

SOUND TRANSIT 3 SYSTEM PLAN PROJECT LIST

The following list describes projects approved by the Sound Transit Board of Directors on June 2, 2016 which will be included in the ST3 Plan for Board adoption on June 23.

PROJECT NAME	MODE	DESCRIPTION
LIGHT RAIL TRANSIT PROJECTS		
Redmond Technology Center Station to Downtown Redmond	Light Rail	This project extends East Link to downtown Redmond, as described in Sound Transit Board Resolution R2013-09 and the FTA and FHWA Record of Decision. The project would include two new stations, one with parking at southeast Redmond and a second in downtown Redmond. Project completion: 2024
Kent/Des Moines to Federal Way Transit Center	Light Rail	This project extends light rail south from Kent/Des Moines to Federal Way, with stations serving South 272 nd Street and the Federal Way Transit Center. The scheduled opening from Angle Lake to Kent/Des Moines has been adjusted to open at the same time as the extension to Federal Way. Project completion: 2024
Federal Way Transit Center to Tacoma Dome	Light Rail	This project extends light rail from the Federal Way Transit Center to Tacoma via I-5 with four new stations in the south Federal Way, Fife and east Tacoma areas, and at the Tacoma Dome Station. Project completion: 2030
Downtown Seattle to West Seattle	Light Rail	This project builds light rail from downtown Seattle to the vicinity of West Seattle's Alaska Junction neighborhood with an alignment primarily on an elevated guideway, and a new rail-only fixed span crossing of the Duwamish River. This project includes five new or expanded stations at the Stadium, Delridge, Avalon, and Alaska Junction areas, with a transfer connection at SODO. Project completion: 2030
Ballard to Downtown Seattle	Light Rail	This project builds light rail from downtown Seattle to Ballard's Market Street area with a new rail-only subway through Seattle Center/Uptown and South Lake Union. The project will be constructed in conjunction with a new downtown Seattle light rail tunnel, which will extend from International District/Chinatown to the Denny Station. The Ballard to downtown Seattle project includes elevated light rail on 15 th Avenue West and Elliott Avenue West and rail-only movable bridge over Salmon Bay. Five new stations serve the areas of South Lake Union, Seattle Center, Smith Cove, Interbay and Ballard. Project completion: 2035
Downtown Seattle Light Rail Tunnel	Light Rail	This project builds a second light rail tunnel in downtown Seattle that provides capacity for the entire system to move through this area. The tunnel will be constructed as part of the Ballard to downtown Seattle light rail project, which includes a tunnel that extends from downtown Seattle through the Seattle Center/Uptown and South Lake Union neighborhoods. The downtown tunnel will extend from International District/Chinatown to the Denny Station with four new and expanded stations at International District/Chinatown, Midtown, Westlake and Denny. Project Completion: 2035
Lynnwood to Everett	Light Rail	This project extends light rail from the Lynnwood Transit Center to Everett Station via the Southwest Everett Industrial Center with both elevated and at-grade sections. The project includes six new stations at West Alderwood Mall, Ash Way, 128 th /Mariner, Southwest Everett Industrial Center, SR 526/Evergreen and Everett Station. The project also includes one provisional station, at SR 99/Airport Road. This provisional station would require identification of additional funding not currently included in the ST3 System Plan in order to be built. Project completion: 2036
South Kirkland to Issaquah	Light Rail	This project builds light rail from south Kirkland to Issaquah with four new stations at south Kirkland, the Richards Road area, Eastgate near Bellevue College, and central Issaquah, with one provisional station in the Lakemont area. This provisional station would require identification of additional funding not currently included in the ST3 System Plan in order to be built. Project completion: 2041
Infill Light Rail Station: South Graham Street	Light Rail	This project builds a new infill station on the Link light rail line in the vicinity of South Graham Street. Project completion: 2031
Infill Light Rail Station: South Boeing Access Road	Light Rail	This project builds a new infill station on the Link light rail line in the vicinity of South Boeing Access Road and I-5. Project completion: 2031
Infill Light Rail Station: Northeast 130 th Street	Light Rail	This project builds a new infill station at I-5 and NE 130 th Street along the Lynnwood Link Extension. Project completion: 2031
Tacoma Link Extension to Tacoma Community College	Light Rail	This project extends Tacoma Link from downtown Tacoma to Tacoma Community College with six new stations. Project completion: 2039
BUS RAPID TRANSIT (BRT) & BUS PROJECTS		
I-405 Bus Rapid Transit	Bus Rapid Transit	This project establishes Bus Rapid Transit (BRT) from the Lynnwood Transit Center to the Burien Transit Center via I-405 and SR 518. The project relies on the I-405 express toll system where available, and Business Access Transit (BAT) lanes on SR 518 from Tukwila to Burien. Project elements include parking, station access improvements, and ten stations, including a new transit center in South Renton and new stations at Northeast 85 th Street with BAT lanes extending toward Downtown Kirkland and at Northeast 44 th Street in Renton. Project completion: 2024
Northeast 145 th Street and SR 522 Bus Rapid Transit	Bus Rapid Transit	This project establishes BRT from the Link station at I-5 and Northeast 145 th Street to UW Bothell, with service continuing at lower frequencies to Woodinville. On Northeast 145 th Street, this project includes transit priority spot treatments to facilitate BRT movement through corridor bottlenecks. On SR 522 the majority of the corridor through Lake Forest Park, Kenmore and Bothell will feature BAT lanes, with transit-supportive enhancements on arterials from downtown Bothell to UW Bothell. This project includes nine pairs of stations with additional parking at Lake Forest Park, Kenmore and Bothell and an expanded transit center at UW Bothell. Project completion: 2024

PROJECT NAME	MODE	DESCRIPTION
King County Metro Rapid Ride C and D and Madison Street Capital Improvements	Bus Rapid Transit	This project provides a capped contribution to help design and implement transit priority improvements along King County Metro's Rapid Ride C and D lines that provide BRT service to Ballard and West Seattle as early deliverables to provide improved speed and reliability in advance of light rail starting operations to these areas. The project also includes a contribution to funding for Madison Street BRT in Seattle. Project completion: 2024
ST Express Service	Express Bus	This project funds operations for ST Express regional bus service maintaining interim express bus service in future High Capacity Transit (HCT) corridors, with an emphasis on long-haul connections between population and employment centers and providing riders with access to rail hubs. Frequent service between Lakewood and Tacoma Dome Station is included. Project completion: ongoing
Proposed Bus on Shoulder Program: Opportunities along I-5, I-405, I-90, SR 518, and SR 167	Bus	This program provides opportunities for buses to use shoulders on freeway and state route facilities during periods of congestion in general traffic and/or HOV lanes. This program will require coordination and further study with transit partners, WSDOT and Federal Highway Administration in order to determine locations that may be feasible. Project completion: 2019-2024
Capital Enhancements to Improve Bus Speed and Reliability between East Pierce County Cities and Sumner Sounder Station	Bus	This project provides capital improvements to facilitate the efficient flow of new and expanded bus connections to Sumner Station. Project completion: 2019-2024
Bus Capital Enhancements for Speed, Reliability and Convenience along Pacific Avenue (Tacoma)	Bus	This project provides a capital contribution to Pierce Transit for bus capital enhancements for speed, reliability and convenience along Pacific Avenue in Tacoma. Project completion: 2019-2024
North Sammamish Park-and-Ride	Bus parking	This project builds a surface park-and-ride in north Sammamish. The site for the park-and-ride will be determined in coordination with the City of Sammamish. Project completion: 2024
SOUNDER COMMUTER RAIL PROJECTS		
Sounder South Capital Improvements Program	Commuter Rail	This project establishes a program of capital elements that would be used to meet growing demand for Sounder South. Access elements could include improvements for pedestrians, bicyclists, buses, and private vehicles, prioritized per Sound Transit's Access Policy. Additional program elements include extending platforms to accommodate trains up to 10 cars in length, track and signal upgrades, and other related infrastructure to facilitate additional capacity. Project completion: 2024-2036
Sounder Expansion to DuPont	Commuter Rail	This project extends Sounder commuter rail service from Lakewood to DuPont with two new stations at Tillicum and DuPont. Project completion: 2036
Sounder North Parking	Commuter Rail	This project would provide an early deliverable within the ST3 System Plan by providing additional parking at Mukilteo and Edmonds Sounder Stations. Project completion: 2024
HIGH CAPACITY TRANSIT (HCT) STUDIES, POLICIES & PROGRAMS		
Future System Planning	Policies and Programs	This project includes funds for planning efforts supporting continued progress toward implementing Sound Transit's Long-Range Plan.
HCT Study: Light rail extending from West Seattle to Burien, Tukwila and Renton	Light Rail	This study examines a light rail extension from West Seattle to Burien and to Renton via Tukwila International Boulevard Station. 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.
HCT Study: Northern Lake Washington	Light Rail	This study would examine options for expanding light rail 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 SR 522 and SR 520, as well as connections from Ballard to Kirkland, Sand Point to Kirkland, and Redmond and/or Bellevue. This study would also examine connections to the University of Washington. This study can consider potential upgrades in existing service and/or improved connections. It should be completed in coordination with local transit partners to examine a variety of options for service provision and to maximize opportunities for regional integration.
HCT Study: Commuter Rail to Orting	Commuter Rail	This study examines a future commuter rail connection from Orting to Sounder south line service.
HCT Study: Connections from Everett to North Everett	Light Rail	This study examines a future light rail extension from Everett to north Everett.
HCT Study: Tacoma Dome Station to Tacoma Mall	Light Rail	This study examines a future light rail extension from Tacoma Dome Station to the Tacoma Mall area.
HCT Environmental Study: Bothell to Bellevue	HCT	This study would complete an environmental study to examine HCT options from Bothell to Bellevue.
System Access Program (Pedestrian and bicycle access, bicycle parking, transit)	Policies and Programs	This program would fund access improvements for Sound Transit stations and facilities including non-motorized access, bicycle parking and facilities, bus transit access, and expanded drop-off/pick-up as needed. This program includes a mode of access data collection program and station area access studies. Funds would be prioritized per Sound Transit's System Access Policy. This program would provide funding in addition to the non-motorized access funds included for individual projects.
Innovation and Technology Program	Policies and Programs	This program would fund research, analysis and implementation of innovative best practices, partnerships and technologies to increase ridership, improve service and enhance efficiency of regional mobility outside of new investments in large capital projects.
Transit-Oriented Development Planning Program	Policies and Programs	This program would fund Transit Oriented Development (TOD) analysis and support beyond the planning phase of transit capital project development in anticipation of sale, lease, or transfer of surplus properties or air rights to third parties. All analysis and property disposition would be conducted in accordance with applicable board policy including TOD Policy (Resolution No. R2012-24). This program would provide funding in addition in the ST3 funds assumed for regional equitable TOD strategy.