that supports community building. We encourage Sound Transit to continue to include TOD as a component of the EVLE alternatives analysis and conduct more robust TOD analysis such as parcel level analysis and market readiness studies, similar to the work completed as part of the Federal Way Link Extension.

Travel time: PSRC recognizes the importance of comparing alignment and station alternatives in terms of the resulting light rail travel time. However, there is another dimension of travel time—door-to-door travel time for transit patrons—that would enrich the discussion on TOD potential. Residents and workers traveling to and from locations within walking distance of light rail stations in the corridor are likely to experience shorter door-to-door travel times than are travelers to and from more distant locations that require travel by automobile and particularly feeder bus transit. This is a benefit of TOD that should be made clearer.

Ms. Fendt
Sound Transit, EVLE
Page 3

The Everett Link Extension is an important long-range investment for our region and we appreciate the opportunity to comment and participate. If you have any questions regarding our comments, please contact me at EHarris@psrc.org.

Sincerely,

Erika Harris
SEPA Responsible Official
Puget Sound Regional Council

CC: Gil Cerise, Program Manager
Laura Benjamin, Senior Planner



Snohomish County

Dave Somers
County Executive

3000 Rockefeller Ave., M/S 407
Everett, WA 98201-4046
(425) 388-3460
www.snoco.org

December 10, 2021

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

RE: Snohomish County Early Scoping Comments for the Everett Link Extension Alternatives
Development

Dear Ms. Fendt:

Thank you for the opportunity to provide these early scoping comments on the alternatives development for the Everett Link Extension (EVLE) including further comments on the Operations and Maintenance Facility North (OMF-N). The EVLE will be the most impactful transportation project in Snohomish County since the completion of Interstate 5. It will influence the construction of other transportation infrastructure, the development of transit routes, and most importantly the development of future land use patterns and the achievement of population and employment growth targets. In short, this project will make a significant difference in the lives of Snohomish County residents for decades to come.

The County recognizes that completion of the EVLE is not without its challenges. One of the most significant challenges will be completing the entire extension by 2037 while overcoming the \$600 million financial gap that has been identified through the recently completed Realignment process. Snohomish County pledges to work with Sound Transit and other regional and local partners to close the funding gap presently projected so that the EVLE can be completed as a single project without the need for phasing.

With these points in mind, Snohomish County has developed the following comments that we would like considered as Sound Transit completes its alternatives analysis.

EVLE Station Locations and Alignments

- The location of the light rail stations at Ash Way and Mariner needs to maximize the potential for future population and employment growth surrounding the station and fulfill the County's goals of creating full-service communities. Approximately 40,000 in additional population growth is expected to occur between 2020 and 2044 within Snohomish County's designated urban center locations at Ash Way, Mariner and Airport Rd/SR 99. That's equivalent to the 2020 Census population for the City of Lynnwood. The Multicounty Planning Policies (MPP-RGS-8) contained in the Puget Sound Regional Council's Vision 2050 call for directing 65% of the future population growth towards high-

capacity transit and the allocation of 40,000 in population growth to our light rail stations would be consistent with this policy. Consideration should be given to maximize the population and employment capacity as priorities throughout the alternatives analysis process as well as when choosing preferred EVLE station and OMF North locations for and in the EIS process.

- Bus connections will play a critical role in making the EVLE work, especially for the Mariner and Everett Stations where the demand for bus connections will be greatest. Providing sufficient integration between light rail and buses in these station areas requires space. But as mentioned above, space in these station areas is at a premium and is also needed to meet the County's very challenging land use goals. While Sound Transit is planning for the amount of space necessary to accommodate bus transfer and lay-over facilities, Sound Transit must plan for how these stations will be designed to fit into the urban fabric of the station locations. Ideally, Sound Transit will consider joint use facilities where bus facilities can share a footprint with commercial and residential uses to meet the varied demands that these stations will serve, along with the potential for on-street facilities for pass-through services such as BRT and the existing park and ride facility for layover. Alternatives need to be evaluated that would meet both the needs of bus integration and the goals of population and employment capacity.
- For bicyclists and pedestrians, connections to the Interurban Trail could be a problem. The Interurban Trail is an incredible amenity that can provide a great opportunity for access to the light rail stations in the 128th/Mariner and 164th/Ash Way areas. But a majority of the station locations being considered for 128th/Mariner and 164th/Ash Way are on the west side of I-5 and the Interurban Trail is predominantly on the east side. A significant portion of the 128th/Mariner and 164th/Ash Way urban centers is also on the east side. There are few crossings of I-5 in the area except for the interchanges and these have significant barriers to bicyclists and pedestrians. The evaluation of bicycle and pedestrian connections to the Interurban Trail and urban centers east of I-5 must recognize the inherent difficulty and safety concerns involved with crossing I-5 at the interchanges. The interchanges should not be considered as adequate bicycle and pedestrian connectivity for access to light rail stations, nor should they be evaluated as such. Consequently, planning for these stations' areas must consider alternative bicycle and pedestrian crossings of I-5.
- During ST3 project development, Snohomish County is working with agency partners including Community Transit to identify the need for new crossings of I-5 for access to both the 128th/Mariner and 164th/Ash Way stations. The proposed new crossings of I-5 are necessary to provide reliable access to light rail stations by the high proportion of light rail users who will arrive by bus rapid transit, bike or on foot. The crossings would improve speed and reliability for Swift BRT, avoiding delay on 164th Street and 128th Street associated with the congested I-5 interchanges. The crossings will provide safe and convenient bicycle and pedestrian access across I-5 connecting light rail stations with the Interurban Trail and the Transit Oriented Development (TOD) neighborhoods built on the opposite side of the freeway. These crossings are necessary to make the stations work and as such must be included when evaluating station locations and as part of the necessary access infrastructure.
- Snohomish County proposed that these crossings be listed and funded as projects within the ST3 System Expansion Plan. Instead of identifying these as separate projects, compromise language was added specifically to the Everett Link Light Rail project description providing for a cost sharing by Sound Transit of these two I-5 crossing projects. The language reads "*Sound Transit may cost share*

with Snohomish County, cities, transit and state agencies to provide access improvements to station areas for BRT projects planned by Sound Transit's partners. These could include signal improvements, bus access/egress and bus/rail integration facilities and nonmotorized access". This provision is separate from the access allocation for each light rail station in the system and the separate system access fund for which there is a competitive grant program. Snohomish County will be unable to fund these projects alone. It is important that the EVLE project contribute to overcrossings of I-5 for access to light rail stations at 164th Street/Ash Way and 128th Street/Mariner, regardless of which light rail alignment and station option is ultimately chosen at these locations. It is also important that ST cost estimating during the early screening phase reflect this contribution.

- In addition to I-5, both 128th and 164th Streets also serve as barriers to bicycles and pedestrians. For locations that are on or near these corridors, stations should be configured to address these challenges planning for grade separated non-motorized station access across these arterial roadways.
- Some areas where light rail stations or the OMF-N are being considered have a significant diverse population. This is especially true for the Mariner Station area. There is a higher number of underrepresented populations around the Mariner Station and affordability for residential dwellings both owner-occupied and rental properties is more favorable when compared to other parts of the unincorporated Southwest Urban Growth Area. Furthermore, more than 75% of the businesses located in the Mariner Station area would be considered small to medium size. Several of these businesses are minority owned and the risk of displacement is quite high. Under Countywide Planning Policy HO-5, the County will need to "Evaluate the risk of physical and economic displacement of residents, especially low-income households and marginalized populations." Sound Transit should provide a similar evaluation for the siting of light rail stations and the OMF-N.
- The impact on traffic congestion should be used as a screening criterion. For instance, 128th is an important east/west commuting corridor and is a primary freight and vehicle connection to the Paine Field Passenger Airport, Boeing, and the SW Everett Employment center. Light rail station options located directly adjacent to 128th or taking access directly off of 128th should be evaluated for their impact on localized traffic congestion and disruption in regional freight. This evaluation needs to address additional vehicle trips entering 128th Street including bus and SOV at dedicated access locations or intersecting roadways, vehicles merging in and out of traffic lanes and vehicles stopping in-lane. Similarly, light rail station options located adjacent to Ash Way or taking access directly off of Ash Way should be evaluated for their impact on traffic congestion, including the potential need to relocate the Ash Way arterial to the west of the existing Newberry Square commercial center as mitigation of impacts on traffic congestion.
- Paine Field is one of the largest manufacturing industrial centers west of the Mississippi.
- The Washington State Department of Transportation, Aviation Division, recently concluded a comprehensive study of aviation economic impacts. As of 2018, Paine Field accounts for 158,000 total jobs (46,000 direct) and \$60B in annual output. To put that in perspective, the Seattle-Tacoma International Airport is at 153,000 total jobs and \$23B in annual output. This is why having light rail service to the Paine Field Airport and Boeing is so imperative.
- For the Southwest Everett Industrial station, Sound Transit should provide an evaluation on how each of the potential station locations could best serve the Paine Field Air Terminal.

- Any station and rail planning in the vicinity of the airport must continue to adhere to FAA airfield design standards (i.e., clearance of Runway Protection Zones, slide slopes, Part 77 surfaces, etc.).
- Even though the Airport Road/SR99 station is identified as Provisional in the ST3 plan, the station location alternatives and attributes of them should be studied in detail during screening and SEPA analysis, at the same level of detail as funded stations, to support efforts of ST and partner agencies to fund and build this important station as soon as possible.

Comments Specific to the Operation and Maintenance Facility North (OMF-N)

- Snohomish County prefers the OMF be located as far north as possible – preferably either alternative sites (A) SR 526 & 16th Ave or (B) SR 526 & Hardeson Road. This is supported considering these locations are at the terminus of what is anticipated as the initial Phase of the EVLE.
- Snohomish County does not support Alternative 1-5 & 164th St SE – this alternative displaces a major employer (Crane Electronics), an employer associated with the aerospace industry. It also displaces Walmart, a large shopping facility serving the community. In addition, this site has greater potential for future TOD development/redevelopment. The County requests this Alternative site be removed from further consideration.
- To reduce the \$600 million funding gap, an emphasis should be placed on sites which have lower property acquisition and site development costs.
- Snohomish County prefers a site location which minimizes displacement of business/industries related to the aerospace industry. For each alternative, the County requests evaluating the net loss or gain in jobs and employment.
- Utilize the OMF N Level 1 Evaluation Criteria, Methods and Measures Matrix for each Alternative.

Light rail transit service will be crucial to the mobility of Snohomish County and the region for decades to come. We appreciate your consideration and support of this request.

Sincerely,



Dave Somers
Snohomish County Executive



Energizing Life in Our Communities

December 9, 2021

Everett Link Extension Project
c/o Kathy Fendt
East and North Corridor Environmental Manager
Sound Transit
401 S. Jackson St.
Seattle, WA 98104
<https://everettlink.participate.online/everettlinkcomments@soundtransit.org>

Re: Sound Transit Everett Link Extension – Scope of Draft Environmental Impact Statement

Dear Ms. Fendt:

Public Utility District No. 1 of Snohomish County (PUD) is pleased to be given an opportunity to participate in the public process for development of the Sound Transit Everett Link Extension Project (EVLE). In conjunction with our comments on the scope of the EVLE Environmental Impact Statement (EIS), we have also included information about the PUD's mission, environmental goals, and planning parameters.

Service Area: As you know, the PUD provides critical infrastructure to the Snohomish County planning area. The utility, which serves all of Snohomish County plus Camano Island with electric power, is the largest public utility district in the state of Washington and is the 12th largest in the nation in terms of customers served. The utility maintains approximately 6,500 miles of power lines to serve over 350,000 customers. The PUD also serves over 21,000 water customers in Lake Stevens, Granite Falls and east Snohomish County areas.

Strategic Planning: One of the PUD's primary goals is to be sensitive to the natural environment in planning, construction, and operations. In acting on the PUD's mission, the Snohomish County PUD's Board of Commissioners has committed the utility to meeting load growth to the extent possible through cost-effective energy efficiency and renewable generation sources. This strategy will affect the electrical system's environmental impacts associated with population growth and economic development.

The PUD's Integrated Resource Plan (IRP) is a long-term strategy for the utility's power resources to support a changing environment, customer needs, regulatory compliance and resource availability. It is updated every two years. These updates evaluate a range of possible futures in customer growth and supply needs and outlines a direction for the PUD to cost-effectively manage risks, such as short-term market price volatility.

The 2021 IRP addresses a 2022-2045 study period and how the PUD will meet energy and capacity needs under the new *Clean Energy Transformation Act* policy in Washington state. The PUD has a carbon-free portfolio of power resources and proposes to add to its portfolio with energy efficiency programs, demand response, local solar, and energy storage to meet customer needs at the lowest cost, while maintaining reliability and a commitment to clean energy.

A complete list of sources of power supply, Draft 2021 IRP, and the 2021 Clean Energy Implementation Plan (four-year snapshot of planned actions from 2022-2025) can be found at the following web site:

[Integrated Resource Plan - Snohomish County PUD \(snopud.com\)](http://snopud.com)

The PUD has reviewed the Sound Transit's EVLE scoping documents and offers the following information and comments for your review and consideration.

Light Rail Route Alternatives

- Early PUD involvement in development of alternatives is critical due to facility relocation and development of new electrical infrastructure to serve the light rail. Relocation of existing and development of new substations, transmission and distribution infrastructure are costly and long-lead time projects. Existing facilities are located and new facilities will be located within easements and rights-of-way (ROW) which will need to be replaced by Sound Transit.
- As early as possible, it is important to determine the location and estimated electrical loads of Traction Power Substations (TPSS) and the Operations and Maintenance Facility (OMF) North for electrical infrastructure capacity planning. The PUD strongly advises close coordination between Sound Transit and the utility regarding location selection and encourages siting in areas of available existing electrical capacity.
- A key aspect for relocating and developing electrical infrastructure includes analysis of necessary easements, permits and related environmental analysis. This should be included in the EIS.
- The EIS should address and assess a suitable process and/or mechanism for coordinated permitting of all EVLE elements. Route alignments and associated Sound Transit facilities will require utility relocations and new utility installations. Disjunct permitting of project elements including necessary PUD permitting should be assessed as a potential for environmental impact in itself, and the EIS should identify a method of comprehensive coordinated project permitting where the State Environmental Policy Act (SEPA) lead agency for the project (Sound Transit) should coordinate oversight of all required permitting throughout route jurisdictions.
- Development of the light rail extension will have significant impact on PUD facilities, properties, and easements. PUD should be notified and included in the analysis of any potential alternative option impacting PUD facilities, properties, and easements.

- Relocation of PUD facilities may require relocation and/or replacement of secondary electrical services. Many of these services are owned by the customers. While the PUD is willing to work with the customers on relocating and/or replacing their service, PUD employees are not electrically qualified to work beyond the meter and have no jurisdiction to require them to move their service entrances. Because the services are owned by the customers, the PUD will not pay to have these services relocated and/or replaced.
- PUD transmission lines can often be de-energized temporarily to allow for nearby construction projects, but extended outages can impact/compromise system operational flexibility. Generally, perpendicular crossing of the light rail and PUD transmission and distribution lines is preferred because paralleling our lines adds difficulty for construction (due to required electrical clearances) and more frequent outages and safety watches on our system.
- There will be similar issues with PUD substations. We can potentially de-energize them for a short period, but an extended outage to an entire substation (or many short outages) are difficult for our system to handle.
- In locations where the light rail does run parallel to PUD overhead or underground power lines, the utility needs to be sure that it maintains access to its facilities both during construction and after the light rail line is completed. The most likely areas for access problems are in spots where PUD facilities could be squeezed between future light rail and Washington State Department of Transportation (WSDOT) right-of-way (Interurban Trail in Lynnwood; near 164th Street SW; and nearing 128th Street SW) with no easy way to get PUD line trucks in to replace poles when needed.
- The PUD's Pacific Northwest Traction (PNT) Right-of-Way (ROW) is a major north/south transmission corridor of the utility with potential for future transmission expansion. The EIS should examine the alternatives' impact to potential PUD transmission expansion plans in the PNT ROW.
- The PUD also provides local government jurisdictions easements for the Interurban Trail within the utility's PNT ROW. The PUD is in the process of negotiating new easements with some jurisdictions. Should an EVLE alternative that parallels the Interurban Trail be selected, Sound Transit would need to provide appropriate fencing, among other measures, for citizen safety. Some local government jurisdictions have "missing link" trail projects planned for the Interurban Trail. The EIS will need to examine Interurban Trail use safety and potential impacts to missing link trail project development.
- The light rail crossing of the transmission corridor east of Beverly Park Substation will likely have a significant impact to the PUD, Puget Sound Energy (PSE), and the Bonneville Power Administration (BPA) as most of the 115kV and 230kV lines will need some relocation work to accommodate the light rail and outages on all these lines can't occur at the same time. Both the route along Broadway and along I-5 will require some significant coordination between all of these agencies, as Beverly Park Substation is a critical tie point for multiple agencies.

Preliminary Route Alternative Assessment

- West Alderwood – Brown then Pink
 - Brown is farthest from the PUD’s PNT ROW and is farthest west from our existing I-5 and I-405 Lattice Tower Crossing for future work and impacts.
 - It is our understanding that the City of Lynnwood also prefers this alternative.
- Ash Way – Pink
 - This alternative has the least impact to the PUD’s PNT ROW. This would also exclude Ash Way for the OMF North facility.
 - This west side of I-5 alternative would exclude the need for two additional I-5 crossings.
- Mariner – Green then Pink
 - Green would have the least impact to PUD’s PNT ROW.
 - Pink is better than Gold for distribution impacts between Mariner and SR99/Airport Road, although it has a bigger impact along 128th Street SW than Gold.
- SW Everett Industrial – Pink with SWI-C
 - Least PUD impact with the new station nearest to the airport terminal SWI-C.
 - Airport load growth expected to pick-up between 2035 and 2040 per Paine Field plans about the approximate time the light rail is complete to Airport & Casino Roads in 2037.
- SR-526/Evergreen - Pink
 - Least impact to PUD power lines. Casino road alternatives could have a huge impact on the south side of the road.
- Everett – Teal then Pink
 - Preliminary transmission impacts estimate is slightly lower for Pink, but almost the same as for Teal; especially, if the design can stop the light rail a block or two short of Hewitt Avenue and not impact PUD steel poles there.
 - Preliminary distribution system impacts will be less for Teal if the light rail stops a couple of blocks short of Hewitt Avenue.
 - It is our understanding that Teal is preferred by the City of Everett.

Operations and Maintenance Center (OMF) North

- One OMF alternative is adjacent to the PUD’s Operations Center (OPS) on the east side toward the south end of the property next to the Boeing Freeway. PUD OPS Center land would not be available for acquisition – this facility is critical for ongoing PUD operations, maintenance, and construction of electrical system facilities.
- A key consideration for OMF siting is available electrical system capacity in the area considered.
- From an electrical capacity perspective, the Ash Way location for the OMF is one of our least desirable locations because the PUD will be serving a light rail TPSS from the same the substation, Martha Lake Substation. This area is already densely commercial and residential—and will become more so when light rail service is running.

- The three potential OMF locations along Airport Road near Paine Field have the most open industrial zoned land should PUD need to develop additional facilities for electrical capacity. The location at 100th Street SW may be preferred; however, PUD does not know of Paine Field's plans for that location.

Thank you again for the opportunity to comment on scoping for the draft EIS. The PUD looks forward to participating with Sound Transit in the EVLE development process and working together towards mutual objectives in the future.

Sincerely,



Chuck Peterson
Senior Executive Account Manager

cc: Lauryn Douglas, Sound Transit, Senior Project Manager
Jeanne Harshbarger, PUD, Manager, System Planning & Protection
Alex Chorey, PUD, Principal Engineer, Transmission & Standards Engineering
Andra Flaherty, PUD, Principal Engineer, Distribution Engineering
Brenda White, PUD, Local Government & External Affairs



Everett Link Extension

APPENDIX F

Tribe Comment Letters



Natural Resources Department
Environmental Division
6406 Marine DR NW
Tulalip, WA 98271

Kathy Fendt | Environmental Corridor Manager
City of Everett | Sound Transit

December 2, 2021

Re: Everett Link Extension – Early Scoping

The Tulalip Tribes appreciates the opportunity to provide input on this project. In regards to protection of our environment and natural resources, we feel it's important that the locations selected for each station, and the new Operations & Maintenance Facility, should attempt to avoid aquatic habitat and associated riparian and buffer zones to the greatest extent possible.

The following recommendations reflect our preferred choices for each site Alternative, from a natural resources perspective:

The Operations & Maintenance Facility should be located at I5 & 164th St SE, SR 99 & Gibson Rd, or SR 526 & 16th Ave.

All location and route options for West Alderwood Station, Mariner Station, SW Everett Industrial Center Station, SR 526/Evergreen Station, and Everett Station appear to be acceptable at this time.

Ash Way Station alternative Ash D (purple) should be selected, if possible.

SR 99/Airport Rd Station alternative Air A (pink) may be the only option that wouldn't likely result in adverse impacts to surface waters.

Thank you for considering our recommendations, and for supporting Tribal interests.

Todd Gray
Environmental Protection Ecologist
The Tulalip Tribes | Natural Resources Dept.
6406 Marine Drive
Tulalip, WA. 98271
360-716-4620 | toddgray@tulaliptribes-nsn.gov

The Tulalip Tribes are federally recognized successors in the interest to the Snohomish, Snoqualmie, Skykomish, and other allied tribes and bands signatory to the Treaty of Point Elliott.



Everett Link Extension

APPENDIX G

Public Comments

Date Received: November 4, 2021

Source: Email

Communication:

From: Ruth Mosman

To: Everett Link Comments

Thursday 11/4/2021 1:38 AM

Subject: Everett Link Input

Hi.

I live in Everett and am interested in the extension to Everett. While I fully support link, I'm super worried that you all are not being mindful of commuters. It looks like the ride will be filled with very frequent stops. As a multi-decade commuter to Seattle, I love the Sound Transit 510 because historically it has given me a straight shot from Everett to Seattle, none of the milk runs like the 513 or 512 (or ones to the east side that say they are express but in truth stop numerous times). PLEASE PLEASE PLEASE consider making things such that both an express as well as a milk run system can operate simultaneously so that those of us who live in Everett but commute to Seattle or Bellevue for work can have an efficient commute. If you can't, then we might as well stick to busses that can.

As far as stops go, please make the train stop such that people have access to:

Paine Field passenger terminal

Eastmont Park and Ride

Everett Arena

Where will people be parking? All the stops listed have no parking available. If you don't provide parking, people won't come.... Where you do provide parking, make it big enough to accommodate everyone who wants to park. The South Everett Park and Ride is woefully inadequate - it was maxxed out less than a week after opening. You have people converging from Mukilteo, Everett, and Lake Stevens into a hub in south Everett - make the hub big enough that they can. People will come - IF you give them a means to get there and to park, and once there you give them an efficient ride.

Consider having your major hub in south Everett - you have people coming from I-5, Hiway 2, and Hiway 526 all into that one area around the South Everett Park and Ride/Eastmont Park and Ride. No one wants to go north to Everett Station to go south, so there are many people not commuting who might if the stations better reflected people converging from these three routes and giving them a convenient means to access the rail network that doesn't necessitate them going out of their way to access it.

One reason I would ride the bus over the train - the bus doesn't have announcements whereas the link is constantly making announcements at very loud volumes, and if you are making stops every mile, I'm going to go insane with the announcements. Please consider a means of communication of stops and rules that doesn't blast peoples' eardrums and allows them to engage in media of their choosing without having to constantly listen to announcements that simply irritate them and have loud clanging sounds associated with the announcements - make them gentler on the ears, less frequent, more visual queues on reader boards above the doors, and no announcing that you will be leaving again and again nor arriving again and again nor all the safety announcements. We don't have that on busses, we just have to know all these things with simply a lighted board at the front of the bus. Please make the trains similar!!!

Thanks in advance for your consideration.

~ Ruth Mosman

Date Received: November 11, 2021

Source: Email

Communication:

From: Martin Nix

To: Everett Link Comments

Thursday 11/11/2021 12:42 AM

Subject: Comments Extension of light rail to Everett. Delay the extension to Boeing. Go Direct to Everett.

I request a review of the route of the light rail to Everett. I request that the light rail not be extended to Boeing, and instead travel directly to Everett Station via the interstate. At a future date a spur would be added to Boeing. By realigning the light rail, it would allow faster and more cost effective construction.

At a future date, a spur would be constructed up 526 to Everett. It would be built after the extension to Everett. The route that goes to Boeing is mostly elevated, and costly. We already have a Bus Express Swift line going there. This would be more cost effective.

Of note, also, Boeing has two working shifts, that operate at late hours, exactly when the transit system is not working. Many employees go to work at 3am in the morning, and quit at 2am. Boeing is very capable of putting in its own park and ride transit system, that way employees who live in Renton and park in Renton, not Everett. The concept is called BoeTran. It was proposed by employees to management.

I am concerned about the cost on the project and scheduling, and if we were to reschedule and reroute certain sections, we would be able to get this in quicker, and most cost effective. Thus I propose, extending the light rail directly to Everett via surface interstate highway. Then at a future date, extend a spur to Boeing via 526.

Thank You. Martin Nix

Date Received: November 29, 2021

Source: Email

Communication:

From: Joseph King

To: Everett Link Comments

Monday 11/29/2021 10:55 PM

Subject: Ash Way station comments

Hi, I am the owner of the property at the corner of 164th and Motor Place. I understand that Sound Transit is considering several alternatives for the location of the future Ash Way light rail station and the preferred location is the existing Ash Way Park and Ride lot.

I would like to bring to your attention that my development plans for my above property (on the east side of I5) will be very complementary should the station remain planned and built on the west side of I5 at Ash Way. A mixed use, medical/dental office building with underground parking is currently planned for the corner of 164/Motor Place. We hope to begin construction in 2022.

On the adjacent lot that I also own just to the north of this corner parcel, as a second stage, a multi level mixed use building is planned on this separate adjacent parcel. I believe that these developments will be extremely helpful in building a walkable community within the immediate proximity of the new light rail structure at Ash Way on the site of the existing Park and Ride.

Thank you for your consideration and commitment to supporting public transit in this area.

Regards, Joseph King MD
164 Real Estate LLC

Date Received: December 2, 2021

Source: Email

Communication:

From: Sandra Higgins

To: Everett Link Comments

Thursday 12/2/2021 3:33 AM

Subject: Ash Way Station Comments

Thank you for your follow up email Monday. We would like to contribute the following comments:

As Architects for the property at the corner of 164th and Motor Place, we supported the Sound Transit project in our design review application:

This project encourages a higher density transit and pedestrian use through improved sidewalk connections to north properties as well as bringing foot traffic to 164th St. SW. It will be an enjoyable walk to the park and ride across the I 5, passing the new plaza and frontage. This development encourages use of the transit center on the West side of I 5 through added street trees and landscaping to 164th St. SW, which enhances the pedestrian connection and access to transit.

Our project includes mixed use including Office, Retail and Medical, allocated according to plan. A future phase will include a residential multi-level mixed use.

Clearly stated, it seems logical that the Sound Transit project would be located on the West side of I5, where the existing transfer hub is located. We therefore support the West side of I5 rather than the alternate considered, which crosses back over to the east of I5.

Thank you.

Sandra J. Higgins • President • AIA AIBC CP NCARB
Capital Architects Group PC • 2813 Rockefeller Ave. Everett, WA 98201 • ph: [redacted]

Date Received: December 9, 2021

Source: Email

Communication:

From: Jean Sterley

To: Everett Link Comments

Thursday 12/9/2021 1:46 AM

Subject: Mariner Station

Hello,

We want to comment on the Mariner Station project. We have been reading all of the information about this project and have some concerns.

In 2000, we built and opened a 36 unit apartment building located at 628 128th St. SW Everett WA 98204. It was a struggle for some time to get our building to full capacity. My husband was working at Boeing every day and as many weekends as he could to help support this endeavor. Every day after work, he came to the apartments to do any maintenance calls that were needed. I worked in the office doing advertising and leasing up apartments and cleaning any move-outs. I scheduled vendors as needed and coordinated many onsite events and projects. Eventually we hired my husband's sister to be our office manager and she still is managing today. This has been a family owned and operated small business. We have a thriving community that feels like an old fashioned neighborhood. Many residents have lived there for 10-15 years.

Some of our residents have had Thanksgiving and Christmas dinner for those who don't have local family or friends. There is a real sense of community here and most residents know each other. Some of our residents take others to the store or doctor appointments if they don't have a ride. There are many seniors living in this community, as well as families and folks with pets who enjoy the private fenced backyards we have in several ground floor apartments. We have a diverse community with people from Japan, Korea, Africa, Mexico and many other places who live at West Ridge Apartments.

My husband Duane retired in 2016 and we planned to keep this building to help supplement our retirement.

It appears from the maps and preliminary plans we have seen, it seems that our apartment community will be a park or plaza in the near future. If this happens it will displace 36 families and in this time of need for housing, it seems like an unnecessary and expensive use of this land.

We are hoping and requesting that you consider alternatives to removing this apartment building.

We invite you to come and see this community for yourselves.

Thank you for your consideration

Jean Sterley [redacted]

Duane Sterley [redacted]

Date Received: December 9, 2021

Source: Email

Communication:

From: Randolph Fong

To: Everett Link Comments

Thursday 12/9/2021 3:04 AM

Subject: Comments on Everett Sound Transit Expansion

Dear Sir:

The West Alderwood Station seems to favor the Alderwood Mall at the expense of the Everett Mall. Maybe the SR 526 / Evergreen Station could be located to facilitate the Everett Mall businesses. Also the SW Everett Industrial Station should service the Paine Field Airport rather than Boeing. As a former Boeing employee, the locations within the plant are spread out and people generally work early about 6:00 AM with a rush to exit at 2:00 PM. As such Boeing did not provide adequate parking or transportation within the plant and public money should not be about serving a specific interest.

I used to live at Airport Road and Highway 99...it was within walking distance from the Mariner Station. The Sno-Isle branch is a small facility more recently added there and it was convenient to return books but I used the branch at Mukilteo more. It was unfortunate that I did not have access to the nearby Evergreen branch of the Everett Library at that time (This area was an incorporated part of Everett). So the point is that having a station at SR 99 / Airport Road does not seem to justify the addition cost of new construction.

I also used to live at Walnut Street and 16th Street in North Everett and it seems that an ideal place for the OMF North complex would be East of this location near the Franz Outlet Bakery store.

I live in Marysville and the ride to the Northgate Station still took a lot of time from the Smokey Point bus terminal at Arlington. Recently I drove to the Lynnwood Transit Center and made much better time. The first time was to downtown Seattle and the second time was to University of Washington. I only have one complaint in that there should be better signage to indicate the bus stop in each direction (even though I am more familiar with the Lynnwood and Northgate Stations...I spend more time to find the correct transfer time than optimal).

Kindly add me to your mailing list and thank you for your wonderful service to our communities.

Regards,

Randolph Fong
[redacted]

Date Received: December 9, 2021

Source: Email

Communication:

From: Duane Sterley

To: Everett Link Comments

Thursday 12/9/2021 9:28 PM

Subject: Mariner Station VS McCollum Park Station location

I am wondering if consideration has been given to the McCollum Park area as the location for/instead of the "Mariner Station"? I believe that a site near McCollum Park may be a more desirable location for the proposed Mariner Light rail station location. Here are some of the

reasons why;

McCollum Park is a large open area park that hasn't been developed to its full potential. There is a large park & ride next to it with room to expand.

It is on the Swift BRT Green line route, and the 115, the 810, 860 already stop there. The East side of I-5 at 128th St. SE is less dense than the West side. Right of way acquisition should be cheaper

even though the distance may be a little longer. The station could be constructed such that the people would not have to walk as far to reach the light rail. The cost might be a wash.

There would be better traffic mitigation and customer access which would be a big advantage over the West side of I-5, for a McCollum Park station.

The West side of I-5 at 128th SW and the overpass itself is already a very congested area, and encouraging even a bigger influx of cars and people puts undue pressure on the 128th Street overpass and surrounding area. Adding 30th Street and an overpass at 4th ave West over 128th SW won't solve the congestion problem. Why make a bottleneck if we don't have to!

It appears that the demographic draw to Mariner Station will be South from about 130th St, and everything South of Everett Mall Way and from 99 East to I-5, perhaps less if the Airport Way/99 station goes in.

It seems most of the customers will come from the East side of I-5. Silverlake, North 1/2 of Mill Creek, Cathcart, Snohomish, even Monroe, plus all of the area in between. These areas also have lots of further growth potential. Putting the Station on the East side of I-5 where most of the customers are coming from, makes sense, rather than bottle-necking the already overly congested West side of I-5.

Perhaps a study of this area could be done, before this initial phase closes, as it seems like a good alternative, that displaces less businesses and housing as well.

Thank you for your consideration,
Duane Sterley
[redacted]

Date Received: December 10, 2021

Source: Email

Communication:

From: Paul G

To: Everett Comments

Friday 12/10/2021

Subject: Everett Link Extension

Hi,

I notice there is no good access to the proposed rail lines for the large residential areas in and around Silver Lake in Everett. The area is largely residential, with ever increasing housing

density. The land directly adjacent to 19th (527) is increasingly moving toward condominiums. There is only limited businesses with most people leaving the area for work and services.

I feel that a stop at the north end of Silver Lake, where Hwy. 526 ends would be a well used addition. There is already a Park and Ride lot there (Eastmont park and ride) as well as unused land from what was the old B&M shopping center, torn down years ago. A lot of the other land just north and east of I-5 where it meets 627 is lightly used because of freeway noise.

When will there be additional opportunity for community input?

Thank you,
Paul Gooch

Date Received: December 10, 2021

Source: Email

Communication:

From: Joe A. Kunzler

To: Everett Link Comments

Friday, December 10, 2021 8:43 PM

Subject: Fwd: 2021-12-10 Comments for Early Scoping

Here you go, wasn't aware that comments to everettlink@soundtransit.org wouldn't be recorded.

JOE

----- Forwarded message -----

From: Joe A. Kunzler

Date: Fri, Dec 10, 2021 at 12:39 PM

Subject: 2021-12-10 Comments for Early Scoping

To: everettlink@soundtransit.org

10 Dec. 2021

RE: 2021-12-10 Comments for Early Scoping

Dear Sound Transit;

I'm going to be acute as I have many irons in many fires, and little faith you'll listen but here goes. I'm asking you please consider an alternative alignment of either a spur to Paine Field (Southwest Everett Industrial Center) or Bus Rapid Transit/BRT there.

First, there was no democratic, transparent process with notes and open Boardmember discussion to thoughtfully discuss those possibilities. This reduces public confidence after those ideas were first proposed in ST3 and have been rekindled by The Urbanist HERE and HERE. I am asking they please be considered in your EIS so we can see the costing.

[Links: <https://www.theurbanist.org/2021/04/14/how-to-build-a-faster-better-everett-link/> and

<https://www.theurbanist.org/2021/11/09/a-first-peek-at-proposed-everett-link-light-rail-alignments/>]

Second, some of us in the community have reduced or no confidence that the primary tenant of the Southwest Everett Industrial Center in Boeing is going to stay with sufficient Full Time Equivalent/FTE workers to justify the costs of time & money versus getting light rail to downtown Everett in 2037 or preferably sooner. Plus there is no light rail alignment proposed to quickly walk to the commercial terminal - this is a problem.

Third, I am very concerned the light rail alignments will not connect with Seaway Transit Center - a facility built in 2019 that cost a lot of federal + state + local dollars. This is problematic at best. Rather see more than 18 years of use from it if Everett Link is hopefully completed in 2037, and public restrooms added for dignity. The way Northgate Station integrated with buses is perfection and should be the model.

On another matter, I hope Sound Transit will have bathrooms at all stations and a station attendant. This is an important dignity + public health measure for those with long commutes.

Thoughtfully;

Joe A. Kunzler
[redacted]

Date Received: December 10, 2021

Source: Email

Communication:

From: Scott and Jen Bader

To: EverettLink@soundtransit.org

Friday, December 10, 2021 8:41 PM

Subject: It is still December 10th, so providing comment on Everett Link Extension

would like to suggest a better route to Everett from Mariner

-route minimizes taking out existing businesses, though might build over their parking lots in some cases.

-route tries to minimize disruption to residences, both multi-family and single family

-route avoids taking up right of way on existing major roadways

-Right of way and topography along I-5 north of SR526 is challenging. This proposed route has easier topography including easier grades.

-would provide an opportunity for a station at some point in the future between SR526 and Everett Station (which would otherwise be one of the longest, if not the longest, gap on the LINK system between stations other than the crossing of Lake Washington)

From the Mariner area along I-5 to the Everett Mall, following the Interurban right of way from the Eastmont Rest Area.

Station at Everett Mall replacing the Airport Road potential station.

From the Everett Mall, along/under PUD right of way

Crossing SR526 (perhaps under given topography) swinging west paralleling SR526 to somewhere south of Cascade High school. (Would suggest this bridge also incorporate pedestrian/bicycle right of way to get Interurban trail across SR526.

Where the Evergreen Way Station would let passengers out on Evergreen Way near the Swift bus stop just south of Casino Road, where a spur would then proceed towards the SW Everett Industrial area, the main line proceeding to:

Above Bruin Boulevard, perhaps on the Cascade High School side

Cut and cover under Cascade Plaza shopping center parking lot or behind center

Cut and cover under Rainier Drive on east side of Evergreen Way place through old Everett reservoir number three property

From approximately the intersection with Highway Place or 52nd Street, running down or parallel to Evergreen Way on an elevated structure (plenty of parking lots in adjoining businesses to use if necessary)

From the Hope Church on Evergreen, tunnelling under in the area of 44th or 45th Street

East side of Colby, crossing 41st where Wetmore would intersect

Heading east parallel to 41st either north of Everett School District headquarters

Turning north parallel to Broadway on west side of Broadway

Crossing Broadway at about 38th Street to line up with McDougall Avenue then north to Everett Station.

-spur to Southwest Everett –

-from Evergreen Way run along the north side of SR526 to existing Seaway Transit Center that provides existing connections to Swift Green line and other transit connections including circulator bus to Boeing.

thanks for your consideration.

Scott Bader

Date Received: December 10, 2021

Source: Email

Communication:

From: Chris Ayriss

To: Everett Link Comments

Friday, December 10, 2021 4:26 AM

Subject: Funding and alternatives

Ms. Fendt:

I read that there is a \$600 million shortfall for the Everett Link expansion.

Has Sound Transit considered donations from individuals as a way to make up for this shortfall?

Has Sound Transit considered volunteer labor as a way to help with funding for this project?

Some people may be willing to give Sound Transit a large amount of money today in exchange for free rides once the project is completed. I would consider this a "Ride Deposit". Have you considered this as a funding option? Several tiers might work, where the larger donations would get the individual free rides for life. Please make that amount accessible for middle-class people.

I believe that donations, volunteerism, and a "Ride Deposit" program could make this expansion more of a product of the community. Some people oppose mass transit, though I don't understand all of their reasons. However, these people might change their mind when they see others willing to spend their own time and money on a project that matters to them.

Chris

Date Received: December 10, 2021

Source: Email

Communication:

From: Chris Ayriss

To: Everett Link Comments

Friday, December 10, 2021 11:49 PM

Subject: Everett Link Comments

Mr. Ko:

I would like some options in this transportation plan for further expansion. I believe it would be nice to have more stations further north, specifically Marysville and Arlington. A tentative plan and cost estimate of a line all the way to the Canadian border would be nice, too.

Date Received: December 10, 2021

Source: Email

Communication:

From: Doug Martin

To: Everett Link Comments

Cc: John Hammer; Craig Gorc

Thursday, December 9, 2021 8:48 PM

Subject: Airport Road Light Rail Extension in Everett

December 9, 2021

To: Sound Transit

Reference: Light Rail Extension on Airport Road in Everett, Washington

In reference to the above extension plans we are the owners of property located at 11625 Airport Road, Everett, Washington 98204. This is a business park known as the Airport Road Business Park and we own a portion of it. I am writing to express a comment/concern reference this project.

It is my understanding from documents I have seen that the light rail would run either on the South or North side of Airport Road. If the North side is chosen it would run in front of the Airport Road Business Park and affect the ingress/egress of traffic using that property. At this point there apparently is no way to know whether the rail would be at ground level or elevated, however the negative impact on ingress/egress to the Airport Road Business Park would exist to some extent. There are two entrance/exit driveways to this property, one on the east side and the other on the west. If these driveways were to become closed off due to the light rail then it would make the property land locked and I understand that this would be illegal. The time, effort and cost to develop new ingress/egress routes would be very significant.

I also assume that the owners of property that are either business or residential on the South side of Airport Road would be affected in much the same way.

Please take these matters into consideration as this project develops as the results are significant. Thanks very much for reading this and taking it into consideration.

SONRISE CHRISTIAN CENTER
DOUGLAS S. MARTIN
ASSOCIATE PASTOR/ELDER

Date Received: November 8, 2021

Source: Voicemail

Communication:

Hi. I just got your project timeline in the mail. I live at 124th street, in South Everett in Center Park Condos. I'm older. I can't afford to have my condo torn down and be without a home. From what I understand, when you force people out of their homes, you don't give them enough money to buy another home. My condo would only be worth what it is. It wouldn't be worth the land because I don't own the land that it's sitting on. I can't even now, afford to buy a home if I

sell this condo. So, I certainly hope, because I talked to somebody, a manager there about a year and a half ago who said that it was only a plan. It was only - they were only thinking about where to put the, the, the South Everett Station and that I shouldn't worry about it. But, according to this project timeline, you have Mariner with a P and a circle around it, which makes me worry that you're planning to put a station there. And if you do, is this, this is me in my condo, is it going to be knocked down? And I'm going to end up living under a bridge in a cardboard box? Because I can't afford that. I have animals to [unclear] that need shelter. I don't, I, I worked hard my whole life. I don't deserve to be homeless because you feel like putting a train station a block away from where I live.

Date Received: November 23, 2021

Source: Voicemail

Communication:

Hi, my name is Harrison Kuo. I sometimes live in Lynnwood, but currently I live in Oakland, California. I have several comments about the early placement for West Alderwood. After looking at the representative project itself, I think that a better location for the West Alderwood station would either be Alderwood D or Alderwood B. The reasons why, is that having the stations located farther from the freeway will allow for greater pedestrian access. Highways usually prevent easy [unclear] - basically, is a big barrier to pedestrian access. Also, for Alderwood B, an even better reason, is that you can use the existing parking lot, that in South Alderwood Mall to redevelop light rail and have other development in the area. Plus, it, unlike the other stations, there is less disruption to right of way that you, even Alderwood D, which I mentioned earlier. So if you want to know more, call me back at [redacted]. Thank you.

Date Received: November 2, 2021

Source: Online Open House

Communication:

Benefits

Help free up revenue for buses to connect more to light rail

Provide schedule reliable transportation

.

Impacts

THE DAMN WAIT for light rail

Gobbling up money from local needs like better buses

Date Received: November 2, 2021

Source: Online Open House

Communication:

Benefits

These questions are set up in an awkward manner, btw.. The OMF should be built in the SW Everett Industrial area. Lost of space to build. Please don't put it near houses.

~

Impacts

If it's built near Paine Field/Boeing/Amazon-Everett, then impacts would be minimal.

Date Received: November 1, 2021

Source: Online Open House

Communication:

Project as a whole

~

West Alderwood

I like the routing of ALD-brown, with ALD-F being the ideal station location in my opinion. It seems like the most central location with the retail in the area and new developments being built in the area, and would provide a more central location than the options that remain close to the freeway. Also, why call the station area "West Alderwood" rather than just "Alderwood," as everyone in the area calls it.

~

Ash Way

ASH-blue is my preference for this station. It gives a little distance from the freeway to the station and brings it a little closer to developments in the area, as well as the existing local bus bays.

~

Mariner

Why is a station located at the existing park-and-ride not considered an option? As far as the options presented here, MAR-pink seems the best option here.

~

SR 99/Airport Rd

~

SW Everett Industrial Center

~

SR 526/Evergreen

~

Everett Station

~

OMF North Locations

The I-5 & 164th location would be the most central option, though it could be a little difficult as tracks would have to be built from the OMF over the freeway. Any option up near the Paine Field airport would also be good as that is a more industrial area.

Date Received: November 2, 2021

Source: Online Open House

Communication:

Let's get on with this. We needed light rail to Everett in like 2016. IN KITSIS WE TRUST, HERE WE COME, GO SOUND TRANSIT!

Date Received: November 2, 2021

Source: Online Open House

Communication:

Benefits

Based on the current alignment, Everett Link will have limited benefits to the majority of people living in Snohomish Co. It is set up to serve only: Boeing workers North Everett & Potential North of Everett commuters. That's it.

~

Impacts

Minimal because most of the line runs along the freeway.

Date Received: November 2, 2021

Source: Online Open House

Communication:

Benefits

Really be a nice train farm that's needed for the amount of trains ~ and spares ~ for reliable service. Should be named after Ric Ilgenfritz but that's me.

~

Impacts

Must have a nice name or I'll cringe...

Date Received: November 4, 2021

Source: Online Open House

Communication:

Is there a way to add into the purpose an effort to equitably plan and attain land (intentionally not acquire only land within high minority, low income areas)?

Date Received: November 2, 2021

Source: Online Open House

Communication:

Project as a whole

Need safe and accessible pedestrian and bike upgrades to improve access along the entire corridor. No parking garages!

~

West Alderwood

~

Ash Way

~

Mariner

~

SR 99/Airport Rd

~

SW Everett Industrial Center

~

SR 526/Evergreen

~

Everett Station

~

OMF North Locations

~

Date Received: November 2, 2021

Source: Online Open House

Communication:

Project as a whole

~

West Alderwood

~

Ash Way

I would prefer for the ASH-D alignment to be chosen. Snohomish county has already chosen this one as their preferred station location. It allows for a lot of additional development around it as well as it is close to businesses already such as walmart. I dont think it would be as useful on the west side of the freeway as there is more single family home over there.

~

Mariner

~

SR 99/Airport Rd

~

SW Everett Industrial Center

~

SR 526/Evergreen

~

Everett Station

~

OMF North Locations

~

Date Received: November 2, 2021

Source: Online Open House

Communication:

Benefits

More connections from Everett Transit, all day, everyday within Everett, better BRT Bus Routes within Sound Transit and Community Transit for Lynnwood, Shoreline, Bothell, Everett and Marysville. As well as to connect to job in and within Snohomish county and Puget Sound, more local and frequent, all day, everyday light rail and bus connections. Traffic on I~5, Downtown Lynnwood, Alderwood Mall, and Everett cutted down significantly.

~

Impacts

Trees cutted down during the process, as well as the great risks of rivers and creeks getting polluted by dust and material construction.

Date Received: November 2, 2021

Source: Online Open House

Communication:

Benefits

I'm interested in getting to the Paine Field airport more easily.

~

Impacts

I think more people would come in and out of the PAE airport if it were connected to Seattle by rail. I could see more development happening in Everett's core of downtown were connected to PAE.

Date Received: November 2, 2021

Source: Online Open House

Communication:

Benefits

Less cars on the road. Slightly quicker way to Seattle

~

Impacts

It will price people out of their neighborhoods.

Date Received: November 3, 2021

Source: Online Open House

Communication:

Benefits

The light rail service in the Everett Extension could benefit the community by placing a station at the PAE Terminal. Learn from your mistakes at SeaTac and do Everett right the first time by placing the station AT THE TERMINAL. What better way to get to the airport than by rail?!!!

~

Impacts

The impacts to travelers in the UWEverett corridor and travelers arriving at PAE would be enormous. No need to drive and park at the airport. No need to rent a car if your travel takes you to Everett or Seattle. With PAE on the Second Airport list, and air service already in place, the travel demand at PAE will only continue to grow.

Date Received: November 3, 2021

Source: Online Open House

Communication:

Benefits

It will cut down on driving, clearing roadway for essential travels. What is this with 2037, 2046? You need to the work done a lot faster. That's too long Ask Senator Murray for help with funding. Ask President Biden.

~

Impacts

~

Date Received: November 4, 2021

Source: Online Open House

Communication:

Benefits

Travel to neighboring cities without the use of a car. Less cars on the road, less pollution, less noise.

~

Impacts
Busy subarea region

Date Received: November 4, 2021
Source: Online Open House
Communication:

Benefits
Everett is the perfect city for Light Rail!!! In a way it is like a mini Seattle with various neighborhoods and communities within the city itself. There is a more urban, walkable area as well as more rural spaces; and in that regard Everett is unique from the other cities north of Seattle. Light Rail is going to increase mobility for a very underserved and transit deprived community. It will allow folks greater opportunities for work and pleasure while also bolstering the community and the businesses. Everett needs this!!! Everett needs this far more than any other city anticipating Link service within the next 1520 years.

~
Impacts
It's feeling like Everett is the only affordable housing market in the Puget Sound; I'm fearful that, what has traditionally happened to cities after Light Rail was establish, will happen here as well. Skyrocketing housing costs and gentrification. I also do not think that the communities fully understand the impacts that are coming and how to deal with them. For example, are the police and other government institutions preparing their people with additional training (bystander intervention, antiracism, identifying bias, etc.). An increase in diversity within the population is definitely needed, however are the communities ready to welcome EVERYONE?

Date Received: November 4, 2021
Source: Online Open House
Communication:

Benefits
~
Impacts
Only if you add a multi story park I g structure at everett station

Date Received: November 2, 2021
Source: Online Open House
Communication:

Benefits
Places to store trains, take care and supervise them.
~
Impacts
Trees and environmental impacts for the most.

Date Received: November 2, 2021
Source: Online Open House
Communication:

Benefits
First of all, you need to stop using your own terms. Not everyone knows what OMF stands for

and you only mention the full definition once. Why not use the entire term?

~

Impacts

I can imagine you guys are going to put this somewhere that will displace people. I think the industrial area near Boeing would be perfect for this. Isn't there supposed to be a OMF in Lynnwood?

Date Received: November 2, 2021

Source: Online Open House

Communication:

Benefits

Why stop at Everett? Light rail needs to go to Bothell.

~

Impacts

You are missing the curve up to Bothell where a huge population are creating traffics by heading by driving to UW/Lynnwood P&R and everywhere else.

Date Received: November 4, 2021

Source: Online Open House

Communication:

Benefits

Jobs, jobs, jobs!!!! I'm not up to date on the information regarding Boeing leaving the Everett area, however even if they do not, that can still be a very difficult company to get into. If they do leave, then these jobs will be needed more than ever! There's also land around here that could stand to be developed and cleaned up. Everett is a beautiful city, but it has some really ugly parts. I would love to see some of these spaces be put to use. At least with a facility like with it will be clean and looked after, as well as have a security presence (hopefully dissuading nefarious behavior).

~

Impacts

Impacts to under represented communities, ones that are already minoritized.

Date Received: November 2, 2021

Source: Online Open House

Communication:

Project as a whole

~

West Alderwood

~

Ash Way

~

Mariner

~

SR 99/Airport Rd

~

SW Everett Industrial Center

~

SR 526/Evergreen

~

Everett Station

~

OMF North Locations

I dont think that the OMF North should go at the I-5 & 164th st location. It would make a lot more sense to put the OMF yard up near boeing where it is already and industrial area. The 164th area is a residential and business area that would be greatly disrupted by putting it there.

Date Received: November 2, 2021

Source: Online Open House

Communication:

Project as a whole

~

West Alderwood

~

Ash Way

Having two additional freeway crossings for light rail to service one station seems excessively expensive. Please keep the station on the west side of the freeway and invest in improvements to make freeway crossings more welcoming and pedestrian friendly.

~

Mariner

~

SR 99/Airport Rd

~

SW Everett Industrial Center

~

SR 526/Evergreen

~

Everett Station

~

OMF North Locations

~

Date Received: November 2, 2021

Source: Online Open House

Communication:

Project as a whole

An Interurban Trail alignment with Everett Mall station and a spur line from Everett Mall to 99 and Boeing would be much better. Lower cost and better travel time between Seattle and downtown Everett. The transfer for Boeing passengers at Everett Mall could be very slick with a single spur line track in the middle of the station, between platforms, giving cross platform transfers to and from all directions.

~

West Alderwood

~

Ash Way

I'm biased for ASH-D since I live east of I-5. Whichever option you choose please make

pedestrian access easy from both sides of the freeway. Current park and ride access from the east is not super. A well placed pedestrian bridge would be excellent.

~

Mariner

~

SR 99/Airport Rd

~

SW Everett Industrial Center

~

SR 526/Evergreen

~

Everett Station

~

OMF North Locations

~

Date Received: November 2, 2021

Source: Online Open House

Communication:

Project as a whole

Ash Purple-ASH D would be the best route and easier as to not disrupt and upset family homes on the west side of the freeway that have been there for 20plus ASH C, and B would cause THE MOST disruption to the local families and the environment. ASH D causes the least amount of disruptions to the local people lives.

~

West Alderwood

~

Ash Way

Ash Purple-ASH D would be the best route and easier as to not disrupt and upset family homes on the west side of the freeway that have been there for 20plus ASH C, and B would cause THE MOST disruption to the local families and the environment. ASH D causes the least amount of disruptions to the local people lives.

~

Mariner

~

SR 99/Airport Rd

~

SW Everett Industrial Center

~

SR 526/Evergreen

~

Everett Station

~

OMF North Locations

~

Date Received: November 2, 2021

Source: Online Open House

Communication:

Project as a whole

I really think the focus should be on speed of project delivery. Anything that slows down delivering projects should be looked at with askance. That said, I'm concerned the alignment is not going to stop at Seaway Transit Center. Therefore I'm concerned about bus connections. But again, anything that slows down delivering light rail to Everett has to genuinely be worth the time cost.

~

West Alderwood

~

Ash Way

~

Mariner

~

SR 99/Airport Rd

~

SW Everett Industrial Center

~

SR 526/Evergreen

~

Everett Station

~

OMF North Locations

~

Date Received: November 2, 2021

Source: Online Open House

Communication:

Project as a whole

~

West Alderwood

~

Ash Way

~

Mariner

Really? Have you walked from Mariner Park And Ride to where the purple station or green stations are? That would be quite a trek in the rain. Why not Have the station at Mariner Park And Ride? Why not use the Motel 6 area for the station and then add a parking garage to Mariner?

~

SR 99/Airport Rd

~

SW Everett Industrial Center

~

SR 526/Evergreen

~

Everett Station
~
OMF North Locations
~

Date Received: November 2, 2021
Source: Online Open House
Communication:

Project as a whole
~
West Alderwood
~
Ash Way
~
Mariner
~
SR 99/Airport Rd
~

SW Everett Industrial Center
As a resident on Casino Road I would strongly prefer the pink route, or any route that takes the route away from Casino Road.

~
SR 526/Evergreen
As a resident on Casino Road I would strongly prefer the pink route, or any route that takes the route away from Casino Road.

~
Everett Station
~
OMF North Locations
~

Date Received: November 2, 2021
Source: Online Open House
Communication:

Project as a whole
~
West Alderwood
~
Ash Way
~
Mariner
~
SR 99/Airport Rd
~

Ash-D(purple) would cause the lowest disruption. you may need to build a bridge across I-5 to connect Ash way park and ride with the light rail station. the alternative could be for Ash-D to switch over to the other side of I-5 when near walmart/164th.

SW Everett Industrial Center
~
SR 526/Evergreen
~
Everett Station
~
OMF North Locations
~

Date Received: November 3, 2021
Source: Online Open House
Communication:

Project as a whole
Light rails need to go to Bothell.
~
West Alderwood
~
Ash Way
~
Mariner
~
SR 99/Airport Rd
~
SW Everett Industrial Center
~
SR 526/Evergreen
~
Everett Station
~
OMF North Locations
~

Date Received: November 3, 2021
Source: Online Open House
Communication:

Project as a whole
~
West Alderwood
I believe it is important to use this opportunity to connect the Interurban Trail across the I-5/I-405
Swamp Creek interchange.
~
Ash Way
~
Mariner
~
SR 99/Airport Rd
~

SW Everett Industrial Center

~

SR 526/Evergreen

~

Everett Station

~

OMF North Locations

~

Date Received: November 3, 2021

Source: Online Open House

Communication:

Project as a whole

~

West Alderwood

~

Ash Way

I prefer the ""ASH-D"" alternative because it should make it possible to improve the Interurban Trail connectivity and crossing of 16th St SW.

~

Mariner

~

SR 99/Airport Rd

~

SW Everett Industrial Center

~

SR 526/Evergreen

~

Everett Station

~

OMF North Locations

~

Date Received: November 3, 2021

Source: Online Open House

Communication:

Project as a whole

The wide ""bulb-out"" in guideways near West Alderwood will reduce speed of vehicles through that section and will remove concrete impressions that riders rely on to remember where stations are located. I'd urge that in this location, and as many others as possible, that the guideway route be kept as straight as possible.

~

West Alderwood

ALD-C increases system speed but, location along freeways reduces catchment areas and 5 - 10 minute walkshed. I very strongly appreciate ALD-A, it's located close enough to the freeway to retain a straight route along an existing undesirable ROW. It also appears to minimize displacement by routing through parking lots. Please ensure that high-density, affordable housing is built around it through site acquisition processes.

~

Ash Way

Ash-B and Ash-C are awful, the latter especially so. Their bulb-out will slow the system down and result in blight. Ash-A is absolutely ideal here - retain a straight guideway and utilize existing ocean of parking for staging area, future parking garage and potentially even housing.

~

Mariner

Could any of these stations be selected with the consideration of a potential future Paine Field bypass?

~

SR 99/Airport Rd

Air-C is far from ideal due to bulb-out and greater potential for displacement, but also greater potential for future affordable housing. Air-B is awfully close to those wetlands. Air-A is, on first impressions, much more ideal.

~

SW Everett Industrial Center

SWI-B is not located adjacent to any high trip generation uses and is near wetlands. Wouldn't this end up as another underperforming Rainier Beach or Sodo station? SWI-C has nice parking lots to take advantage of which I appreciate, and that is could serve as multimodal transfer point between Link Light Rail (more of a Medium Rail, don't you think?) and regional air service out of Paine Field. I don't think we should have to choose between SWI-C and SWI-A. The former serves as commercial air flights and the latter serves the nearby area of a busy transit center (Seaway). I would much prefer to see these be developed as two separate stations. There's probably even enough space to develop a Paine Field station at-grade to save some money, although it would still need a last-mile connector or protected walkway directly to the terminal. Also, forgive my lack of awareness, but how would SWI-A offer direct transfer at Seaway Transit Center when they are located so far apart (10 - 15 minute walk)?

~

SR 526/Evergreen

This is difficult to comment on. I prefer the highway alignment because of speed, less impact on neighborhood, restrictions on highway widening it would impose, and making that ROW more efficient. However, more density is concentrated south of 526 so I'm not sure that an alignment adjacent would be more beneficial. Genuinely would be interested in hearing why a freeway median station was not considered.

~

Everett Station

EVT-A seems like the only good option here. Why would you not provide a multimodal transfer between buses, sounder, and "light" rail in one location? Additionally, that alignment still allows for the speculated extension to Everett College. I feel selecting any of the other three would be a drastic missed opportunity.

~

OMF North Locations

First of all, the SR99 and Gibson Road location is terrible. 99 has potential to be an incredibly important corridor for densification and TOD, why would waste it by throwing up a facility like this? The I-5 and 164th Street seems kind of shitty too - Wal-Mart is a terrible company but it serves an important role in the community. Plus - why waste TOD potential around this station unless you are actively confirming that the Ash Way station will become nothing more than Angle Lake - a lifeless suburban commuter catchment site? The 5 northernmost locations seem best, with the two northeastern the best of the lot due to seemingly more degraded environment. Ideally, do not restrict the growth of the airport's commercial flights, the growth of Boeing, the

TOD potential around these future stations, and the vitality of the local ecosystems. On second glance, why would you even consider this facility adjacent to your SR526 and Airport Road station? That kills any TOD potential it could one day incur. Also, the facility in Sodo sucks - blightly and disruptive to the city's urban fabric. The one in Bellevue is not much better and it strongly restricted future growth of the Spring District. Don't be 'that agency' again, I mean how hard is it? I haven't seen confirmation on the one in Federal Way/Kent area but those were all disruptive to the neighborhood, and the Midway landfill one was especially damaging to the potential for a high-density TOD neighborhood to develop there. I'd urge you to choose the least disruptive option; has the agency researched the possibility of burying that facility - la the Hudson Yards in NYC?

Date Received: November 3, 2021

Source: Online Open House

Communication:

Project as a whole

~

West Alderwood

~

Ash Way

~

Mariner

~

SR 99/Airport Rd

~

SW Everett Industrial Center

~

SR 526/Evergreen

~

Everett Station

Just great location for light rail

~

OMF North Locations

~

Date Received: November 5, 2021

Source: Online Open House

Communication:

For the purpose section, perhaps add that the light rail is electric powered. Some people think/read "rail" and automatically think of the BNSF rail line and the associated noise, smoke, and road crossings that turn people off to "rail" / "trains"

Date Received: November 8, 2021

Source: Online Open House

Communication:

Taking much too long - north county access to light rail is imperative and should be made a priority

Date Received: November 5, 2021
Source: Online Open House
Communication:

Benefits

Provides skilled, well paying jobs in the local region.

~

Impacts

Finding a town or neighborhood that has 70 acres of open land, and willing to have a maintenance facility in their backyard will be tough. I think it's important to mention that the light rail is electric, so it won't be a noisy, smoky railyard like the BNSF maintenance facility in Seattle.

Date Received: November 4, 2021
Source: Online Open House
Communication:

Benefits

None

~

Impacts

Congestion. Crime. Cost. Unnecessary. Money would be better spent on bus routes.

Date Received: November 5, 2021
Source: Online Open House
Communication:

Benefits

We plan to have an office in downtown Seattle and an office in Everett. This project will allow for much easier commute between offices. I am in huge support of having this connection and think the benefits far outweigh the impacts.

~

Impacts

~

Date Received: November 5, 2021
Source: Online Open House
Communication:

Benefits

It will provide an alternate transportation method for those commuting to Seattle, and will reduce traffic growth on I5. It will also provide transportation to Paine Field and Boeing for those commuting north from Seattle. I will be able to get to Paine Field or SeaTac by rail.

~

Impacts

Traffic during construction will get worse. Housing construction near the light rail line will increase and prices will be higher, but overall housing supply will increase which will slow down the increase in overall housing prices.

Date Received: November 6, 2021

Source: Online Open House

Communication:

Benefits

Less I-5 traffic. Potentially less Boeing drivers. Also, when the train tracks get blocked potentially another way to get to Portland and beyond.

~

Impacts

During construction I expect some commuting impacts. Once it is done I don't expect any significant impacts. Some minor impacts might be more noise near the tracks.

Date Received: November 7, 2021

Source: Online Open House

Communication:

Benefits

None. I doubt this will ever get finished. If it does, I doubt there will be any improvement on commute times by light rail, bus, or car.

~

Impacts

Encouraging residents such as my self to move out because we can't afford the tax increases.

Date Received: November 7, 2021

Source: Online Open House

Communication:

Benefits

It will allow Boeing employees to arrive to the Everett site and will allow travelers to reach Paine Field. Notice that both facilities have limited pedestrian and bicycle infrastructure.

~

Impacts

Helping people to commute in and out of the Boeing Everett site could reduce traffic congestion and pollution.

Date Received: November 5, 2021

Source: Online Open House

Communication:

Project as a whole

~

West Alderwood

Alderwood -F would best serve the new apts/townhomes being built next to Home Depot and Alderwood Mall. And provide easy access to shopping. Alderwood -B would really just serve the mall and the apt complex directly next to the mall. Would there be a dedicated park and ride there or just general mall parking? Alderwood -C and -E are too far from the shopping and apartments. people will find these stops inconvenient.

~

Ash Way

~

Mariner

Mar -A and -D are closest to Park and Ride and shopping centers. Most convenient. Mar -C is the least convenient for shopping and parking.

~

SR 99/Airport Rd

Air -A and -B are both good since they provide good convenient transfer to Swift bus line. They are also closest to the shopping centers in this area. Air -C: Why is this location under consideration?

~

SW Everett Industrial Center

SWI-C : How close is this to the PAE airport entrance road? It should be as close as possible. SWI-A and -B are good for Boeing access. The blue line running on Casino road would only make sense if there was a station being placed on the Casino route to provide transit access to all the apartments/townhomes on Casino Road. Otherwise, there is no benefit to green and blue line to these residents other than increased noise, and the sight of a rail line in their neighborhood.

~

SR 526/Evergreen

EGN-A is good for the new housing complex where the K-mart used to be. EGN-D is good for the Fred Meyer shopping complex/Casino road shopping and for those residents on Casino road. It's the most convenient stop for Casino Road residents and those wanting to shop. EGN-C and -E will be hard for pedestrians to get to, and also for drop-offs.

~

Everett Station

EVT-D provides the most convenient link to downtown Everett and the commercial / shopping areas. EVT-C and -B are too far from Hewitt, but a bit closer to Everett station. The main commercial district is 2-3 blocks north, and there is no housing in the immediate area. But I guess this area could be redeveloped and has the potential for more housing and shopping. EVT-A provides the most convenient transfer to Sounder/Amtrak/Bus. But least convenient to downtown Everett. Is a direct transfer needed? Most people taking the LRT want to go to the commercial areas, and not to transfer to Amtrak/Sounder trains. If you are coming from the North, you can take Amtrak all the way to Seattle.

~

OMF North Locations

Airport road/94th and SR526 are the farthest from residential areas and are already manufacturing/warehouses. So these locations would be ideal and provide easy access to Hwy 526

Date Received: November 12, 2021

Source: Online Open House

Communication:

I understand funds are a concern, but this project should've been built like 20 years ago. Anything you can do to speed it up would be greatly appreciated!

Date Received: November 8, 2021

Source: Online Open House

Communication:

Benefits

New jobs, expanding transit capabilities, improving wetlands and pedestrian/biking connections

~

Impacts

Impacts from construction must be mitigated for pedestrians and bicyclists

Date Received: November 8, 2021

Source: Online Open House

Communication:

Benefits

None

~

Impacts

Wast of money

Date Received: November 12, 2021

Source: Online Open House

Communication:

Benefits

Allow easy access to the train which means less drivers and more walkers and bikers! Cheap alternative to traveling north or south!

~

Impacts

Movement of homelessness, separation of neighborhoods.

Date Received: November 8, 2021

Source: Online Open House

Communication:

Project as a whole

Surprised to see detour to the west but makes sense if airport transport is provided.

~

West Alderwood

~

Ash Way

~

Mariner

~

SR 99/Airport Rd

~

SW Everett Industrial Center

~

SR 526/Evergreen

~

Everett Station

Evt-a/b to connect to existing services - evt-D would not make sense due to development on Broadway

~

OMF North Locations

I would think this station should be near where foot traffic and park and rides both can be made available 99/Gibson. I would avoid the parks in the area as this is the only public turf field available in Everett.

Date Received: November 8, 2021

Source: Online Open House

Communication:

Project as a whole

~

West Alderwood

ALD-F would meet my needs as a potential rider the best, as it is closest to the businesses I would frequent. ALD-D and ALD-B would be next best, in that order. ALD-C appears to not be meeting anyones needs, as very few businesses or housing n earby. ALD-E would serve more residents of that area.

~

Ash Way

ASH-D feels like a bad idea, anything on the east side of the highway is a logistical nightmare. ASH-A feels like the prime location, with ASH-B being a great alternative. ASH-C isn't too bad either, but being so close to 164th, there is terrible traffic, and it is away from the park and ride.

~

Mariner

~

SR 99/Airport Rd

AIR-C is closer to more residents than A or B, but pedestrian crossing would need to be added across 99 if this location is chosen, or I fear there would be accidents. AIR-A is the best location.

~

SW Everett Industrial Center

SWI-A feels inaccessible, but maybe that is because I rarely travel that way. SWI-B appears best for Boeing Accessibilty. SWI-C is ALMOST close enough to serve Paine Field airport, but it would be a bit of a hike, but it would still serve Boeing, and most of the other industries fairly easily. SWI-C looks best to me.

~

SR 526/Evergreen

I think the folks you want to serve most with this line are the ones that live along Casino Road, so keeping the station on the South side of 526, and West of Evergreen would the most of this Latino community. However, the 2 proposed locations, EGN-B and EGN-D, would also displace a number of Latino businesses. EGN-A would be the least disruptive, and there is an existing pedestrian bridge crossing 526 that could better serve by going directly to the station.

~

Everett Station

Are there really alternatives here? It needs the terminus at the major transit hub. EVT -B isn't too bad for accessing the bus station, but EVT-D is just ridiculous. I could see the desire to end right at the the arena, but you would have more people daily that need to go to the bus station than

need to go to the areana.

~

OMF North Locations

Airport road and 100th makes the most sense, it would be the lease impactful, as there is a fairly large section of open land already existing just south of 100th.

Date Received: November 8, 2021

Source: Online Open House

Communication:

Project as a whole

~

West Alderwood

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Ash Way

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Mariner

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SR 99/Airport Rd

~

SW Everett Industrial Center

~

SR 526/Evergreen

~

Everett Station

~

OMF North Locations

The Airport Rd & 100th St SW should not be an option, as that area is heavy wetlands and protected forests. There is also a sizable industrial complex there with many long standing community jobs. The best locations for the OMF North would be either the SR526 & 16th Ave and SR526 & Hardeson Rd. There are several large empty fields/undeveloped lots and less impact would be felt on community housing and job numbers being moved.

Date Received: November 9, 2021

Source: Online Open House

Communication:

Project as a whole

While I understand the need for the Paine Field detour, I recommend the ST team look into creating or at least studying a bypass route from Mariner directly to Everett Station.

~

West Alderwood

ALD-D would be best as it provides ample access to both the mall and residential areas to the West. With proper development, this station location would also leave significant space for building between it and I-5

~

Ash Way

ASH-D would be the best location to allow the greatest access to existing density, as long as a pedestrian connection is created between the station and park and ride.

~

Mariner

MAR-B is the best location for the station to put distance between it and I-5, while allowing access to existing density

~

SR 99/Airport Rd

AIR-A is the best location to allow for access to existing high capacity transit. The station would benefit from spanning over SR-99

~

SW Everett Industrial Center

SWI-C is the best location to provide access to the airport. As it expands and grows, capturing growth would benefit Link greatly. Locating the station closer to Boeing's facilities would be a bad idea, as seen by the recent plant closures throughout the region.

~

SR 526/Evergreen

EGN-A would be the best location to provide access to existing density and 2 out of the 3 neighborhood schools

~

Everett Station

EVT-A is the best station location to encourage transfers to Sounder for commuters

~

OMF North Locations

~

Date Received: November 9, 2021

Source: Online Open House

Communication:

Project as a whole

I think light rail should continue north from Mariner Station and serve South Everett. Paine Field can be served with BRT. This is also a great opportunity to repair the broken sections of the Interurban Trail. The trail could run under elevated rail.

~

West Alderwood

~

Ash Way

~

Mariner

~

SR 99/Airport Rd

~

SW Everett Industrial Center

~

SR 526/Evergreen

~

Everett Station

~

OMF North Locations

~

Date Received: November 9, 2021

Source: Online Open House

Communication:

Project as a whole

~

West Alderwood

~

Ash Way

Choosing Ash-D as the site for the station would be a good connection point for the interurban trail and multi-modal transportation across the region. By connecting the community on the east side of I-5 to a closer rail line via the interurban trail, it will be better and easier for them to leave their cars at home. The area along Meadow Road is already brimming with high density TOD and ready for light rail to arrive. These workforce-priced housing units would be well-served by a close light-rail station connecting them to job centers to the north and south. There is also ample large SFH properties that are showing significant signs of deferred maintenance and lagging care in direct proximity to the proposed station. There are a large number that are ripe for redevelopment in the proximity of the proposed station for Ash-D. That doesn't exist on the other alignment options as they are all well-developed around the proposed stations already. Placing the station on the east side of I-5 would further incentivize high density development and add vital housing stock in this crucial area.

~

Mariner

~

SR 99/Airport Rd

~

SW Everett Industrial Center

~

SR 526/Evergreen

~

Everett Station

~

OMF North Locations

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Date Received: November 10, 2021

Source: Online Open House

Communication:

Project as a whole

One of the stop should include Lynnwood Station where the Lynnwood transit center is rather than West Alderwood.

~

West Alderwood

~

Ash Way

~

Mariner

~

SR 99/Airport Rd
~
SW Everett Industrial Center
~
SR 526/Evergreen
~
Everett Station
~
OMF North Locations
~

Date Received: November 10, 2021
Source: Online Open House
Communication:

Project as a whole
~
West Alderwood
~
Ash Way
~
Mariner
~
SR 99/Airport Rd
~
SW Everett Industrial Center
~
SR 526/Evergreen
~
Everett Station
Options B or C are close enough to the main station to allow for easy access to local bus service while being closer to major residential areas, allowing easier access for the communities in the area.
~
OMF North Locations
~

Date Received: November 10, 2021
Source: Online Open House
Communication:

Project as a whole
Crossing I-5 east to west is increasingly difficult during peak traffic hours, I think at least one station should be located on the East side of I -5.
~
West Alderwood
~
Ash Way
I have lived in SW Snohomish County for more than 20 years it is increasingly difficult to cross I-5 east to west, I think at least one station if not two should be located on the East side of I -5. I

think Either Ash Way or Mariner would work but only Ash Way is provided as an option. I think this would increase ridership as access would be greatly improved and lessen impacts on other modes of transportation.

~

Mariner

~

SR 99/Airport Rd

~

SW Everett Industrial Center

~

SR 526/Evergreen

~

Everett Station

~

OMF North Locations

~

Date Received: November 11, 2021

Source: Online Open House

Communication:

Project as a whole

Fully support light rail.

~

West Alderwood

Acces, access, access. Please make these stations AND ROUTES TO THE STATIONS, safe to bike riders.

~

Ash Way

Acces, access, access. Please make these stations AND ROUTES TO THE STATIONS, safe to bike riders.

~

Mariner

Acces, access, access. Please make these stations AND ROUTES TO THE STATIONS, safe to bike riders.

~

SR 99/Airport Rd

Acces, access, access. Please make these stations AND ROUTES TO THE STATIONS, safe to bike riders.

~

SW Everett Industrial Center

Acces, access, access. Please make these stations AND ROUTES TO THE STATIONS, safe to bike riders.

~

SR 526/Evergreen

Acces, access, access. Please make these stations AND ROUTES TO THE STATIONS, safe to bike riders.

~

Everett Station

Acces, access, access. Please make these stations AND ROUTES TO THE STATIONS, safe

to bike riders.

~

OMF North Locations

~

Date Received: November 12, 2021

Source: Online Open House

Communication:

Project as a whole

~

West Alderwood

I think we should go with the pink route as it doesn't disturb the new housing in the Alderwood Mall area. It'll also leave an open welcomeness to the area instead of a rail system right in the heart of the area.

~

Ash Way

I think the pink line would be best as it wouldn't great too much crowdedness in the ash way parking lot with the operations of buses as of now.

~

Mariner

I think the pink line is best so it doesn't cut through neighborhoods where people live.

~

SR 99/Airport Rd

I think the pink line is good here as well. It doesn't disturb any formally structured buildings at all. The Air-C line cuts through the Home Depot lot which would make it look more unappealing as it is now.

~

SW Everett Industrial Center

SWI-C is best for the station as it is near Paine-Field and Boeing. It is also in between the other businesses nearby, so it wouldn't cause too much trouble. The SWI-Pink line is best for the continuation of the line because it doesn't disrupt any neighborhoods whatsoever! It only goes through the SW Everett industrial district. If you choose the 2 lines on Casino, that'll be a HUGE disturbance to area with many people of color which would make the area even less appealing. The purple line would be also bad as it is on the same side of the neighborhoods which will cause a disruption! It's also near churches and housing which isn't a great sound to hear a train during a mass or while you're trying to sleep.

~

SR 526/Evergreen

I think station EGN-A would be best as I see it is in the neighborhood dead-end. This would allow a safer area where those who live in that area can easily walk or bike to the station and use it!

~

Everett Station

EVT-C would be best as it strays away from the main neighborhoods, but not too far where it's impossible to travel by foot or bike to. As well as not disturb the Everett Memorial stadium because a lot of event occur that require silence at the stadium like the marching band events!

~

OMF North Locations

Airport rd 100th street is best as it's on the industrial side of things!

Date Received: November 12, 2021

Source: Online Open House

Communication:

Project as a whole

~

West Alderwood

I strongly prefer the ALD-Brown routing, and have no preference for either station location proposed; the ALD-Brown route, while will cause construction disruption along 184th Street SW, will best serve retail customers and new residents moving in to the new multifamily residential developments currently under construction.

~

Ash Way

I strongly prefer the Ash-A route, but as long as a well-design and thoughtfully-placed non-motorized connection is provided across I-5 to provide not only direct access from park-and-ride users, but for local residents on both sides of I-5.

~

Mariner

I strongly prefer the MAR-pink route, followed by the MAR-gold route. I believe it is beneficial for this station location to be located directly on 128th St SW for easier transfer connections for buses running along 128th St/Airport Rd and/or coming to/from I-5, in addition to future transit-oriented development opportunities that exist directly on 128th St.

~

SR 99/Airport Rd

I strongly prefer the AIR-pink route, followed by the AIR-gold route. While the AIR-teal route may better serve residents living within the vicinity of Center Rd, it is farther away from not only the existing SWIFT stations, but also residents living west of Airport Road/Highway 99.

~

SW Everett Industrial Center

I strongly prefer the SWI-B station location, as it provides a good compromise for people wanting to get to Paine Field and other industrial complexes outside of the main Boeing Plant (as long as frequent local shuttle service is provided).

~

SR 526/Evergreen

I strongly prefer either the ENG-pink or ENG-purple routes, as they will have the least construction and long-term visual impacts to residents along Casino Road.

~

Everett Station

I strongly prefer either the EVT-pink or EVT-purple routes, as there appear equidistant from Downtown and the existing Everett Station facilities.

~

OMF North Locations

I strongly prefer the three proposed locations along Airport Road, as out of the 7 locations proposed, I believe those sites will have the least overall impact to local residents and future opportunities for transit-oriented development.

Date Received: November 12, 2021

Source: Online Open House

Communication:

Project as a whole

~

West Alderwood

~

Ash Way

The Ashway Station should be at ASH-A (1st choice) or ASH-B (2nd choice). The two other choices do not make as much sense. Most of your riders will come from busses or the park and ride. For this reason, the rail station should be near to both. ASH-D is just stupid ridiculous since the park and ride is on the other side of I-5.

~

Mariner

I prefer MAR-D as it is closest to my home! Plus, it is closest to the park and ride, and the bus terminal. MAR-C would be second choice. MAR-A is third choice. MAR-D is last.

~

SR 99/Airport Rd

AIR-A makes the most sense as it is close to the Wal-mart, the Home Depot, and a bunch of other stores. AIR-B would be second choice. AIR-C is just a bad idea.

~

SW Everett Industrial Center

~

SR 526/Evergreen

~

Everett Station

~

OMF North Locations

Build OMF at SR99 & Gibson Rd. That neighborhood could use the upgrade and the jobs! I-5 and 164th St SE doesn't work as there is already a Wal-mart there.

Date Received: November 14, 2021

Source: Online Open House

Communication:

Project as a whole

~

West Alderwood

Thank you for addressing the future regional transportation needs! This is an important job and it makes me so appreciative for all the work you all do. It is not easy! Station Preference: 1. ALD-F 2. ALD-D 3. ALD-E Community: Of the routes/stations, ALD-F best services the local community. There are many apartments and SFHs to the NW of this location and would be the closest walking proximity from these neighborhoods. Locating the station to ALD-F would eliminate the need for a car to get to the station. In my opinion, it's not just having a station in the general area but the walkability to that station that will help to reduce the reliance on cars. Parking Efficiency: For those commuting to jobs in Seattle, Bellevue, and Everett, this would reduce cars on the road and eliminate the need to park at a station garage. Currently all those who work in job centers will likely still use a car to get to work or get to the station (where people will run into parking issues) Local Business and Regional Growth: This location is also still very

walkable to Lynnwood businesses, making it a regional destination and supporting growth, density, walkability/livability. Alderwood Mall will transform into a community gathering place with more foot traffic. Swift Orange Line: Transferability to the future Swift Orange line is still very walkable, making it very easy for those on the Orange Line to get to where they need to be reliably. Station Efficiency: This location is farthest away from the Lynnwood Transit Center Station, reaching more people on a station per track length metric.

~

Ash Way

Thank you for addressing the future regional transportation needs! This is an important job and it makes me so appreciative for all the work you all do. It is not easy! Station Preference: 1. ASH-B 2. ASH-A 3. ASH-C Community: Of the routes/stations, ASH-B best services the local community. There are many apartments and SFHs to the NW of this location and would be the closest walking proximity from these neighborhoods. Locating the station to ASH-B would eliminate the need for a car to get to the station. In my opinion, it's not just having a station in the general area but the walkability to that station that will help to reduce the reliance on cars. Parking/Infrastructure-Use Efficiency: There is already a Park & Ride at ASH-B so those who do not live close enough to walk to this station still have the option to park here, assuming a parking garage will be built to support the increase in use. Swift Orange Line: Transferability to the future swift orange line is still very walkable, making it very easy for those on the orange line to get to where they need to be reliably. Serving East of I-5: Similar to what was done in Northgate, a pedestrian bridge can be built over I-5 in the future to easily support walkability to communities on the east of I-5. This may be a cheaper and more efficient option than to build the station on the east of I-5 (ASH-D). If the station is built at ASH-D, will people really walk from the Park & Ride to ASH-D to transfer on a light rail for their commute? I suspect many will just take their car rather than walk, reducing the value of both the existing Park & Ride and the ASH-D station. Again, I believe its not just having the station in the general area but also its walkability to it. Eliminating transfer times from Bus to Train weighs heavily on a persons commuting method decision.

~

Mariner

~

SR 99/Airport Rd

~

SW Everett Industrial Center

~

SR 526/Evergreen

~

Everett Station

~

OMF North Locations

Thank you for addressing the future regional transportation needs! This is an important job and it makes me so appreciative for all the work you all do. It is not easy! Location Preference: 1. Airport Rd & SR526 This is closest to the Paine Field and Boeing Production Facility. As this area is already very industrialized, it makes sense to locate it here where it won't take a way from other potential people oriented development.

Date Received: November 8, 2021

Source: Online Open House

Communication:

Benefits

Enhance employment/education/entertainment options for downtown/Snohomish county North residents

~

Impacts

Lessen congestion and frustration with downtown commuting - we haven't gone downtown for 10 years until recently because of traffic/parking/lack of security in Seattle

Date Received: November 8, 2021

Source: Online Open House

Communication:

Benefits

Opening up more transportation options for those who cannot rely on a car is incredibly important. Lowering carbon emissions, reducing congestion, and increasing equity through this project is a huge benefit

~

Impacts

ST must ensure that bus restructures complement new train service well for those who are disabled or elderly. Increasing access to transit connections must be a focus

Date Received: November 8, 2021

Source: Online Open House

Communication:

Benefits

Everett Link would definitely provide a means to get to Seattle or Seatac a lot quicker and with less hassle than driving down I-5. I haven't been to the Pike Street Market in downtown Seattle, or the Seattle Center in at least 5 or 6 years because it's just such a pain in the behind to get there and then to find someplace to park. Bus travel between Everett and Seattle isn't the greatest with the many transfers that have to happen, so being able to get on a train within 2 miles from my house and sit back for an hour or so before I arrive close to my destination is something to look forward to. Unfortunately, I'll probably be dead before the blasted project comes to fruition.

~

Impacts

There are many homes and apartments that appear to be in the direct line of travel for the portion of Everett Link that travels from Airport Road to Evergreen. If they don't need to come down, I still pity the people that live in those places that would have a train coming by every 5-10 minutes during the day - I used to live in Chicago and I know very well how an elevated train can get.

Date Received: November 8, 2021

Source: Online Open House

Communication:

Benefits

I will get no Benift from this

~

Impacts

Waste of money

Date Received: November 8, 2021

Source: Online Open House

Communication:

Benefits

This project is crap. Karl Almgren is a fraud and touches himself during daylight.

~

Impacts

This project is crap. Karl Almgren is a fraud and touches himself during daylight.

Date Received: November 9, 2021

Source: Online Open House

Communication:

Benefits

I commute from Everett to downtown Seattle. I can't believe that you would not do it sooner. I have been commuting there since 1993. Traffic is so bad and getting worse because of all the people moving North. I work at 5th and Union and get off the bus at Westlake. People going to games could use it. The Sounder is not reliable especially in the winter and there aren't very many of them.

~

Impacts

Less cars on the freeway in Lynnwood, Everett, and Marysville.

Date Received: November 10, 2021

Source: Online Open House

Communication:

Benefits

A station at Everett Mall could spur development of transit-oriented development near my workplace with easy access to downtown.

~

Impacts

~

Date Received: November 11, 2021

Source: Online Open House

Communication:

Benefits

More light rail options benefits EVERYONE! The community will be more accessible to all users. More transit users will have reliable options, people who have to drive will have more reliable travel times, and pedestrians and cyclists will have more options. I love any expansion of light rail and wish it'd come sooner and reach more places!!

~

Impacts

I'm sure there will be impacts to local businesses during construction but I strongly believe that expanding light rail options for our entire region will only strengthen our neighborhoods, businesses, and communities. Some inconvenience to get it built is well worth it!

Date Received: November 12, 2021

Source: Online Open House

Communication:

Benefits

I would love to use Everett Link to visit family in Everett, so bus connections are important. The Seattle area needs a second airport, the station at Paine field should be located as close as possible to the terminal

~

Impacts

It's 33 minutes from Lynnwood to Everett, that's too slow

Date Received: November 10, 2021

Source: Online Open House

Communication:

Please consider an alternative that eliminates the Paine Field routing and instead closely follows I-5 into Everett Station. The routing into Paine Field and Boeing only slows the train speeds from Everett to Lynnwood and with Boeing shrinking in Everett, who know if they'll even be this big of a presence in the area by 2037. Instead by going straight into Everett Station, you'll make the Link Train more attractive to use. Could even use a shuttle bus service to replace the routing from Mariner to Everett Station. With the shuttle bus (from Mariner to Everett Station via Airport Rd, etc), you could place special bus stops at Paine Field Passenger Terminal and Boeing Seaway among others that could complement a Link train running straight from Mariner to Everett Station

Date Received: November 12, 2021

Source: Online Open House

Communication:

I have a concern about the section to be developed just South of the planned Ash Way station along I-5. The plan is to have this section elevated. There are many mature "CO2 absorbing" trees planted along this section and I wonder if they will be removed. These trees also account for a significant noise abatement where no concrete noise abatements are located. Will these trees be removed and, if so, what noise abatement is planned for their removal. Tom Griffith

Date Received: November 18, 2021

Source: Online Open House

Communication:

Please consider in the environmental impact analysis and/or SEPA checklist applications, proximity of the planned construction areas to neighboring contaminated site cleanups of toxics. As part of the SEPA review process, Washington State Department of Ecology Toxics Cleanup Program often provides similar comments for other construction projects that are within 750ft of a confirmed or suspected contaminated site cleanup.

Note that there can be potential risk of human health and the environment if contamination in soil and/or groundwater from any of these sites migrates onto parcels of the construction project. In that case the authority overseeing the development of the Everett Link Extension may be liable under MTCA, and measures should be considered to prevent migration and protect worker and public safety.

For more information on locations and information for contaminated site cleanups under the Model Control Toxics Act (MTCA), see Ecology's web applications What's In My Neighborhood (<https://apps.ecology.wa.gov/neighborhood/>) and Cleanup and Tank search (<https://apps.ecology.wa.gov/cleanupsearch/>). Additionally, electronic files can be found for specific cleanups using the links provided. Physical files that have not been digitized can be found at Ecology's Central Records office in the Northwest Regional Office. For more information please contact Washington State Department of Ecology Toxics Cleanup Program, Northwest Regional Office.

Date Received: November 18, 2021

Source: Online Open House

Communication:

If you place a station at HWY 99 & Airport road, please clean up the surrounding area as it is a source of perpetual community disruption.

Date Received: November 21, 2021

Source: Online Open House

Communication:

Evening! Participated on the 11/17/2021 Zoom call and wanted to officially add my feedback on the Everett Link. Thanks for the opportunity! Doug

1 - Based potential Airport Road stations, need to have the closest station possible connecting to the PAE passenger terminal similar to if not better than (in terms of walking distance) what exists at Seattle International Airport. We need to have FEWER transfers for highest possible usage.

2 - To encourage increased ridership, need to provide what is known as ""Last Mile"" transport services getting riders to/from stations via alternate modes of transportation (e-shuttles, rideshare connection options (Uber, Lyft, etc.), and more). This door-to-door capability is being introduced in Florida by Brightline intercity rail between Miami & Orlando allowing passengers to have complete access to mobility services. Here is their link - <https://www.gobrightline.com/press->

room/BRIGHTLINE%20RELAUNCHES%20SERVICE%20IN%20SOUTH%20FLORIDA%20FEATURING%20MULTIPLE%20SERVICE%20ENHANCEMENTS%20AND%20INVESTMENTS%20TO%20THE%20GUEST%20EXPERIENCE

Date Received: November 22, 2021

Source: Online Open House

Communication:

Yes, stop the detour to Boeing. Put a station at hwy 525 and provide ground transportation to transfer to the area. Save the time and money and don't make the silly detour, Boeing is leaving the pnw. It's obvious that Boeing is not supporting the community anymore, it's all about the bottom dollar with Boeing and our quality of life here doesn't add to Boeing's bottom dollar.

Date Received: November 22, 2021

Source: Online Open House

Communication:

This survey is very long and doesn't seem to ask useful questions. I am very involved in local actions, but without having all this other knowledge, I doubt you will get meaningful responses because you would need to know a lot of background information and how to tie it all together. A traditional survey about values and preferences at this stage would have made a lot more sense.

Date Received: November 22, 2021

Source: Online Open House

Communication:

You should have included household income as a demographic question. As well as whether the person responding currently uses transportation. Without this info, you could be receiving a bunch of responses from people who never need and will never use this service. Being able to differentiate these responses will be critical for future outreach efforts.

Date Received: November 22, 2021

Source: Online Open House

Communication:

This is a very much anticipated project that unfortunately I'll never see by the time it actually gets done. It all sounds great until you get into the details, and then there's going to have to be some really tough decisions made as to where the stations are going to be located as well as the exact route the trains, whether elevated or surface-level, are going to take. There's going to be screaming and yelling at whatever options that get exercised, so be prepared with your thickest body-armor.

I personally would like to see the main route follow I-5 as close as possible since there are existing right-of-ways by I-5 whereas straying too far from the I-5 corridor will affect both existing housing and businesses detrimentally. Unfortunately, when the route veers off to get to Paine Field, you're damned if you do and damned if you don't with whatever solution you finalize on. Just be equal in your impact - don't be bowing down to ""oh this proposed route must be moved because it's running 'too close' to an existing lower-income neighborhood"" - do what is most efficient and most cost-effective no matter who it 'offends'. You're not going to win whatever you do so just damn the torpedoes and full-speed ahead.

My only advice is to keep your track routes as straight as possible for as long a distance as possible since trains, whether ground level or elevated, make a whole lot of noise when going around curves and bends in the route.

Date Received: November 22, 2021

Source: Online Open House

Communication:

No further comments

Date Received: November 23, 2021

Source: Online Open House

Communication:

Nice to see this moving along but I wish it could come sooner! On the roof of the terminals or the repair facility, is it possible to have solar panels or other renewable options?

Date Received: November 16, 2021

Source: Online Open House

Communication:

Benefits

Obviously you need to have some redundancy in case one facility is not operational because of power failures or other events/climate extremes, etc.

~

Impacts

Grade separation is important to minimize or eliminate fatalities as a result of trespassers, drivers, etc.

Date Received: November 17, 2021

Source: Online Open House

Communication:

Benefits

If it keeps trains running regularly, do it. Prioritize rail and buses over cars, EV or not, always.

~

Impacts

~

Date Received: November 18, 2021

Source: Online Open House

Communication:

Benefits

It will provide good, stable, career path jobs and provide new transportation options for lots of people.

~

Impacts

Negative impacts to the existing transportation infrastructure and parks during the long

construction phase.

Date Received: November 19, 2021

Source: Online Open House

Communication:

Benefits

Replace less intensely used land with more intensely used land providing more jobs.

~

Impacts

Keep it as far away as possible from residential areas. Help relocate any displaced businesses to somewhere else in Everett.

Date Received: November 16, 2021

Source: Online Open House

Communication:

Benefits

Would eliminate the need for me to make multiple transfers to reach Everett and points between there and Seattle. For non-drivers, would make longer distance and more accessible travel possible. Would reduce driving because it would be more convenient for people to choose transit, which would in turn reduce carbon emissions. Also in turn decreases likelihood of serious injury and fatal traffic crashes. For me, Everett is an important transfer point to connect to some of the outdoor areas I want to visit, and I sometimes need to travel there for work. I cannot drive, so any Link extension extends my ability to travel beyond my neighborhood with comparable ease as someone who can drive.

~

Impacts

There are no downsides. Construction impacts are temporary and long-term offset by reduced carbon emissions.

Date Received: November 17, 2021

Source: Online Open House

Communication:

Benefits

Better commute, safer, faster. More likely to go to sporting events & concerts in or near Everett if didn't have to drive/worry about parking.

~

Impacts

Hard to get to light rail so regrettably, still have to drive on regular basis until bus system is modernized

Date Received: November 17, 2021

Source: Online Open House

Communication:

Benefits

It would be beneficial and match early promises to build a spine directly up I-5 to Everett Station.

~

Impacts

The spur through Boeing will have a negative impact on the Casino Road Community because the area will gentrify forcing the community to disperse. Workers in the Boeing corridor have demonstrated that they will not use mass transportation. Even if they opted to use light rail, they would still need to be shuttled to their work locations which are spread over a very large area.

Date Received: November 18, 2021

Source: Online Open House

Communication:

Benefits

Lots of new beneficial transportation options will be provided for everyone along the light rail corridor.

~

Impacts

Extensive negative transportation infrastructure and parks impacts during construction.

Date Received: November 19, 2021

Source: Online Open House

Communication:

Benefits

Can't think of any. Unless parking is too scarce or too expensive or the door-to-door trip is shorter than driving, ridership will be pitiful, only cannibalize existing (less expensive to provide transit service) and except for going to the UW or Downtown Seattle (see below) it won't compete, But is suspect you all are smart enough to know that but are choosing to proceed anyway and not be candid with the public.

~

Impacts

Longer commute to Seattle than existing transit from Everett right now. Except for the furthest outliers of commute (at best 10% of the commutes) the bus I currently take from Everett is 45 minutes or less and drops me off at a wider range of options in Seattle than light rail does. This will actually make commutes worse for most folks who live north of Mariner.

Date Received: November 20, 2021

Source: Online Open House

Communication:

Benefits

~

Impacts

As a condo owner on w casino rd, I feel having w casino as an alternate route is a terrible idea impacting not only owners but renters also on this road. This is a densely populated area with a lot of foot traffic. There are apartments, homes and condos all along w casino. This is a low socioeconomic area and this is the only area that we can afford. I'm begging you to please not consider w casino as an alternative. Verondi Havens

Date Received: November 16, 2021

Source: Online Open House

Communication:

Project as a whole

~

West Alderwood

I prefer F.

~

Ash Way

C or B is good. A is too close to highway and light rail and highway won't have much room to grow/expand. D is on the other side of the highway, it is harder to access Ashway Park and Ride

~

Mariner

A is the best. B is too close to the SR/Airport station. C and D are not as convenient as A.

~

SR 99/Airport Rd

C is the best and should be cheaper to construct.

~

SW Everett Industrial Center

C is the best because it is close to Paine Field.

~

SR 526/Evergreen

~

Everett Station

~

OMF North Locations

SR 99 & Gibson Rd is the best. The second best is Airport Rd & 100 St SW

Date Received: November 16, 2021

Source: Online Open House

Communication:

Project as a whole

Any stations need to be built to prioritize the safety, comfort, and convenience of people walking and rolling. Do not replicate the ridiculousness of the Husky Stadium station, where people transferring to a bus must cross a busy arterial and then jockey for cover under insufficient shelter at peak hours in northwest rain. Build sufficient shelters and make transfer points as close as possible for people transferring. Do not make people cross awful arterials to get to the station from transfer points - build in robust traffic calming on approach and around stations.

~

West Alderwood

~

Ash Way

~

Mariner

~

SR 99/Airport Rd

~

SW Everett Industrial Center

~

SR 526/Evergreen

~

Everett Station

The pink line seems best as I assume it follows existing rail. Do not repeat the mistakes of Rainier Ave and build at grade, which will just result in unsafe conditions and lots of crashes and service interruptions. I assume Link would need to share the road under the other alternatives, so unless those are grade separated...don't.

~

OMF North Locations

~

Date Received: November 17, 2021

Source: Online Open House

Communication:

Project as a whole

~

West Alderwood

My vote is for ALD-F, it is walkable and central to hmart, alderwoodmall, and the new costco business area. I would walk to this station to get to the airport and work. Least favorite is ALD-C as it seems farthest from a walkable neighborhood.

~

Ash Way

~

Mariner

~

SR 99/Airport Rd

~

SW Everett Industrial Center

My vote is for SWI-C. This seems to be the closest to the new airport which would allow me to get there without a car!

~

SR 526/Evergreen

~

Everett Station

~

OMF North Locations

~

Date Received: November 17, 2021

Source: Online Open House

Communication:

Project as a whole

~

West Alderwood

ALD-F gives me walkable easier access for long-distance transportation.

~

Ash Way
~
Mariner
~
SR 99/Airport Rd
~
SW Everett Industrial Center
~
SR 526/Evergreen
~
Everett Station
~
OMF North Locations
~

Date Received: November 17, 2021
Source: Online Open House
Communication:

Project as a whole
~
West Alderwood
ALD-F is the closest for me to walk in and my area has a lot of big families that would benefit for the rail to be near it.
~
Ash Way
~
Mariner
~
SR 99/Airport Rd
~
SW Everett Industrial Center
~
SR 526/Evergreen
~
Everett Station
~
OMF North Locations
~

Date Received: November 17, 2021
Source: Online Open House
Communication:

Project as a whole
~
West Alderwood
~
Ash Way
The Ash Way D would be a preferred station location. It is closer to apartment blocks along

164th Street and the shopping along Larch and 164th. There was a thought to a pedestrian walkway accross I5 to the park and ride. Since no additional parking will be available at Ash Way for the light rail, having the station on the East side of I5 would allow more people closer access to the station. Jeff Dienst

~

Mariner

~

SR 99/Airport Rd

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SW Everett Industrial Center

~

SR 526/Evergreen

~

Everett Station

~

OMF North Locations

~

Date Received: November 17, 2021

Source: Online Open House

Communication:

Project as a whole

~

West Alderwood

For alternate routes in West Alderwood, ALD-F is much preferred.

~

Ash Way

~

Mariner

~

SR 99/Airport Rd

~

SW Everett Industrial Center

~

SR 526/Evergreen

~

Everett Station

~

OMF North Locations

~

Date Received: November 18, 2021

Source: Online Open House

Communication:

Project as a whole

~

West Alderwood

Prefer ALD-F as it is close enough to walk if necessary but also near areas where a parking

structure could be built or utilized.

~

Ash Way

~

Mariner

~

SR 99/Airport Rd

~

SW Everett Industrial Center

~

SR 526/Evergreen

~

Everett Station

~

OMF North Locations

~

Date Received: November 18, 2021

Source: Online Open House

Communication:

Project as a whole

~

West Alderwood

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Ash Way

~

Mariner

~

SR 99/Airport Rd

~

SW Everett Industrial Center

I recommend not placing a station at SWI-A. That location is practically impossible to access via foot, bicycle or vehicle for that matter.

~

SR 526/Evergreen

I recommend placing a station at EGN-A only. Placing a station at any of the other locations will involve demolition of existing structures and neighborhood disruption.

~

Everett Station

I recommend placing a station at EVT-A only as this will allow riders to make the most connections to existing mass transit.

~

OMF North Locations

~

Date Received: November 16, 2021
Source: Online Open House
Communication:

It's time to make sure that the first priority of the purpose and need is to provide low-carbon transportation options. It also needs to be cast as a COMPLEMENT TO not a REPLACEMENT FOR bus service. You need redundancy so that when inevitable failures occur, people can still travel. Otherwise you are really not creating a resilient system that we need and deserve.

Date Received: November 17, 2021
Source: Online Open House
Communication:

If needed to build out light rail going to/from Everett, do it. All for prioritizing light rail and bus transit over all other forms of transportation (except for walking or bicycling). It is a climate and practical necessity and been taking way too long in coming.

Date Received: November 23, 2021
Source: Online Open House
Communication:

Line 3 needs to get passengers to and from Paine Field for travel.

Date Received: November 22, 2021
Source: Online Open House
Communication:

Benefits

We would use the Everett Link Extension for all trips to/from Seattle, probably on a weekly basis at least. It should definitely reduce traffic on I-5 and some on I-405 as well.

~

Impacts

~

Date Received: November 22, 2021
Source: Online Open House
Communication:

Benefits

Less congestion of I-5, more travel options, savings for users (less gas, parking fees, etc.)

~

Impacts

Increase costs of housing/real estate near stations, and high risks of displacement and gentrification, especially near Highway 99/Airport Road and Casino Road.

Date Received: November 22, 2021

Source: Online Open House

Communication:

Benefits

Timely safe transportation that does not increase the congestion on the roads like Buses. Key stations would be Mariner (transfer to busses E/W), Evergreen and airport road (transfer to express busses N/S)- Industrial center (Boeing and connections to local buses into the industrial centers N and W of Boeing) I do not think we need an additional station at west Alderwood given we will already have one nearby. the mall could be served by local bus routes

~

Impacts

Construction, loss of green space or housing

Date Received: November 22, 2021

Source: Online Open House

Communication:

Benefits

Just make sure there is a stop easily used for airport travel - this will be essential to support growth for area. Locations listed really to do not represent one. Concept of county #1 option desires to have 164th stop east of I-5, seems very costly, elimination of two I-5 bridges over and back would appear to save significant \$, maybe enough to add high rise parking , or another stop under consideration.

~

Impacts

~

Date Received: November 22, 2021

Source: Online Open House

Communication:

Benefits

I would love to be able to take the lite rail to Downtown Seattle or the Airport from Arlington since I am a senior and the drive is terrible. Getting on a train in Everett is a good option, but there needs to be plenty of parking as there really is no bus service that is usable from Arlington as it runs too infrequently. I would have to drive to a bus in any case. It would also be nice if the lite rail stopped nearer to the arenas in Seattle, since the walk from the station is too much for older folks.

~

Impacts

It would be nice if it would improve traffic conditions since that is the main reason I don't drive south. I used to live on the east coast, where you could walk to a train from just about anywhere at just about any time.

Date Received: November 22, 2021

Source: Online Open House

Communication:

Benefits

I think not having a station at Paine Field Airport is an obvious miss. It is a regional alternative to SeaTac and is going to grow especially by the time line this project has published

~

Impacts

I see very few if any negative impacts to Light Rail in Everett. The concept of it looping in Boeing, Mariner HS serves South Everett and Mukilteo well. My problem with this project is the timeline. 16 years to get to Everett? Why so long and what can expedite the schedule. Many of the people paying now for this project will never realize the benefit, in 16 years most of the baby boomers will no longer be with us

Date Received: November 22, 2021

Source: Online Open House

Communication:

Benefits

We need better traffic to the airport and for commuting to Boeing. 2. Good transportation for shopping at alderwood mall 3. Wish we could have a tie in with the WSU campus. But that's a pipe dream right?

~

Impacts

~

Date Received: November 22, 2021

Source: Online Open House

Communication:

Benefits

It allows residents and visitors to southwest snohomish county to reduce reliance on cars. It will reduce the need for parking at SeaTac airport.

~

Impacts

It would heavily increase foot and bicycle traffic near I-5 and 128th and mariner high school, because mariner station can not be accessed by foot or bike from the Martha lake and mill creek area. This area already has a lot of gridlock, so the increased pedestrian traffic would have a major impact on road traffic. For these reasons, a pedestrian bridge should be installed from mariner station directly to the inter urban trail to connect the communities on the east side of I-5 to the light rail.

Date Received: November 22, 2021

Source: Online Open House

Communication:

Benefits

If benefits can't be realized until 2040 it's not worth it. Invest in buses instead, which are cheaper and flexible.

~

Impacts

If the pandemic has taught us anything, it's that we are in a paradigm shift. Ridership will not be recovering to pre-pandemic levels.

Date Received: November 22, 2021

Source: Online Open House

Communication:

Benefits

We need better traffic to the airport and for commuting to Boeing. 2. Good transportation for shopping at alderwood mall 3. Wish we could have a tie in with the WSU campus. But that's a pipe dream right?

~

Impacts

~

Date Received: November 22, 2021

Source: Online Open House

Communication:

Benefits

Speed of mass transit travel, lower carbon footprint vs. private cars.

~

Impacts

Too many stations could slow down transit times, loops like the SW Everett Industrial center are unnecessary, bad ideas, and better served with busses bringing passengers to a station along the I-5 alignment.

Date Received: November 22, 2021

Source: Online Open House

Communication:

Benefits

I have already ridden the light rail from Northgate to SeaTac Airport. It was great. The Everett light rail must include a Paine Field airport stop.

~

Impacts

I will probably be in my dotage or dead by the time the light rail comes to Everett. Hopefully, it will help the next generation cut traffic and emissions. It is majorly tragic that it has taken this long to put in a light rail system for this major metropolitan area.

Date Received: November 22, 2021

Source: Online Open House

Communication:

Benefits

I think that light rail service along the Everett Link Extension would be greatly beneficial to the community. By connecting to the largest and most significant job center in Snohomish County to the regional transit center we are setting up long term economic benefit to the region for the

next 100 years. In addition, having the line go from Airport Rd to Evergreen along Casino Rd will provide critical connectivity to those BIPOC communities.

~

Impacts

As long as the route travels up Airport Road, then along Casino Road to eventually go north to Everett Station, the impact will be hugely beneficial. Everett Light Rail should not JUST be about speed to Seattle. This is about how the investment in light rail will be used by the local community over the next 100 years. This is about fundamentally changing the connectivity of Snohomish County to the major jobs and population centers.

Date Received: November 22, 2021

Source: Online Open House

Communication:

Benefits

I am looking forward to it allowing me to get to Paine Field for flights to and from there. it will allow me to also get to Seattle too!

~

Impacts

The part that I see being overly impacted is those who live on Casino Road along the 526 corridor. This is a low income neighborhood that is already impacted enough. I think the SWI-Pink or SWI-Purple is the best less impactful extensions.

Date Received: November 22, 2021

Source: Online Open House

Communication:

Benefits

Easy to get to seattle

~

Impacts

Make more people move here and raise property taxes and rent. Especially in the poorer neighborhoods.

Date Received: November 22, 2021

Source: Online Open House

Communication:

Benefits

I travel to Everett and snohomish county regularly to visit and go to businesses there.

~

Impacts

~

Date Received: November 22, 2021

Source: Online Open House

Communication:

Benefits

It would facilitate getting to and from some of the major centers in the area, including shopping malls, Paine Field, and entertainment venues.

~

Impacts

None I can think of

Date Received: November 22, 2021

Source: Online Open House

Communication:

Benefits

Reduced road congestion. It is a much more efficient way to move a lot of people around. This is going to be more important as the area population is expected to increase. Personally, I have found light rail very convenient. I am thrilled to now be able to hop on at Northgate to get to my destinations in the U-District, Capitol Hill, and downtown. I have used light rail to get to the airport, although tend not to when schlepping a bunch of luggage.

~

Impacts

Since affordable housing is in short supply, it does seem painful to see relatively affordable homes required to give way. That said, I've seen the increased development of more dense housing near light rail stations in South Seattle. We can use the extension of light rail to develop a range of housing structures more dense than single-family homes. I'd especially like to see a sizeable portion of townhomes with small yards mixed in with mid-level apartments and condos. I know Sound Transit plans to replant many trees when the link to Lynnwood is in the final stages. Restoring green space is vital for air and water quality, and for providing safe places for outdoor activities (so important for wellness during the pandemic). With the housing and green spaces, the key will be tying it all together with improved sidewalks and other multimodal pathways. Currently, I live within a 30 minute walk of Ash Way Park & Ride, but I rarely walk there because of unsafe sections (mostly Manor Way).

Date Received: November 22, 2021

Source: Online Open House

Communication:

Benefits

This project will reduce car use on 5, which will open up the road to long-distance travelers and reduce congestion, thus making the driving experience more enjoyable to motorists.

~

Impacts

It's going to cost a few boatloads of dough.

Date Received: November 23, 2021

Source: Online Open House

Communication:

Benefits

Better transportation... which is SO needed in this region and overdue. So excited for commuting and visiting Seattle.

~

Impacts

Need to make sure and not negatively impact low income communities. As great as light rail is, it sucks to have it in your neighborhood. Please don't just listen to the loudest voices, because they are the rich people who know how to advocate for themselves. For example: Casino Rd in Everett. Don't take away their housing, don't destroy their neighborhood that they are just getting the chance to build into something positive.

Date Received: November 23, 2021

Source: Online Open House

Communication:

Benefits

Amazing being able to get to Seattle or other cities without driving.

~

Impacts

An hour to get there would make me drive every time

Date Received: November 23, 2021

Source: Online Open House

Communication:

Benefits

Better economic opportunities for disadvantaged communities. Route should be west side of I5 as close to 99 as possible.

~

Impacts

Drive up cost of housing by allowing people to more easily commute from Seattle suburbs. Density in housing needs to be in place before transit considerations can be made. Contain light rail to South Everett.

Date Received: November 23, 2021

Source: Online Open House

Communication:

Benefits

Carbin reduction in transit to Downtown. A lot of people who work in the city have been able to work remotely (especially in tech) and Everett has the opportunity to really grow as people look outside the Seattle local. Traffic along I5 North could benefit from light rail services.

~

Impacts

I suspect some property will be destroyed or repurposed for the light rail. Commitment to replanting vegetation and elevating the trains to avoid impact seems like a good idea to me.

Personally I see the benefits far exceed potential impacts for the greater good.

Date Received: November 23, 2021

Source: Online Open House

Communication:

Benefits

Access to Paine Field Passenger Terminal and Boeing Facilities would be a huge benefit to the people of Snohomish County. Giving Boeing employees another option to get to work would remove a significant number of vehicles from the roads. Having a rail connection from the Paine Field Passenger Terminal to downtown Seattle would be a huge plus and would help Paine Field grow its commercial airline operations.

~

Impacts

~

Date Received: November 24, 2021

Source: Online Open House

Communication:

Benefits

Not much unless there's convenient access and extensions to the south everett area. The biggest benefit, would be ease of access to Plaine Field airport and access to downtown and the East side without the need to drive. But the biggest drawback is being able to access to the line. If there are express buses, they need to be made available with ease of access. Really would like to see success with this line, but it's not offering access to east of bothell everett highway where much of the rush hour traffic exist and need traffic alleviation

~

Impacts

~

Date Received: November 24, 2021

Source: Online Open House

Communication:

Benefits

Decreased need for cars for longer trips. Hopefully less traffic on I-5.

~

Impacts

Depending on where the rails are, could be noisier than the road. Increased density of housing could increase car traffic.

Date Received: November 24, 2021

Source: Online Open House

Communication:

Benefits

Light rail service in Everett would be an incredible asset; as the pressure on our roadways between King and Snohomish counties gets more and more intense, having a safe and car-free transportation option (for both commuters and for recreational use) becomes an even greater

need.

~

Impacts

~

Date Received: November 24, 2021

Source: Online Open House

Communication:

Benefits

Provide reliable, safe, efficient, clean alternative to driving between major destinations from Everett to Federal Way. 2. Lower regional emissions by providing an mass transit alternative to the PSRC Everett, Lynnwood Area. 3. Give direct connections to the major Lynnwood and Everett business and employment centers including the SW industrial center which employs tens of thousand of commuters that currently are chronically stuck on congestion on I-5, SR-526 and SR-525.

~

Impacts

If constructed responsibly any impacts would be insignificant to the benefits of providing light rail to the Everett Station.

Date Received: November 24, 2021

Source: Online Open House

Communication:

Benefits

I work in Everett, near Paine Field. This will improve my commute to work.

~

Impacts

~

Date Received: November 24, 2021

Source: Online Open House

Communication:

Benefits

This will provide an important extension to the light rail network. One issue in particular: please co-locate the Everett Link Station with the Everett Amtrak station, to allow easy interchange.

~

Impacts

~

Date Received: November 24, 2021

Source: Online Open House

Communication:

Benefits

~

Impacts

From what I can find in the website, it seems it is still uncertain what side of the freeway the light

rail will be in from 164 to 128. If the section from 164 to 128 goes on the East side of the freeway, it would greatly negatively impact my community. Having the inter urban trail there has been a huge benefit to my family. We don't have sidewalks and the streets here are so steep that our kids can't safely ride bikes on them. Especially during Covid, this trail has been a life saver to my kids. We are very much afraid that there may be a plan to take away the inter urban and put in the train. Also, the traffic is already incredibly bad here. I use the 128/3rd intersection everyday and it can take many light cycles to get through it. Putting a light rail on this side could only make that worse as that would add traffic from people coming from the west side of the freeway to here. Please please! We have already had a ton of problems with this area getting 100's of houses and apartments. Our streets are already over clogged! Many people have moved because of it. We really cannot sustain a train on top of that. It also does not make fiscal sense as all the mass transit is set up on the west side of the freeway. Having the train cross the freeway just to cross back can't possibly be fiscally responsible.

Date Received: November 25, 2021

Source: Online Open House

Communication:

Benefits

It should provide safe, reliable, and affordable transportation as the preferred alternative to automobiles. Easy access for bicyclists and pedestrians in surrounding communities should also be included for both the construction and operational phases.

~

Impacts

The construction phase should ensure detours for bicyclists and pedestrians are adequate by including bicyclists and pedestrians in development and approval of detours.

Date Received: November 25, 2021

Source: Online Open House

Communication:

Benefits

I am looking forward to Ash Way as it would be the closest for me. Currently I have to go down to Northgate, so it would eliminate the bus ride to Northgate. I would love to see the bus along 148th run more often as currently I often have to take Lyft to Ash Way or Northgate depending on my bag situation and the time of day.

~

Impacts

The link at Ash Way would reduce the I-5/405 intersection congestion where the two merge. Currently there is often a slowdown there for cars. Hopefully when link goes through the area, pollution will also be reduced.

Date Received: November 26, 2021

Source: Online Open House

Communication:

Benefits

Personally, no benefit. I live in Silver Lake, Link will skirt this area toward Airport Road, etc. as shown. The Community Transit Express bus is my choice to get to Seattle, or Everett Transit. If it came up I-5, passing through 112th St Park and Ride, I could use it. I might board in Everett,

if I wanted to ride it to Seattle, but that's 7-8 miles out of my way north

~

Impacts

Not sure.

Date Received: November 26, 2021

Source: Online Open House

Communication:

Benefits

lessen the burden on I-5, help people without cars

~

Impacts

people living near the line might not like it

Date Received: November 27, 2021

Source: Online Open House

Communication:

Benefits

If Community Transit manages to reshape their route system to serve our house in East Martha Lake, I can head over to Seattle and Bellevue without using my car and experience traffic commuting to those cities.

~

Impacts

Potentially, our house's property value will rise greatly due to this convenience and possibly transform our little neighborhood into a densely populated area, especially in the area around Wal-Mart (where the station is supposed to be around in) and Mill Creek, which we live right next to.

Date Received: November 27, 2021

Source: Online Open House

Communication:

Benefits

Reduced traffic and better connections with the region

~

Impacts

None

Date Received: November 28, 2021

Source: Online Open House

Communication:

Benefits

It appears that the primary plan includes a station at the Boeing plant rather than Paine Field. There needs to be a station at the terminal of Paine Field such that light rail passengers can access the airport directly and conveniently. It makes absolutely no sense to run the line adjacent to the airport but not connect the terminal with a station. Are Alaska Air, United or the other airlines aware that PAE will not have a station? There is a large value in connecting

SeaTac with Paine Field by light rail to allow for connections, transfer and more options for air passengers.

~

Impacts

~

Date Received: November 22, 2021

Source: Online Open House

Communication:

Benefits

~

Impacts

Will likely be placed where land is cheapest, which is also where our most marginalized community members live and work. The facility should be beautiful, use CPTED, and focus on hiring directly from the area it is located.

Date Received: November 22, 2021

Source: Online Open House

Communication:

Benefits

I think it has to be put in place and there is plenty of room for it. One thing is the map doesn't seem to show the proposed placement of the OM center

~

Impacts

~

Date Received: November 22, 2021

Source: Online Open House

Communication:

Benefits

Locate it near the Everett Station transportation hub.

~

Impacts

~

Date Received: November 22, 2021

Source: Online Open House

Communication:

Benefits

This is a needed facility to take care of trains.

~

Impacts

Any impacts should not negatively affect the SW Everett Industrial area and Paine Field. This is a major economic development driver for the region and state. Light rail needs to be sited to augment this driver.

Date Received: November 22, 2021

Source: Online Open House

Communication:

Benefits

Having a OMF facility will ensure the viability of clean and reliable service. Providing jobs is also a benefit.

~

Impacts

It will be a challenge to find a sizeable piece of land that will not greatly disrupt homes. I think it should be closer to existing industrial areas if at all possible and infringe on residential areas as little as possible.

Date Received: November 23, 2021

Source: Online Open House

Communication:

Benefits

Brings jobs to the north sound. Will ensure trains run smoothly and safely.

~

Impacts

There are plenty of industrial areas in Everett--use one of those, so communities are not negatively impacted.

Date Received: November 23, 2021

Source: Online Open House

Communication:

Benefits

Jobs which leads to restaurants. Very good

~

Impacts

~

Date Received: November 24, 2021

Source: Online Open House

Communication:

Benefits

~

Impacts

As for impacts, there aren't until the system is in place. We won't see this available until at least 10 years. That's really far too long in the future

Date Received: November 24, 2021

Source: Online Open House

Communication:

Benefits

Jobs, maintenance in the area it's needed. Lots of skilled labor.

~

Impacts

~

Date Received: November 24, 2021

Source: Online Open House

Communication:

Benefits

It's required to properly maintain light rail cars. 2) Snohomish County or Lynnwood will greatly benefit if the OMF is located either at SR-99 - Gibson Rd, or I-5 - 164th St SE. 3) The I-5 - 164th St location seems to largely take parking lots so I think this is the ideal location for the OMF.

~

Impacts

Everett's economic development, while still growing, is smaller than Lynnwood's even though Everett has a larger population, and so using Everett properties that either already have successful businesses on them or taking under utilized Everett properties would further hinder Everett's economic development. It would be best for my community to build the OMF at (1st choice) I-5 - 164th St SE or (2nd choice) SR-99 - Gibson Rd

Date Received: November 25, 2021

Source: Online Open House

Communication:

Benefits

It could provide stable jobs in the area. Residential areas nearby could easily be within the range for convenient bicycling and /or walking to work if adequate infrastructure is included.

~

Impacts

The construction phase will impact routes commonly used by bicyclists and pedestrians. We need to ensure any detours are adequate for bicyclists and pedestrians by including them in the development and approval of detours.

Date Received: November 26, 2021

Source: Online Open House

Communication:

Benefits

Don't know.

~

Impacts

Don't know.

Date Received: November 27, 2021

Source: Online Open House

Communication:

Benefits

N/A

~

Impacts

Requires the demolition of several known commercial areas, probably the area around Mariner High School may be most affected

Date Received: November 27, 2021

Source: Online Open House

Communication:

Benefits

This facility should be at the former Klumberly-Clark chip yard along the river. Less impact on residents and increased employment

~

Impacts

Space is at premium so extended away from the city core will reduce cost of the facility and system

Date Received: November 22, 2021

Source: Online Open House

Communication:

Project as a whole

~

West Alderwood

~

Ash Way

~

Mariner

Stations located directly on 128th St SW make the most sense. If stations are located further South towards 132nd St SW along or near 8th Ave W, significant traffic problems will arise along 128th St SW intersections. 128th St SW in this area is already very congested, so I'm hoping that any station solution will include improvements to the intersections in this area. It would be nice if this included a more modern solution to the I-5/128th-St intersection which is already heavily impacted.

~

SR 99/Airport Rd

~

SW Everett Industrial Center

~

SR 526/Evergreen

~

Everett Station

~

OMF North Locations

~

Date Received: November 22, 2021

Source: Online Open House

Communication:

Project as a whole

~

West Alderwood

~

Ash Way

~

Mariner

~

SR 99/Airport Rd

~

SW Everett Industrial Center

This is the most ridiculous station and waste of money, it's very obvious that Boeing is leaving the pnw, why do we continue to waste money on Boeing? They don't pay their share of taxes and they are leaving the area, very obviously it's such a waste of money and time. Get a shuttle from the main line along IT.

~

SR 526/Evergreen

~

Everett Station

~

OMF North Locations

~

Date Received: November 22, 2021

Source: Online Open House

Communication:

Project as a whole

~

West Alderwood

~

Ash Way

~

Mariner

~

SR 99/Airport Rd

~

SW Everett Industrial Center

~

SR 526/Evergreen

~

Everett Station

Please consider The Broadway EVT-D line! The closer it comes to downtown Everett, and the

farther north it comes, the more likely residents are to use it. Thanks!

~

OMF North Locations

~

Date Received: November 22, 2021

Source: Online Open House

Communication:

Project as a whole

~

West Alderwood

Ald-C would limit ability to get to station and would feel very unsafe at night. Ald-E is too close to single family neighbors and would have too much opposition. I doubt Lynnwood would be able to rezone these neighborhoods to increase ridership so it would just be kicking a hornet's nest.

~

Ash Way

Anything west of I-5 makes sense. Keep transit where people are used to it being (a la existing park and ride). Crossing I-5 (twice) increases costs when we already need to save money. Don't cross I-5 at the expense of losing out on the provisional station.

~

Mariner

128th has significant challenges with capacity already. It makes sense to keep the stations along 128th for ease of people that ride, walk, and bus to the station, but additional infrastructure improvements would be needed.

~

SR 99/Airport Rd

This is the location of some of the most vulnerable and limited English proficiency populations. They may not feel comfortable advocating and interacting with government.

~

SW Everett Industrial Center

Place the station as close to Paine Field as possible. Paine field is doing a master plan right now and expected to continue to grow significantly. This is a major regional investment that is sure to stay. For once in Washington's history, make Boeing actually foot the bill for If we don't place the station near Paine Field to get people seamlessly connected to air travel it is a prime example of why American transportation planning muck things up and why we can't have nice things.

~

SR 526/Evergreen

Egn-A avoids casino road and is closest to the high school. it seems to make most sense to avoid having high schoolers cross streets/prevent cut through of areas.

~

Everett Station

EVT-D- Get that station as far north into the heart of downtown as possible! This is an area where we SHOULD be spending extra money to get it right.

~

OMF North Locations

~

Date Received: November 22, 2021

Source: Online Open House

Communication:

Project as a whole

~

West Alderwood

ALD-A seems the best option for balancing speed/direct pathway of Link vs access to Alderwood. ALD-B would be a close runner up. ALD-C is too far from destinations.

~

Ash Way

Prefer ASH-A. Close enough for riders to access Link without causing a big detour for other riders.

~

Mariner

C or D. Parkers can do a short walk.

~

SR 99/Airport Rd

~

SW Everett Industrial Center

~

SR 526/Evergreen

~

Everett Station

EVT-D seems best. If already in the area it makes sense to serve the arena as it will generate a lot of riders.

~

OMF North Locations

~

Date Received: November 22, 2021

Source: Online Open House

Communication:

Project as a whole

~

West Alderwood

~

Ash Way

~

Mariner

~

SR 99/Airport Rd

I think this whole extension should be cancelled. The light rail would serve the community better by following I-5 up to Everett station. It's cheaper, faster, and would help serve the growing population around south Everett better.

~

SW Everett Industrial Center

~

SR 526/Evergreen

~

Everett Station

~

OMF North Locations

~

Date Received: November 22, 2021

Source: Online Open House

Communication:

Project as a whole

~

West Alderwood

~

Ash Way

~

Mariner

Prefer pink/Mar-A as it would be on the north side of 128th St SW. I live north and west of this location and would approach from that direction.

~

SR 99/Airport Rd

I would prefer Air-C/ teal route & station location. It would get the station north and west away from the very busy intersection, around the Home Depot and closer to the Walmart, both very busy retail destinations.

~

SW Everett Industrial Center

My preferred station location would be SWI-C as it is closest to Paine Field. It would create more traffic (desirable) to a currently under used airport.. However I also see value in locations SWI-B and SWI-A to reduce Boeing employee vehicle traffic. What I don't understand is why putting it closer to the Seaway Transit Center is not considered. This to me seems like the logical location - almost like putting it next to the Everett downtown train station. It would make for expedited transfers from one form of public transit to the other. I prefer the SWI-A/pink route so that it runs on the north side of 526 and would not displace low income/high occupancy apartments which line Casino Rd.

~

SR 526/Evergreen

I prefer EGN-A/pink. It stays on the north side of 526 and the station would be close to the new apartments being built at the NW corner of Evergreen and 526 and is closest to my residence, without having to cross 526. I could actually ride my bicycle to this location very easily. It would be the station I and my family would use regularly to go from home to Alderwood Mall, Northgate Mall, Seattle Center and SeaTac. I'm excited about this station!

~

Everett Station

I'm torn between the value of EVT-A/pink - would centralize transit for Everett and provide one great stop for multiple transit methods (kind of like the Seaway Transfer Station, IF you would put the SWI station there!) - or EVT-D/teal, which would bring people conveniently to a location closer to the city center and AOW Arena, reducing the number of vehicles which would normally drive there for events.

~

OMF North Locations

I selfishly prefer the I-5 & 164th St SE OMF North location because it would increase the traffic of 450 additional employees away from my neighborhood. That said, the best alternative for a more northerly location would be Airport Rd & SR-526 because it allows easy access to major SR-526 and would be closer to underserved communities which would benefit from new job creation close to home.

Date Received: November 22, 2021

Source: Online Open House

Communication:

Project as a whole

~

West Alderwood

~

Ash Way

~

Mariner

~

SR 99/Airport Rd

Coming from Chicago with their elevated train system, it makes sense to keep track routes as straight as possible - you wouldn't believe the noise generated by an elevated train going around even a simple gentle curve! Therefore routes 'A Pink' and 'B Gold' are the best bets. A-Pink is probably better for passengers since it is farther away from the busy intersection of Airport Road and 99.

~

SW Everett Industrial Center

Stop 'C' is the best for anyone using Paine Field Airport whereas 'A' and 'B' only benefits Boeing employees and very few others. Boeing has existing shuttle buses that operate all around the plant so employees getting off at stop 'C' only have to get on an existing shuttle bus and they will get to where they need to be, whereas PAE airplane passengers would have to walk close to a mile to get to PAE terminal if they got off at A or B. Routes Blue and Green would be most disruptive to existing housing, mainly lower-income, while Pink would affect existing businesses the most.

~

SR 526/Evergreen

Station location 'B' is perhaps the best located. Evergreen and Casino is a very heavily trafficked area both in vehicles and pedestrians so getting the terminal as far away from that is best; location 'A' is the farthest away from the shops and stores on Casino and Evergreen, although there is an existing foot bridge over 526 which would mitigate that. Proposed station locations 'C', 'D', and 'E' would be most disruptive to existing business. Routes Blue and Green would be most disruptive to existing housing which is mostly lower-income.

~

Everett Station

The pink route seems to be the least disruptive to existing businesses but station location 'B' is probably the best situated for anyone wanting to actually go to Everett downtown while still allowing an easy, short walk to Everett Station.

~

OMF North Locations

The Hardsen Road proposed location is way too close to existing residential neighborhoods; it

would be much much better to put the proposed OMF North location at the 526 - 16th Avenue location since all other locations on Airport Rd would impact existing businesses including the Sno-Isle Tech Center. The only possible exception to this is if the OMF is put on the southeast corner of 100th and Airport Rd.

Date Received: November 22, 2021

Source: Online Open House

Communication:

Project as a whole

~

West Alderwood

~

Ash Way

~

Mariner

A station which can access both the park and ride and the commercial area on 128th is preferred.

~

SR 99/Airport Rd

The alignment should turn north and follow evergreen into Everett. Not enough people are accessed if the route continues to Boeing. Paine field should be accessed with either an extension (like BART uses at Oakland airport) or bus service.

~

SW Everett Industrial Center

This alignment should be deleted. The route should follow evergreen. This alignment will not remove cars from the road.

~

SR 526/Evergreen

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Everett Station

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OMF North Locations

~

Date Received: November 22, 2021

Source: Online Open House

Communication:

Project as a whole

Looks good

~

West Alderwood

Ald- D looks like a good route. Ald - E is so far away from the mall where a lot people would go and take the train.

~

Ash Way

Ash-B is best - make it easy to those who are there transferring or getting on busses.

~

Mariner
Mar-A or D works

~

SR 99/Airport Rd
Air-C would be best for that area.

~

SW Everett Industrial Center
SWI-C needs to be built as it is closest to Paine Field for people to take the train for flights.

~

SR 526/Evergreen
No opinion

~

Everett Station
The line needs to go to the arena. EVT-D is the best option

~

OMF North Locations
across from the airport

Date Received: November 22, 2021

Source: Online Open House

Communication:

Project as a whole

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West Alderwood

~

Ash Way

ASH-A makes the most sense to provide the most direct route and also provide parking at Ash Way Park and Ride. And provides the closest station should you consider investment in bike/ped crossing I-5 to reach high density housing sites on the eastside of I-5 so they could access the station without driving. ASH-D is very good for the locals there but not for the people that need to park at Ash Way P&R. You should prioritize regional draw.

~

Mariner

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SR 99/Airport Rd

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SW Everett Industrial Center

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SR 526/Evergreen

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Everett Station

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OMF North Locations

~

Date Received: November 22, 2021

Source: Online Open House

Communication:

Project as a whole

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West Alderwood

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Ash Way

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Mariner

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SR 99/Airport Rd

AIR-A makes the most sense as the preferred station location. Close to the intersection and CT rapid ride

~

SW Everett Industrial Center

SWI-A is the preferred station location. It is the major job center location and has good connections to other industrial users in that location

~

SR 526/Evergreen

EGN-A seems to make the most sense if you cross SR-526 after the SW Industrial Center station. Minimizing any crossings of SR-526 will help keep costs in line with expectations

~

Everett Station

EVT-A should be the preferable location. We already have significant connects there with rail and bus. Future funding can get it north to EvCC.

~

OMF North Locations

SR-99 and Gibson Road is the best location. Too far north and it will impact our limited industrial land and the airport. These are large economic drivers for the region and light rail should facilitate their growth.

Date Received: November 22, 2021

Source: Online Open House

Communication:

Project as a whole

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West Alderwood

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Ash Way

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Mariner

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SR 99/Airport Rd

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SW Everett Industrial Center

~

SR 526/Evergreen

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Everett Station

I support either EVT-B or EVT-C because they split the walking difference for (1) those transferring to bus and train routes at Everett Station and (2) daily commuters to Snohomish County government campus at 3000 Rockefeller and similar locations in the heart of Downtown Everett and those attending events at Angel of the Winds Arena. While eventgoers would likely be willing to walk a bit since it was a once in a while trip, placing the light rail station too far from centers of employment in downtown could potentially lose a lot of daily commuters who I would guess would be less likely to make the daily commute shift if there was a lengthier walk involved.

~

OMF North Locations

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Date Received: November 22, 2021

Source: Online Open House

Communication:

Project as a whole

Strongly object to the idea of putting the line on Broadway. Specifically on ""Old Broadway"". A rail in this area would destroy the character of residential neighborhoods, and decrease property values by obscuring valley views. I-5 is much better suited to serve the rail line with minimal disturbance to residents and impact on neighborhoods.

~

West Alderwood

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Ash Way

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Mariner

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SR 99/Airport Rd

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SW Everett Industrial Center

~

SR 526/Evergreen

~

Everett Station

~

OMF North Locations

~

Date Received: November 22, 2021

Source: Online Open House

Communication:

Project as a whole

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West Alderwood

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Ash Way

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Mariner

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SR 99/Airport Rd

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SW Everett Industrial Center

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SR 526/Evergreen

This route along 526 will greatly impact communities of color, and lower income housing. The Interurban trail looks to be impacted as well. The Interurban trail is used by commuters, runners, bikers, walkers, and etc. This will impact the green space enjoyed but the families in these neighborhoods. We live off of E Casino, near Beverly Blvd and need to know the impact of this on our community, the many churches and schools in the neighborhood, and the impact to our home value. We of course prefer either the purple or blue routes although if we could view a more detailed map, that would be helpful. There are a lot of homes and businesses along this route, what will happen to them?

~

Everett Station

~

OMF North Locations

~

Date Received: November 22, 2021

Source: Online Open House

Communication:

Project as a whole

While the devil is always in the details, I think whenever possible light rail should have its own designated space and not try to be wedged onto existing streets. According to an article in the Nov. 22, 2021 Daily Herald, there is a report on the number of collisions involving light rail in South Seattle. Those lessons should be heeded.

~

West Alderwood

The teal, pink, and gold alternatives are good. The green alternative might be OK. (36th is good to drive on now, if the light rail is off the street it might work. On street would ruin it.) The brown alternative is horrible. 184th St has too much density as it is, adding a line there would make it worse. Don't do it!

~

Ash Way

The pink alternative for Ash Way is best. I don't see any benefit or good reason to swing the line slightly to the west (blue & orange options). I can understand the appeal of the purple alternative since there is more land there. However, you'd absolutely need to put in a pedestrian/wheelchair/bike access to get from the park & ride to a station on the east side of the interstate. That seems more expensive than sticking with the pink alternative.

~

Mariner

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SR 99/Airport Rd

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SW Everett Industrial Center

~

SR 526/Evergreen

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Everett Station

The pink option makes a lot of sense to connect to the Sounder and Amtrak trains.

Pedestrian/wheelchair/bike access up towards Broadway and downtown Everett would need to be improved. The purple and brown alternatives seem fairly reasonable as a middle ground (almost literally) between the existing modalities at Everett Station and the more active commercial and residential west of McDougall. The teal option is also a horrible idea, again because it impinges on an area with plenty of existing vehicle traffic and increases the risk of collisions with light rail.

~

OMF North Locations

I think the option at SR 99 & Gibson Rd might be good. And perhaps the locations along the northern side of SR 526. I'd worry about the ones along Airport Road reducing space for the various aviation business is support of Boeing. While I'm no fan of the Walmart on 164th St, that area seems to already have a fair amount of residential development. Would that location potentially remove existing housing? If so, that seems like a poor idea.

Date Received: November 22, 2021

Source: Online Open House

Communication:

Project as a whole

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West Alderwood

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Ash Way

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Mariner

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SR 99/Airport Rd

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SW Everett Industrial Center

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SR 526/Evergreen

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Everett Station

Without further northern expansion of Sounder commuter rail or increased Cascades trips, co-locating the Link station at the heavy rail station will only serve to congest the area. Options B, C, and D would provide for more access based on intended destinations: more local trips would originate from the light rail station while longer distance commutes would maintain the current Everett station.

~

OMF North Locations

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Date Received: November 23, 2021

Source: Online Open House

Communication:

Project as a whole

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West Alderwood

It would be great if there was a stop within walking distance of the mall (< 0.25miles). I would definitely take the light rail from Everett if that were the case.

~

Ash Way

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Mariner

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SR 99/Airport Rd

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SW Everett Industrial Center

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SR 526/Evergreen

Pink is the only option here for me to not negatively impact the Casino Rd neighborhood.

~

Everett Station

It would be nice to have a stop at the arena, but the Everett Station area is already so prime for this--it would require so much less changing of the landscape. I would rather see the pink option and then develop pedestrian-friendly ways to get to the arena.

~

OMF North Locations

I don't like Airport & 526 or Airport & 94th options. They are too close to the Casino Rd neighborhood / parks / etc.

Date Received: November 23, 2021

Source: Online Open House

Communication:

Project as a whole

As a whole, is there really a need for the SW EIC routing and station? Boeing is downsizing their presence and Paine Field hasn't taken off as much as desired. The routing doesn't even get close to the passenger terminal at Paine Field so it's more prudent to eliminate that section. Alternative would be to go to Evergreen Station after the Airport Rd Station.

~

West Alderwood

ALD-A seems like the best alternative. Alternatives ALD-D, ALD-E and ALD-F are lazy and don't really make Link attractive.

~

Ash Way

ASH-B seems to make the most sense. ASH-D makes the least sense even though I think SnoCo officials want it there for some reason.

~

Mariner

MAR-C or MAR-D running on the MAR-A/MAR-B alignment seems to make the most sense

location-wise.

~

SR 99/Airport Rd

Since I have already shared my reasoning for not having the Airport Rd section through the SW EIC, I think AIR-B station makes the most sense if the Link can go up Evergreen Way to the Evergreen Station and skipping the SW EIC.

~

SW Everett Industrial Center

This section of track is wasteful and none of these alternatives are great. They don't approach either the Paine Field Passenger Terminal nor the Seaway TC and therefore is just a boondoggle

~

SR 526/Evergreen

EGN-C make the most sense. EGN-D and EGN-E really don't make sense.

~

Everett Station

EVT-B seems to make the most sense as it is close enough to AOTW Arena but at the same time close to the current Everett Station and it's parking lots and bus bays. EVT -C would be too far away from the parking lots and current Everett Station I think.

~

OMF North Locations

Ash Way or Airport Rd seem to make most sense.

Date Received: November 23, 2021

Source: Online Open House

Communication:

Project as a whole

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West Alderwood

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Ash Way

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Mariner

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SR 99/Airport Rd

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SW Everett Industrial Center

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SR 526/Evergreen

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Everett Station

The Everett station is well placed already with expansion of potential parking options on either side of the tracks. Using the existing infrastructure is appealing.

~

OMF North Locations

~

Date Received: November 23, 2021

Source: Online Open House

Communication:

Project as a whole

The route should not be adjacent to Broadway at any point. It can stay right next to the freeway. Just like the section at 220th. This will not reduce congestion and will likely increase congestion in Everett as people try to get to the Everett station.

~

West Alderwood

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Ash Way

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Mariner

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SR 99/Airport Rd

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SW Everett Industrial Center

~

SR 526/Evergreen

~

Everett Station

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OMF North Locations

~

Date Received: November 23, 2021

Source: Online Open House

Communication:

Project as a whole

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West Alderwood

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Ash Way

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Mariner

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SR 99/Airport Rd

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SW Everett Industrial Center

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SR 526/Evergreen

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Everett Station

The train should STOP at Everett station from a line adjacent to I5. No need to create more noise corridors.

~

OMF North Locations

~

Date Received: November 23, 2021

Source: Online Open House

Communication:

Project as a whole

~

West Alderwood

Follow proposed route A or C only. No need to use public funds to help property owners at alderwood mall by extending the route further from the freeway than needed.

~

Ash Way

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Mariner

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SR 99/Airport Rd

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SW Everett Industrial Center

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SR 526/Evergreen

~

Everett Station

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OMF North Locations

~

Date Received: November 23, 2021

Source: Online Open House

Communication:

Project as a whole

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West Alderwood

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Ash Way

Option D makes the most sense because the route should follow EXISTING public land up to McCollum park area on the east side of I5 right where we used to have a train!

~

Mariner

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SR 99/Airport Rd

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SW Everett Industrial Center

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SR 526/Evergreen

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Everett Station

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OMF North Locations

~

Date Received: November 23, 2021

Source: Online Open House

Communication:

Project as a whole

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West Alderwood

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Ash Way

~

Mariner

Option D makes the most sense, to utilize EXISTING public land! No need to purchase more. The skinny tire bike riders can take the train if their precious inter urban trail is recovered and put back into service as a train route.

~

SR 99/Airport Rd

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SW Everett Industrial Center

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SR 526/Evergreen

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Everett Station

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OMF North Location

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Date Received: November 23, 2021

Source: Online Open House

Communication:

Project as a whole

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West Alderwood

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Ash Way

~

Mariner

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SR 99/Airport Rd

Option A for the win!

~

SW Everett Industrial Center

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SR 526/Evergreen

~

Everett Station

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OMF North Locations

~

Date Received: November 23, 2021

Source: Online Open House

Communication:

Project as a whole

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West Alderwood

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Ash Way

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Mariner

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SR 99/Airport Rd

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SW Everett Industrial Center

Option A. Is there really consideration to run down casino road? That's an absolutely terrible idea.

~

SR 526/Evergreen

~

Everett Station

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OMF North Locations

~

Date Received: November 23, 2021

Source: Online Open House

Communication:

Project as a whole

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West Alderwood

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Ash Way

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Mariner

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SR 99/Airport Rd

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SW Everett Industrial Center

~

SR 526/Evergreen

Well again, option A is really the only good option since running down casino is a horrible idea. Plus option A is the natural route.

~

Everett Station

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OMF North Locations

~

Date Received: November 23, 2021

Source: Online Open House

Communication:

Project as a whole

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West Alderwood

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Ash Way

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Mariner

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SR 99/Airport Rd

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SW Everett Industrial Center

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SR 526/Evergreen

~

Everett Station

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OMF North Locations

Keep it next to Boeing and good luck finding that amount of space. I5 and 164th? Really? How are these things even options. Wow.

Date Received: November 24, 2021

Source: Online Open House

Communication:

Project as a whole

Lack of access in South East Everett, particularly east of 527 (Bothell Everett Highway). Park and ride is in McCollum ride, but traffic congestion are typically along the 96 (132 ave, 128ave). There needs to be better access to public transportation out east if there are any hopes to alleviate this type of traffic during rush hours and weekends. Also there's a traffic problem along 164 and 527 (bothell everett highway). Long lights on roads and traffic constantly backed up. People accessing the Ash Way park and ride either need to go through traffic and get to Ash Way Station.

~

West Alderwood

~

Ash Way

ASH-D is a good alternative to prevent drivers from east to access the station. But there needs to be an park and ride east in the mill creek area or more eastward if we want to reduce traffic heading to the Ash station.

~

Mariner

~

SR 99/Airport Rd

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SW Everett Industrial Center

~

SR 526/Evergreen

The evergreen 526 on-ramp intersection is always a traffic nightmare, especially during rush hours. A bit of thought will need to be put into this to not add additional congestion in that area.

~

Everett Station

~

OMF North Locations

~

Date Received: November 24, 2021

Source: Online Open House

Communication:

Project as a whole

Keep the route as straight and fast as possible. The longer trips take, the less people will want to take it.

~

West Alderwood

The ALD-pink makes the most sense, gets the rail closer to Alderwood Mall and the shopping area, but doesn't take the rail too far out of the way.

~

Ash Way

ASH-A makes the most sense, closer to the park and ride and the housing there. ASH-D is closer to single family housing, which is less likely to use the rail daily. ASH-C and ASH-B add too many curves.

~

Mariner

MAR-A and MAR-B make the most sense and puts the rail in the middle of the shopping area. Close to housing and the park and ride. MAR-D would require an additional overpass over I-5 and would be closer to single family housing.

~

SR 99/Airport Rd

AIR-pink makes the most sense as there is plenty of land to build a station.

~

SW Everett Industrial Center

SWI-C makes sense since it's close to the passenger terminal which will be growing in the future. SWI-A is close to Boeing, but probably has limited use by employees and is difficult for airport passengers. Boeing can run a shuttle down to SWI-C.

~

SR 526/Evergreen

~

Everett Station

EVT-D makes the most sense as it gets people closer to the center of town and activities there.

~

OMF North Locations

I would keep the OMF close to Boeing as it's already an industrial center.

Date Received: November 24, 2021

Source: Online Open House

Communication:

Project as a whole

This route is beneficial to our region as it not only connects the Everett, Lynnwood area to the rest of our region with reliable mass transit, but it does so in a way that doesn't treat Everett like an I-5 park and ride stop (which it is not). It provides stations at 3-4 large Everett business centers which will allow the region to experience Everett on a personal level. The residents of Everett and our region will be best served by this route that does not just follow I-5. Please avoid any pressure to realign this route away from the SW industrial Everett area in order to reach downtown Everett sooner. In regard to route alignment: 1. There are several historically underserved low income housing communities and traffic signals along Casino Rd that would be negatively impacted if the alignment either resulted in at grade signal crossings or loss of housing. Please either strongly consider only an elevated route or not using the southern most potential route along Casino road to avoid negatively impacting historically underserved communities. 2. Since Everett is not a Park and Ride stop for I-5 it will be beneficial for the light rail alignment to follow Broadway instead of I-5 to allow for future potential station growth in areas between Madison St and 41st St. This alignment would also give better potential future access to Everett residents, allow for more transit oriented development by not following a freeway. 3. When coming to the Everett Station light rail location I greatly prefer the brown or purple alignment as these allow a comfortable but short and conveniently traversed buffer from the extremely congested Broadway corridor. While giving access to the Everett Station is critical, it is also critical to provide convenient equitable accessible access to housing, businesses, and activities in downtown Everett. The brown or purple alignments achieve this goal better than the pink alignment.

~

West Alderwood

~

Ash Way

~

Mariner

~

SR 99/Airport Rd

I see this is listed as a provisional station instead of a currently funded station. If at all possible it would be a good idea to build this station first in lieu of building the Evergreen Way - Casino station. This station would immediately create critical transit connections with the CT SWIFT blue line that serves Snohomish County from the King County line all way to Everett Station as well as the CT SWIFT green line that serves Snohomish County from the Seaway Transit Center to the I-405 / SR 527 Park and Ride. Residents, commuters and visitors to the region would be able to make critical connections in all directions if this station was built on the initial build out. I urge you to strongly consider building this station first in lieu of the Evergreen - Casino station. 2. I believe the major directions of travel at this location are NB in the afternoon and EB in the afternoon. With that in mind I think alignment C or B would make it most convenient and safe for pedestrians to make transit connections to the north or east. Alignment A would force pedestrians or transit to wait and cross at the signal at Evergreen Way - Airport Rd to which already have extremely high volumes in conflicting directions with result in long delays every afternoon. 3. Alignment C would probably require a traffic signal at Center Rd due to the high volume of crashes at this location, however the proximity between Center Rd and Airport Rd makes it complex and possibly problematic to install a full traffic signal that would be

served 4-6 minutes during peak period so this alignment would be safest as an elevated option.
 4. Since light rail is largely traveling east - west at this location, allowing for convenient north - south transit connections would be greatly appreciated. Alignment A requires a long pedestrian signal crossing to go either northbound or southbound, so I urge you to choose either Alignment B or C and preserve the tax payer funded CT transit investments that are already in place.

~

SW Everett Industrial Center

I strongly urge you to leave move forward with alignment A instead of alignment B or C because: 1. Alignment A equitably and conveniently connects the historically underserved low income communities along Casino Rd with no or very low housing impacts which is a goal your purpose and need explicitly states. 2. Alignment A is closer to the Seaway Transit Center than any of the other alternatives which allows for the shortest transfer time for pedestrians needing to reach their final destination through the Seaway Transit Center. 3. Alignment A allows for more equitable Transit Oriented Growth immediately adjacent to the historically under served Casino Rd community. 4. Since Paine Field will require shuttles no matter where the SW Industrial station is located, it is more beneficial to make it more equitable and convenient to the residents of the historically underserved Casino Rd area and commuters for SW industrial Everett, then to but the station at either Alignment B or C which will result in longer transfer times for all but a small amount of use cases (Airport Trips).

~

SR 526/Evergreen

I see that this is a fully funded stop, while the Evergreen - Airport Rd stop is a provisional stop. I think it would be very beneficial to strongly consider swapping initial construction of this station with the Evergreen Way - Airport Rd Station. If the SW Industrial station is built in its representative station location (alignment A), then the historically underserved low income Casino Rd community would still be served and have less community impacts by not losing the businesses they use on a daily basis. Whenever this station is constructed: 1. Alignments B& D would very negatively impact a historically underserved community by removing several conveniently located local businesses that the community depends on. I urge you not to consider removing those beloved businesses when other alignments can accomplish the project purpose and need without such great impacts on communities of color. 2. Since the majority of the existing pedestrian facilities in this area are east side of Evergreen Way it makes the most financial sense to build this station on the east side of Evergreen Way to connect to existing pedestrian facilities. I urge you not to consider alignment A as the existing pedestrian bridge on the west side of Evergreen Way feels unsafe to many users of the facility, and pedestrians would have to cross both Evergreen Way and probably Casino Rd to get a regional bus transfer. 3. Alignments C and E should be carried forward for further analysis and although they are both north of the existing CT blue line stop, their locations would provide for the shortest connection travel time by being located adjacent to the crosswalk that is parallel to the large NB vehicle movement. 4. The historically underserved community would be sad to lose the bakery located near alignment E, so I prefer alignment C to alignment E.

~

Everett Station

I strongly urge to you move forward with alignments B and C that are in line with the Metro Everett Subarea Plan for light rail and not alignment A. Specifically: 1. When trying to make pedestrian connections from the Everett station area, it would be more equitable and convenient for residents, commuters and visitors of Everett to have the light rail station closer to Broadway and Everett's downtown businesses so being closer to Broadway -Pacific (alignment B or C) is more advantageous then being right at the Everett Station (alignment A). 2. When coming to the Everett Station light rail location I greatly prefer the brown or purple alignment as these allow

a comfortable but short and conveniently traversed buffer from the extremely congested Broadway corridor. While giving access to the Everett Station is critical, it is also critical to provide convenient equitable accessible access to housing, businesses, and activities in downtown Everett. The brown or purple alignments achieve this goal better than the pink alignment. 3. Everett's Metro Everett Subarea plan has already incorporated a large amount of local feedback and consideration before settling on the preferred alignment shown in the subarea plan (alignment B or C, routes brown or purple). Ignoring that plan and choosing the Everett Station alignment and route (alignment A and brown route) would be ignoring the multitude of comments that Everett already received from the public when putting the plan together. 4. Alignment D and the teal route follow a high volume corridor with several signals. Either this route would need to be elevated, or it would have several at grade signal crossings which would increase risk of collisions for pedestrians all along this corridor. It seems like a very expensive option that I don't really support since there are other, less expensive, routes that result in less exposure to pedestrians while also providing more equitable convenient access to downtown Everett.

~

OMF North Locations

I would strongly prefer to see the OMF at I-5 - 164th St SE or SR-99 - Gibson Rd and not in Everett. Everett's economical development is still growing and the areas shown for the potential OMF would be better utilized by transit oriented development and other development opportunities for the historically underserved low income communities in SW Everett. I believe the I-5 - 164th location is taking most parking lots, which is GREATLY preferable and probably cost effective rather than removing the existing businesses or potentially under utilized areas in SW Everett.

Date Received: November 24, 2021

Source: Online Open House

Communication:

Project as a whole

If there is an opportunity, reconsider the diversion to Paine Field. I work there, but it is not dense enough to warrant light rail. Swift Green already serves the area well. Instead, focus on getting the entire line built sooner, and a faster trip to downtown Everett.

~

West Alderwood

~

Ash Way

~

Mariner

The station should be as close to 128th St as possible, for the best transfer to/from Swift Green. Unfortunately none of these stations integrate well with the Interurban Trail. Better integration must be part of this project.

~

SR 99/Airport Rd

This stop needs to provide a smooth transfer to both Swift lines. My ideal station location would be above SR 99, to provide easy access to both sides of the street. This is not an easy street to cross, because of the diagonal intersection shape.

~

SW Everett Industrial Center

None of these stop locations really make sense. This station really shouldn't exist, as it should

just be served by BRT. If we must build this one, I suppose it makes the most sense to connect to Paine Field, or at the Seaway Transit center, but this is an extremely pedestrian unfriendly area. No location will serve anyone well here.

~

SR 526/Evergreen

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Everett Station

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OMF North Locations

~

Date Received: November 24, 2021

Source: Online Open House

Communication:

Project as a whole

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West Alderwood

ALD-F is the closest to me within walking distance. It would make it simplest for me to get around to Seattle.

~

Ash Way

~

Mariner

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SR 99/Airport Rd

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SW Everett Industrial Center

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SR 526/Evergreen

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Everett Station

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OMF North Locations

~

Date Received: November 24, 2021

Source: Online Open House

Communication:

Project as a whole

~

West Alderwood

ALD-Gold is the best, you want something close to the mall but limits the number of stops.

~

Ash Way

Ash-blue is the best because it aligns to Ash way P&R, unless you are going to change to a better station that aligned to Ash-D which would make more sense from a community standpoint.

~

Mariner

Mar-A seems to be the best because it aligns to businesses the best, but I would want it a little closer to the P&R for easy access.

~

SR 99/Airport Rd

AIR-A is the best alignment.

~

SW Everett Industrial Center

I think you want two stations here, the most important one would be one that connects to Paine field and the next possible would be one that connects to the Boeing site.

~

SR 526/Evergreen

I think Casino road alignment might be good but I think the most important station will be one that allows easy access to the businesses.

~

Everett Station

EVT-A probably makes the most sense from a commenters standpoint but I really like the option of having a station near Angel of the winds that would allow for better access to downtown Everett.

~

OMF North Locations

~

Date Received: November 25, 2021

Source: Online Open House

Communication:

Project as a whole

Need to ensure convenient, safe, and equitable non-motorized access to stations and the existing Interurban Trail for bicyclists and pedestrians for both the construction and future operational phases.

~

West Alderwood

Need to ensure convenient, safe, and equitable non-motorized access to stations and the existing Interurban Trail for bicyclists and pedestrians for both the construction and future operational phases. Need to include a bridge over I-5 for bicyclists and pedestrians to better connect stations and residential areas.

~

Ash Way

Need to ensure convenient, safe, and equitable non-motorized access to stations and the existing Interurban Trail for bicyclists and pedestrians for both the construction and future operational phases. Need to include a bridge over I-5 for bicyclists and pedestrians to better connect stations and residential areas.

~

Mariner

Need to ensure convenient, safe, and equitable non-motorized access to stations and the existing Interurban Trail for bicyclists and pedestrians for both the construction and future operational phases. Need to include a bridge over I-5 for bicyclists and pedestrians to better connect stations and residential areas.

~

SR 99/Airport Rd

Need to ensure convenient, safe, and equitable non-motorized access to stations and the existing Interurban Trail for bicyclists and pedestrians for both the construction and future operational phases.

~

SW Everett Industrial Center

Need to ensure convenient, safe, and equitable non-motorized access to stations and the existing Interurban Trail for bicyclists and pedestrians for both the construction and future operational phases.

~

SR 526/Evergreen

Need to ensure convenient, safe, and equitable non-motorized access to stations and the existing Interurban Trail for bicyclists and pedestrians for both the construction and future operational phases.

~

Everett Station

Need to ensure convenient, safe, and equitable non-motorized access to stations and the existing Interurban Trail for bicyclists and pedestrians for both the construction and future operational phases.

~

OMF North Locations

Need to ensure convenient, safe, and equitable non-motorized access to stations and the existing Interurban Trail for bicyclists and pedestrians for both the construction and future operational phases.

Date Received: November 27, 2021

Source: Online Open House

Communication:

Project as a whole

Perhaps in order to save money and to minimize property demolition, the entirety of the line should be changed and reconsider moving the line to I-5's right of way (which will serve the Everett Mall and the South Everett Park and Ride) and continue to serve the Paine Field area via a spur on the Boeing Freeway.

~

West Alderwood

Any planned station outside the actual mall property (Areas B and E) should be out of the question since it would not serve the mall directly, which should be the intended purpose for this station. I would support either A and B gold as it can serve the mall directly. F and D, while it would serve the mall directly, might be an eyesore and it is not preferable to do an at-grade section, as it will slow down the trains.

~

Ash Way

Area A is most preferable as it serves the Ash Way PR directly without affecting residents of the Urban Center Apartments, nor the Tivalli Apartments just north of the planned area. C could potentially affect a wetland area, the nearby Well #5 that is famous throughout the state for its water quality, and Newberry Square. Area D, while it is the station closest to our house and will serve the Wal-Mart and other businesses directly, is probably more expensive because it would require either constructing a pedestrian bridge across I-5 or moving most of the buses to a new Ash Way (Meadow Rd?) Park and Ride, thus destroying the recently built apartment complexes

and townhomes there, and would require closures on I-5 south of the 164th St SW exit due to the train crossing over I-5 twice (once near Ash Way PR and near the Mariner PR).

~

Mariner

The purple line would be out of the question as it needs to cross I-5 again.

~

SR 99/Airport Rd

~

SW Everett Industrial Center

~

SR 526/Evergreen

~

Everett Station

~

OMF North Locations

~

Date Received: November 27, 2021

Source: Online Open House

Communication:

Project as a whole

~

West Alderwood

~

Ash Way

~

Mariner

~

SR 99/Airport Rd

These should be close to current rapid transit so everyone can easily get the connection to link rail

~

SW Everett Industrial Center

This should be close to Paine Field airport, which also has connection to rapid transit station and this would provide reduced traffic to Airport and expand it use as a north end hub

~

SR 526/Evergreen

Again this should be close to rapid transit and connecting to other transit agencies with parking for those wishing to travel to Seattle and beyond

~

Everett Station

This needs to link into the Everett Station as this is end of line but would provide links to north and east of Everett from here on other agencies, I would add the Evergreen way should be considered as a way of getting to here and again benefit the lower income residents that have been paying into the system for these last 20 years without any real benefit so far.

~

OMF North Locations

I would suggest first that this be put at the old Kimberly Clark property on the riverside of Everett and if that isn't good option, use the property at Airport Road and 100th, there less residents

there, it's close to the line and is becoming great place for jobs.

Date Received: November 27, 2021

Source: Online Open House

Communication:

Project as a whole

~

West Alderwood

~

Ash Way

~

Mariner

~

SR 99/Airport Rd

~

SW Everett Industrial Center

I ponder if we need light rail out this far to begin with. Yes, Boeing is a major employer and the airport can be used as a regional commercial airport, but it seems as though a few trains would be crowded while most trains wouldn't have very many people using these stops. I'd suggest using Everett Mall Blvd. and run a bus along this segment. In Portland, Intel runs frequent shuttle bus service to the Hawthorn Farm MAX stop. I think Boeing can do the same. Plus, Boeing has already expressed interest in moving out of the region. If we build this line in the proposed alignment, how do we know Boeing will still be here for its employees to use it? That said, if we go with this alignment, I'd suggest SWI-C. It still allows people to use the airport for regional flights.

~

SR 526/Evergreen

~

Everett Station

~

OMF North Locations

~

Date Received: November 27, 2021

Source: Online Open House

Communication:

Project as a whole

~

West Alderwood

ALD-F is the best route. It's closest and central to all the businesses. Also closest to pioneer park and those apartments.

~

Ash Way

~

Mariner

~

SR 99/Airport Rd

~

SW Everett Industrial Center
~
SR 526/Evergreen
~
Everett Station
~
OMF North Locations
~

Date Received: November 28, 2021

Source: Online Open House

Communication:

Project as a whole
~
West Alderwood
~
Ash Way
~
Mariner
~
SR 99/Airport Rd
~
SW Everett Industrial Center

I am curious to know how exactly the Link will connect with Paine Field. It appears that the proposed stations are not at or near the terminal. There needs to be a station at the terminal of Paine Field. This would connect Paine Field to SeaTac, adding options and value to regional air travelers as well as open Paine to more travelers (from Seattle and further south) who wouldn't otherwise wish to drive through Seattle to depart from Paine. Have the stakeholders at the airports (SEA or PAE), the airlines, or air travelers rendered an opinion of this topic?

~
SR 526/Evergreen
~
Everett Station
~
OMF North Locations
~

Date Received: November 22, 2021

Source: Online Open House

Communication:

Housing affordability and anti-gentrification and anti-displacement need to be central. This is a massive investment that will not benefit everyone, and will definitely disproportionately impact the already most marginalized community members.

Date Received: November 22, 2021
Source: Online Open House
Communication:

Improve the timeline. 16 years is way too long to get to Everett. This is especially true with the Sounder being out of service due to regular land slides

Date Received: November 22, 2021
Source: Online Open House
Communication:

I see no issues with the purpose and need statement

Date Received: November 23, 2021
Source: Online Open House
Communication:

Looks good!!

Date Received: November 23, 2021
Source: Online Open House
Communication:

Trains are the most expensive form of public transportation. So I would like to give you credit for duping people into voting for it, all the while claiming it is "green". But, can you please do a public acknowledgment at the start of each meeting that you pulled the wool over peoples eyes in terms of vehicle tab calculations. Is there a need? No, not really. It won't relieve congestion, but will add more greenhouse gasses through use and construction. Using housing density as a reason for it is not kosher either. It would be cheaper for the public to just collectively build denser housing where it's needed. We are effectively building one big city in connecting cities that don't need more connectivity. I can think of one very large city that needs to be cut off! Busses are a much better form of transportation in terms of cost and flexibility. I ride the bus to work daily. They also are easier to transition to being "green" while using existing infrastructure. Did you know that concrete is the antithesis of environmental responsibility? Of course you do but this new train needs a massive amount for tracks, retaining walls, stations, etcâ€¦. Not to mention all those trucks used for constructionâ€¦ clogging up roads in the process. In summary, we don't even need a train. We just need to build more affordable housing in Seattle and then people won't NEED to move north.

Date Received: November 24, 2021
Source: Online Open House
Communication:

I agree with the draft project purpose and need statement.

Date Received: November 25, 2021
Source: Online Open House
Communication:

The plan looks good enough at this time. The involvement of representatives from user groups throughout the project life cycle should help ensure convenient, safe, and equitable non-motorized access to stations, such as bicycle and pedestrian connections, during both the construction and operational phases.

Date Received: November 27, 2021
Source: Online Open House
Communication:

No comment

Date Received: November 29, 2021
Source: Online Open House
Communication:

Project as a whole

Overall, the route alignment is wrong. You should ditch the Paine Field deviation and use an approach similar to the one that The Urbanist has suggested with light rail continuing on or near I-5 or run on SR-99 rather than deviating all the way to Paine Field where there will never be ridership. It's absurd that electeds are bowing to Boeing when they won't be here in 20 years. It's also absurd because none of the options serve the airport and in reality the airport will never drive light rail traffic. Even Sea-Tac hasn't cracked 5% of passengers using light rail. There's no way suburban Snohomish County could hope to even reach that level, so we're talking pittance of ridership in Paine Field. Elite projection shouldn't drive decision-making. Again, pursue something like The Urbanist's alternative that will provide a more direct Everett Link at a cheaper cost faster. It also unlocks the potential to invest in more Stride locally for better local transit service. <https://www.theurbanist.org/2021/11/09/a-first-peek-at-proposed-everett-link-light-rail-alignments/> <https://www.theurbanist.org/2021/04/14/how-to-build-a-faster-better-everett-link/>

~

West Alderwood

Select ALD-D, ALD-E, or ALD-F for better centrality and larger walkshed/bikeshed. Eliminate the rest of the alternatives.

~

Ash Way

Select ASH-D, ASH-C, or ASH-B for better centrality and larger walkshed/bikeshed. Eliminate the rest of the alternatives.

~

Mariner

Select MAR-C or MAR-B for better centrality and larger walkshed/bikeshed. Eliminate the rest of the alternatives.

~

SR 99/Airport Rd

All three locations have their merit.

~

SW Everett Industrial Center

Realistically, Boeing will be gone in 20 years, so a location near 100th Street SW would be the best long-term investment or closer to the residential areas on Casino Road. Eliminate the rest of the alternatives. Note that this deviation to Paine Field should not be pursued at all. Please pursue The Urbanist's vision for light rail on I-5 or near it or on SR-99 for the deviation and serve South Everett with better bus service via Stride. The Paine Field area will never generate ridership justifying light rail.

~

SR 526/Evergreen

Select EGN-B or EGN-D for better centrality and larger walkshed/bikeshed. Eliminate the rest of the alternatives.

~

Everett Station

Select EVT-C, EVT-B, or EVT-A for better centrality and larger walkshed/bikeshed. Eliminate the rest of the alternatives. Downtown Everett is better served by a future extension than trying to do everything poorly by one alternative, like connections to the station, BRT, and city center. If you try to do all, you will fail.

~

OMF North Locations

Choose the Ash Way or Gibson Road locations for the OMF North location. This is important to facilitate a two-phase extension of Everett Link and dropping the Paine Field deviation, which cannot go forward.

Date Received: December 1, 2021

Source: Online Open House

Communication:

Project as a whole

Appreciate the alignment up to SR99/Airport, but after, the stations at PAE and Everett industrial are very dumb. Boeing is leaving Seattle, and even as new industries get built up, transit there is not necessary. We need LINK to serve as the spine. E/W travel to evererett industrial/PAE can be dealt with here via the Swift line running on airport, and a super easy transfer can be made at Mariner or SR99/Airport. Instead, the alignment should turn N onto SR99 rather than continue on airport, then continue and take the Interurban ROW to Everett. It can crossover onto Broadway when it needs to from then on.

~

West Alderwood

ALD A,B,and C are immediate No's in my book. They're too close to the freeway which stems in transit oriented development. A/C are also very far from the mall, likely where folks are going. ALD-D fascinates me because it's on 188th which extends straight for a long distance, and can have great access to the interurban trail, but it is far from the heavy development on 184th by the Costco, better served by ALD-F. I feel like ALD-D is the best choice given everything still. Perhaps ST can use some of its ROW to build a bike stub to the 188th area.

~

Ash Way

ASH-C is just the worst one. The rest are genuinely difficult choices, each of which have pros and cons. I also don't favor ASH-D since it would necessitate an additional two crossings of I-5 unnecessarily, as it wouldn't provide much benefit. A crazy idea though: you could study running the light rail along the median. I know there's already a bus ramp, but could it be built over? Riders could just walk down the stairs to transfer to a bus, straight on the ramp. Running in the

center ROW will save money in terms of ROW acquisition on the W side of I-5, and the cost of crossing the entirety of the freeway to use the interurban on the east. It'll also reduce the media criticism you'll face from eminent domain (even tho I'm pro taking of their homes). From an agency POV it might make sense. Frankly I support the pink alignment, and don't care about ED, but from your POV maybe it might be worth thinking about. Priority is the riders.

~

Mariner

I'm against MAR-D for the aforementioned reasons (two crossings) and since the purple alignment will impact the interurban trail, tho that's a secondary issue. MAR-A/B are too curvy, and that will add delay, discomfort, and money. MAR-C would be good since it has the gentlest curves along 8th, but it will necessitate the demolition of many units of affordable housing, much of which caters to the immigrant population of the area. I think the best possible option will be a new alternative, featuring a turn on 4th, then adhering to MAR-D. There are several benefits: 1/ it is immediately adjacent to Mariner P&R, which can continue to be expanded, and will facilitate easy transfers. 2/ you can make the turn by cutting thru the Albertson's parking lot 3/ it is along 4th, which is where Mariner HS is. Very easy access to a large # of HS kids, which will boost ridership. One drawback is that it will be closer to the freeway, which as I said will hurt TOD.

~

SR 99/Airport Rd

It's a cool station idea. Definitely do it. Great for transfers to Swift. Don't do AIR-C it doesn't make sense.

~

SW Everett Industrial Center

These stations are all a mistake. Don't build! We already have the Swift line here! And if you will absolutely, why isn't there one at PAE? Put a station there.

~

SR 526/Evergreen

EGN B/D are the best options. The station MUST straddle Evergreen because crossing it is a nightmare. Be advised as to how you're building this. Everett's latino population lives here.

~

Everett Station

These are all solid. I'd just do whichever is cheapest, tho I slightly prefer D for better extensibility (maybe to EVCC) and for probably being cheapest. Also furthest from I-5 which means good TOD opportunity close to Everett's heart

~

OMF North Locations

I just don't want to see the site in the Everett Industrial area, as you should avoid that area entirely. Additionally, again, this will impact the area's latino population, as there is a high concentration here. The SR-99/Gibson option may be interesting, but wiping out a whole business park seems like it would be quite disruptive. My ideal location for this would be to place it over Avis car rental and the adjacent RV businesses. I don't love the Ash Way location, as it will A/ necessitate another crossing over I-5, and B/ impact TOD prospects. No matter what you do though, you'll have to demolish some buildings. In the end, just make the choice that will serve the most riders and light rail vehicles for the cheapest price. Don't just include what we have now, also include potential for future yard expansions, and maybe even TOD on top of the space, not unlike Hudson Yards in NY.

Date Received: December 1, 2021

Source: Online Open House

Communication:

Project as a whole

~

West Alderwood

Good Morning: I would like to become more involved with the Alderwood West Project. Please advise how best to accomplish? I am an Architect, Urban Designer, and Real Estate Developer. My contact information is [redacted] my phone number is [redacted]. Thank you Oscar Del Moro

~

Ash Way

~

Mariner

~

SR 99/Airport Rd

~

SW Everett Industrial Center

~

SR 526/Evergreen

~

Everett Station

~

OMF North Locations

~

Date Received: December 4, 2021

Source: Online Open House

Communication:

Project as a whole

~

West Alderwood

ALD-F or ALD-D: in the middle of shopping area and close to the new residential development

~

Ash Way

ASH-D: Close to shopping area

~

Mariner

MAR-D: close to park and ride.

~

SR 99/Airport Rd

~

SW Everett Industrial Center

~

SR 526/Evergreen

~

Everett Station

EVT-A: close to train station and bus terminal.

~

OMF North Locations

~

Date Received: December 5, 2021

Source: Online Open House

Communication:

Project as a whole

~

West Alderwood

~

Ash Way

~

Mariner

~

SR 99/Airport Rd

~

SW Everett Industrial Center

~

SR 526/Evergreen

~

Everett Station

I would 100% support to have EVT-A because this is more safely right at bus station and i sure everyone want right at everett downtown bus station

~

OMF North Locations

~

Date Received: December 5, 2021

Source: Online Open House

Communication:

Project as a whole

Given that there are budget problems, environmental concerns (needing to rapidly decarbonize and encourage public transit use by finishing projects as early as possible), ensure people have access to the light rail in places that are readily available for residential development, we must bypass the Airport Road/SW Industrial Center and build the light rail through I-5 and connect at the Everett Mall and move northward. This area of the city holds a large segment of the population and is denser than a large tract of the connection to the Industrial Center. It has a lot more residents, employers, shopping centers, and opportunities for redevelopment as well. Nonetheless, building the light rail through Airport Road and along I-5 will gentrify Casino Road and neighboring communities which have already made public their rejection of the light rail being built near there since the country and other entities have not made promises that homes would remain affordable. This route would also allow for there to be connections to Silver Lake which is near a transit center, and save time in the building of the light rail. Concerns about the airport run short given that projections of sales fell short before the pandemic and airlines withdrew service there. Another concern has been Boeing as well which has not been consistent in providing jobs and has signaled/threatened to send jobs to other states, jeopardizing funding from ticket revenue, in an already questionable assumption that Boeing staff and neighboring workers will use it given that many live north and west of Everett in

Marysville, Arlington, Lake Stevens, or other disconnected suburbs. Given that I live near said area, there is not enough traffic to justify a light rail in that direction. People hardly use the carpool lane as well, even in traffic hour. A better use of our system would be to build rapid bus lanes than only buses can use along Airport road that connects to Mariner.

~

West Alderwood

ALD-D seems like a good place for a station. I say this because it balances well places that receive a lot of foot traffic, namely restaurants, grocery stores, retailers, and the mall, without being too far from some neighborhoods west of the area. Ald-F would be further from these communities and employers. I believe the further west the more established renters live. I think this would be a more equitable choice, it would also be closer to more employers and the alderwood mall food court. Which is a lot more accommodating for people.

~

Ash Way

Ash-A makes more sense and does seem to save more resources. So long as walking infrastructure is made to work for people using the transit center and to transfer to buses. Whichever saves the most money would be best here, ASh-D does not seem to signal that.

~

Mariner

I have stated that moving north at Mariner to 112th & Silver Lake area, Everett Mall would be the next stop, and then to Everett station with potential stop before then. The pink route makes sense and should stop along the way there but should not try to displace local businesses on MAR-A. Is there interest in using Light Rail infrastructure and combine it with the library being proposed? Seems like a good and creative way to save funds and space. Could include local business within to generate revenue as well for both agencies. This pink route I propose would also put less stress on low income renters in areas Mar-A, Mar-B, Mar-C. Mar-D seems awkwardly inaccessible.

~

SR 99/Airport Rd

I don't believe the light rail should go through airport road. But if it does I think it should be built on across the street from Air-A next to the CVS. Reason is because it has a big undeveloped lot whereas site Air-A has a gas station and a busy jack in the box. Air-B where it is would go and possibly threaten local businesses there if it needs them to be evicted (not sure how this is handled or if it is a possibility).

~

SW Everett Industrial Center

I do not think it should be built here due to concerns about gentrification and improper use of funds. However, SWI-C would make the most sense since it would neither benefit Boeing or other industrial workers since they work north of the highway. Given that Boeing is showing to be unreliable in regard to jobs and keeping public promises, putting the station at the airport would barely show long term ridership stability. Other stations could prove to be devastating if major layoffs happen in the future or if jobs are computerized.

~

SR 526/Evergreen

If the station is built in the area despite local concerns about gentrification, it should at the very least be built where there is high density, which would be EGN-B. This route would not build right on communities but be near the local shopping center, in a relatively walkable neighborhood, and near a bridge to connect norther neighbors.

~

Everett Station

Connecting to the EVT-D seems like a good choice. We want people to be able to be in walkable places and have access to recreation and public buildings. This would be a good route that can connect straight to EVCC in the future. An alternative would be EVT-A, but we should try to extend that northward in the future to downtown and then to EVCC.

~

OMF North Locations

The station would be best put on I-5 and Ash Way. This area seems to have the best access to housing in the area and will be connected to the system sooner. This would be my preference since I hope to not see the lightrail connect to airport road. Otherwise Airport Rd & 94th would make sense. It is somewhere with not much going on and far from being a place for residential development.

Date Received: November 29, 2021

Source: Online Open House

Communication:

Benefits

The OMF will allow service to run, so the benefits are obvious and impacts minimal no matter where it goes. If there are opportunities for limited public access, there would be even more benefit, such as access to landscaped drainage areas as park-like features, interpretive information of the facilities, artwork in public-facing spaces, and any community meeting spaces.

~

Impacts

~

Date Received: December 1, 2021

Source: Online Open House

Communication:

Benefits

I'm excited for earlier starts. I want to be able to go to the airport early in the morning and late at night. Flights land at midnight at times just in time to miss the last train.

~

Impacts

~

Date Received: November 29, 2021

Source: Online Open House

Communication:

Benefits

The extension will only bring benefits. Having elevated sections could allow for trails under, new landscaping features, visual interest, well designed stations, and more.

~

Impacts

~

Date Received: November 29, 2021

Source: Online Open House

Communication:

Benefits

No Benefit

~

Impacts

Cost is lots of money.

Date Received: November 29, 2021

Source: Online Open House

Communication:

Benefits

Taking way too long, as Everett is getting the short end of the original promise from Tacoma to Everett. You watch, West Seattle to Ballard will step in soon and it will be 2050.

~

Impacts

~

Date Received: November 30, 2021

Source: Online Open House

Communication:

Benefits

You need to extend the line to Bothell and connect the loop around Puget Sound.

~

Impacts

Reduce traffic & pollutions and people can get to work and the airport faster

Date Received: November 30, 2021

Source: Online Open House

Communication:

Benefits

We'll benefit more service to Seattle From mariner park and ride

~

Impacts

Is impacts would be less traffic on a 128th if it went to Paine field airport Boeing

Date Received: December 1, 2021

Source: Online Open House

Communication:

Benefits

I live very close to the Mariner P&R and I am very excited for this. To be able to get to UW within ~40 min reliably isn't a bad proposition, and with Lynnwood city center growing too, it's pretty exciting.

~

Impacts

I am concerned that you will be converting some of today's 2 seat rides to 3 or even 4 seat rides.

Date Received: December 1, 2021

Source: Online Open House

Communication:

Benefits

Excited for new service! Esp. to Lynnwood and down south

~

Impacts

I'm worried that the turn onto Airport Rd will annihilate the area surrounding that space. Please secure ROW early, or mandate easements.

Date Received: December 3, 2021

Source: Online Open House

Communication:

Benefits

When operational, it may allow for easier transit and be a benefit for non-drivers. Due to the length of time until completion, it feels like the benefits are so far off that they are diminished.

~

Impacts

Due to the 2037 completion date, traffic will not be reduced or changed in any significant way. Unless the timeline can be moved forward, another 15 years of finding ways to drive will further embed the current traffic issues.

Date Received: December 3, 2021

Source: Online Open House

Communication:

Benefits

I enjoy going to Alderwood Mall. I hate parking. I can easily take my bus to Everett train station and enjoy going there. It would save gas and pollution. I like the routes following existing transportation to minimize community negative impact. I recommend the fixing trains area be around Airport Road where there's still land. Thank you. Great work!

~

Impacts

I'm worried about ensuring access to high density housing without making it negative for home values. Chicago light rail did a good job! may be worth checking. I'll also want the Evergreen 526 stop. Will there be parking?

Date Received: December 4, 2021

Source: Online Open House

Communication:

Benefits

More reliable mode of transportation.

~

Impacts

Potential eminent domain on existing homes and businesses. Destruction of green belts along current travel lines displacing wildlife

Date Received: December 4, 2021

Source: Online Open House

Communication:

Benefits

send link for attending these meetings

~

Impacts

December 4, 2021 Erik Ashlie-Vinke Government & Community Relations Manager “North Corridor 206-370-5533 EverettLink EverettLink@soundtransit.org To Erik Ashlie-Vinke and Sound Transit: Sound Transit advertised for volunteers for its advisory group.

<https://soundtransit.org/everettlink> <https://everettlink.participate.online> I applied. I sent them my treatise on comprehensive mass transit, found at www.JamesRobertDeal.org/door-to-door-transit. Mass transit will never reach its full potential unless there is a way to get people to and from the mass transit. The Sound Transit solution is to build enormous parking garages so people can drive to the mass transit. It would be so easy to pick people up at the front door and drive them to the transit center. Charge them \$4 round trip. Start charging \$15 per day to park at the transit center. The vans would fill up. The buses would fill up. The trains would fill up. Revenues would rise. Light rail could be completed sooner. Traffic congestion would disappear. The ferry problem could be solved instantly. Costly school bus service could be taken over by transit with huge savings. Also missing from the Sound Transit plan is how to serve those who don't drive. Life for those who do not drive is time consuming, frustrating, and difficult. We need a door-to-door van service so we can get around without owning a car. The Sound Transit approach to transit is uncreative, wasteful, ineffectual, unthinking, and ultra-conventional. Sound Transit is a bunch of non-thinkers. The fundamental flaw in the Sound Transit plan is that it is fragmented, not comprehensive, not unified, not interconnected. It does not pick you up where you are. It does not take you all the way to where you are going. It certainly does not bring you back home to your front door. It is up to you to figure out transfer timing. You will have to do a lot of walking and a lot of waiting in the rain and the cold. So most people do not use transit and most buses most of the time run mostly empty. A flexible, on-call van system is needed to integrate the system so all parts of the transit system fit together and where it is unnecessary to own a car to get around. For some reason Sound Transit rejected my application for your advisory group. Could you please reconsider? You really need my help. Please read www.JamesRobertDeal.org/door-to-door-transit before you reply. I look forward to your call. [redacted]. Sincerely, James Robert Deal Real Estate Attorney & Real Estate Managing Broker [redacted]

Date Received: December 5, 2021

Source: Online Open House

Communication:

Benefits

I would like to see light rail train all way to everett bus station along of I-5 as it benefit for our future

~

Impacts

it impact our tax payer i reslly think we need more federal funnd to help pay part of furture to move forward to speed up fast deverplomrnt

Date Received: November 29, 2021

Source: Online Open House

Communication:

The purpose and need statement should specifically climate change in word. Some phrases approximate this but it should specifically mention climate change.

Date Received: December 1, 2021

Source: Online Open House

Communication:

PAINE FIELD. There should be a direct connection from Paine Field to Sea Tac on the future extended 1 Line. Connecting the airports in our region puts us developmentally ahead of other American cities and on par with advanced global cities with major public transportation infrastructure.

Date Received: December 9, 2021

Source: Online Open House

Communication:

How will the Environmental Impact Statement reach out to vulnerable populations that don't speak English or have limited methods of communication? How will their opinions matter? Would material be translated to those that aren't native English speakers? Would there be surveyors that go door to door to those with limited methods of communication such as rural areas with no broadband connection?

Date Received: December 10, 2021

Source: Online Open House

Communication:

I find it rather disappointing that it took 5 years to ramp up to this point since the passage of ST3

Date Received: December 7, 2021

Source: Online Open House

Communication:

To "provide high quality, rapid, reliable, accessible and efficient light rail transit service to communities in the project corridor" in a way that is truly equitable, it would make sense to consider realigning the light rail track along the I-5 corridor from Lynnwood to Everett, rather than detouring through the industrial area, as described in the Urbanist. This would result in a much lower overall cost, more rapid construction, and decrease potential gentrification concerns in the Casino Road area. It would also significantly decrease light rail ride times to Lynnwood, Seattle, and SeaTac.

Date Received: December 9, 2021
Source: Online Open House
Communication:

As I've said, this is a waste of tax payer money. It's outdated technology.

Date Received: December 9, 2021
Source: Online Open House
Communication:

Unsure

Date Received: December 9, 2021
Source: Online Open House
Communication:

Using light rail to access local destinations seems like a recipe for low utilization. The light rail should first and foremost be as an alternative to long commutes and to connect existing transit hubs.

Date Received: December 10, 2021
Source: Online Open House
Communication:

Sounds good, but could also include language about integrating with, inspiring and enhancing with formal existing plans for local urban redevelopment. For example Everett's Rethink Zoning plan calls for increased density along the 99/Evergreen corridor that, while not constrained strictly to "station areas" would be bolstered by the increased utility the two stations on 99 would add to the Swift Blue BRT line. The Draft Project Purpose and Need gets at this generally and indirectly but it would be good to see it directly acknowledge and plan in greater coordination with the specific intentions of specific local development plans in addition to the regional plans mentioned.

Date Received: December 10, 2021
Source: Online Open House
Communication:

The draft project purpose is comprehensive.

Date Received: December 6, 2021
Source: Online Open House
Communication:

Project as a whole
~
West Alderwood
~
Ash Way
~

Mariner

Needs preservation of affordable housing and anti-gentrification work. Should serve this neighborhood's needs FIRST before any others.

~

SR 99/Airport Rd

Pink or gold look like best opportunities, especially to combine with Swift Blue and Green lines.

~

SW Everett Industrial Center

Boeing employees do not ride transit at rates as other employers. This dog leg should be highly scrutinized, especially with very frequent and lower cost Swift Green line. Is this really worth the investments to serve this (more or less) one business, instead of communities up and down Evergreen Way?

~

SR 526/Evergreen

Casino has a very high level of diversity; needs priority investment into these communities and preserving them as much as possible. Communities living on Casino should be safely served.

~

Everett Station

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OMF North Locations

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Date Received: December 6, 2021

Source: Online Open House

Communication:

Project as a whole

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West Alderwood

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Ash Way

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Mariner

This needs to stop at the park and ride. So I dislike all your options. Pink / gold line station need to tie in with the bus park and ride lot and have a multi level parking garage with security & cameras. (Too many homeless camps, theft) The train could stop at the 2nd or 3rd level of the parking garage.

~

SR 99/Airport Rd

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SW Everett Industrial Center

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SR 526/Evergreen

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Everett Station

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OMF North Locations

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Date Received: December 6, 2021

Source: Online Open House

Communication:

Project as a whole

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West Alderwood

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Ash Way

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Mariner

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SR 99/Airport Rd

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SW Everett Industrial Center

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SR 526/Evergreen

~

Everett Station

EVT-A pink line I support. All other location displace business.

~

OMF North Locations

~

Date Received: December 6, 2021

Source: Online Open House

Communication:

Project as a whole

~

West Alderwood

~

Ash Way

I support Pink line that uses the park and ride. Or Blue line. Orange line is not business friendly unless you build over the top of those businesses. Purple destroys private property. Park and ride could use a multi level parking garage and the train station is on the 2nd level. Since it's elevated to cross streets.

~

Mariner

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SR 99/Airport Rd

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SW Everett Industrial Center

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SR 526/Evergreen

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Everett Station

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OMF North Locations

~

Date Received: December 6, 2021

Source: Online Open House

Communication:

Project as a whole

~

West Alderwood

~

Ash Way

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Mariner

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SR 99/Airport Rd

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SW Everett Industrial Center

I support SWI-C AT Boeing's ex satellite parking lot off of 100th that is close to the 100th street terminal. Would you also install a over pass at airport way or an EV van pool to the airport shuttle? SWI-B is only handy for the school & I can't picture students using the rail. They have school buses. SWI-C, I can't see (imagine) those businesses having enough traffic to stop there.

~

SR 526/Evergreen

~

Everett Station

~

OMF North Locations

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Date Received: December 6, 2021

Source: Online Open House

Communication:

Project as a whole

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West Alderwood

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Ash Way

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Mariner

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SR 99/Airport Rd

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SW Everett Industrial Center

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SR 526/Evergreen

I support EDG-D Next to FredMeyers. All other locations do not make sense. If Boeing were to have bought K mart and made it a multi level apartments & parking garage and monorail or train workers to the Boeing plant. I can picture that. But for light rail that is elevated, need to make it so it displaces business the least. How about stop at airport way & 100th then go down 100th to

the Kadish park & play fields and run the train through that to Casino and off to FredMeyers stop.

~

Everett Station

~

OMF North Locations

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Date Received: December 6, 2021

Source: Online Open House

Communication:

Project as a whole

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West Alderwood

I support ALD-D Using part of the parking lot of the mall as a stop. Between Mobil phone repair & Fast signs there seems to be a nice opening to go to Alderwood mall parking lot stop of ALD-D I assume is in Macy's parking lot. If you install multi level parking garage for park & ride & ground level is Macy's parking, the train can stop at the 2nd level.

~

Ash Way

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Mariner

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SR 99/Airport Rd

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SW Everett Industrial Center

~

SR 526/Evergreen

~

Everett Station

~

OMF North Locations

~

Date Received: December 6, 2021

Source: Online Open House

Communication:

Project as a whole

Use federal infrastructure money to hire more planners so that the project can be accelerated. Have people working on the details of all segments of the line simultaneously.

~

West Alderwood

~

Ash Way

~

Mariner

A high priority should be given to locating the Mariner station in close proximity to the existing Mariner Park-and-Ride. For this reason, I don't see any of the four current alternative sites as

ideal. I would suggest looking at the possibility of a fifth alternative even closer to the Park-and-Ride. If that is not possible, site A would be the next best alternative, since it is still fairly close, would intersect with the Swift Green Line, and boost existing businesses. Site B also has the advantage of intersecting with the Swift Green Line and boosting existing businesses, so I would rank it as the second choice of the four current alternatives. The third choice would be site D, as at least it is closer to the Park-and-Ride, even though it is not as close to businesses or the Green Line. The last option of existing sites would be C.

~

SR 99/Airport Rd

This is such an important station to develop because it sits at the intersection of the Swift Blue and Green Lines. Placing a station here would offer a significant boost to overall user mobility. It seems likely that after the light rail comes in, the Green Line will no longer be needed from I-5 to Paine field. But the Blue Line will still fill an important need. New federal funding for infrastructure projects should be sought to pay for this station. Of the alternative locations, site C seems least advantageous for intersecting with other transit lines. Site A has the advantage for riders of being closest to the most current businesses. Site B is also good because the owners of the existing gas station in that location may be interested in selling the property since there is likely to be decreased future demand for the fossil fuels it sells. But perhaps it would be possible to build the station directly over the Airport Rd/Hwy 99 intersection so that riders could exit to any corner of the intersection to improve rider access to all businesses and transfers to other transit lines while also improving separation of vehicular and pedestrian traffic.

~

SW Everett Industrial Center

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SR 526/Evergreen

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Everett Station

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OMF North Locations

~

Date Received: December 7, 2021

Source: Online Open House

Communication:

Project as a whole

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West Alderwood

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Ash Way

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Mariner

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SR 99/Airport Rd

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SW Everett Industrial Center

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SR 526/Evergreen

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Everett Station

I prefer the Everett Station option (EVT-A). In addition, as a resident of the Pinehurst-Beverly Park neighborhood, I disagree with the alternate light rail route along Broadway between SR 526 and 52nd Street. There are too many residents and businesses that will be affected by the project.

~

OMF North Locations

~

Date Received: December 7, 2021

Source: Online Open House

Communication:

Project as a whole

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West Alderwood

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Ash Way

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Mariner

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SR 99/Airport Rd

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SW Everett Industrial Center

~

SR 526/Evergreen

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Everett Station

EVT-C or EVT-D would integrate nicely with current conditions and anticipated developments.

~

OMF North Locations

~

Date Received: December 7, 2021

Source: Online Open House

Communication:

Project as a whole

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West Alderwood

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Ash Way

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Mariner

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SR 99/Airport Rd

~

SW Everett Industrial Center

~

SR 526/Evergreen

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Everett Station

I'm concerned about the route path from where 526 connects to I 5 north and the path it would follow north from there. There is a significant amount of residential housing plus high density housing that looks to be in the path. Honestly my house is one that could potentially be removed. From an engineering standpoint it looks to be a somewhat complicated problem if you're trying to minimize the disruption and cost. The less disruptive path appears to be connecting straight to I 5 and following the east (freeway) side of the sound wall since the topography has already been leveled. The west side (residential) side as has been shown in earlier sketches would need to be leveled and be far more disruptive to the community plus would certainly increase the costs. I would like to propose two other possible routes. The east side of the I 5 corridor from 526 north is largely undeveloped and would be the least disruptive by far. It would pose an engineering challenge because of the slope but still may be possible. This path should be seriously considered. A second possible path would involve a fly over down Old Broadway. This would avoid the 526/I 5 intersection point altogether and give a straighter route to downtown station possibly mitigating the costs of the elevation. The Old Broadway corridor is surprisingly wide and may be able to accommodate this plus it angles towards I 5 and would allow for a fairly easy merge to that corridor. Thank you for your consideration.

~

OMF North Locations

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Date Received: December 9, 2021

Source: Online Open House

Communication:

Project as a whole

Why are some areas between Lynnwood and Everett excluded? For example, East Alderwood does not have easy access to the light rail system and the overview map route avoids Evergreen Way, 4th Ave W, and 7th Ave SE. These may be areas of vulnerable populations, i.e. immigrants and low income housing, that can't afford to drive and won't be supported by the light rail system, which is supposedly designed to help people get to business centers for work.

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West Alderwood

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Ash Way

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Mariner

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SR 99/Airport Rd

~

SW Everett Industrial Center

~

SR 526/Evergreen

~

Everett Station

~

OMF North Locations

~

Date Received: December 9, 2021

Source: Online Open House

Communication:

Project as a whole

Extending two lines up to Mariner seems like a complete waste of resources. Instead that money should be spent to continue the line along I5 and build a station and expand parking at the freeway park and ride near silver lake. Also, not putting a station at PAE is an unacceptable mistake. The Everett Industrial center stop A would have to include pedestrian access to the factory, or it would be a waste. If only one the just put the stop at PAE and have Boeing shuttle people to the factory.

~

West Alderwood

~

Ash Way

~

Mariner

~

SR 99/Airport Rd

This station would not be beneficial, the stores on 99 are not foot accessible, and could not be rearranged. I think this would just increase crime in the served location.

~

SW Everett Industrial Center

The Boeing Everett factory employs 30k people in a city of 100k these stops would potentially be the most beneficial of all. Unless option A includes pedestrian access to the Boeing factory it is the worst option though. Also, it seems incomprehensible that the light rail would not serve PAE.

~

SR 526/Evergreen

~

Everett Station

Option A would be my preference. It's close enough to serve the arena without disrupting the already congested main thoroughfare.

~

OMF North Locations

The Airport Road and 100th is the least developed site and located in Everett's industrial district. It would also be served by a station at PAE that absolutely must be added.

Date Received: December 9, 2021

Source: Online Open House

Communication:

Project as a whole

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West Alderwood

~

Ash Way

~

Mariner

~

SR 99/Airport Rd

I think this station should be added. It serves a low-income area and could increase access to jobs.

~

SW Everett Industrial Center

~

SR 526/Evergreen

~

Everett Station

~

OMF North Locations

~

Date Received: December 9, 2021

Source: Online Open House

Communication:

Project as a whole

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West Alderwood

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Ash Way

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Mariner

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SR 99/Airport Rd

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SW Everett Industrial Center

It make no sense to put the light rail along casino road unless it will be underground. This is a high density housing area with a school, daycare and churches on casino rd. It makes more sense for it to be along SR526.

~

SR 526/Evergreen

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Everett Station

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OMF North Locations

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Date Received: December 10, 2021

Source: Online Open House

Communication:

Project as a whole

A case against, and then for The Spur: I think a strong argument can be made for deletion of the spur if one focuses solely on the importance of serving Paine Field or the Boeing factory and associated industrial areas. None of the proposed SWEIC stations serve their intended destinations very directly and would require long walks and/or last mile shuttle service. You

could simply have a transfer point to the Swift Green Line closer to I5 and still be effective without taking a massive detour, and put the OMF further north somewhere along I5. What we would actually lose by deleting the spur that CAN'T be better accomplished by buses is the stations right there on the 99 corridor, relatively well situated for transit oriented development and capable of super efficient connection to the Swift Blue Line. To my mind, the SWEIC is mostly a place that Link happens to go after accomplishing it's more important task of touching base with the 99 corridor and surrounding population centers, where mixed use development can be built to complement the existing more affordable housing stock. The language about and the design intentionality of the development of this line really needs to focus a lot less on ""Boeing and the Airport"" and more about how this ""detour"" into South Everett enables a revitalization and reevaluation of South Everett as a place to live and work along the 99 corridor.

~

West Alderwood

This is very difficult to evaluate without knowing how much additional travel time and construction cost/time the various rather significant detours proposed here would add to the project. As a commenters, we are not being provided enough information about the benefits and drawbacks of the alternatives here. In general though you should almost always select the alternative that serves the most mixed use with the best connections to existing transit and potential for redevelopment. The stations with the best potential for surrounding mixed use redevelopment while not being too far from the mall and other retail locations are ALD-D and ALD-F. My preference is ALD-D because the new development north of 184 is mostly bulk shopping and a hardware store which are retail types not particularly well served by transit, unlike the retail more to the south, and there's a better possibility of effectively redeveloping 33rd Ave in more transit friendly ways. ALD-C requires a real trek to the retail spaces and is not good for much more than serving a potential park and ride, or maybe a single residential block which ALD-A could serve just as well with a more useful walk shed. ALD-E is interesting but a little too far away from the mall for the significant number of people who shop and work there. ALD B is too mall focused, and unless the mall itself was radically redeveloped for mixed use it is not a compelling location.

~

Ash Way

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Mariner

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SR 99/Airport Rd

This station should be located first and foremost wherever the best, most efficient transit connections to Swift Blue and Green Lines can occur and then let redevelopment revolve around that choice. I know that the local Hospitality industry in the Everett Area is thinking about putting a convention center of some type here, and something like that could work but shouldn't dictate station placement. My preferred station Location is AIR-A with a dedicated pedestrian bridge over Airport Road and possibly a dedicate pedestrian bridge over 99 as well, because that station location best integrates with the existing Swift Transit Nexus

~

SW Everett Industrial Center

SWI-C is too far from the Airport Entrance to actually be useful. SWI-B is too far away from the factory for workers, although it does serve an interesting area with some redevelopment potential. My preference is SWI-A with an enclosed walkway over the freeway, although unless you put a station right in the middle of the Boeing Industrial area the station won't serve the Boeing workers very well. There are just too many buildings spread over too wide an area to be served by a single station on the perimeter. A highly peripheral station like any of those

proposed for this area does not alone justify a detour away from the I-5 corridor. Not even close, so the focus really needs to be on the utility of the other stations in the area and building them to pay off their potential.

~

SR 526/Evergreen

EGN-A isn't a great location as it has a poor walk shed for transit uses. A giant highway interchange south, the most inhospitable section of 99 east along with a high school the bounds eastward development in the other side. There's an elementary school with local kids who don't need Link Access to the North, and low density single family housing to the North West. Everett could upzone the southern end of the residential neighborhood but everything really hinges on the redevelopment of the adjacent former K-Mart into some sort of useful mixed use development wedged into an unremovable automotive wasteland. I much prefer any of the alternatives south of 526 because the area is a little more open for redevelopment and most importantly can be served directly by the Everett Transit Number 8 and Number 12 routes, connecting existing and future multi family housing on Casino Road to Link Light rail. No amount of rerouting will get these buses north of the freeway with any kind of efficiency, so the effectiveness of the station hinges way too much on this one redevelopment of the K-Mart. My preference is EGN-B because it allows the existing 8 and 12 buses to quickly transfer to Link without making people cross a freeway. The old K-Mart redevelopment project can then orient itself to give its future residents as effective use of the pedestrian walkway as possible and the area along casino Road right next to the station could be redeveloped as well.

~

Everett Station

Go with EVT-D. Give residents of Snohomish County ridiculously fast and direct access to an actual downtown with all its existing events, festivals, restaurants independent retail and the Snohomish county campus without having to walk multiple blocks up a big hill. I know a lot of important investments have been made in Everett station as a terminal, but we don't need to buy into the Sunk Cost Fallacy. Move the Transit Nexus to Hewitt and Broadway. It will be well worth the investment. No one but Sounder and Amtrak riders will suffer and the vast majority of them will be better served by North Link anyway. If we are going to do this, let's do it properly. It's a lot of money. Let's not pick the final destination of the line based on where the buses happen to go right now and dubious promises or redevelopment of the station district which will take a long time. We have have a perfectly serviceable, culturally established, eminently walkable, honest to goodness city center just sitting there. Let's serve it properly. It's also in a good position to be served by buses running up and down Broadway with no detours, So the station district and development along Broadway would still have decent access to link. My preference is EVT-D all the way.

~

OMF North Locations

Not SR 99 and Gibson road. That's an area that will need more residents and retail once the Airport Road link station is in place. Not Airport Road and SR 526. It's also in the useable walk shed of a station. All the other options look fine. Don't put OMF unnecessarily in the walk shed of a station if it can be avoided, and it can.

Date Received: December 10, 2021

Source: Online Open House

Communication:

Project as a whole

Since the realignment plan delays completion of the Everett Link Extension to the Everett

downtown core tentatively until 2041 by phasing the construction of the entire system and exploration of all possible options through additional funding and ""savings"" is being promised, it is apparent from the presented maps with alternatives that ""savings"" can take on a greater role in overcoming the shortfall and, therefore, assist in restoring the original plan time-line. Much of my perspective is following the Purpose bullet-point of ""Implement a system that is technically and financially feasible to build, operate, and maintain."" Following are my general observations that should if followed, contribute to ""Savings"" and be economically feasible: 1.

Minimize need for private property acquisition by utilizing maximum use of public rights-of-way. 2. Use the most direct routes to minimize track footage and avoid loops and curves as much as possible. 3. Maintain track beds at grade level at much as possible rather than elevated track ways. 4. Eliminate the option of building on the east side of I-5 from south of 164th St SE to the Mariner Station. (ASH purple route). Even if the that route were to be constructed on the Bike trail otherwise known as the old Interurban bed, the cost of bridging across I-5 in two places, in my mind, probably is greater than the savings of using a partially prepared grade. The west side of I-5 has plenty of space on which to build mostly at grade. If access to the Ash Way station for non-motorized patrons is the concern, then install a direct bridge over i-5 similar to the trail bridge at 128th St SE. 5. From I-5/SR526 to 52nd St SE, follow Broadway rather than along I-5 to avoid geological challenges of construction on the hillsides along I-5. Where possible on Broadway, build on grade in the street similar to the path through the Rainier Valley on Rainier Ave. S.

~

West Alderwood

ALD Teal route with the ALD-C station is the most direct route and the least disruptive of the neighborhood. Use of buses will connect nicely with the Alderwood Mall and adjacent businesses.

~

Ash Way

ASH Pink route and the ASH A station make the most sense to me, minimizes the disruption on the neighborhood, does not affect housing, serves the Park and Ride lot nicely while allowing for future garage possibilities, and is the most direct route.

~

Mariner

MAR Green and MAR purple routes are totally disrespectful of all the businesses and housing in that area and are not to be considered. Although it is not the most direct, MAR gold should follow 4th Ave W and the station for the area should be at the North end of the Park & Ride rather than actually on 128th. This makes Mariner P&R a transit center facilitating transportation mode transfers and allowing for siting a future P&R garage. MAR gold route should continue West on the South side of 128th St. SW.

~

SR 99/Airport Rd

AIR gold route and AIR B station best reflects a continuation of that route from Mariner. And disrupts housing the least. See my comments under About the Project.

~

SW Everett Industrial Center

SWI B station will be the least impact on the major manufacturing facilities. Shuttles will be required in all directions from there to Boeing and to Payne Field. The SWI Pink route should be the desired route, however, the fly-over SR 526 should be moved east such that a shorter span would actually cross 526 at or after the east-bound merge lane from Seaway Blvd.

~

SR 526/Evergreen

Utilizing the EGN pink route and the EGN A station location seems like the best of the 4 possibilities. None of them are without negative impacts to the businesses and neighborhood housing. Parking will always be a challenge in any of the intersection quadrants and commuter parking restrictions will probably be the order of the day on neighborhood streets and businesses

~

Everett Station

The location of the EVT-B station depicted on the map, I believe best serves both the transit center of the Everett Station Arena venue, and the Downtown Core. Therefore, the EVT Purple route following McDougall Ave. is the logical means to facilitate that station positioning. The pink route should not be developed as it would no doubt interfere with the transit center operations and/or reduce parking capacity. The character of the McDougall corridor will most certainly change as future development occurs around the station.

~

OMF North Locations

The southeast corner Airport Road and 100th ST. SW. is the best option as it is largely undeveloped, therefore, not impacting any major industrial employer or related businesses. In order to secure that site sooner rather than later and risk losing the option, perhaps a rent to buy agreement or another real estate tool can be used.

Date Received: December 10, 2021

Source: Online Open House

Communication:

Project as a whole

The circuitous route to access the SW Everett Industrial center is a poor use of transit funds and will increase the travel times with little offsetting benefit. An alignment along 4th Ave & Evergreen makes much more sense.

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West Alderwood

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Ash Way

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Mariner

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SR 99/Airport Rd

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SW Everett Industrial Center

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SR 526/Evergreen

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Everett Station

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OMF North Locations

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Date Received: December 10, 2021

Source: Online Open House

Communication:

Project as a whole

The SW Everett Industrial stop should be eliminated at the route follow 4th Ave & Evergreen. A station should occur where 4th Ave meets Everett Mall Way.

~

West Alderwood

ALD-D or ADL-F would better serve the area and provides more opportunities for TOD. ALD-C would be better if a pedestrian bridge over I-5 was included. In this location there are significant gaps in the Interurban Trail. A multi-modal connection across the I-5/I-405 interchange would vastly improve trail conditions.

~

Ash Way

All of the alternatives are acceptable with a pedestrian bridge between the Interurban Trail and the Park and Ride. Could utilize the existing bus exit bridge to the Ash Way P&R.

~

Mariner

MAR-A is preferred due to it's proximity to the Interurban Trail. A better option would be directly over the Park & Ride. MAR-C and MAR-D affect too much existing housing stock.

~

SR 99/Airport Rd

AIR-C seems unnecessary. This station would provide good connection to the SWIFT.

~

SW Everett Industrial Center

This station will be vastly under-used. SWI-C is the obvious choice due to its proximity to Paine Field.

~

SR 526/Evergreen

The Blue and Green alignments would have severe impacts to low-income communities of color along Casino Road. EGN-A & EGN-B are best because they are located near an existing pedestrian bridge.

~

Everett Station

Connections to the core of downtown Everett are more important than co-locating in an existing train station. EVT-A is least favorable.

~

OMF North Locations

The 2 locations along SR-526 is preferred. Some of these OMF site are too close to stations, which would affect TOD opportunities.

Date Received: December 10, 2021

Source: Online Open House

Communication:

Project as a whole

The proposed routes and locations make sense. I strongly support a station location at SR99/Airport Road.

~

West Alderwood

I think the brown (ALD-D, ALD-F) or gold (ALD-B) routes and stations would work best. Sound Transit should choose stations locations that are the most accessible for commuters. The strip malls could be redesigned to be more pedestrian oriented.

~

Ash Way

I would support the orange (ASH-C) or blue line (ASH-B) and station locations. Stations should be designed to be pedestrian oriented. I find the pedestrian bridge over the I-5 at Northgate Station to be uninviting. I think these designs could have residential buildings closer to the station.

~

Mariner

I support the purple line and MAR-D station location. I think this location is the best for commuter access. It also reduces the curve as the light rail line travels to the north. This would make a more comfortable ride for passengers.

~

SR 99/Airport Rd

I strongly support a Light Rail Station in this location. The area really could benefit from light rail transit. There are a number of medium-high density apartments in close vicinity. There are a number of possible redevelopment location in this area. Particularly along the RV Storage and Storage Depots along HWY 99th. These could be redeveloped as mixed-use. I support the Pink line and AIR-A station location.

~

SW Everett Industrial Center

I support the proposed location of the Pink Station SWI-A. I think this location is the best suited on Boeing's site. The line should capitalize on serving the employees commuting from Boeing. Sound Transit should consider a commuter bus that would take passengers from the Station to Paine Airfield. It sounds like many members of the public would like to see some transit service to Paine Field.

~

SR 526/Evergreen

I would support the Green Line and Green Station EGN-D. This area would really benefit from having a light rail station. There are a number of schools in this area that could benefit from having increased public transportation options.

~

Everett Station

I think the Brown Line and Station (EVT-C) or Purple Line and Station (EVT-B) would work best. I think the station should be in close proximity to Angel of the Winds Arena. This would provide public transit to the station and help deal with congestion. The station is in close proximity to downtown Everett. I do not support the Teal Line as it travels along Broadway. This is a very busy thorough fare for cars. The removal of car lines would cause a lot of congestion in Everett. I think the LRT Line should travel through Everett but along a different roadway.

~

OMF North Locations

I think the locations along the Boeing Facility would work best. I do not support the locations at 1-5 & 164 ST or SR 99 and Gibson Road as these lands could be developed as residential or mixed-use. This facility should be located in an industrial area.

Date Received: December 11, 2021

Source: Online Open House

Communication:

Project as a whole

~

West Alderwood

~

Ash Way

I've lived in this area for over 9 years now, and the biggest issue is that there are too many people trying to get over the freeway (on 164th) to the east in the afternoon. Alignments B & C do not make sense, and only mess up Ash Way (which needs improvement) or businesses. I personally think that the D alignment makes sense because it keeps riders on the east side of the freeway (my unofficial accounting of Park and Ride users has somewhere around 90% of them trying to cross over to the east side of the freeway after getting off of their busses, creating major traffic issues in this interchange all evening). If the stop could be on the east side, with maybe a ped bridge from the P&R, making this problem much worse could be avoided. Drop offs could stay on that side of the freeway. Also, there is more RW on the east side of I-5; with the new apartment developments on the west, I don't know how there is space for the light rail line. Thank you, Karen Chi, PE

~

Mariner

~

SR 99/Airport Rd

~

SW Everett Industrial Center

~

SR 526/Evergreen

~

Everett Station

~

OMF North Locations

~

Date Received: December 6, 2021

Source: Online Open House

Communication:

Benefits

we know the benefits... the problem is making it easy for people to use. the parking lots need to be big bigger big! the one at northgate is already overflowing...it is WAY too small... how can we use it if there is no place to park at the station !?!?!? if you want folks to use your link , you have got to have a place for people to park... people are not going to ride their bikes to the station.. people do not want to take a bus to the station... people want to drive their car to the station...find a spot w/o fighting for it. Please make the parking lots huge. like 10 stories high or beneath the ground.. if you want people to use link it should be easy. WE HAVE TO HAVE A PLACE TO PARK AT THE STATION !!! also, I feel it should be free to use the link. no enforcement thugs...no tickets no passes no transfers..no money at all. it should be totally free to every one all the time. Please make it easy to use and folks will use it !!

~
Impacts

Date Received: December 6, 2021
Source: Online Open House
Communication:

Benefits
The proximity to high schools may improve students transportation to part time work after school. It may also facilitate the use of transit for certain students that live near a station. It may also benefit school staff.

~
Impacts
I would be worried about how, especially near Mariner HS, the traffic from the students driving to/from scho and traffic at the station may conflict with one another.

Date Received: December 6, 2021
Source: Online Open House
Communication:

Benefits
Rapid path to downtown Seattle, Overlake Transit Center, Paine Feild, and Seattle Airports

~
Impacts
too many unproductive hours spent on I5 and 405 currently have to resort to the Connector Service as public options take too long or are unreliable such as the Everett/Seattle sounder. Still need to connect Everett to Bellevue direct but this is a start of something we voted on back in the 80's, its taken local government 50 years. This is why we moved 2 of our businesses out of the area because we need a solution today not in 20 years.

Date Received: December 6, 2021
Source: Online Open House
Communication:

Benefits
Increased property values. Access to Airports. Unfortunately in 20 years, I might be looking at slowing down or retiring, so a work commute might be hard to sell. Foot traffic between the parts is an issue. Parking lot C currently requires an extra 5-10 min to get to buses/trains. A drawbridge to the station from the extended parking might help.

~
Impacts
Anywhere you put the northermost point will get a lot of vehicle traffic. Broadway at that point is already a bottleneck. Increasing the property value of the area might impact investments into shelters (i.e. as the land becomes more valuable it might displace people who are already are hurting). There is already a train to Seattle, which might become irrelevant. If I invested in anything fast, I would push for a direct access ramp between the new Mariner Station and I-5 HOV. 128th and I-5 is also a bottle neck and added Link traffic would make that a nightmare. Has anyone considered a station near Everett Mall. Everett station is near industrial area (not usually safe) whereas the Mall is a commercial area that might be able to provide a safer place

to meet trains. As companies leave Seattle, connecting to Bellevue/Redmond might be a higher priority.

Date Received: December 6, 2021

Source: Online Open House

Communication:

Benefits

Try not to displace business, homes, business parking. They need to stop at 128th park & ride and make the 128th park n ride a multi level parking lot with security camera. (so non of the options on map. Pink line needs to stop at the park and ride.) Same with 164th park and ride (pink line on map). Needs to stop at the bus / train station so that parking lot can store a vehicle. Not enough parking, make a parking garage. As for Lynnwood mall, use the corner of the parking lot (green or gold line on map). <https://www.heraldnet.com/.../where-should-everett-link.../> As for airport way stop closest to 100th street so they can walk to the airport. Boeing has a park & ride they are no longer using at 100th that can be used for a stop location. As for Casino stop, Fred Meyers is hardly using the casino road side of the store since they locked up the doors on that side of the store.

~

Impacts

Displacing business parking and buildings and homes & traffic. Need more multi level parking garage with security & cameras at park and rides. Would the stop at 100th come with airport way over pass to the airport or a shuttle (EV).

Date Received: December 6, 2021

Source: Online Open House

Communication:

Benefits

quicker trips to southern destinations 2. smaller carbon footprint 3. less traffic on the freeways 4. reliable transportation 5. higher property values 6. easier commutes 7. street improvements 8. transit oriented development

~

Impacts

construction impacts 2. higher property taxes because of higher property values! 3. more people moving to the area

Date Received: December 6, 2021

Source: Online Open House

Communication:

Benefits

Provide more people with an option to driving alone or taking the bus. This could extend the life of our currently over capacity freeway (I-5 and possibly improve SR 526/527). Making sure to include the Everett Transit station in the right location to be integral to a more robust city bike and pedestrian network as well as bus service would be important.

~

Impacts

Need to make sure that downtown Everett doesn't become a big parking lot for rail. This would be a big problem for Everett and wouldn't match with their growth plans for the area. This

project needs to coordinate with the current I-5/US 2 Interchange project and the US 2 West Trestle project to provide well planned out accessibility options for people that doesn't include driving into downtown Everett.

Date Received: December 7, 2021

Source: Online Open House

Communication:

Benefits

I can get to SeaTac from Everett. Although I cannot get from Everett train station to my final mile destination without relying on taxi or ride share because Everett transit boards up shop after 10 PM.

~

Impacts

Positive impact only. The ability to move a large number of people en masse from Everett to points south. There will likely be little relief on freeway traffic since human nature predicts that freeway space opened by people choosing to ride the rail will quickly be replaced by those who prefer parking their car on the freeway. Impacts will only be positive if areas within a mile of stations are zoned for urban housing small business, i.e., bodegas, and health care. The problem with western mass transit is it's designed around a car centric-paradigm. The trains simply move people from urban cores to suburban ""transit centers"", which are designed around POVs rather than pedestrians. Additionally, while Sound Transit has a sound bus system connecting Everett to Northgate and eventually Lynnwood, it's still an additional step requiring people to transfer from the ground to a different level and then be exposed to weather, which is usually pretty gloomy this time of year and the time that people will most notice and thus be discouraged to take the steps needed to use the system. Impacts will always be negative if it takes a decade and a half to ""plan"" and build. This is a HUGE weakness with the US system of transit design and implementation. Sound Transit is the epitome of this weakness. Too much time is spent trying to please everybody and not upset others whom will never be on board with the idea. Yes, we have a horrible history with displacing the disenfranchised in the 50's and 60's urban interstates, but we don't need to take the other extreme and try to build a project that won't rattle anybody's toes. The US for the most part are resilient people. On this 80th anniversary of Pearl Harbor, we need to reflect on how resilient we are. We not only bounced back from that war, but also the depression that we had when we went into it. Looking at the plan to swing by Everett Boeing is nice. But a waste. That is the pinch point in getting people from Everett to Seattle. You have an established right of way called I-5. Just as you did with I-90 HOV, take away two lanes of I-5 for the train. Yes, there is the I-5 hill climb out of Everett, but you also managed the hill climb from Tukwila to SeaTac. Rail tech will pull it off. Also, if you want people to be inspired to ride the rail, they need to see many trains pass by and disappear over the horizon as they sit in traffic. I'm writing in stream of consciousness, so forgive my bouncing back and forth. Back to the Boeing loop in the plans. Drop that. Focus on getting people from Everett to SeaTac. (and install a moving sidewalk from SeaTac station to the airport terminal). Later, create a branch line that connects the ferry to Boeing and Everett based on the T-Line model. While nice, try not to spend decades designing the ""perfect"" stations for localities. You can come up with a master template that can be installed quickly and later remodeled to reflect the neighborhood, rather than the model you use now. Station design simply delays implementation. And implementation is what you and the region need ""now. Rather than appearing weak and wishy-washy which is what you do when you spend a decade alone in ""designing"" a ""perfect-ish"" system.

Date Received: December 8, 2021

Source: Online Open House

Communication:

Benefits

closer walkable connection to light rail

~

Impacts

traffic congestion; impact the natural environment; increased population without urban services, ie parks, open space, library safe pedestrian sidewalks and trails community health service, community gathering spaces.

Date Received: December 8, 2021

Source: Online Open House

Communication:

Benefits

Provide a faster means of transportation to downtown Seattle and Everett Station as well as SeaTac Airport

~

Impacts

No negative impacts

Date Received: December 9, 2021

Source: Online Open House

Communication:

Benefits

This cost too much and we have been lied to for years concerning light rail. This project is already horribly outdated. Keep the buses running to LTC to access light rail but stop with coming to Everett. You are taxing us to death.

~

Impacts

This takes too long and is very mismanaged.

Date Received: December 9, 2021

Source: Online Open House

Communication:

Benefits

A small group of people will have improved transit. At the cost of greatly reduced neighborhood connections to necessities such as grocery, pharmacy, and medical care access. Overall the project is a terrible idea until community and neighborhood connections can be improved.

~

Impacts

Considering the impacts of the Northgate/Roosevelt/U District stations opening, this will have overwhelmingly negative consequences for people who need to make short range trips (2-3 miles) for work, grocery, pharmacy, and medical appointments. In about half the cases, this results in commutes that are 3-4 times longer (i.e. 15 min commutes taking 45 min going in one direction and 60 min the opposite, only to go 2 miles) and service cuts that prevent us from

reaching pharmacies, grocery stores, and other necessities. These cuts and reductions are ableist and classist as they cut off access to nearby amenities and assume that people can either walk 1-2 miles instead of taking transit and/or can just obtain and drive a car instead. Stop expanding light rail and long range connections when communities are suffering because we can't reach the essentials due to reduced service!

Date Received: December 9, 2021

Source: Online Open House

Communication:

Benefits

Once light rail train station is built on 164th St. right next to the AMPM (1515 164th St SW, Lynnwood, WA 98037) and East side of I-5, it will benefit so many of residents in our rapid growing area to get to work, school, and airport. It will not only help local access but also economy. By connecting and scheduling between light rail and sound transit, the access to the station will not require our own vehicle therefor, the plan does not need to include mass parking lot. All together, it will eliminate carbon footprints in the Puget sound area.

~

Impacts

The impacts is a mind set of residents who are accustom to drive own vehicles to the destination for the comfort and flexibility of scheduling. Therefore, it is necessary to scrutinize plan to make public transportations throughout the area as a complete package to service customers.

Date Received: December 9, 2021

Source: Online Open House

Communication:

Benefits

~

Impacts

How will the light rail extension consider current residents that don't have easy access to bus stations or the light rail stations? For example, 19225 Damson Rd would be an hour walk from the light rail station and it is already secluded from public transportation like bus stations.

Date Received: December 9, 2021

Source: Online Open House

Communication:

Benefits

gets you closer to Canada? or the San Juans? a touristy thing to do? might be good for the environment?

~

Impacts

might not cut down on traffic? might not be good for the environment? what's there to do in Everett anyway?

Date Received: December 9, 2021
Source: Online Open House
Communication:

Benefits
Traffic reduction, and means to access the airport.

~

Impacts

~

Date Received: December 9, 2021
Source: Online Open House
Communication:

Benefits
Fewer cars stuck in traffic, burning fuel without moving; less stress from having to drive; not susceptible to automobile accidents or traffic jams like automobiles or buses; more consistent and reliable than automobiles; faster than buses;

~

Impacts

~

Date Received: December 9, 2021
Source: Online Open House
Communication:

Benefits
Excited to bring light rail up where I live.

~

Impacts

I am concerned for the preservation of my church in the West Alderwood station area. My church, Alderwood Community Church 3403 Alderwood Mall Blvd, Lynnwood, WA 98036, has been around for over 100 years and is a central part of the Alderwood community. Most of the alignment options run adjacent to it and so I would like to advocate for the preservation of my church as much as possible. We also recently opened the Compassion Center at 19400 33rd Ave W, Lynnwood, WA 98036 - which food and resources to families in need. Most alternatives seem to cut through the parking lot which would harm our ability to provide for families in need.

Date Received: December 10, 2021
Source: Online Open House
Communication:

Benefits
-Saving gasoline, reducing wear of tires and the entire vehicle, reducing harmful emissions into the atmosphere; - unloading of highways; less stress: I can read or think about my own while I'm on the train, but when I'm driving, I need more attention; -getting to the right place will be faster because without traffic; - we will walk more, which is good for maintaining a healthy weight

~

Impacts

I think it will be a little noisy worry about enough parking spaces around train stations

Date Received: December 10, 2021

Source: Online Open House

Communication:

Benefits

I think the most important aspect of the Everett Link extension is it's possibility to create much better regional transit connections for the people of South Everett, especially those living along the 99 corridor. While not as fast or reliable as Link, the Everett Station district has existing access to Sounder, 510 series buses and the Swift Blue Line. South Everett is much more divorced from the existing transit network other than Swift Blue and other than Park And Ride it's difficult to quickly connect to the 510 series. Placing regional transit stops right on the 99 corridor in South Everett would have major benefits for people living along it, including in existing more affordable multi family housing stock. I hope people stop thinking about "The Spur" simply as a link to the aerospace industrial areas and the Airport, but also as a much needed transit conduit to help transform an area of Everett currently dominated by automobile dependent sprawl.

~

Impacts

Care must be taken to ensure the elevated sections of track that break away from the already permanently blighted I5 corridor and through areas with residential populations are not overly looming, or overly loud. Though for the most part Airport Road and SR 526 can't be made much worse and for the most part the extension, including the spur, seems to follow existing areas of automotive infrastructure blight and doesn't create many entirely new problem areas.

Date Received: December 10, 2021

Source: Online Open House

Communication:

Benefits

Less reliance on gas guzzling cars. Less people driving drunk because there would be an affordable option. Greater retail / shopping across the whole region. The elevated sections would lead to less vehicles on the roadway/surface streets. More employers would want to operate in Snohomish County, providing more jobs, and revenue.

~

Impacts

The society would be less reliant on cars, and that would impact equity across the region. People could afford to live in vertical and growing community cities, with potentially less development in rural or farming regions that we need to feed ourselves into the future. Less sprawl! People could get to work on time with a scheduled service as opposed to the "who knows what you're going to get" when you get on the freeway. Seniors would not have to drive or rely on their families as much. The impacts are huge. Less exhaust -- like early on in the COVID-19 shutdown. Less pollutants on the road surfaces that impact water quality.

Date Received: December 10, 2021

Source: Online Open House

Communication:

Benefits

~

Impacts

Alderwood community church has a huge impact on the area at large. Not only has it been around 100 years but they just started a compassion center that helps feed and care for low income families in the area. They are helping 140 families a week! Some of the tracks look to negatively impact their parking lots and area. I'd hope that impact would be considered before lengthy construction happens

Date Received: December 10, 2021

Source: Online Open House

Communication:

Benefits

Hello. And Bye. <https://zootovaryvsem.org/>

~

Impacts

Hello. And Bye. <https://zootovaryvsem.org/>

Date Received: December 10, 2021

Source: Online Open House

Communication:

Benefits

The politicians are solely focused on bringing Boeing workers from elsewhere to Boeing. As usual, they are conveniently forgetting the thousands of mostly low-income, multi-family residents that live along West Casino Road who presently lack transit to regional connections at Mukilteo (Sounder), S. Everett P&R (STEX to the Eastside and CBD), and it's a 2 bus ride to downtown Everett, Shoreline, and Bothell via CT's Swift buses. Even ST 513 bypasses West Casino Road and the South Everett P&R, it's not a regional connector and only runs in peak to Seattle direction!!! The choice of stations could benefit us the most by locating the Boeing stop near WSIPC, the west end of the residents at West Casino Road. The rail line itself should stay close to 526 so as to not displace residences, as with the purple colored line. A station at Paine Field terminal would be preferable to one at Airport Road, for it would greatly expand the transit options there, for only the occasional ET #8 goes into the terminal and the Swift Green station is 1/2 mile away. Folks from north and south will want to go to Paine Field even more as I expect the number of flights allowed there to be increased soon. Remember that Boeing has shuttle buses that take their employees throughout their behemoth land area in SW Everett, but also that their employees have had limited stop express buses with the lower local fares (\$1 a ride about 15 years ago, \$2.50 today), yet still haven't embraced transit. Boeing routes from south county were eliminated 18 years ago! So, having stations that appeal to multiple uses for folks including that those who don't work at Boeing is optimal. As for the provisional station at highway 99, that is duplicative of Swift Green BRT's station there, which in my rides is 5 minutes from Boeing! The only option there that would make any sense is the teal that's northeast of Home Depot, for there are many multi-family homes in that direction. Still, it's harder to justify than having a station at Paine Field itself, an all-day destination. Alderwood Mall: the pink option would seem to involve the least displacement, the least diversion from going straight, yet get users closest to the most-frequented areas of the mall. Green with the station at the south end of the mall would be my close second choice, as it's more of a diversion from a straight path, but the station location is closer to the mall...displacement is the question keeping it from being first in my book. Most people should be able to walk to the mall! The station for the teal option is too far away and the brown option involves tearing up the areas that were just developed for Costco

and Home Depot. At Ash Way, it would seem prohibitive to cross the freeway twice just to be on the eastside for one station and that it would be cheaper to be on the westside as close to the freeway, the buses at Ash Way, and the multi-family dwellings just north of the P&R, with at least a footbridge plus the completion of the north-side direct access ramps and maybe an overcrossing to the east. The pink option would seem to offer the most benefits while being the straightest option, the gold the least-with the easiest connections only to local buses. At Mariner, green would be my choice there, as it's closest to the thousands of multi-family residents in that vicinity and a flat walk to the Mariner P&R, which I suspect would be less utilized than the former. To the north, at Evergreen Way, the station south of 526 would be heavily utilized, as the Casino Road Swift BRT stations are heavily used all day long, as is the ET station on the northwest corner of that intersection. In downtown Everett, an Angel of the Winds station would be great for events, but it would take people away from Everett Station itself, the pink line. The purple line seems to split the difference, if light rail needs to satisfy both groups, which maybe the politicians want? If so, they should embrace having Paine Field as a provisional station instead of highway 99.

~

Impacts

Impacts: where the line goes along 526 could have substantial impacts if it means displacing thousands of residents. Alongside 526, maybe not so much of an impact, no matter which side. There are probably more multi-family residents on the immediate south side of 526 than on the north side. Along Airport Road, it should not be too bad, as it's mostly lighter density industrial until one gets closer to I-5. The green option by Mariner would probably displace the least, the pink at Ash Way and Alderwood Mall. The stations generally and primarily have one primary reason for being: as a place commuters and recreators to go to Seattle, points south, or points east, or they would be destinations for people from points south or east. Alderwood Mall: a destination. Ash Way: for commuters, recreators. Mariner: for commuters, recreators. Paine Field (if chosen): a destination. Boeing, if sited at WSIPC: a destination AND for commuters, recreators (a dual purpose). Evergreen Way: for commuters, recreators. Downtown Everett: for commuters, recreators AND perhaps for a destination (Angel of the Winds Arena).

Date Received: December 10, 2021

Source: Online Open House

Communication:

Benefits

Future light rail service along the Everett Link will be a great benefit for the community. It will allow for better public transit within Everett and Snohomish County. It will allow easier access to downtown Seattle and beyond.

~

Impacts

The Everett Station is located in an established area. There are many established and heritage homes west of Broadway. Heritage work should be completed by the city to designate existing homes of heritage importance and significance.

Date Received: December 10, 2021

Source: Online Open House

Communication:

Benefits

Commuting connectivity between communities in Snohomish and King Counties without

depending on an often-congested I-5 is a huge benefit to regional commuters and the environment.

~

Impacts

Existing low and middle income housing could be eliminated by some of the alternative rail alignments.

Date Received: December 10, 2021

Source: Online Open House

Communication:

Benefits

None. Too little, too late. It is better than nothing, but "nothing" has been the default for way, way to long.

~

Impacts

~

Date Received: December 10, 2021

Source: Online Open House

Communication:

Benefits

Added mobility for our people.

~

Impacts

I'm concerned about the impact to Alderwood Community Church, which has been in our community over 100 years and serves our neighbors both spiritually and physically, giving food and other assistance weekly to those in need.

Date Received: December 6, 2021

Source: Online Open House

Communication:

Benefits

OMF North would add another job option for those displaced by Boeing layoffs that would be similar commute and have overlaps in skill and expertise.

~

Impacts

Due to being near the airport, much of south Everett is historically lower income housing, and many current residents would be unable to afford relocation to another neighborhood, especially one with higher property taxes. My biggest concern is to minimize the displacement of low income communities into areas they can't afford to stay in.

Date Received: December 6, 2021

Source: Online Open House

Communication:

Benefits

more local jobs 2. more local parts and supply manufacturing (?)

~

Impacts
cutting down more trees

Date Received: December 7, 2021

Source: Online Open House

Communication:

Benefits

The benefits of light rail for Everett are potentially huge in terms of accessibility to reliable transit, jobs, etc.

~

Impacts

There are several potential negative impacts I am concerned about with the current proposed alignment through the Everett industrial area. These include gentrification in the Casino Rd neighborhood. It will also significantly increase the ride time from downtown Everett to destinations south of Everett, increase the overall price tag of the project, and maintain the current timeline for completion, which is too far into the future. Is the projected ridership from the industrial area sufficient to support it? Why not serve this area with rapid bus transit to the light rail? I strongly suggest a review of the current alignment and a consideration of an alignment along I-5 from Lynnwood to Everett.

Date Received: December 8, 2021

Source: Online Open House

Communication:

Benefits

jobs

~

Impacts

impact natural enviroment this is a large amoutn land of a scace resourse ! it drives up land prices for affordable housing

Date Received: December 9, 2021

Source: Online Open House

Communication:

Benefits

More facilities for maintaining the light rail are essential to providing the public with a clean and safe space for transportation. If COVID-19 taught us anything, it is the importance of routine cleaning. From an economic perspective, the facilities will create more job opportunities.

~

Impacts

~

Date Received: December 9, 2021

Source: Online Open House

Communication:

Benefits

unsure - trains gotta be maintained sometime

~

Impacts

might fill in the Ebey Slough :/ might be bad for farmers in that region

Date Received: December 10, 2021

Source: Online Open House

Communication:

Benefits

Necessary for the light rail system to function. Will create jobs in Everett.

~

Impacts

While the proposed study locations for OMF North are mostly adjacent to existing industrial areas and an airport/airfield, some of the proposed locations are in areas capable of urban redevelopment. Correct site selection is important not to step on the toes of potential development spurred in part by greater access to regional transit. Planning can not neglect the population center in South Everett that already exists and that is capable of further growth in an over focus on the Airport and Industrial Employment Center alone.

Date Received: December 10, 2021

Source: Online Open House

Communication:

Benefits

High-paying jobs, it fits in with the industrial character of southwest Everett, and it would involve minimal displacement for many of the choices.

~

Impacts

The choices at 164th and south of 99 and Airport Road on highway 99 make no sense due to the likely cost and displacement, while the ones around Paine Field make a ton of sense due to the present land uses in that area...plus, they are a short distance from the end of the eastside line (Mariner) and not far from the end of the eventual north terminus (downtown Everett).

Date Received: December 10, 2021

Source: Online Open House

Communication:

Benefits

I think it would be beneficial to located the Operations and Maintenance Facility in the locations identified.

~

Impacts

I don't believe that were would be negative impacts.

Date Received: December 10, 2021

Source: Online Open House

Communication:

Benefits

The OMF North should be located in the area with the least potential for Transit-Oriented Development.

~

Impacts

~

December 10, 2021

Everett Link Extension Project
c/o Kathy Fendt
Sound Transit
401 S Jackson St
Seattle, WA 98104

Dear Kathy Fendt:

The undersigned organizations provide this comment letter on the early scoping of the environmental impact statement (EIS) alternatives analysis for the Everett Link Extension. The completion of the Everett Link Extension is critical to our region's mobility and growth.

1. We strongly support the draft "Purpose and Needs Statement."
2. We request Sound Transit:
 - a. Continue equitable engagement for listening to and understanding the needs and desires of priority populations and stakeholders, especially people of color, tribes and tribal members, people born in foreign countries, people who primarily speak a language other than English, low income households, older adults, youth and families, people with disabilities, and veterans.
 - b. Analyze the needs and impacts of priority populations, and consider how the alternative stations and station-areas can be planned and designed for them.
 - c. Use the five principles and climate focus that were adopted by the Board through Motions M2020-36 and M2020-36, and Resolution R2021-05 as a framework for choosing and analyzing the alternative alignments and station locations. In addition, equitable transit-oriented development should be a focus.
 - d. Add an I-5 alignment with enhanced bus rapid transit serving the Paine Field, Boeing, and Casino Road area as a potentially financially feasible alignment that could better serve the community needs and be built without delaying the project or securing additional funding.

Thank you for the opportunity to provide these comments and recommendations.

Sincerely,

Cascade Bicycle Club

Everett Station District Alliance

Snohomish County
Transportation Coalition

IBEW Local 191

Disability Rights Washington

Leafline Trails Coalition

Transportation Choices Coalition



Coalition for a Better Everett Link

December 7, 2021

Everett Link Extension Project
c/o Kathy Fendt
Sound Transit
401 S Jackson St
Seattle, WA 98104
everettlinkcomments@soundtransit.org

Dear Kathy Fendt:

Located in the Casino Road neighborhood of South Everett, "Connect Casino Road" is a collaborative made up of a variety of stakeholders in the greater Casino Road community working together to align our efforts to a common vision: thriving families and a resilient community.

As residents along representative alignment of the future Everett Link Extension project (EVLE), we have a direct stake in the early scoping of the alternatives analysis for the EVLE environmental impact statement.

As one of the lowest income, most diverse, and highest density communities in Snohomish County, we recognize the strong benefit of better transit. But for our people to enjoy the benefits of transit, we must also be able to continue to live in our community. Given that many of our residents live in market-rate apartments, there is a major risk of economic displacement.

Eighty people have signed the attached petition. Nearly fifty of these people signed a version of this petition in Spanish; 37-53% of our residents primarily speak a language other than English at home.

We urge Sound Transit to include an I-5 alignment of light rail to avoid the Casino Road area, and instead improve bus rapid transit service to our area. In addition, we call on Sound Transit and the City of Everett to implement anti-displacement and affordable housing strategies in our neighborhood to ensure the protection of our transit-dependent residents.

Sincerely,

Alvaro Guillen
Village Casino Road Center Coordinator



English Language Petition

To: Sound Transit

We fear Sound Transit's proposed routes of the Everett Link transit will displace the residents of Casino Road.

We call on Sound Transit to study a different alignment for the Everett Link transit route that follows I-5 and adds a station at Everett Mall.

To improve transit service to Casino Road residents and to serve Boeing and Paine Field, the Swift Green Line Bus should be enhanced and extended from Seaway Transit Center to Everett Mall.

With light rail along I-5 and improved bus service to Casino Road, the Everett Link project will be less expensive, will get built on time, will have higher ridership, and will do more to address climate change.

If light rail is to be built through the Casino Road area, we urge Sound Transit and the City of Everett to create and fund a strong affordable housing plan to ensure no net loss of housing that is affordable to all of the residents who live here today.

— — —

Spanish Language Petition

Tememos que las rutas de tránsito del Everett Link propuestas por Sound Transit desplacen a los residentes de Casino Road.

Hacemos un llamado a Sound Transit para que estudie una alineación diferente para la ruta de tránsito de Everett Link que siga a la I-5 y agregue una estación en Everett Mall.

Para mejorar el servicio de tránsito para los residentes de Casino Road y para servir a Boeing y Paine Field, el autobús Swift Green Line debe mejorarse y extenderse desde Seaway Transit Center hasta Everett Mall.

Con el tren ligero a lo largo de la I-5 y el servicio de autobús mejorado a Casino Road, el proyecto Everett Link será menos costoso, se construirá a tiempo, tendrá un mayor número de pasajeros y hará más para abordar el cambio climático.

Si se va a construir un tren ligero a través del área de Casino Road, instamos a Sound Transit y a la ciudad de Everett a crear y financiar un plan sólido de viviendas asequibles para garantizar que no haya pérdidas netas de viviendas que sean asequibles para todos los residentes que viven aquí.

Petition Signers

Kristina	Jorgensen	[REDACTED]	98223	Arlington
Emy	Gilbert	[REDACTED]	98092	Auburn
Chris	Peppler	[REDACTED]	98012	Bothell
Amanda	Jarrett	[REDACTED]	98241	Darrington
Meg	Fuell	[REDACTED]	98020	Edmonds
Scott	Marshall	[REDACTED]	98020	Edmonds
Tyler	Cohn	[REDACTED]	98026	Edmonds
Brenda	Felder	[REDACTED]	98201	Everett
Tye	Ferrell	[REDACTED]	98201	Everett
John	Gotthart	[REDACTED]	98201	Everett
Rosemary	Jones	[REDACTED]	98201	Everett
Janelle	Kurtz	[REDACTED]	98201	Everett
Elizabeth	Person	[REDACTED]	98201	Everett
Krista	Quinby	[REDACTED]	98201	Everett
Jordan	Sanders	[REDACTED]	98201	Everett
Hayley	Statema	[REDACTED]	98201	Everett
Lisa	Tran	[REDACTED]	98201	Everett

Ryan	Weber	████████████████████	98201	Everett
Jill	Wubbenhorst	██████████████	98201	Everett
Charles	Adkins	██████████████████	98203	Everett
Gail	Chism	██████████████	98203	Everett
Anthony	Garcia	██████████████████	98203	Everett
Teresa	Johnson	██████████████████	98203	Everett
Nancy	Lay	██████████████	98203	Everett
Joshua	McClusky	██████████████████	98203	Everett
Jacob	Nanfito	██████████████	98203	Everett
Brittney	Rourke	██████████████████	98203	Everett
Algernon		██████████████████	98203	Everett
Raziah	Ahmad	██████████████	98204	Everett
Valeria	Angueta	██████████████████	98204	Everett
Liz	Cordova	██████████████████	98204	Everett
Victor	Cruz	██████████████████	98204	Everett
Domingo	Estrada	██████████████████	98204	Everett
Blanca	Fabela	██████████████████	98204	Everett
Jessica	Hernandez	██████████████	98204	Everett

Felisa	Huerta	[REDACTED]	98204	Everett
Penny	Kellam	[REDACTED]	98204	Everett
José	Luquin	[REDACTED]	98204	Everett
Karen	Maldonado	[REDACTED]	98204	Everett
Jose	Mariscal	[REDACTED]	98204	Everett
Verónica	Martínez	[REDACTED]	98204	Everett
Juan	Monroy	[REDACTED]	98204	Everett
Pureza	Mora	[REDACTED]	98204	Everett
Estela	Nino	[REDACTED]	98204	Everett
Eva	Pérez	[REDACTED]	98204	Everett
Tayra	Roscoe	[REDACTED]	98204	Everett
Erika	Sanchez	[REDACTED]	98204	Everett
Miriam	Vargas	[REDACTED]	98204	Everett
Linda	War Bonnet	[REDACTED]	98204	Everett
Sophia	Woodland	[REDACTED]	98204	Everett
Anthony	Greene	[REDACTED]	98206	Everett
Sara	Boyle	[REDACTED]	98208	Everett
Rachel	Brevik	[REDACTED]	98208	Everett

Diana	Camacho	[REDACTED]	98208	Everett
Alvaro	Guillen	[REDACTED]	98208	Everett
Yesenia	Lomelí	[REDACTED]	98208	Everett
Jazmin	Lopez	[REDACTED]	98208	Everett
Erin	Routledge	[REDACTED]	98208	Everett
Aurelio	Valdez-Barajas	[REDACTED]	98208	Everett
Elvis	Mariscal	[REDACTED]	98024	Fall City
Stephen	Fesler	[REDACTED]	98028	Kenmore
Natalie	Kinsinger	[REDACTED]	98028	Kenmore
Kendall	Appell	[REDACTED]	98036	Lynnwood
Estela	Carrera-Infante	[REDACTED]	98036	Lynnwood
Fatima-Iram	Din	[REDACTED]	98036	Lynnwood
Cristina	Almeda	[REDACTED]	98087	Lynnwood
Melissa	Brinks	[REDACTED]	98270	Marysville
Nicholas	Taylor	[REDACTED]	98270	Marysville
Vickie	Bligh	[REDACTED]	98271	Marysville
Maria	Castro	[REDACTED]	98271	Marysville
Remy	Rios-Hernandez	[REDACTED]	98272	Monroe

Jacky	Nakamura	[REDACTED]	98108	Seattle
Isaac	Organista	[REDACTED]	98108	Seattle
Katie	Sollinger	[REDACTED]	98121	Seattle
Sarah	Pulliam	[REDACTED]	98155	Seattle
Joe	Kunzler	[REDACTED]	98284	Sedro Woolley
Fernando	Castaneda	[REDACTED]	98296	Snohomish
Christian	Gruol	[REDACTED]	98296	Snohomish
Sydney	Caplinger	[REDACTED]	98406	Tacoma
Theresa	White Mountain	[REDACTED]	57642	McLaughlin SD

Map Shared with Petition





December 10th, 2021

Sound Transit
401 Jackson Street
Seattle, WA 98104

Re: Scoping Comments for Everett Link Light Rail Extension

Downtown Everett is the heart and soul of Snohomish County. It is the center of social, cultural, political, and economic life of the region. Furthermore, with an influx of 60,000 new residents coming to Everett over the next two decades, it is well on its way to becoming a regional urban center. We strongly advocate that Link Light Rail be brought to Downtown Everett as soon as possible to provide access and mobility to workers, shoppers, residents, and tourists.

We recognize that there will be further scoping and review to refine the list of potential alternatives for rail alignments and station locations. However, based on extensive planning work through Metro Everett, we recommend Alternative EVT-C. The alignment and station location simply provide the best transit and pedestrian connections to and from the downtown core.

Downtown Everett Association

We are the Downtown Everett Association (DEA), a 501(c)(6) nonprofit organization. We champion our downtown community by supporting economic vitality, stewarding public spaces and historic places, promoting local experiences, and cultivating a strong organizational network. For 26 years, we have collaborated with businesses, residents, governments, community organizations, investors, and developers.

In January 2021, DEA became a designated Washington Main Street Community, joining 35 other Main Streets across the state. Washington Main Street helps communities revitalize the economy, appearance, and image of their downtown districts. The Main Street Approach is a comprehensive revitalization strategy built around a community's unique heritage and attributes. The Main Street Approach has four focus areas which drive our revitalization efforts: Economic Vitality, Design, Promotion, and Organization. In addition, the DEA advocates on issues regarding parking and transportation.

From our perspective, the Everett Link Light Rail is unique in several aspects. Through the Metro Everett initiative, the City of Everett has already completed the monumental task of rezoning the area near the proposed light rail station to encourage revitalization with TOD. Metro Everett is a detailed plan already in place to ensure that streetscape, pedestrian, bicycle, and transit connections are developed. These improvements will easily and efficiently move people from the station to the downtown core. Furthermore, the route alignment is relatively straightforward, unimpeded by the need for river crossings or tunnels.



Metro Everett

In 2016, the City of Everett initiated Metro Everett, a sub-area planning process for the central core of Everett. That plan, approved in 2018, included policies and plans for land use, transportation, and urban design. A key component of Metro Everett was an extensive redevelopment study of the Everett Station area and Link Light Rail alternatives. For that study, the Everett Planning Department collaborated with Everett Transit and Makers Architecture and Urban Design in an extensive planning process that included several community workshops, and resulted in an LRT Concept Plan (see Exhibit 1). This plan locates the LRT Station to best serve access to both Downtown and Everett Station. The plan also seamlessly integrates all modes - light rail, local and regional transit, bicyclists, and pedestrians - for an efficient, user-friendly transportation node. The elevated station enables efficient, easy transit connections to at-grade local and regional buses quickly routed from the station to Downtown and beyond (see Exhibit 2). Streetscape, pedestrian, and bicycle improvements will include a pedestrian overpass across Broadway. These improvements are developed to easily and efficiently get people from the station to the downtown core or nearby parking.

The Everett LRT Concept Plan also preserves the Broadway corridor, and integrates opportunities for Transit Oriented Development (TOD) between the LRT station and Everett Station. Further TOD can be accommodated north of Pacific Avenue toward the Angel of the Winds Arena. The plan also helps to preserve existing industrial and supporting businesses within the study area.

Sound Transit Core Priorities Review

Our review includes comments on four Core Priorities: Ridership Potential, Socio-Economic Equity, Connecting Centers and Completing the HCT Spine.

Ridership Potential

How many daily riders is the project projected to serve?

Everett is experiencing significant growth in both population and employment, and that is projected to continue through 2035. Everett's city-wide population is projected to be 165,000 in 2035. Metro Everett's population is projected to be 22,000 (28% of City growth) in 2035. Projected 2035 employment is 140,000; projected 2035 Metro Everett employment will approach 25,000 (26% of City growth).

These figures translate to significant ridership for Link Light Rail. The design and timing of the extension will be essential for both attracting and accommodating this growth.

Connecting Centers

Does the project connect designated regional centers?

As the northern terminus of the currently proposed LRT plan, the Everett LRT station will draw significant ridership from within the city as well as from communities to the north and east.



Riders from downtown Everett will have a direct, efficient connection to the SW Everett Industrial Center, which includes Boeing, as well as much improved access to Downtown Seattle and points in between.

Socio-Economic Equity

How well does the project expand mobility for transit-dependent, low-income, and/or diverse populations?

With the significant growth projected in the Everett-Seattle-Eastside region, the challenge will be to move service workers and office workers to major and high-priced business centers along what is now the I-5/I-405 spine. Traffic congestion along these routes will only get worse without an efficient light rail and Sounder system. Congestion will negatively impact low to middle income workers on a daily basis who must get to their jobs and return home again at reasonable hours. With community, LRT provides opportunity.

Completing the HCT Spine

Does the project advance development of the regional HCT spine?

In 1995 Puget Sound voters made a pledge to build, over time, a light rail and commuter rail system to serve the four metropolitan centers. The commitment by Everett voters was to fund the early-stage Seattle, Federal Way and Eastside systems. The commitment by those communities was to complete the spine. The commitment remains to this day.

Conclusion

Over the next twenty years, Everett will attract significant growth in population and employment. Extending light rail to Everett will be critical to accommodating this growth and supporting the continued vitality of our downtown community. We urge and advocate for completing the Everett Link Light Rail as soon as possible as promised almost three decades ago.

Thank you for providing this opportunity to comment as part of the early scoping process. If you have any questions, our contact information is listed below.

Respectfully,

Patrick O. Hall
President, Board of Directors
Downtown Everett Association

Exhibit 1: Metro Everett LT Concept Plan

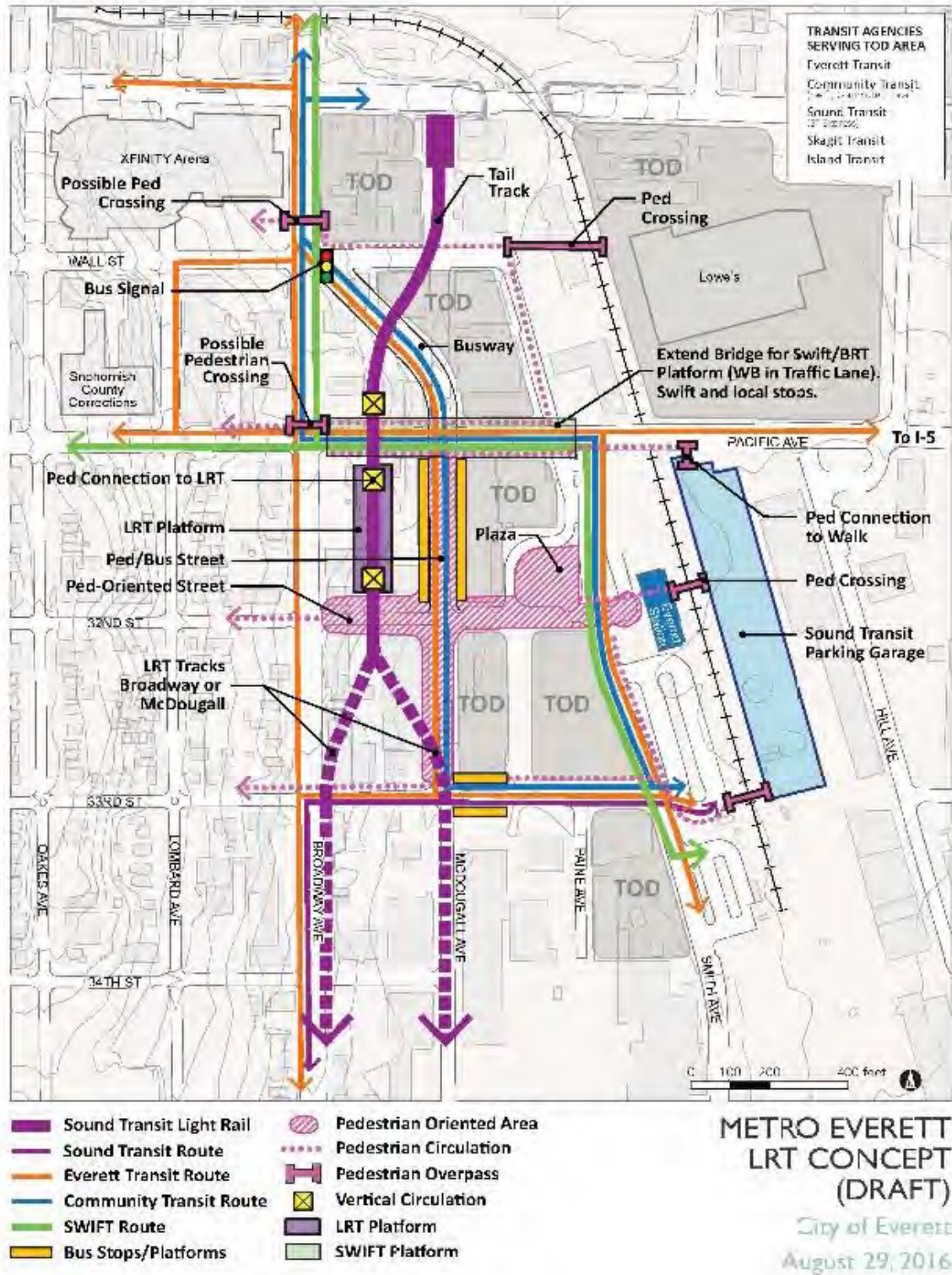
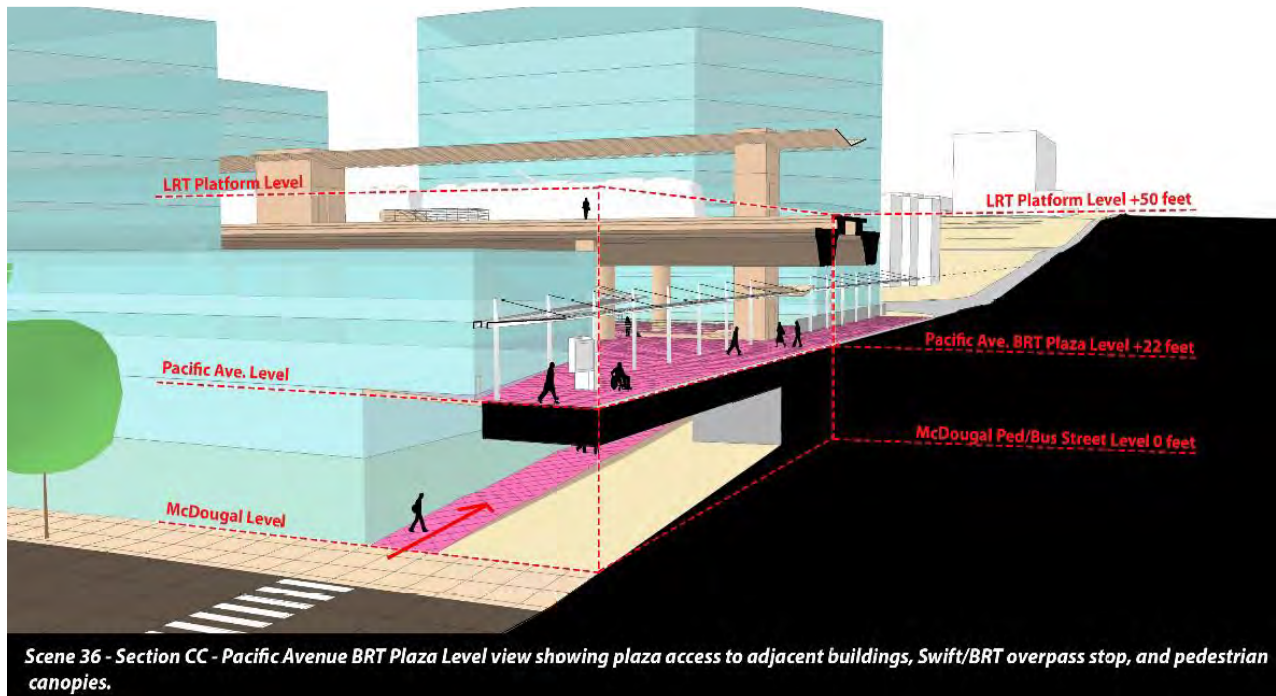


Exhibit 2: Station Cross Section



This concept of the light rail station facing southwest from Pacific shows the location of light rail and transit-oriented development between Broadway and McDougall

December 10, 2021

Everett Link Extension Project
c/o Kathy Fendt
Sound Transit
401 S Jackson St
Seattle, WA 98104

Dear Kathy Fendt:

The Everett Station District Alliance (ESDA) provides this comment letter on the early scoping of the environmental impact statement (EIS) alternatives analysis for the Everett Link Extension. The completion of the Everett Link Extension is critical to our neighborhood's growth.

The ESDA is a nonprofit organization that works to enhance the neighborhood around Everett Station by partnering with businesses, property owners, residents, associations, public agencies, and other stakeholders to make the neighborhood safer, cleaner, and more inviting to do business, work, commute, and live for all people.

We envision our neighborhood will be a vital economic engine for the region; a major regional transit hub; a home for industry and residents; a great place to live, work, and play; and a model for how natural systems can flourish in an urban context, supporting human health and resilience.

Through this comment letter, we incorporate the entirety of the comment letter by the Snohomish County Transportation Coalition. This includes:

- Strong support for the "Purpose and Needs Statement."
- No stated preference at this time for an alignment alternative.
- Recommendations of:
 1. Continuing equitable engagement for listening to and understanding the desires of priority populations and stakeholders.
 2. Analyzing the needs and impacts of priority populations, and considering how the alternative stations and station-areas can be planned and designed for them.
 3. Using the five principles and climate focus that were adopted by the Board through Motions M2020-36 and M2020-36, and Resolution R2021-05 as a framework for analyzing the alternatives alignments and station locations. In addition, equitable transit-oriented development should be a focus.
 4. Including at least one inherently financially feasible alignment alternative that could be built on-time.

To these comments and recommendations, we provide the following additional comments and requests.

Affordable Alignment & Station Location at Everett Station

As recommended by the Snohomish County Transportation Coalition, we urge Sound Transit to include at least one alignment alternative that includes enough cost savings that it could be built on-time.

Getting light rail to Everett Station is critical for the region's, county's, and city's population and employment growth strategy to locate future growth in regional growth centers and high-capacity transit station areas. This is the region's top strategy for addressing climate change and socio-economic equity.

In the half-mile radius of Everett Station, the city's Metro Everett Plan zoning provides sufficient capacity to accommodate more than 20,000 households. Very few residents currently live in the neighborhood, meaning there is little concern for physical or economic residential displacement. As a designated Opportunity Zone and with 17 acres of under-utilized city properties, the neighborhood is primed for accommodating growth.

The region's plan, VISION 2050, calls for 65% of future residents and 75% of future workers to live within regional growth centers such as Metro Everett and high-capacity transit station areas such as the northern terminus of Everett Link. The horizon planning year for VISION 2050 is 2050, and the horizon planning years for the countywide, county, and city comprehensive plans will be 2044. If light rail to Everett Station is delayed to the 2040s, the ability for the city, county, and region to meet our region's climate and equitable development goals will be in serious jeopardy.

As part of including an inherently affordable alignment within the EIS alternatives analysis, we request Sound Transit consider additional station locations and alignments within the Everett Station neighborhood that are likely to be less expensive than the Broadway and McDougall alignments.

ESDA is strongly supportive of carrying the EVT-B and EVT-C forward into the alternatives analysis. These station locations are most consistent with the City of Everett's previous internal staff's charette design work, which was ultimately incorporated into the City's Metro Everett Plan.

That said, an alignment and station location along Broadway Avenue or McDougall Street could prove to be expensive with significant right-of-way and property acquisition. In addition, an alignment on Broadway could require removal of a general purpose traffic lane, and an alignment on McDougall could cause significant operational issues for freight and delivery trucks in this light industrial neighborhood.

One option would be to locate the station on the existing Sound Transit park-and-ride lot, immediately east of the existing Everett Station and east of the BNSF and Sounder tracks. Sound Transit would need to only acquire one additional property on the eastside of the tracks to make this location and alignment work. This option has been considered and explored to some extent in

the Everett Station District Alliance's [Future Concepts Report \(2020\)](#), and [Convergence Study \(2021\)](#).

Another option could be to locate the station in the center of the City of Everett's public works campus along Cedar Street between 33rd Street and Pacific Avenue. The City of Everett is working to relocate its public works campus, opening up the Cedar Street properties for potential redevelopment. A station in the middle of the site would undoubtedly catalyze transit-oriented development on the City's properties.

Given the potential substantial savings of an I-5 alignment, and to some extent the eastside terminus options, it is critical that Sound Transit include such an alternative(s) in the EIS analysis. The savings could keep the Everett Link Extension on schedule, presenting stakeholders and the public at-large with real options to consider at the end of the EIS: to build a more expensive route that closely follows the ST3 representative alignment, or to build the light rail spine by the originally promised year of 2036 or 2037.

At this point, it is premature for our organization to say whether the original representative alignment or an I-5 spine alignment with BRT to SW Everett is preferable. Likewise, it is premature to have a preference for any of the northern terminus station locations. We do not have the data at this juncture.

Evaluation Considerations in the Everett Station Area

There are significant upsides to the EVT-B, EVT-C, and EVT-D alternatives as they are closest to the historic downtown of Everett, shortening the walking distance from the station to downtown destinations.

However, there may also be downsides, too. Many of the blocks nearest to the EVT-C and EVT-D stations have no redevelopment potential, including the county campus and the Angel of the Winds Arena and Convention Center. In addition, the support structure for the light rail guideway along Broadway and McDougall could cause significant traffic operations issues. For these reasons, we request Sound Transit to consider the following factors for the northern terminus station:

1. Financial Costs
 - a. The financial cost of the alignment alternatives, including the costs of acquiring properties and right-of-way.
2. Traffic & Freight Impacts
 - a. The traffic operational impact of aligning light rail on Broadway.
 - b. The impact to freight and delivery truck operations of aligning light rail on McDougall for industrial and related commercial businesses in the neighborhood.
3. Transit-Oriented Development
 - a. The ability to catalyze transit-oriented development near each of the station locations; in this analysis, the City properties of the park & ride lots and the public works campus along Cedar Street should be considered as potential development opportunities.

- b. Whether the alignments, especially EVT-C, would reduce transit-oriented development opportunities by putting the guideway over parcels. Of special concern is the alignment of EVT-C over the parcels between 32nd and 34th Streets, as well as the parcels between Pacific and Hewitt.
 - c. The impact of the sound, vibration, and visual obstruction that an elevated light rail guideway might have on the potential for transit-oriented development for properties directly adjacent to the Broadway and McDougall alignments.
 - 4. Affordable Housing
 - a. The ability to fully or partially fund an affordable housing project in the neighborhood
 - b. Consideration of potential surplus properties to be used for affordable housing.
 - 5. Design
 - a. Whether the City of Everett's integrated TOD concept for the EVT-C option, with the construction of a Pacific Ave Bridge Extension, dense residential development above the station, bus hub, and pedestrian bridge over Broadway are within project scope, financially possible, and realistic. ESDA hopes it is.
 - b. Consideration of funding the conversion of 32nd Street from Smith to Broadway as a pedestrian plaza that acts as a neighborhood town square, with McDougall left open to traffic.
 - c. Whether a McDougall alignment of the light rail would negatively impact the ability for 32nd Street to be a relaxing public space as a future pedestrian plaza.
 - d. For a Broadway alignment, the potential to integrate improvements for people walk and biking and to make aesthetic improvements.
 - e. For our proposed station location on Sound Transit's park & ride lot, the possibility to build a landscaped walking and biking crossing over the BNSF tracks, as illustrated in the Housing Hope's and ESDA's [Convergence Study](#) (2021).
 - f. For our proposed station locations east of the BNSF tracks, the elevated guide structure over Smith Ave and BNSF along I-5 could incorporate a walk and bike path, providing a much needed additional foot-based crossing of the tracks.

Thank you for the opportunity to provide these comments and requests.

Sincerely,



Brock Howell
Executive Director
Everett Station District Alliance
brock@everettstationdistrict.com
206-856-4788

To: Everett Link Comments

From: Rosario Reyes <rosario@letywa.org>

Thursday 12/9/2021 11:29 PM

Subject: Everett Link Extension Comments Due December 10th

Hello,

Our organization has answered the survey questions on your website, everettlink.participate.online. We wanted to provide additional comments over email to document our engagement with the project. The following comments are reiterated from our survey responses:

How will the light rail extension consider current residents that don't have easy access to the stations and public transportation in general? For example, East Alderwood is secluded from a lot of bus stations and it would take an hour walking from East Alderwood to arrive at the proposed light rail station in West Alderwood.

How will the Environmental Impact Statement reach out to vulnerable populations that don't speak English or don't have many methods of communication? How will their opinions matter? Would the EIS be translated for people who aren't native English speakers? Would there be physical outreach to rural areas that aren't able to receive the EIS digitally?

How does the 2020 Census factor into the planning of light rail routes? How do we know the people that will be using these stations over a decade in the future will be the same people these light rail stations are aimed to service? Will the 2030 Census factor into this decision making?

Best regards,

Rosario Reyes

Founder and CEO

Latino Educational Training Institute

Cell: (206) 228-2236

Office: (425) 775-2688

Rosario@letywa.org

www.letywa.org

www.facebook.com/letywa.org

SCCIT Snohomish County Committee for Improved Transportation

Sound Transit
Kathy Fendt, East and North Corridor Environmental Manager
401 S. Jackson Street
Seattle, WA 98104

December 15, 2021

RE: Everett Link Extension - Early Scoping Information Report
SCCIT Scoping Comments

Snohomish County Committee for Improved Transportation (SCCIT) appreciates the opportunity to submit early scoping comments on the Everett Link Extension (EVLE). As a strong voice for transportation mobility since 1982, our membership is comprised of public and private entities advocating for smart public transportation policy. The development of the Everett Link corridor is aligned with our mission to lend regional support for multi-modal transportation systems to ensure the safe, efficient movement residents, employees and goods.

We offer the following planning imperatives with an emphasis in four (4) areas.

1. **Sound Transit Core Objectives** through the recently adopted realignment criteria for decisions making – SCCIT supports the adopted Core Objectives for Link Light Rail as it completes the ST3 system to Everett. In addition, the objectives from Motion No. M2020-36 should be utilized to evaluate decisions as part of the environmental review of the structural system itself.
2. **Timing for Revenue Service** – As it currently stands, the affordable schedule has a commitment with a 2037 arrival at Everett Station. We discourage any consideration of alternatives which delay Light Rail to Everett beyond that date. We understand that a delay in completion of the spine poses consequences for the region but trust the EIS will reflect the difference between the consequences of delay and the notion that delay as a “solution” or alternative.
3. **Routing** – We support the route from Lynnwood to Everett following 128th Street SW/Airport Road through the SW Everett Industrial Center along SR 526 providing access to Boeing/Paine Field with a station near Airport Road/SR526 adjacent to I-5 and the Everett Transit Center. We further support the current planning and design requirements and believe the construction of the Airport Road Transit Center as a critical nexus of Community Transit’s Swift Blue and Green BRT Lines and integral to the Link Light Rail system.
4. We support locating the **Operations & Maintenance Facility (OMFN) within the Everett Industrial Center**. Furthermore, site selection should avoid impacting or limiting transit-supportive land use within station area walksheds, leverage complimentary adjacent land uses and explore partnerships with nearby learning institutions such as training and apprenticeship programs to create jobs in the local community.

SCCIT **supports the collaborative early planning work** performed by Community Transit, the City of Everett and Snohomish County referenced in Section 2.2 Previous Planning Studies. This

includes the complimentary Metro Everett Subarea Plan and Snohomish County's Light Rail Communities outreach planning process with early neighborhood input along with the GMA 2024 Plan update. The scoping comments from Community Transit, City of Everett and Snohomish County reflect a nuanced and coalesced perspective supporting Sound Transit's System Expansion Plan.

We see opportunities to align the planning and development professionals from the agencies having jurisdiction through diverse community input and outreach. We encourage Sound Transit to take advantage of the lessons learned from other light rail segment challenges and successes.

Finally – SCCIT recognizes the value of the forward-thinking System Expansion Implementation Plan released by Sound Transit in 2017. By providing this framework for strategic planning - a more predictable process has allowed our committee members to actively engage, discuss and now bring important comments to the early scoping report.

On behalf of SCCIT we hope these comments have been helpful and look forward to a continued partnership as the commitment to connect the Tacoma, Redmond and Everett is delivered.

A handwritten signature in black ink, appearing to read "Andrew Thompson". The signature is stylized with a large, sweeping horizontal stroke across the top.

Andrew Thompson, P.E.
SCCIT Chair

cc: SCCIT Board of Directors
Ric Ilgenfritz – Community Transit
Kelly Snyder – Snohomish County Public Works
Dan Hansen – Perteet
Michael Pawlak – HDR
Jan Schuette – City of Arlington
Larry Ingraham – Emerald Properties



December 10, 2021

Everett Link Extension Project
c/o Kathy Fendt
Sound Transit
401 S Jackson St
Seattle, WA 98104

Dear Kathy Fendt:

The early scoping phase of the Everett Link Extension represents the first opportunity for Everett and Snohomish County residents, voters, and taxpayers to meaningfully weigh-in on the exact alignment and station locations of the long hoped-for and now funded and planned northernmost extension of the region's light rail system.

The Snohomish County Transportation Coalition (Snotrac) is a state/federally-funded mobility management coalition that advocates for connecting people and communities in Snohomish County and beyond with safe, equitable, and accessible transportation. To do this, we convene public, nonprofit, and private transportation and human service agencies to identify mobility gaps and opportunities, especially for people with disabilities, older adults, youth, low income households, people of color, tribes, veterans, and people born in foreign countries or otherwise speak English as a second language.

Longer than 16 miles, the Everett Link will be the most expensive extension in the Sound Transit system at approximately \$7 billion. The last portion of the extension, from SW Everett Industrial Center to Downtown Everett, is estimated to be \$600 million over budget. Based on ridership analysis conducted in 2016, the Everett Link Extension could help boost transit ridership by 17,000 riders per day.¹

Given the importance and magnitude of the Everett Link Extension, this early scoping of the alternative alignments and station locations to analyze and of the criteria by which to analyze them are critical. When the agency makes its final decision on the preferred alignment in 2026, financial, economic, demographic, and environmental conditions may have changed. It's important that the agency include alternatives and criteria that are most likely to be resilient to known and unknown headwinds.

Snotrac strongly supports the draft "Purpose and Need Statement." We understand that the criteria by which the alignment and station location alternatives will be evaluated will be derived from the Purpose and Needs Statement. Snotrac does have recommendations on the criteria.

At this time, Snotrac has no preference on the station location options, although we do request an additional alignment be included as part of the alternatives development and analysis.

¹ "Transit Ridership Forecast Results Report," *Sound Transit 3: The Regional Transit System Plan for Central Puget Sound*, Sound Transit (Sept. 2016).

Snotrac recommends Sound Transit:

1. Continue equitable engagement for listening to and understanding the desires of priority populations and stakeholders.
2. Analyze the needs and impacts of priority populations, and consider how the alternative stations and station-areas can be planned and designed for them.
3. Use the five principles and climate focus that were adopted by the Board through Motions M2020-36 and M2020-36, and Resolution R2021-05 as a framework for choosing and analyzing the alternative alignments and station locations. In addition, equitable transit-oriented development should be a focus.
4. Include at least one inherently financially feasible alignment alternative that could be built on-time.

Background

The early scoping phase of the Everett Link Extension represents the first opportunity for Everett and Snohomish County residents, voters, and taxpayers to meaningfully weigh-in on the exact alignment and station locations of the long hoped-for and now funded and planned northernmost extension of the region's light rail system.

With the Everett Link and Tacoma Dome Link Extensions, the promised vision of a regional spine of light rail from Downtown Tacoma to Downtown Everett light rail will be complete. This spine will be a resurrection of the historic Interurban Rail lines that connected Seattle to our region's southern and northern metropolitan cities, which ended in 1928 and 1939, respectively. This is a vision that started with the failed Forward Thrust transit ballot measures in 1968 and 1970, and finally got going with the Sound Move ballot measure in 1996.

Since 1996, progress on the regional system has not always been full-steam ahead. The first Sound Move ballot measure promised building light rail from SeaTac to the U District to Seatac, with a hoped-for extension to Northgate, by 2007. The proposed alignment that voters approved also included a stop between Seattle's Downtown and First Hill neighborhoods. But the initial section was not fully completed until 2016. In addition, the First Hill stop was deemed too geologically and financially risky, so instead Sound Transit funded a streetcar line from Capitol Hill, across First Hill, to the International District and Pioneer Square.

With the voter approval of the Sound Transit 3 (ST3) ballot measure in 2016, we finally have a funded implementation plan to build light rail to Everett and complete the spine.

As the ST3 ballot measure was put together, Sound Transit took input from stakeholders and the community on the alignment and timing of Everett Link. In 2015, the public had the opportunity to weigh-in on three alternative alignments of the Everett Link Extension: I-5, SR99, and Airport Rd / Casino Rd. During this phase, of the 211 pages of public comments submitted by email, web form, and

in-person meetings, just [14 mentioned Paine Field or Boeing-Everett, with 5 against the Paine Field / Boeing route](#). By contrast, in 2016, in reaction to the draft system plan that proposed delaying Everett Link Extension to 2041, there were at least [40 public comments](#) opposing any delay.

Ultimately, input from key elected officials and businesses swayed Sound Transit to to choose the Airport Rd / Canio Rd option and attempt to keep it on a 2036 delivery schedule, deviating from a straight spine and instead putting a crick in the neck of the region’s light rail system and straining the financial ability to keep it on schedule.

When voters voted on ST3 in 2016, the included representative alignments, station locations, and project delivery dates were what were offered, take it or leave it, but with an expectation that alignments and locations may alter due to further analysis and changed circumstances.²

As ST3 projects have progressed, it has become clear that the original cost and revenue expectations will not be met. In addition, the people in the communities with the light rail extension may want something slightly different than what stakeholders had considered when putting together the ST3 representative alignments and station locations. As a result, in 2020-2021, Sound Transit staff and board underwent a significant process to “realign” project timetables in order to bring declining revenue forecasts in alignment with escalating project costs.

According to the ST3 Realignment Plan adopted by the Sound Transit Board on August 5, 2021, the Everett Link Extension to the SW Everett Industrial Center is now delayed by one year to 2037, and the remainder of the extension retains a “target” schedule of 2037 with an “affordable” schedule of 2041 if a \$600 million budget shortfall cannot be bridged.

The decision on whether to delay the final northern extension to Downtown Everett will likely be made at the conclusion of the environmental impact statement (EIS) process once an alignment is chosen, the cost is known, and land acquisition is ready to commence. This puts the decision about whether to delay the project in 2026. The decision-making timeline makes the early scoping of the EIS alternatives analysis critical to whether the Everett Link Extension is built on the “affordable” schedule or the “target” schedule.

In its ST3 Realignment Plan, the Sound Transit Board embedded its previously adopted motions of [M2020-36](#) and [M2020-37](#) as core principles for future decision-making regarding keeping projects on-schedule. The core principles are:

- Completing the spine
- Connecting regional centers
- Ridership potential
- Socio-economic equity
- Advancing logically beyond the spine

² While voters voted on a ballot measure with the deviation to Paine Field / Boeing, they also voted on the 2036 timeline. The precincts within the Metro Everett Regional Growth Center (Downtown Everett), voted 63.5% in favor of ST3, while the precincts in SW Everett voted 50.8%. For voters who voted in favor of ST3, they may care more about the timing than the route.

In addition, the Board’s [motion](#) adopting the ST3 Realignment Plan stated that these five core principles “. . . are essential to address climate change, reduce greenhouse gas emissions, and build a sustainable future for the Puget Sound region.”

The inclusion of the five core principles and focus on climate change were hard-fought additions to the Realignment Plan by the representatives from the City of Everett and Snohomish County. As ST3 alignments and station locations are analyzed, these core principles are to be front and center in the decision-making.

Another important focus by Sound Transit and PSRC is transit-oriented development (TOD). The region’s plan, VISION 2050, prioritizes TOD as an essential strategy to combat climate change, increase socio-economic equity, and ensure the financial success of the expanding light rail system.³ Sound Transit’s TOD Strategic Plan states that, “first and foremost, [TOD is] intended to increase the value and effectiveness of transit by increasing ridership.”⁴

With this background in mind, we make the following requests for the early scoping of the Everett Link Extension EIS alternatives analysis.

Equitable Community Engagement

As the most consequential infrastructure project between Lynnwood and Everett since the construction of I-5, the Everett Link Extension has the opportunity to improve the lives of residents today and in the future. Authentic and equitable community engagement can help ensure all potential impacts to all people are understood and addressed, and help ensure community support is maintained, preventing potentially costly changes late in project development. Most importantly, equitable engagement is a core strategy toward redressing past racial harms and building a more equitable future where all people can thrive.

Equitable community engagement focuses most specifically on those who have been historically left out of decision-making — especially people of color, people who speak English as a second language, low-income people, and people with disabilities.

Equitable engagement:

- Builds strong and sustainable relationships.
- Lifts up these underrepresented voices and incorporates them into the decision-making process.
- Creates trusting relationships, increasing accessibility to facilities and services,
- Builds the capacity of the agency to understand the implications of race, culture, and socio-economic status in decision-making.
- Is open to organizational changes that are responsive to community insight.
- Allow for shared power between the agency and the communities.
- Isn’t just about the number of people spoken to or engaged.

³ *E.g.*, see [VISION 2050](#), MPP-RGS-8, page 43.

⁴ [“Transit-Oriented Development \(TOD\) Program Strategic Plan Update,”](#) Sound Transit (Apr. 2014).

- Provides a range of opportunities to become involved, and is tailored to the people and circumstances rather than one size fits all.⁵

Sound Transit has recently adopted an Equitable Engagement Tool and a Racial Equity Toolkit, and we understand that the agency has used these tools in developing its community engagement plan for the Everett Link Extension. This work led to the creation of the “Community Advisory Group,” which would otherwise might be called a “Stakeholder Advisory Group” in previous projects, and has been intentionally composed of individuals with diverse backgrounds based on gender, race, geography, and primary travel modes.

As Sound Transit continues its community engagement on the Everett Link project, Snotrac encourages the agency to continue to learn, adapt, and iterate on its engagement efforts. Here are a few preliminary considerations and recommendations.

It’s important to talk and listen to the residents and workers in ways that are appropriate for their knowledge, understanding, and interest, using trusted voices within their communities. One group that is ostensibly representative of the demographics of the project area cannot substitute for authentic outreach to listen to those demographic populations.

A best practice is to financially support trusted community-based organizations to send fliers and emails, to host presentations and workshops, and to do one-on-one outreach. These community-based organizations may also be able to help translate materials into the languages of the community. Better yet, the agency could work with the organizations to “transcreate” the materials, i.e., help determine the language and images that will most resonate and be best understood by the people in the community.

Known community partners that may be best suited for this outreach include Homage Senior Services and Connect Casino Road. Community Transit partnered with ECOSS and Latino Education Training Institute to do a Spanish-language focus group for the Lynnwood Microtransit Pilot Project in January 2020.

In addition, deep engagement with the staff of community-based organizations should not be replaced by only meetings of the Community Advisory Group. It’s good to to shift away from solely engaging traditional stakeholders that tend to be business-interest-heavy and White- and male-dominated. But many community-based organizations do not fit these categories, and the ones that do may still have important relationships to priority populations. The leaders of these organizations are trusted within their communities, and tend to be more knowledgeable, be more skilled in interacting with governmental agencies, and possess greater time to dedicate to the effort, backed by an organizational mission. To not engage these organizations may have the effect of disempowering historically marginalized communities from having a meaningful voice in decision-making. Sound Transit should proactively make space for community organizations to have a voice in decision-making beyond providing formal comment letters.

⁵ Adapted from “[Strategies for Equitable Engagement](#),” Seattle Department of Neighborhoods.

Impacts & Needs of Priority Populations

As Sound Transit chooses which alignments to study and then analyzes the potential beneficial and negative impacts of each alignment and station location, we encourage the agency to consider the needs and impacts to specific priority populations at the census block group level. In addition, we encourage the agency to consider the barriers and opportunities at each station to meet the needs of the priority populations at each station.

As a mobility management coalition, Snotrac is focused on the specific mobility gaps and opportunities for:

- People with disabilities⁶
- Older adults⁷
- Youth
- Low income households
- People of color
- Tribes and tribal members
- People born in foreign countries
- People who do not speak English, or speak it as a second language
- Veterans

We encourage Sound Transit to also prioritize these population groups through its community engagement efforts and technical analyses of the alternative alignments and station locations.

When considering priority population groups, we recommend the agency pay special attention to the following issues:

- The potential physical and economic residential displacement concerns of specific station locations and alignments.
- The potential for residential and employment growth within a walking distance of the stations, including for a range of household incomes.
- Opportunities for new walking and biking infrastructure investments for access to the stations, including networks of protected bike lanes and 15 mph neighborhood greenways, “trail with rail,” and connections to regional trails.
- The ability for the station areas to support people to be age-friendly and ability-friendly due to land use policies, the ADA accessibility of sidewalks and streets within a walkshed/rollshed of the stations, and the nearby services and amenities.
- The ability for the station area to support families through dense development capacity for family-sized units and with schools, childcare, and playgrounds within a walking distance.
- The ability for the station area to support socio-economic ability through the ability of the station area to support an *increase* in employment opportunities at a range of wages and skill levels.

⁶ In Snohomish County, 8.2% of people under age 65 have a disability.

⁷ Fifteen percent of county residents are older than 65, and the state Office of Financial Management projects the county’s 65+ population to increase to more than 22% by 2040. This is faster than the statewide average.

- The station areas’ environmental health concerns, especially as it relates to residential development near high traffic volume streets, highways, and freeways.
- The station areas’ traffic safety issues of people walking/rolling along 30+ mph streets or crossing more than two lanes of traffic at intersections.
- The relative square-footage of space that is prioritized to vehicles (both parking and roadways) versus people (living, working, shopping, playing).

The EIS consultant team is likely sufficiently skilled to pull data from U.S. Census Bureau databases to understand how many of these population groups live within the census blocks within a quarter- and half-mile of each station. If not, we recommend the consultant use the tools of WSDOT’s [ALPACA](#), WSDOH’s [Environmental Health Disparities](#), EPA’s [EJ Screen](#), and PSRC’s [Opportunity](#) and [Displacement Risk](#) maps. Snotrac’s [2021-2025 Strategic Plan](#) also provides detailed background information compiled from other sources on Snohomish County demographics and mobility issues.

Traffic collision and fatality data could help identify known streets that will be especially difficult or dangerous for people to walk, roll, or bike to get to the stations. Lynnwood, Everett, and Snohomish County have ADA Transition Plans and active transportation plans that could also help Sound Transit identify known problem areas and infrastructure opportunities to improve conditions for people who walk, roll, or bike. The Leafline Trail Coalition can also be a resource for identifying regionally important trails and active transportation corridors.

Scoping Criteria

As already stated above, in its ST3 Realignment Plan, the Sound Transit Board embedded its previously adopted motions of [M2020-36](#) and [M2020-37](#) as core principles for future decision-making regarding keeping projects on-schedule:

- Completing the spine
- Connecting regional centers
- Ridership potential
- Socio-economic equity
- Advancing logically beyond the spine

The Board’s ST3 Realignment Plan resolution also sets addressing climate change as a core focus, and both the region’s VISION 2050 Plan and Sound Transit policy clearly set transit-oriented development as a key priority.

The representatives of the City of Everett and Snohomish County fought hard for the Board to adopt the original motions and to include the principles in R2021-05. As Sound Transit decides when ST3 alignments and station locations should be included in the analysis, and as the agency then conducts the analysis, these seven core principles and priorities are to be front and center in the decision-making.

Include an Affordable Alignment

With a \$600 million budget shortfall for the Everett Link Extension, it is imperative that Sound Transit include at least one option that would likely include enough inherent cost-savings that it could be built on-time or even ahead of schedule.

When regional, Snohomish County, and City of Everett voters voted on the ST3 ballot measure in 2016, they were presented with one representative alignment of the Everett Link Extension and a date by which it would be completed. Delaying the project can be just as much a change from what voters approved as a change to the alignment.

Given the currently projected \$600 million shortfall, at the end of the EIS process (2026), it is very likely that Sound Transit will face the proposition of needing to delay construction in order to collect enough revenue to pay for the extension. The Elected Leadership Group, Community Advisory Group, and other stakeholders in 2026 deserve an alternative: to build a less expensive alignment that could be built on-time but without the route deviation from the spine to the SW Everett Industrial Center.

Even back in 2016, Sound Transit was exploring ways to reduce the significant cost of the Everett Link Extension. This included maintaining an I-5 alignment with a spur that could be built later to Boeing. Another option suggested by an author in [The Urbanist](#) is an I-5 light rail alignment while serving the SW Everett Industrial Center and Evergreen/Casino Rd area with improved bus rapid transit.

Either option would likely be inherently financially viable for delivering the spine of light rail to Downtown Everett by 2037 or sooner. The author of The Urbanist article attempted to put a number on the cost savings of an I-5 alignment with a stop at Everett Mall, estimating that the project could save \$1 to \$1.5 billion. This estimate included additional bus rapid transit investments to continue to meet the ST3 voter expectations that the SW Everett Industrial Area is served with high-capacity transit.

At this point, it's premature for either Snotrac or Sound Transit to say whether the original representative alignment or an I-5 spine alignment with BRT to SW Everett is preferable. We first would need to analyze each of the alternative alignments against the criteria of completing the spine, connecting regional centers, ridership potential, socio-economic equity, logical advancement from the spine, greenhouse gas emissions, and transit-oriented development. We do not have the information at this juncture.

But if we were to evaluate the alignment against the criteria set in R2021-05, then there's strong reason to believe that an I-5 alignment with BRT to the SW Everett Industrial Center might perform relatively well.

Completing the Spine & Connecting the Regional Growth Centers

An I-5 light rail alignment is the straightest, fastest, and least expensive route to complete the regional light rail spine from Downtown Tacoma to Downtown Everett and to connect Lynnwood's Urban Regional Growth Center with the Metro Everett Regional Growth Center.⁸

Logical Advancement from the Spine

We must then ask whether the Airport Rd / Casino Rd route is a logical advancement from the spine.

The Board's motion M2020-36 says the major factor is whether the deviation is "within financial capacity." If the route to Paine Field / Boeing indeed costs more than \$1 billion and the overall project is \$600 million, then it clearly is not within financial capacity.

Next we would look at the other criteria of ridership, socio-economic equity, greenhouse gas emissions, and transit-oriented development. For each of these criteria, it's worthwhile to consider the cost-effectiveness to determine whether it'd be worth delaying building the spine to the Metro Everett Regional Growth Center.

Ridership

The preliminary projected ridership of the SW Everett Industrial Center Station is 1,700 daily riders, roughly 10% of the projected overall ridership generated by the Everett Link Extension. This is among the lowest in the entire ST3 system.

An I-5 alignment would reduce travel times from Downtown Everett to points south of Mariner, potentially increasing ridership from Downtown Everett. An improved bus rapid transit service may also yield greater ridership than light rail as it could directly serve Paine Field, Kasch Park, Boeing at Seaway Transit Center, Hardsen / Casino Rd, SR526/Evergreen, and Everett Mall.

However, given that all ridership numbers are preliminary, it's too soon to know which alignments and stations will in fact be best and most cost-effective.

Socio-Economic Equity

Sound Transit Board Motion M2020-36 states that projects should "expand mobility for transit-dependent, low-income, and/or diverse populations" to achieve socio-economic equity. Intrinsic to this goal are three elements: (1) increasing access to high-quality transit service; (2) catalyzing affordable housing and job abundance near transit stations; and (3) not physically or economically displacing low income individuals.

⁸ In no other area of the region does the current or planned light rail deviate from its route in order to specifically serve a manufacturing/industrial center, such as SW Everett Industrial Center. In addition, under regional policy, MICs are not considered "regional growth centers." As such, any employment growth within a MIC but not within a walking distance of a high-capacity transit station does not count toward the region's VISION 2050 policy target for 75% of the region's employment growth to occur within regional growth centers and high-capacity transit station areas.

The area is among the densest, most racially diverse, low income in the county, and improving transit should be a great thing in this area. However, the residents live in market rate apartments — there are no subsidized, affordable housing projects in the area —so, when light rail arrives, the economic conditions will be ripe for the property owners to redevelop their dense, low-income apartment buildings into higher end apartments. Sound Transit possesses few good tools to prevent this economic displacement. Bus rapid transit may lead to less economic displacement while still providing a high quality transit service.

Additional information and data should be compiled to better understand the displacement risks of building light rail versus bus rapid transit in the Casino Road area.

Climate Change

The globe has no time to waste to reduce greenhouse gas emissions and address climate change. More than half of Snohomish County's emissions are from transportation, 12 percentage points higher than any other county in the region.⁹ More than 90% of the county's transportation emissions are from on-road vehicles, of which passenger vehicles are 84%. Addressing climate change requires shifting people out of cars and onto transit as soon as possible.

A delay to completing the light rail system is a delay to addressing climate change. The preliminary ridership numbers show that Everett Station will generate far more transit ridership than the SW Everett Industrial Center. However, it's not clear what ridership difference, if any, there might be between an Everett Mall Station rather than an Evergreen/SR526 Station. Additional data should be compiled to better understand the climate change tradeoffs.

Transit-Oriented Development

A four-year delay to constructing light rail to Downtown Everett would likely also mean a four-year delay to catalyzing transit-oriented development in the Metro Everett Regional Growth Center. VISION 2050 targets 65% of population growth and 75% of employment growth to occur within the regional growth centers and high-capacity transit station areas. The SW Everett Industrial Center Station has very little potential to accommodate residential or employment growth due to the industrial land use, while plenty of capacity remains in Metro Everett.

If the extension to Downtown Everett is delayed to 2041, that would provide just three years of light rail operating until the 2044 horizon year of the county's countywide planning policies and Everett's comprehensive plan. It is unlikely that the city, county, or region could meet its TOD population and employment growth targets if a delay happens.

Based on the forgoing analysis, while we do not have enough information at this time to know for certain what alignment should be preferred and chosen, we believe that there is ample reason for Sound Transit to include an inherently affordable alignment, such as the I-5 light rail plus BRT option suggested in The Urbanist.

⁹ All greenhouse gas statistics are from the [Puget Sound Clean Air Agency Greenhouse Gas Emissions Inventory](#) (June 2017); see page 11 of the inventory.

Challenges for the SW Everett Industrial Station

Snotrac does not have a preference against the SW Everett Industrial Station locations, or a preference among the SW Everett Industrial Station locations. Yet, it must be recognized that each station location presents significant challenges.

One major challenge for the SW Everett Industrial Station is the spread out land use, and the nature of it. None of the current proposed station locations are on the doorstep of any major destination.

- The SWI-C option is 0.7 miles from the Paine Field Terminal, ostensibly the main destination for riders to that station and yet it's outside of what's typically considered a walkable distance.
- The SWI-B option is located in an area of industrial businesses with low job density, as well as the technical school. These are valued businesses and the land use zoning is unlikely to change, making transit-oriented development and higher future ridership also unlikely.
- The SWI-A option is located closest to Boeing's main buildings with an opportunity to perhaps connect into the Boeing facility via a pedestrian bridge over SR526. However, even if Boeing helps fund the bridge, its campus is huge, necessitating shuttles to get its employees to their worksites. And even with a bridge, the walk from the station to the main Boeing visitor entrance would still be at least a half mile.

If the station is co-located with the future Operations & Maintenance Facility, opportunities for transit-oriented development will be further reduced.

With the spread out land use, bus rapid transit may be better situated to serve the area. There could be more stops, getting closer to each of the major destinations. Community Transit already has plans to extend its Green Line from Seaway Transit Center. This could be the opportunity to make the Green Line even better, serving Paine Field, Kasch Park Rd, Seaway TC, Hardeson/Casino, Casino/Evergreen, and Everett Mall, where it could connect to a new light rail station.

Legal Permissibility

A significant message that we've heard from Sound Transit staff is a question about whether an I-5 alignment would be legally permissible. We believe it is, because it's been done before.

The original Sound Move ballot measure promised light rail to First Hill, but ultimately it was determined to be too financially risky. As a result, First Hill was skipped and instead Sound Transit invested in a streetcar line.

Picking an I-5 alignment would require the Sound Transit Board's approval. However, choosing the final preferred alignment also requires the Board's approval, as would any delay to the Everett Link Extension. So, this is a requirement with no meaningful difference.

Sound Transit is also not restricted from including ideas within its alternatives analysis which it may ultimately determine to not be feasible, whether it's for financial, environmental, or legal reasons.

What is important, in our view, is that Sound Transit analyze at least one alignment alternative that could be built without delay to the project schedule. After completing the draft EIS in 2026, then the Sound

Transit Board, informed by the recommendations of the Elected Leadership Group and Community Advisory Group, can pick their preferred option that best meets the needs of the community as quickly as possible.

Thank you for the opportunity to provide these comments and recommendations.

Sincerely,

A handwritten signature in blue ink that reads "Brock".

Brock Howell, Director
Snohomish County Transportation Coalition
brock@gosnotrac.org
206-856-4788



The Urbanist

Examining urban policy to improve cities and quality of life
theurbanist.org | info@theurbanist.org

December 2, 2021

Sound Transit
401 S Jackson St
Seattle, Washington 98104

RE: Everett Link Extension

Dear Boardmembers:

On behalf of The Urbanist and its supporters, I am writing to urge reevaluation of the Everett Link extension. The scoping process is only considering a limited set of alternatives for the extension even though delivery of the extension on realigned timelines is at serious risk due to high project costs and low-performing industrial areas proposed to be served. We urge the agency to consider additional alignments that will deliver better ridership, a more direct alignment between Mariner and Everett Station, and reduce project costs and risks while speeding up project delivery.

Earlier this year, The Urbanist [proposed an alternative](#) that would keep Everett Link on or close to I-5 while offering Stride bus rapid transit service as frequent, high-quality service between stations and South Everett communities. The project cost of this would be more affordable and allow Sound Transit to deliver projects much sooner and benefit more residents, workers, and businesses than the representative project.

Officials know that the Paine Field deviation will not generate good all-day ridership and overall ridership performance will be very low. To make matters worse, Boeing is almost assured to continue divesting significantly from Snohomish County over the next 15 to 20 years when light rail would be constructed, further negating the benefits of the deviation by opening. Furthermore, the airport would generate negligible ridership since any station would be a long walk from it and serve mostly suburban riders. Current data from Seattle-Tacoma International Airport shows that transit ridership doesn't even crack 10% of trips, there's little reason to expect Paine Field would perform any better.

Fundamentally, Sound Transit should develop higher-performing alternatives that are likely to secure better federal funding investments and serve more people sooner. Those alternatives should focus on light rail alignments near I-5 or along SR-99 between Mariner and Everett Station with additional bus rapid transit in the South Everett area. In terms of station placement, we urge that the agency select alternatives that increase walksheds and bikesheds the most and that locate stations away from highways as much as possible. We also support an operations and maintenance facility that is located more southerly to support phased Everett Link extensions, if necessary, and alignments that don't deviate to Paine Field.

Sincerely,

Doug Trumm
Executive Director
The Urbanist

The Urbanist is a grassroots Puget Sound organization dedicated to advocacy and journalism. We promote urban policy to improve transportation, housing, social and environmental justice, economic opportunity, and quality of life in our region and state.

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