SOUND TRANSIT 3

SOUND TRANSIT 3: CANDIDATE PROJECTS LIST

As part of the planning process to determine how and where our regional mass transit system should expand, in June 2015, the Sound Transit Board released a Draft Priority Projects List of representative projects to be considered as possible candidate projects for ST3. Following substantial feedback from the public, key stakeholders and jurisdictions, on August 27, 2015 the Sound Transit Board finalized the list of ST3 candidate projects to be studied. Information about these projects is provided below.

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, primarily in an elevated profile, serving the Southwest Everett Industrial Center (Paine Field) via I-5 and Airport Road. This project would include examination of a 1000 stall parking facility at Everett Station.
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 primarily in an elevated profile. This project would include examination of a 1000 stall parking facility at Everett Station.
N-02c	Lynnwood Transit Center to Everett via I-5	Light Rail	This project would extend light rail, primarily in an at-grade and elevated profile, from Lynnwood to Everett Station, generally along I-5. This project would include examination of a 1000 stall parking facility at Everett Station.
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 St. 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 St. S.W. 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.
N-06	Parking structure for 236th Street aerial station in Mountlake Terrace	Light Rail	This project would provide additional parking at the future 236th St. aerial LRT station being built as part of the Lynnwood Link Extension.
N-07	Additional I-5 crossing to the 164th potential future light rail station area	Light Rail	This project would provide a capped contribution of up to $32 million toward a new I-5 crossing (for buses, vanpools, and non-motorized use) to help serve a potential future light rail station at 164th St. S.W. and I-5.
N-08	Additional I-5 crossings to the 128th potential future light rail station area	Light Rail	This project would provide a capped contribution of up to $56 million toward a new I-5 crossing (for buses, vanpools, and non-motorized use) to serve the potential future light rail station in the vicinity of 128th St. S.W. and I-5.
N-09	BRT on SR 523/N.E. 145th Street to connect to Link Station	Bus Rapid Transit	This project would design and implement BRT on SR 523/N.E. 145th St. between the Link station at I-5 and SR 522.
N-10	BRT on SR 522 to the vicinity of UW Bothell	Bus Rapid Transit	This project would design and implement BRT on SR 522 at N.E. 145th St. to the vicinity of the UW Bothell Campus with parking and access improvements.
P-03	HCT Study: Access and connection on NE 145th Street from State Route 522 to Link Light Rail	HCT	This study would examine options to provide improved east-west connections along N.E. 145th St. 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	HCT	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.
P-08	Study: Light rail on SR 522	Light Rail	This study would examine a future extension of light rail along SR 522 and connections to the existing light rail system.
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 St. area via Uptown, serving Seattle Center. It would include a movable bridge in exclusive lanes and at-grade light rail in exclusive lanes on 15th Ave. N.W. 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 St. area. It would include primarily elevated light rail on 15th Ave. N.W. and Elliott Ave. W. and a movable bridge. It could include tunnel options through Uptown, serving Seattle Center, and 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 St. area. It would include primarily elevated light rail along the west side of the Interbay corridor, also serving Uptown and the Seattle Center, and would cross the Ship Canal with a 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 St. 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 either a movable bridge or a tunnel to cross the Ship Canal.
C-01e	Additional potential station in the vicinity of SR 99 and Harrison St.	Light Rail	This project would examine the additional cost, ridership and other evaluation criteria related to an additional tunneled station in the vicinity of SR 99 and Harrison St. consistent with the alignments C-01b and C-01c.
C-01f	Additional potential station in Interbay	Light Rail	This project would examine the additional cost, ridership and other evaluation criteria related to an additional at-grade station in the vicinity of Newton St., consistent with the alignment of C-01a.
C-01g	Additional extension and potential station to the Ballard High School/65th St. Vicinity	Light Rail	This project would examine the additional cost, ridership and other evaluation criteria related to a half-mile extension to the vicinity of Ballard High School/65th St. and an additional station consistent with the alignment of C-01b.

NO.	PROJECT NAME	MODE	DESCRIPTION
C-01h	Ballard Bridge replacement with Light Rail and bicycle/pedestrian improvements	Light Rail	This project would examine the additional cost, operational considerations and other evaluation criteria related to replacing the Ballard Bridge with a new multimodal crossing that would include general purpose lanes, pedestrian and bicycle facilities, and light rail, as it relates to the light rail crossing included in C-01a and C-01b.
C-02	Ballard to University District	Light Rail	This project would build light rail in a tunnel from Ballard's Market St. 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 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, to White Center via Delridge Way with at-grade and elevated stations.
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 St./Eddy St.
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.
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.
C-12	Additional parking at Tukwila International Boulevard (TIB) Station	Light Rail	This project would evaluate demand and examine the additional cost and operational considerations for adding parking at the Tukwila International Boulevard (TIB) Station.
C-13	West Seattle/Junction to Burien Transit Center	Light Rail	This project would build light rail from West Seattle/Junction to downtown Burien with a grade separated alignment between the Junction and White Center, continuing at-grade to Burien.
P-05	Study: Light rail extending from West Seattle to Burien and connecting to the spine serving SeaTac/Airport Station	Light Rail	This study would examine and conduct environmental analysis of a light rail extension from West Seattle to Burien, including the connection from Burien to the light rail spine.
P-06	Study: LRT directly linking Burien to Tukwila and Renton.	Light Rail	This study would examine and conduct environmental analysis of a light rail extension from Burien to Tukwila and Renton.
P-07	Study: Light Rail to Crown Hill from Ballard	Light Rail	This study would examine a future extension of a Ballard to Downtown Seattle light rail line from Market St. to the vicinity of N.W. 85th St.
P-09	Study: LRT from Ballard to Bothell via Greenwood, North Seattle, and Lake City	Light Rail	This study would examine a future extension of a Ballard to Downtown light rail line from Market St. to destinations north and east, and the potential future operational configurations that could feasibly connect these smaller centers.
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, along the route selected by the Sound Transit Board. The project would include stations at southeast 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 and would include examination of a Park and Ride Facility in Issaquah.
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 St. 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.
E-05	North Sammamish Park and Ride	Bus	This project would add a 200 to 300 stall surface parking lot in North Sammamish.
E-06	Bus Rapid Transit/ST Express Bus on the Eastside Rail Corridor from Kirkland to Bellevue	Bus Rapid Transit	This project would build Bus Rapid Transit from Kirkland to Bellevue using the Eastside Rail Corridor, providing transit service in exclusive right-of-way between the Totem Lake Urban Center and the Wilburton Station area in Bellevue, serving major population and employment centers in between.
P-02	HCT Study: Issaquah Highlands to Overlake via Sammamish, Redmond	HCT	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.

NO.	PROJECT NAME	MODE	DESCRIPTION
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 St.) per the route ultimately selected by the Sound Transit Board as part of the 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 St.) to the Federal Way Transit Center area per the route ultimately selected by the Sound Transit Board as part of the 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 SR 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
S-12	Bus capital enhancements for speed, reliability, convenience along Pacific Avenue (Tacoma)	Bus	This project would be a partnership with Pierce Transit's BRT project along Pacific Avenue (where PT route 1 currently operates) by contributing toward capital improvements that support efficient flow of buses, such as traffic signal pre-emption, queue jumps, stop amenities, etc. The Pacific BRT route would provide direct connections between Tacoma Dome Station, central/south Tacoma, and Parkland and Spanaway areas.
S-13	Bus capital enhancements for speed, reliability, convenience along Meridian/SR 161 (Puyallup)	Bus	This project would make capital improvements along the SR Meridian Ave./SR 161 corridor in the Puyallup area that support the efficient flow of buses, such as traffic signal pre-emption, queue jumps, stop amenities, etc.
S-14	Capital enhancements to improve speed and reliability on Traffic Ave. or SR 162 for potential bus connections between east Pierce County cities (Bonney Lake and Orting) and Sounder stations	Bus	This project would make capital improvements to facilitate the efficient flow of buses across SR 410 at either Traffic Ave. or SR 162 in the Sumner area, for the purpose of supporting new and expanded bus connections to Sumner Station.
S-15	South Sounder Access Improvements	Commuter Rail	This project would provide improvements for access to South Sounder stations relative to the service levels and demand for Sounder. Specific improvements would be determined through an assessment of conditions at each station, and could include parking expansion and roadway and signal enhancements, non-motorized mode enhancements, bus connections, etc.
S-16	Commuter rail station and service expansion from McMillan (near Orting) to either Sumner or Puyallup Sounder stations	Commuter Rail	This project would establish commuter rail service along an existing rail corridor between the rail spur's southern terminus in McMillin (near Orting) and the Sounder stations at either Sumner or Puyallup. This service would provide connections to the regional transit system for Orting and the communities south of Puyallup and Bonney Lake.
S-17	Sounder expansion to DuPont including a station in the Tillicum neighborhood of Lakewood	Commuter Rail	This project would provide Sounder commuter rail service to DuPont. In addition to a new station at DuPont, the project would also include a station between Lakewood and DuPont to serve the Tillicum area and Joint Base Lewis McChord.
REGIONWIDE/MULTI-CORRIDOR			
E-02	I-405 BRT: Lynnwood to SeaTac/ Burien in HOV/managed lanes	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. Extension of service west to Burien Transit Center, including as a possible terminus point, is also included. This project would provide improved connections and access for Lynnwood, Bothell, Kirkland, Bellevue, Newcastle, Renton, Tukwila, SeaTac, Burien, and nearby cities. Potential improvements include items such as direct access facilities for the efficient movement of buses, parking, freeway stations, station improvements, and exclusive right-of-way to provide direct connections to population and employment centers.
P-01	Future System Planning (ST4)	Policies and Programs	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	Bus/Rail	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	All	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	Policies and Programs	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	Policies and Programs	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.

NO.	PROJECT NAME	MODE	DESCRIPTION
R-06	Innovation and Technology Program	Policies and Programs	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	Policies and Programs	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	Policies and Programs	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.