

Projects and Amended Timelines

The Sound Transit Board of Directors approved the following projects and amended timelines in their meeting June 2 and directed staff to prepare documentation of the entire ST3 System Plan for Board adoption on June 23.

Under this action, the ST3 plan will add a total of 62 new miles of light rail with stations serving 37 additional areas for a system reaching 116 miles throughout the region. Adopted projects also include BRT on I-405 and SR 522; investments to expand capacity of the Sounder South rail line; ST Express bus service; increased parking and other investments to improve access to stations for bicyclists, pedestrians, drivers, and pick-up and drop-off services.

Proposed improvements that respond to the public's call for faster delivery of Sound Transit 3 light rail extensions outlined at the May 26 Sound Transit Board meeting include:

| Proposed improvements to light rail timelines | | |
|---|----------------|------|
| Everett via SW Everett Industrial Center | 5 years sooner | 2036 |
| Downtown Redmond | 4 years sooner | 2024 |
| Federal Way | 4 years sooner | 2024 |
| Tacoma | 3 years sooner | 2030 |
| West Seattle | 3 years sooner | 2030 |
| Ballard | 3 years sooner | 2035 |
| Tacoma Link to Tacoma Community College | 2 years sooner | 2039 |
| New stations: Graham St & Boeing Access Rd | 5 years sooner | 2031 |

New projects and refinements

Board members also discussed a number of significant new projects and refinements:

- A grade-separated, elevated alignment on 15th Avenue would replace a previously envisioned at-grade section on the light rail extension to Ballard.
- The new light rail line between Issaquah and Bellevue would extend further north to reach the South Kirkland park-and-ride.
- Investments in Bus Rapid Transit (BRT) on I-405 between Lynnwood and Burien would expand to include a freeway station, direct access ramps and surface parking in Renton at Northeast 44th Street.
- A new park-and-ride would be added in north Sammamish.
- Funding would be provided for the 2031 completion of a new light rail infill station at Seattle's Northeast 130th Street.
- Contributions to improve bus speeds and reliability for the Rapid Ride C and D lines have been expanded to also include support for Bus Rapid Transit (BRT) on Seattle's Madison Street.
- An expanded program of Sounder commuter rail capital investments in south King County and Pierce County would increase system capacity, enhance service, and extend the line to Tillicum and DuPont. Improvements will include extending platforms to run longer trains that can serve more riders, purchasing more coaches, working with BNSF to make track and signal improvements that allow more service, and increasing access to stations through more parking and improved pedestrian and bike connections.
- Parking has been expanded at the new DuPont station on the extended Sounder South line.
- Investments in improved bus speeds and reliability in Pierce County would expand to include service between Lakewood and the Tacoma Dome.
- North of the Southwest Everett Industrial Center, the cost of the Everett light rail extension would be reduced by traveling along I-5 instead of SR 99.
- The scope of a study of high-capacity transit between West Seattle and Burien would expand to explore potential future service to Renton via Tukwila.
- A high-capacity transit study would explore potential future service between the Tacoma Dome and Tacoma Mall.
- A future environmental study for high-capacity transit between Bothell and Bellevue would include several north-south options.



| KEY | |
|--|------------------------------------|
| PROPOSED ST3 PROJECTS | CURRENT AND PLANNED SERVICE |
| Link Light Rail | Link Light Rail |
| Bus Rapid Transit | Sounder Rail |
| Sounder Rail | ST Express Bus |
| Proposed shoulder-running buses / speed and reliability improvements | STATIONS |
| Environmental study | New station |
| Future investment study | New station / added parking |
| | Improved station |
| | Major rail transfer |

NOTE: All routes and stations are representative.

See reverse side for identical map and information about unchanged projects remaining in the plan. ▶

Projects remaining unchanged in the plan include:

- Adding Bus Rapid Transit (BRT) service as well as additional parking at selected stations in the SR 522 and Northeast 145th Street corridors in addition to the I-405 and SR 518 corridor, improving the speed, reliability and frequency of buses with service up to every ten minutes in peak hours.
- Extending Sounder commuter rail further south from Lakewood to DuPont via Tillicum, providing a new transit option near Joint Base Lewis-McChord and moving the southern terminus closer to the state capitol.
- Expanding access to Sounder service in the north corridor through increased parking in Mukilteo and Edmonds.
- Funding approximately 600,000 annual hours of interim ST Express bus service during construction of future light rail lines.
- Enabling proposed operation of existing ST Express and partner agency bus routes where possible on the shoulders of I-5, I-405, SR 18 and SR 167, providing riders with improved speeds and reliability.
- Making capital investments to improve bus service along Tacoma's Pacific Avenue.
- Funding future high-capacity transit studies in areas of Everett to north Everett; northern Lake Washington; and commuter rail to Orting.
- Funding multi-modal investments for improved access to stations for people coming and going by transit connections, cars, bikes or on foot.
- Establishing an Innovation Fund for projects such as developing new transit technologies that improve rider information and fare payment; studying integration of driverless vehicle technologies; and building partnerships with public and private mobility service providers.
- Transit-Oriented Development and Affordable Housing: Includes funding for 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. This program would provide funding in addition to the ST3 funds assumed for Regional Equitable TOD fund.



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