

PROPOSED DRAFT: 3/24/2016

SOUND TRANSIT 3: DRAFT SYSTEM PLAN PROJECT LIST

In August 2015, following extensive public input, the Sound Transit Board identified projects to be studied as candidates for inclusion in the ST3 system plan. On December 4, 2015, Sound Transit presented the results of those studies, which document estimates of ridership and cost, as well as evaluations of other factors for each project. The Board will draw on these studies as it narrows in on a draft ST3 system plan. The following is a listing of representative projects that have been identified for the Draft ST3 System Plan.

PROJECT NAME	MODE	DESCRIPTION
LIGHT RAIL TRANSIT PROJECTS		
Redmond Technology Center Station to SE Redmond to Downtown Redmond (East Link)	Light Rail	This project would extend East Link to Downtown Redmond, as described in ST Board Resolution R2013-09 and the FTA and FHWA Record of Decision. The project would include two new stations.
Kent/Des Moines to Federal Way Transit Center	Light Rail	This project would extend light rail from Kent/Des Moines to the Federal Way Transit Center via I-5. The portion of this project from Kent/Des Moines to S 272 <sup>nd</sup> is part of the ST2 program; however, due to reduced agency revenues experienced during the recent recession, implementation was deferred. This project would include two new stations.
Ballard to Downtown (including second subway tunnel through Downtown Seattle)	Light Rail	This project would build light rail from Downtown Seattle to Ballard’s Market Street area. It would include elevated and at-grade light rail on 15th Avenue NW and Elliott Avenue West and a rail-only movable bridge over Salmon Bay. It includes a new rail-only tunnel through the Uptown neighborhood and Downtown Seattle. This project would include nine new stations.
Federal Way Transit Center to Tacoma Dome	Light Rail	This project would extend light rail from Federal Way Transit Center to Tacoma via I-5 with four new stations including one serving the Tacoma Dome.
Downtown Seattle to West Seattle	Light Rail	This project would provide a light rail connection from Downtown Seattle to the vicinity of West Seattle’s Alaska Junction neighborhood including an alignment primarily on an elevated guideway, and a new rail-only fixed span crossing of the Duwamish River. This project would include five new stations including a transfer connection at SODO.
Lynnwood to Everett	Light Rail	This project would provide an elevated and at-grade light rail extension from the Lynnwood Transit Center to Everett Station via the Southwest Everett Industrial Center and Evergreen Way. This project would include six new stations including one serving Everett Station. The project would also include two provisional stations, SR 99 and Northern Evergreen. Funding not currently included in the Draft System Plan would have to be identified in order for these stations to be built.
Bellevue to Issaquah	Light Rail	This project would build light rail from Bellevue to Issaquah via Eastgate. This project would include three new stations and a provisional station in the Lakemont area. This provisional station would require identification of additional funding not currently included in the Draft System Plan in order to be built.
Infill Light Rail Station: Graham Street	Light Rail	This project would provide a new infill station on the Central Link light rail line in the vicinity of Graham Street.
Infill Light Rail station: Boeing Access Road	Light Rail	This project would provide a new infill station on the Central Link light rail line in the vicinity of Boeing Access Road and I-5.
Infill Light Rail Station: 130 <sup>th</sup> (Provisional)	Light Rail	This project would be included as a provisional elevated station at I-5 and NE 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. This project would require identification of additional funding not currently included in the Draft System Plan in order to be built.
Tacoma Link Extension to Tacoma Community College	Light Rail	This project would extend Tacoma Link from Downtown Tacoma to Tacoma Community College with six new stations.
BUS RAPID TRANSIT & BUS PROJECTS		
I-405 Bus Rapid Transit	Bus Rapid Transit	This project would establish BRT from Lynnwood Transit Center to the Burien Transit Center via I-405 and SR 518. The project would rely on the I-405 express toll system where available, and 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 a new station at NE 85 <sup>th</sup> St. with BAT lanes extending toward Downtown Kirkland.
145th and SR 522 Bus Rapid Transit	Bus Rapid Transit	This project would design and implement BRT on NE 145th Street between the Link station at I-5 and SR 522 with transit priority spot treatments used to facilitate BRT movement through corridor bottlenecks. The project would design and implement the completion of Business Access Transit (BAT) lanes along SR 522 from the intersection of NE 145 <sup>th</sup> and SR 522 to the vicinity of UW Bothell. This project would include ten stations. Service would also extend to Woodinville.
King County Metro Rapid Ride C and D Capital Improvements	Bus Rapid Transit	This project would 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 an early deliverable to provide improved speed and reliability, in advance of light rail starting operations to these areas.
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.
Proposed Bus on Shoulder Program: Opportunities along I-5, I-405, SR 518, and SR 167	Bus	This program proposes to enable 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 for this program.
Capital Enhancements to Improve Bus Speed and Reliability between East Pierce County cities and Sumner Sounder Station	Bus	This project would provide capital improvements to facilitate the efficient flow of new and expanded bus connections to Sumner Station.
Bus Capital Enhancements for Speed, Reliability and Convenience along Pacific Avenue (Tacoma)	Bus	This project would provide a capital contribution to Pierce Transit for bus capital enhancements for speed, reliability, and convenience along Pacific Avenue in Tacoma.

PROJECT NAME	MODE	DESCRIPTION
SOUNDER COMMUTER RAIL PROJECTS		
South Sounder Capital Improvements Program	Commuter Rail	This project would establish a program of capital elements that would be used to meet growing demand for South Sounder. Access elements could include improvements for pedestrians, bicyclists, buses, private vehicles, prioritized per Sound Transit’s Access Policy. Additional program elements could include platform extensions, track and signal upgrades, and other related infrastructure to facilitate additional capacity.
Sounder Expansion to DuPont	Commuter Rail	This project would extend Sounder commuter rail service from Lakewood to Tillicum and DuPont with two new stations.
North Sounder 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.
HCT STUDIES, POLICIES & PROGRAMS		
Future System Planning (ST4)	Policies and Programs	This project would include funds for planning efforts supporting a potential future Sound Transit 4 ballot measure that continues progress toward implementing Sound Transit’s Long-Range Plan.
HCT Study: Light Rail Extending from West Seattle to Burien and extending to the Light Rail Spine	Light Rail	This study would examine a light rail extension from West Seattle to Burien, including the connection from Burien to the light rail spine. 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 would examine a future extension of a commuter rail connection from Orting to the existing South Sounder System.
HCT Study: Connections from Everett to North Everett	Light Rail	This study would examine a future extension of light rail from Everett to North Everett.
HCT Environmental Study: Bothell to Bellevue via Kirkland	HCT	This study would complete an environmental study to examine HCT options from Bothell to Bellevue via Kirkland.
Improved Passenger Amenities at Stations and Stops	HCT	This program would provide improved passenger amenities at stations and stops, including access improvements for bikes/pedestrian improvements, real time information expansion at stations/stops; Expand use of ORCA and/or Mobile Pay options; Access for drop-off and pick-up capacity at stations, transit services, car share services, and private vehicles.
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 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 in 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 fund.