

DRAFT PRIORITY PROJECTS LIST

As part of the planning process to determine how and where our regional mass transit system should expand, the Sound Transit Board identified a draft priority projects list shown in the table below. This draft list of projects is being considered for public feedback from June 4 – July 8, 2015. After incorporating public feedback, projects on the final list will be studied for possible inclusion in an ST3 ballot measure that could go to voters as early as November 2016. Starting in fall 2015, further analysis will help narrow the options that could be included in a ballot measure. [View projects on a map at soundtransit3.org](http://soundtransit3.org)

NO.	PROJECT NAME	MODE	DESCRIPTION
NORTH CORRIDOR			
N-01	Everett Station to North Everett	Light Rail	This project would extend light rail from Everett Station to North Everett.
N-02a	Lynnwood Transit Center to Everett Station via the Southwest Everett Industrial Center (Paine Field)	Light Rail	This project would extend light rail from Lynnwood to Everett Station, serving the Southwest Everett Industrial Center (Paine Field) via I-5 and Airport Road.
N-02b	Lynnwood Transit Center to Everett Station via I-5 and SR 99/Evergreen Way	Light Rail	This project would extend light rail from Lynnwood to Everett Station generally via I-5, SR 99 and Evergreen Way.
N-02c	Lynnwood Transit Center to Everett via I-5	Light Rail	This project would extend light rail, primarily in an elevated profile, from Lynnwood to Everett Station, generally along I-5.
N-03	Edmonds Permanent Station	Commuter Rail	In conjunction with Washington State Ferries' Edmonds Crossing multimodal terminal project, this deferred project would relocate the interim station at Edmonds to a permanent location and expand parking. This project is dependent upon WSDOT implementing the unfunded Edmonds Crossing multimodal terminal project.
N-04	Infill Light Rail Station: 130th Street (Lynnwood Link)	Light Rail	This project would add an elevated station at I-5 and N 130th Street along the Lynnwood Link Extension corridor. The station was identified by the Sound Transit Board as a potential future station during the selection of the route, profile and stations for the Lynnwood Link Extension. Inclusion of this project in ST3 would provide funding for design and construction of the station.
N-05	Infill Light Rail Station: 220th Street (Lynnwood Link)	Light Rail	This project would add an elevated station at I-5 and 220th Street SW along the Lynnwood Link Extension corridor. The station was identified by the Sound Transit Board as a potential future station during selection of the route, profile and stations for the Lynnwood Link Extension. Inclusion of this project in ST3 would provide funding for design and construction of the station.
P-03	HCT Study: Access and connection on NE 145th Street from State Route 522 to Link Light Rail	Other	This study would examine options to provide improved east-west connections along NE 145th Street for communities and jurisdictions along State Route 522 to Link light rail. The study would be completed to examine a variety of options for service provision, and to maximize opportunities for regional integration.
P-04	HCT Study: Northern Lake Washington Crossing	Other	This study would examine options for expanding high-capacity transit connections across northern Lake Washington that may be needed when ridership demand exceeds available capacity. This study would examine alternatives including and parallel to State Route 522 and State Route 520, including connections from Sand Point to Kirkland and Redmond/and or Bellevue. The study would be completed to examine a variety of options for service provision, and to maximize opportunities for regional integration.
CENTRAL CORRIDOR			
C-01a	Downtown Seattle to Ballard (Market Street vicinity), primarily at-grade along Elliott and 15th Avenue	Light Rail	This project would build light rail from downtown Seattle to Ballard's Market Street area via the Uptown neighborhood. It would include a movable bridge over the Ship Canal and at-grade light rail in exclusive lanes on 15th Avenue NW and Elliott Avenue W, with signal priority so trains would generally stop only at stations.
C-01b	Downtown Seattle to Ballard (Market Street vicinity), primarily elevated along Elliott and 15th Avenue with tunnel options	Light Rail	This project would build light rail from downtown Seattle to Ballard's Market Street area. It would include primarily elevated light rail on 15th Avenue NW and Elliott Avenue W and a movable bridge over the Ship Canal. It could include tunnel options through the Uptown neighborhood into downtown Seattle.
C-01c	Downtown Seattle to Ballard (Market Street vicinity), primarily elevated/tunnel options	Light Rail	This project would provide light rail from downtown Seattle to Ballard's Market Street area. It would include primarily elevated light rail along the west side of the Interbay corridor and would cross the Ship Canal with either a movable bridge or tunnel.
C-01d	Downtown Seattle to Ballard (Market Street vicinity), primarily at-grade along Westlake Avenue	Light Rail	This project would build light rail from downtown Seattle to Ballard's Market Street area via Westlake Avenue and serve South Lake Union and Fremont. It would be built at-grade in exclusive lanes with signal priority. It could use a movable bridge or tunnel to cross the Ship Canal.
C-02	Ballard to University District	Light Rail	This project would build light rail in a tunnel from Ballard's Market Street area to the vicinity of the U District light rail station now under construction. Riders wishing to continue north or south on Link would transfer at that station.
C-03a	Downtown Seattle to West Seattle/Junction, elevated	Light Rail	This project would build light rail from downtown Seattle, over the existing West Seattle Bridge or a new bridge crossing, to West Seattle's Alaska Junction in a primarily elevated profile.
C-03b	Downtown Seattle to West Seattle/Junction, at-grade	Light Rail	This project would build light rail from downtown Seattle, over the existing West Seattle Bridge, to West Seattle's Alaska Junction in a primarily at-grade profile.
C-03c	Downtown Seattle to Delridge/White Center	Light Rail	This project would build light rail from downtown Seattle, on a new, low-level bridge crossing the Duwamish River, to White Center via Delridge with at-grade and elevated sections.
C-04	New Downtown Seattle Light Rail Tunnel Connection	Light Rail	This project would connect Ballard and West Seattle light rail extensions by building a new tunnel through downtown Seattle.
C-05	New Downtown Seattle Light Rail Surface Connection: At-grade	Light Rail	This project would connect Ballard and West Seattle light rail extensions by building a new at-grade light rail connection through downtown Seattle.
C-06	Downtown Seattle Transit Tunnel existing station passenger capacity improvements	Light Rail	This project would improve passenger circulation and provide additional passenger capacity in existing Downtown Seattle Transit Tunnel stations as the regional transit system expands. It will examine the access-egress needs and identify, design, and construct improvements.
C-07	Transit Tunnel (International District to Northgate) improvements enabling increases in system frequency	Light Rail	This project would study, identify, and evaluate capital and operating options in the Transit Tunnel (International District to Northgate) to potentially improve the frequency of trains to less than three minutes. This could include funding projects such as train operations, upgraded train control signal technology, ventilation, access/egress improvements, etc.
C-08	Infill Light Rail Station: Graham Street	Light Rail	This project would add an at-grade station on Link light rail in the vicinity of Graham Street/Eddy Street.
C-09	Infill Light Rail station: Boeing Access Road	Light Rail	This project would add an elevated Link light rail station in the vicinity of Boeing Access Road.
C-10	Infill Sounder Station: Boeing Access Road	Commuter Rail	This project would add a commuter rail station to the existing South Sounder service in the vicinity of Boeing Access Road along the BNSF tracks.

NO.	PROJECT NAME	MODE	DESCRIPTION
C-11	Madison Street BRT	Bus Rapid Transit	This project would connect the Colman Dock area in downtown Seattle with First Hill, Capitol Hill and the Central District using buses in exclusive lanes with signal priority and other features that improve passenger capacity and travel times.
EAST CORRIDOR			
E-01	Overlake Transit Center to SE Redmond to Downtown Redmond (East Link)	Light Rail	This project would extend East Link to downtown Redmond, as addressed in the project's Record of Decision. The project would include stations at SE Redmond and downtown Redmond.
E-03	Totem Lake to Issaquah via Bellevue	Light Rail	This project would build light rail from Totem Lake to the East Link Hospital Station in Bellevue with some sections at-grade and other sections elevated, utilizing the Eastside Rail Corridor. It would continue to downtown Issaquah generally following the I-90 corridor.
E-04	Renton HOV Direct Access/N 8th	Bus	This is a deferred project that would build a new direct access ramp at N 8th Street in Renton. It was to be designed and built in conjunction with WSDOT's I-405 widening project between Bellevue and Tukwila, which has not been funded by the state.
P-02	HCT Study: Issaquah Highlands to Overlake via Sammamish, Redmond	Other	This study would examine potential future upgrades in existing service and/or improved connections along the corridor from Issaquah Highlands to Overlake via Sammamish/Redmond. The study would be completed in coordination with local transit partners to examine a variety of options for service provision, and to maximize opportunities for regional integration.
SOUTH CORRIDOR			
S-01	Kent/Des Moines to Redondo/Star Lake (272nd) (Federal Way Link)	Light Rail	This deferred project would extend light rail from the Kent/Des Moines station to Redondo/Star Lake (in the vicinity of South 272nd Street) per the Record of Decision that will be completed as part of Federal Way Link Extension.
S-02	Redondo/Star Lake (272nd) to Federal Way (Federal Way Link)	Light Rail	This project would extend light rail south from Redondo/Star Lake (South 272nd Street) to the Federal Way Transit Center area per the Record of Decision that will be completed as part of Federal Way Link Extension.
S-03	Federal Way to Tacoma Dome Station via I-5	Light Rail	This project would extend light rail from the Federal Way Transit Center area to Tacoma Dome Station. This option would generally follow I-5 primarily on an elevated structure or on a mix of elevated and at-grade sections.
S-04	Federal Way to Tacoma Dome Station via 99	Light Rail	This project would extend light rail from the Federal Way Transit Center area to Tacoma Dome Station generally following SR 99 in a primarily elevated profile or with a mix of elevated and at-grade sections.
S-05	Tacoma Dome Station to Tacoma Mall	Light Rail	This project would extend light rail from the Tacoma Dome Station to a station in the vicinity of the Tacoma Mall.
S-06	Expand Sounder South Train Platforms to 8 cars	Commuter Rail	This deferred project would expand the capacity of south Sounder commuter rail service by extending the existing station platforms to accommodate 8-car trains.
S-07	Additional South Sounder platform extensions (Beyond 8-car extension included in S-06)	Commuter Rail	This project would extend south Sounder station platforms beyond 8-car trains to increase passenger capacity. (Note: Project S-06 would extend platforms to eight cars.)
S-08	Additional South Sounder service	Commuter Rail	This project would increase south Sounder service beyond levels funded under the Sound Move and ST2 ballot measures through operating and capital improvements.
S-09	Auburn Station access improvements	Commuter Rail	This deferred project would improve access to and from the Auburn Sounder Station. Improvements could include on or off-site parking improvements or other strategies such as pedestrian, bicycle, and transit improvements.
S-10	Kent Station access improvements	Commuter Rail	This deferred project would improve access to and from the Kent Sounder Station. Improvements could include on or off-site parking improvements or other strategies such as pedestrian, bicycle, and transit improvements.
S-11	Tacoma Link Extension	Light Rail	Tacoma Link extension to Tacoma Community College
REGIONWIDE/MULTI-CORRIDOR			
E-02	I-405 BRT: Lynnwood to SeaTac in HOV/managed lanes <i>(North, East and South corridors)</i>	Bus Rapid Transit	This project would establish Bus Rapid Transit that would operate primarily in HOV/managed lanes from Lynnwood to SeaTac/Airport Station via I-405, SR 518, and International Boulevard. Potential improvements include direct access ramps to facilitate the movement of buses, as well as parking, freeway stations and station improvements.
P-01	Future System Planning (ST4)	Other	This project would include funds for planning efforts supporting an eventual Sound Transit 4 ballot measure that continues progress toward implementing Sound Transit's Long-Range Plan.
R-01	ST Express Service	Express Bus	This project would fund capital and operating improvements for ST Express regional bus service supporting the high-capacity transit extensions that are selected for the Sound Transit 3 measure.
R-02	Vehicle Purchases	Other	This project would fund expanding the Link light rail, Sounder commuter rail, and ST Express bus fleets as the regional transit system grows.
R-03	Maintenance and Storage Facilities	Other	This project would add maintenance and storage facilities for the Link light rail, Sounder commuter rail and ST Express bus fleets to support system expansion.
R-04	System Repair and Enhancement	Other	Under this program, investments necessary to maintain and operate an expanded regional transit system would be identified and funded. A potential project list is under development and review by Sound Transit staff.
R-05	System Access Program (ped, bike and parking)	Other	This project would fund planning and implementation of investments to improve access to the regional transit system, including improvements for pedestrians, bicyclists, buses and private vehicles. Funds would be prioritized per Sound Transit's System Access Policy.
R-06	Innovation and Technology Program	Other	This program would fund planning and implementation of programs outside the scope of large capital projects, which can improve the functioning and use of the regional transit system through innovative best practices, technologies and partnerships.
R-07	Transit Oriented Development Program	Other	Program to fund additional TOD analysis and support conducted as part of project development in accordance with the TOD Policy (Resolution No. R2012-14). Funding could be used for activities such as planning, detailed market studies, analysis of potential Agency TOD sites and related activities necessary to bring surplus properties to the market, and both Community and Agency TOD development support.
R-08	Agency administration, insurance and reserves	Other	Beyond investments in individual projects, implementing the ST3 program will require agency-wide capital and operating programs including: - Insurance for capital and operating programs, - Bond, capital replacement, operating and other reserves, - Staffing and other administrative costs to implement the ST3 program.