



Everett Link Extension

Frequently Asked Questions

Process and schedule

When will Everett Link Extension be open for service?

We hope to open service to Everett Station in 2037. This target schedule requires an estimated \$500 million in additional funding and/or savings, and we will seek out all options to open for service on this timeline. If we cannot secure additional funding and/or reduce project costs, service to Everett Station will likely open in 2041. In this case, service to Southwest Everett Industrial Center will still open in 2037.

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

Light rail projects like the Everett Link Extension take time (12-17 years) to plan, design and build. We have a lot of tasks to complete between now and opening, including hearing from the public, coordinating with community partners, conducting environmental review, working with local jurisdictions, navigating geography and geology, finalizing permits, acquiring property, and performing construction and safety testing.

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

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

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

Engagement

Why is it important for me to engage now?

Although the target opening date for the Everett Link Extension is 2037, design and construction can take around 10 years to complete. This means we'll be making decisions in the next few years on where stations, routes and the Operations and Maintenance Facility (OMF) North will be located. Your engagement now helps us take your feedback into account in that decision-making process. Locations are unlikely to change substantially once the Sound Transit Board selects the project to be built (estimated in 2026), so it's important to get involved now!

How do I share my opinion or learn more about the Everett Link Extension project?

There are many ways to share your opinion, including:

- Visit our website at soundtransit.org/everettlink to stay informed and engaged with the project.
- Joining us at one of our public events or our interactive website at everettlink.participate.online to provide your feedback, to comment on current plans and voice your opinions at major decision points.
- Email with questions, concerns or comments: everettlink@soundtransit.org.
- Call the project line at 206-370-5533 to speak with a community engagement specialist.

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

Route, stations and OMF North

Did you study other station, route and Operations and Maintenance Facility North locations that are not shown on the current maps?

When voters approved the system expansion plan in 2016, it included the transit mode, approximate route, number of stations, and general station locations for this project. It was also the starting point for identifying additional alignment, station and OMF North locations and design configurations that could meet the project's purpose and need.

Throughout the planning phase of the project, we evaluated several alternatives, and with the help of public input and our advisory groups, we narrowed these down to the range of alternatives shared during environmental scoping. Once scoping is complete, the Sound Transit Board will identify alternatives — and possibly a preferred alternative — to study in the Draft Environmental Impact Statement (EIS). These alternatives will undergo much more detailed analysis, with future opportunities for public comment.

Why doesn't the route alignment follow I-5 entirely from Lynnwood to Everett?

We are evaluating route and station location alternatives that are consistent with the voter-approved system expansion plan. Locating stations at Southwest Everett Industrial Center and SR 99 and Airport Road helps us connect regional job and growth centers, like the regionally designated Paine Field/Boeing Everett Manufacturing Industrial Center.

During early scoping, some stakeholders and community members requested that we consider more alternative routes for the Everett Link Extension. In response, we initially included two new alignments in our Level 2 evaluation, one along I-5 and one along SR 99/Evergreen Way, and we presented our initial findings to the Elected Leadership Group in September 2022. The ELG provided direction to remove them from further study, expressing the importance of serving the Paine Field/Boeing Everett Manufacturing Industrial Center area and adjacent communities, as well as concerns around inconsistency with the system expansion plan.

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

We want to provide direct connections to the passenger terminal at Paine Field Airport, but the logistics are complex. There are many physical and technical constraints associated with constructing a station and guideway near an airport, but we have included a station location in the Southwest Everett Industrial Center area that gets as close to the airport as possible. A direct connection to the Paine Field Airport passenger terminal would be complicated because of its location between multiple runways. The station at the Southwest Everett Industrial Center would include space for shuttles to the airport terminal and we will continue to work with partners to provide the best connections to major destinations as possible.

Why do we need an operations and maintenance facility in this area?

As Link service expands with new routes and stations, Sound Transit requires operations and maintenance facilities to make sure there is capacity to store and service (e.g., cleaning, storage and maintenance of train cars, etc.) the expanded light rail fleet. The new operations and maintenance facility must be strategically located to support expanded Link service and cannot be located too far away from the line. OMF North will serve as one of four strategically located operations and maintenance facilities in the region (the other three OMFs are located or planned in the central, east, and south regions of the Sound Transit service area).

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

Yes. As the lead agency for the project under The Washington State Environmental Policy Act (SEPA), Sound Transit intends to coordinate with the Federal Transit Administration (FTA) on potential federal funding for the project and review of the project under NEPA. The current (2023) SEPA scoping process is part of local planning and the FTA could rely on it for future NEPA evaluations. Decisions made in this local SEPA scoping process may be revisited in the subsequent federal NEPA process. The project EIS will be prepared in compliance with both SEPA and NEPA.

Effects on the community

My property is in an area of a potential route, station and/or site for OMF North, according to your maps. When will I know if Sound Transit will want to purchase or use my property?

At this time, it is too early to know which exact properties we may seek to purchase or use. We will learn more about whether the project will require the purchase or use of a private property during the environmental review phase. If it appears your property may be affected, we will notify you before the Draft EIS is published, currently slated for 2024/2025. We only have preliminary information on how this might affect property until we start the design phase of the project, which is currently estimated to span from 2026 to 2029. We will give affected property owners reasonable opportunity to respond to offers during the design phase. If you're a resident, business or property owner near a potential route or station alternative, you can ensure that you stay in the loop about project updates by [signing up for our email list](#).

Will the Everett Link Extension project result in displacement and gentrification?

Light rail projects have the potential to displace residents or businesses directly, through property acquisitions (see previous question), or indirectly, through gentrification.

So yes, Everett Link Extension could result in gentrification because bringing light rail to any area sparks other changes, such as improved bicycle and pedestrian infrastructure, transit-oriented development, and new businesses and services. Cumulatively, these can result in increases in costs of living and changes to community culture. These changes can affect certain communities, like those with lower wealth, more than others. We are committed to equitable engagement that includes these voices and hears their needs.

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

Will the project affect the environment?

To evaluate the range of alternatives, we included criteria related to both built and natural environmental resources so we can hopefully avoid any major detriments to those resources. Following the alternatives development phase, as part of the environmental review process, Sound Transit will further evaluate the effects and benefits of a preferred alternative and other alternatives on the built and

natural environment, through an EIS. To reduce negative environmental effects, Sound Transit will implement design measures, best management practices and other mitigation strategies as more specifics come up.

Will Everett Link include opportunities for pedestrian and bicycle improvements?

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

When will Everett Link stations have additional parking?

The target opening date for the Everett Link Extension is 2037, and we anticipate that new parking facilities will open at Mariner Station and Everett Station in 2046. At service opening, transit riders will be able to access Link via existing and new local bus connections and via existing park-and-ride facilities at Everett, Ash Way and Mariner Stations. Sound Transit will also explore ways to expand parking availability and provide other station access choices before 2046, where and when budget allows.

How will this project affect my local bus service?

The project will affect bus service, but we do not know specific changes at this early stage of planning. Some routes could see increases in service levels and coverage, while others could have decreases. Despite some likely changes, it is our goal to offer riders more options and seamless connections with other public transportation providers (e.g., Community Transit and Everett Transit) and we are working with these transit partners to make this happen. Additionally, the system expansion plan includes:

- Stride bus rapid transit on I-405/SR 518 and SR 522/NE 145th
- Sound Transit Express bus service

Questions?

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



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