



Everett Link Extension

Frequently Asked Questions

Process and schedule

How are recent financial challenges affecting Everett Link?

Sound Transit updated the ST3 System Plan in May 2026 to ensure that transit expansion project delivery and operations are affordable going forward. Key elements of the update for Everett Link Extension:

- Everett Link Extension remains fully funded for planning, design, and construction. It will be constructed and opened in two phases (2037 and 2041).
- The Operations and Maintenance Facility North is also fully funded. It is slated to open in 2034, ahead of the light rail extension.
- Parking facilities throughout the ST3 System Plan, including at Mariner and Everett Station, are deferred until additional funding resources can be identified. Parking will continue to be studied in the Environmental Impact Statement.
- As design advances, the project team continues to look for ways to deliver the project affordably and on time, leading to potential design refinements like moving some elevated routes to street level and revising station designs.

For more information, visit soundtransit.org/affordability.

When will Everett Link Extension be open for service?

The current schedule for opening light rail service from Lynnwood City Center Station to SW Everett Industrial Center Station is 2037, with the opening of the two northernmost stations (SR 526/Evergreen and Everett Station) in 2041. The station planned for SR 99/Airport Road is still identified as provisional. This means it is funded through environmental review, but not for final design and construction.

Why does it take so long for Sound Transit to finish projects like this one?

Light rail projects like the Everett Link Extension take time (12-17 years) to plan, design, and build. There are many tasks to complete between planning 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, construction, and performing safety testing. You can find more information on the project schedule at soundtransit.org/everettlink.

What's happening with the project now? When will we know more?

We are currently in the environmental review phase of the project, which will last into 2028. During this phase, we study existing conditions throughout the project area and evaluate potential effects of the project. We publish our findings in a report called an Environmental Impact Statement. The Draft EIS was published in September 2026.

After the Draft EIS, we identify a Preferred Alternative for each route, station, and OMF North location to include in the Final EIS. Following Final EIS publication, the Federal Transit Administration may issue a Record of Decision and the Sound Transit Board would select the project to be built. It is at this point (expected early 2028) that we'll know where the routes, stations, and OMF North will be. We'll then move into final design and engineering before beginning construction.

What is the environmental review process?

Environmental review for this project includes the preparation of an EIS, which is a document used for decision making that identifies the effects of project alternatives under state and federal law. The EIS explores how the project alternatives could affect the physical, natural, and human environment, and explains how potential impacts would be reduced or mitigated where feasible. The EIS is published in two documents: a Draft EIS and a Final EIS. The Final EIS will respond to substantive comments on the information presented in the Draft EIS; include any necessary revisions to correct technical errors; and will add relevant new information that may have become available since the Draft EIS was published.

Engagement

Why is it important for me to engage now?

Although the opening dates for the two phases of Everett Link Extension are 2037 and 2041, design and construction will take several years to complete. This means we'll be making decisions in the coming year on where stations, routes, and OMF North will be located. Getting involved now means we can take your feedback into account during our decision making process.

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.
- Email everettlink@soundtransit.org with questions, concerns, or comments.
- 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.

What engagement have you done so far?

Project planning started in 2021, and we have consistently reached out to the public to share information and hear your input since then. Between February 2021 and May 2026, Sound Transit:

- Updated the project information website seven times.
- Collected feedback during six public comment periods.
- Hosted seven public meetings.
- Staffed 53 fairs and festivals and 31 tabling events to meet you in the community.
- Conducted 16 equity workshops in multiple languages.
- Held 179 meetings with community groups and members of the public.
- Sent out 34 project email updates to over 6000 email subscribers. ([Sign up!](#))

Effects on the community

My property is in an area of potential route, station, and/or site for OMF North, according to the Draft EIS. 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. The environmental review process identifies properties that may be affected by one or more of the options being studied, listed in Appendix G.2 of the Draft EIS. We notified potentially affected property owners via letter in July 2026 before the Draft EIS was published. Decisions regarding potential property impacts will not be finalized until after the Final EIS is published, a Record of Decision is issued, and the Sound Transit Board selects the project to be built, currently expected in late 2027 or early 2028. Learn more about potential property impacts at soundtransit.org/everettlink-deis.

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, the 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 more than others, like areas with more renters or communities of color. We are committed to equitable engagement that includes these voices and hears their needs. Sound Transit has some tools to help counter market forces that lead to displacement and we are committed to working with local jurisdictions and community groups to develop and implement other anti-displacement strategies.

Our goal is to bring high-capacity transit and its benefits to current residents and businesses. We aim 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 Everett Link include opportunities for pedestrian, bicycle, and bus improvements?

This project envisions accommodations for riders arriving by all modes of transport, including bicyclists and pedestrians. We aim to plan, design, and build our stations for safe and easy connections for people rolling, walking, or biking, and work with our partners to expand system access. In addition, we are working with our transit partners (e.g., Community Transit and Everett Transit) to offer riders more options and seamless transit connections as they update service plans to align with the opening of Everett Link stations.

Route, stations, and OMF North

Did you study other station, route, and OMF 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 early 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 was completed, the Sound Transit Board identified alternatives — and in some cases a Preferred Alternative — to study in the Draft EIS. Scoping and alternatives development reports are available to review on the [Everett Link website](#).

Why do we need an operations and maintenance facility in the 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) 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 from the line. OMF North will serve as one of four 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).

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

We evaluated route and station location alternatives that are consistent with the voter-approved system expansion plan. Locating stations at SW 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.

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 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.

Can Everett Link connect directly 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 SW 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. Whichever station location is selected, the station at the SW Everett Industrial Center would include space for shuttles to the airport terminal and we will continue to work with partners to provide the best possible connections to major destinations.

Will Everett Link stations have additional parking?

Environmental review for the Everett Link Extension includes studying parking facilities at Mariner and Everett Station. However, as part of the May 2026 updates to the ST3 System Plan to achieve affordability, parking facilities are deferred until additional resources are identified. We are exploring alternative funding options for parking solutions that include public and private partnerships and shared parking arrangements. In the interim, we are focusing on easy and accessible station access. 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.

Questions?

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



Interpreter 800-823-9230

Español Tagalog русский язык
漢語 韓國人 日本語 Tiếng việt

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

Follow us:

