

# PROJECT DELIVERY TIMELINES



## GROWING THE TRANSIT NETWORK

ST3 proposes a broad-reaching series of transit investments that would be delivered in steady succession over 25 years, further extending the system currently under construction. The Sound Transit Board responded to public calls for faster project delivery by speeding up initial schedule projections for light rail projects by two to five years.

# SOUND TRANSIT 3

August 2016

## A PLAN TO KEEP OUR REGION MOVING

As the region's population grows, Sound Transit 3 would provide fast, predictable alternatives to traffic congestion, with new light rail, Bus Rapid Transit and commuter rail stations opening every few years.



**Builds 62 more miles of light rail**, connecting major urban centers from **Everett to Tacoma** and from **Ballard and West Seattle to Redmond, south Kirkland and Issaquah** with trains running every six minutes in peak hours. Extends **Tacoma Link to Tacoma Community College**.



Improves access to transit service by building **new parking spaces, and more miles of bicycle and pedestrian trails**.



**Establishes bus rapid transit (BRT) service** on I-405/SR 518 all the way from Lynnwood to Burien and on SR 522 and NE 145th Street from Woodinville to Shoreline, with buses every 10 minutes in peak hours.

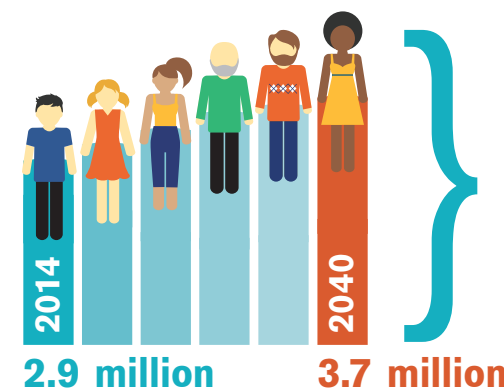


**Helps protect the environment.** With the completion of ST3, by 2040 the entire Sound Transit system will save an estimated 793,000 metric tons of greenhouse gas emissions annually.



Extends the **Sounder south line** from Lakewood to DuPont to serve Joint Base Lewis/McChord and **builds additional parking and access improvements at Sounder stations**.

## 1,000 NEW NEIGHBORS EVERY WEEK



Last year, our region added 52,000 people<sup>1</sup> and an estimated 41,000 cars<sup>2</sup>. In the next 25 years our populations is estimated to grow by more than 800,000<sup>1</sup>.

With this growth, more people are competing for limited road space, dramatically increasing travel time – and travel headaches. Hours of delay on the Central Puget Sound region's freeways increased by 95 percent between 2010 and 2015<sup>3</sup>.

Source: <sup>1</sup>Puget Sound Regional Council  
<sup>2</sup>U.S. Census Data  
<sup>3</sup>2015 WSDOT Corridor Capacity Report

Sound Transit 3 will knit the region together with greater mobility in the face of tremendous population and job growth, preparing the region for continued economic growth and a sustainable future.

## PROPOSED PROJECTS

### Light Rail

- From Overlake to downtown Redmond: 2024
- From Kent/Des Moines to Federal Way: 2024
- From Federal Way to Tacoma: 2030
- From West Seattle to downtown Seattle: 2030
- From Ballard to downtown Seattle: 2035
- From Lynnwood to Everett: 2036
- From south Kirkland to Issaquah: 2041
- Tacoma Link extension to Tacoma Community College: 2039
- Infill stations at S. Graham Street, S. Boeing Access Road and NE 130th Street: 2031

### Bus Rapid Transit (BRT)

- I-405 and SR 518 from Lynnwood to Burien: 2024
- SR 522 and NE 145th Street: 2024

### Commuter Rail

- Extends Sounder south service from Lakewood to DuPont: 2036
- Sounder south capacity and access improvements: 2024-2036
- Additional parking at Mukilteo and Edmonds stations: 2024

### Bus Reliability Early Deliverables Program: 2019-2024

- Proposed operations of existing bus routes on the shoulders of I-5, I-405, I-90, SR 518 and SR 167
- Capped capital investments for improved bus speed and reliability while longer-term projects are planned and constructed on RapidRide bus service along King County Metro's C and D lines and Madison Street, as well as bus improvements to Tacoma's Pacific Avenue, and between east Pierce County and the Sumner Sounder Station

### Planning Studies

- High-Capacity Transit (HCT) Environmental Study: Bothell to Bellevue
- HCT Study: Everett to Everett College
- HCT Study: Northern Lake Washington
- HCT Study: Light Rail extending from West Seattle to Burien and Renton
- HCT Study: Commuter Rail to Orting
- HCT Study: Tacoma Dome to Tacoma Mall



### KEY

#### PROPOSED ST3 PROJECTS

- Link Light Rail
- Bus Rapid Transit
- Sounder Rail
- Proposed shoulder-running buses / bus speed and reliability
- Environmental study
- Future investment study

#### CURRENT AND PLANNED SERVICE

- Link Light Rail
- Sounder Rail
- ST Express Bus

#### STATIONS

- New station
- Ⓟ New station / added parking
- ⊕ Improved station
- Ⓜ Major rail transfer

NOTE: All routes and stations are representative.

## The ST3 Draft Plan proposes \$54 billion in mass transit projects over the next 25 years.

To pay for ST3, the plan would increase:

- sales tax by 0.5 percent, or 50 cents on a \$100 purchase
- license tabs (MVET) by 0.8%, or \$80 annually on a \$10,000 vehicle, and
- property tax by 25 cents for each \$1,000 of assessed valuation, or \$100 annually for a \$400,000 house.

The typical adult in the Sound Transit District would pay approximately \$169 per year, or \$14 per month in new taxes. Other funding sources include federal grants, bonds, existing Sound Transit taxes and fares.

# SOUND TRANSIT 3 PLAN PROJECTS BY AREA

## North

### Link Light Rail

- Extends the Lynnwood Link extension that is on track for 2023 completion northward from Lynnwood to downtown Everett via SW Everett Industrial Center and I-5 with six (plus one provisional) new stations. Riders could travel from Everett to downtown Seattle (Westlake Station) in 60 minutes. Project completion: 2036
- New light rail stations would serve the areas of West Alderwood Mall, Ash Way, Mariner, SR 526/Evergreen, SR 99 (provisional), SW Everett Industrial Center and the area of the existing Everett Station, with parking investments at Mariner and Everett Stations.
- Funds a study of a potential future extension of light rail from downtown Everett to Everett Community College.

### Sounder North Commuter Rail

- Constructs new parking and other access improvements in Edmonds and Mukilteo as early deliverables.

## East

### Link Light Rail

- Extends the East Link light rail line that is on track for 2023 completion, from Redmond's Overlake area to a new station with parking serving Southeast Redmond, continuing to downtown Redmond. Riders could travel from downtown Redmond to downtown Bellevue in 17 minutes. Project completion: 2024
- Establishes a new Eastside light rail line from South Kirkland to Issaquah with a connection via east Link to Seattle or Redmond and I-405 BRT to Lynnwood or Burien. Four new Eastside light rail stations would serve the areas of south Kirkland, Richards Road, Eastgate near Bellevue College, Lakemont (provisional station) and Central Issaquah, with a parking facility in Central Issaquah. Riders could travel from Central Issaquah to downtown Bellevue in 17 minutes. Project completion: 2041

- Funds a study between Bothell and Bellevue to complete environmental review for a potential future high-capacity transit line.

### Bus Rapid Transit (BRT)

- Establishes BRT service from Lynnwood to Tukwila on I-405, continuing to the Burien Transit Center on SR 518 in new bus-only lanes. Project completion: 2024
- Additional parking is planned at Kingsgate/Totem Lake, NE 44th Street in Renton, and South Renton.
- New stations include NE 85th Street in Kirkland, NE 44th Street in Renton, and a new transit center in South Renton. BRT service will connect with existing freeway stops and transit centers in Lynnwood, Canyon Park, UW Bothell, Brickyard, Kingsgate/Totem Lake, Downtown Bellevue, Tukwila International Boulevard Station and Burien.
- Access by Kirkland residents to the system would be facilitated by the new NE 85th Street BRT freeway station along I-405. New bus-only lanes on NE 85th Street between I-405 and 6th would improve bus speed on NE 85th Street to the Kirkland Transit Center.
- BRT service on SR 522 and NE 145th Street would connect riders with the future Link light rail station on I-5 as well as planned I-405 BRT service, substantially improving transit options for residents of the Lake Forest Park, Kenmore, Bothell and Woodinville areas. Additional parking would be constructed at Lake Forest Park, Kenmore and Bothell.

## Central

### Link Light Rail

- Extends grade-separated light rail service from downtown Seattle to West Seattle with new stations serving the stadiums, SODO, Delridge, Avalon and Alaska Junction areas. Riders could travel from downtown Seattle (Westlake Station) to the West Seattle Junction in 17 minutes. Project completion: 2030
- Extends light rail to Ballard connecting with a new tunnel through downtown

Seattle, with stations in the areas of Denny, South Lake Union, Seattle Center, Smith Cove, Interbay and Ballard. Riders could travel from downtown Seattle (Westlake Station) to Ballard in 12 minutes. Project completion: 2035

- Builds a second light rail tunnel with four new and expanded stations between the International District and Denny area to support regional light rail routes through downtown Seattle. Project completion: 2035
- Adds new stations to the existing Link line at S. Graham Street, S. Boeing Access Road and NE 130th Street. Project completion: 2031
- Funds studies of potential future high-capacity transit investments to link West Seattle with Burien and Renton. An additional study of high capacity transit across northern Lake Washington would include connections along SR 520, SR 522, Ballard to Kirkland via University of Washington, Sand Point to Kirkland, and on to Redmond and/or Bellevue.

### Bus Service Capital Improvements

- Makes capped capital investments for improved bus speed and reliability while longer-term projects are planned and constructed on RapidRide bus service along King County Metro's C and D lines and Madison Street.

## South Corridor

### Link Light Rail

- Extends light rail from Kent/Des Moines to Federal Way with two stations in Federal Way including parking structures at South 272nd and access to the existing Federal Way Transit Center. Project completion: 2024
- Light rail then continues farther south through Pierce County connecting with the major transit hub at the Tacoma Dome, including new stations in South Federal Way and East Tacoma and a new station with parking in Fife. Project completion: 2030
- Riders will be able to travel between the Tacoma Dome and the Federal Way Transit

Center in 19 minutes, and from the Federal Way Transit Center to downtown Seattle (Westlake Station) in 49 minutes.

- Extends Tacoma Link west to Tacoma Community College with six new stations along a route between the college and the voter-approved ST2 expansion to the Stadium and Hilltop districts on track to start construction in 2018.
- Funds a study of a potential future extension of light rail from Tacoma Dome Station to the Tacoma Mall area.

### **Sounder South Commuter Rail**

- Analysis and partner coordination prior to the adoption of a final ST3 measure will determine the most effective south corridor capital investments to serve more riders, including potential lengthening platforms for longer trains, and/or potential investments in tandem with BNSF to enable running more trains on an extended schedule.
- Extends Sounder South service from Lakewood to a new station with parking at DuPont, with a station and parking facility at Tillicum, to help serve Joint Base Lewis/McChord.

- Increases parking and/or establishes other access improvements in the south corridor at Tukwila, Kent, Auburn, Sumner, Puyallup, Tacoma, South Tacoma, and Lakewood stations.
- Funds a study to explore future Sounder South connections to Orting.

### **Bus Service Capital Improvements**

- Provides a capital contribution to improve bus speed, reliability and convenience along Pacific Avenue in Tacoma.
- Provides capital improvements to facilitate the efficient flow of new and expanded bus connections between cities in East Pierce County and the Sumner Sounder Station.

## Region-wide

### **ST Express**

- Sound Transit's regional bus system, which led the nation in number of Commuter Bus boardings for 2015 will build ridership in key long distance corridors. ST3 would fund approximately 600,000 annual hours to continue providing interim express bus service in future HCT corridors.

## Other Draft Plan Elements

### **Multi-Modal Access**

The ST3 Draft Plan enhances Sound Transit's customer access to stations. It includes funding at each station for improved access to the system, tailored to the geography, land use and population and employment density surrounding each rail station. Sound Transit is committed to providing multi-modal access to the regional transit system: non-motorized (bike and walking), transit connections with local partner services, pick-up & drop-off, and parking where appropriate. The plan includes a funding program for these improvements.

### **Transit-Oriented Development and Affordable Housing**

Transit does more than move people from place to place. Well-coordinated transit and zoning supports transit-oriented development (TOD), resulting in residential and commercial neighborhoods that are compact, efficient, diverse and walkable. The ST3 Draft Plan targets resources toward coordinated planning with cities and counties to promote development of affordable housing near stations.

### **Operations and Maintenance Facilities for Bus and Rail**

The new bus and rail lines provided under ST3 will include new maintenance facilities located strategically around the region to ensure efficient system operations. During environmental review prior to final project decisions, Sound Transit will work with cities and counties to determine the most appropriate locations for these essential facilities.

### **Innovation Fund**

The ST3 Draft Plan includes funds to develop new transit technologies to:

- improve rider information and fare payment;
- study impact of connected vehicle and driverless vehicle technologies;
- build partnerships with public and private mobility service providers such as bikeshare, carshare, rideshare, and shuttle services;
- increase data analysis and research to identify and solve barriers to transit use;
- develop transportation demand management strategies to increase system ridership.